

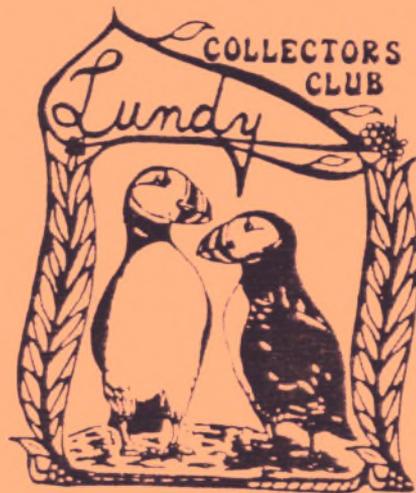


*Season's  
Greetings*



**FALL 1983**

**OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB**



## LCC T-SHIRTS

At long last LCC T-shirts are once again available! Our new shirts are Haines Beefy-T's in powder blue with the twin puffin design as featured  
printed in dark blue. The cost to LCC members is \$6.50 U.S. postpaid. (Overseas orders add \$1.00 additional postage and handling.)

In addition to T-Shirts, we are able to supply a limited number of nylon windbreakers (unlined) with the twin puffin design on the back for \$17.50 ppd. (Overseas + \$1.50)

Please specify size: Adult S M L XL  
Order from LCC Sales Division, 2021 Ridge Road,  
Homewood, Illinois 60430

(Please pay in U.S. funds, drawn on U.S. Bank)

# LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 5, Number 3 (Whole No. 19)

Fall 1983

## LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society (APS)  
Branch Chapter of the Society of Philatelic Americans (SPA)  
Member Organization in the Council of Philatelic Organizations (COPO)  
Member Club of the Aerophilatelic Federation of the Americas (AFA)*

### LCC Officers:

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

### Editorial Office Address:

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

### 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 Philatelic Quarterly*.

## Letters to the Editor

### The Lundy Field Society

"This year's excursion went very well: 800 people on the Waverley, the sun shining, and the landing easy. A number of your members were with us, including John Martin. He's been a member of the Lundy Field Society for some years and his son works on the Island. My wife and I will be spending the last two weeks of August on Lundy and celebrating our Silver Wedding Anniversary. We met each other on the Island some 27 years ago and now have four children."

--Peter B. F. Cole, Reigate, Surrey, England (June 11, 1983)

*Peter Cole is the Honorary Secretary of the Lundy Field Society (L.F.S.), a nonphilatelic organization comprised of members who are interested in and study the archaeological, botanical, ornithological, and other aspects of Lundy, and who formally publish the results of their investigations. The L.F.S. issues an annual Report and an annual Newsletter, holds an annual general meeting on the British mainland, and sponsors an annual Lundy excursion/field trip for its members. Annual dues for the L.F.S. currently are a modest 3 pounds for ordinary membership, 50 pence for each additional family membership, 6 pounds for group membership, 75 pounds for life membership, and 2 pounds for individuals over 65 years of age. Membership payments can be mailed to the L.F.S. Honorable Secretary, 2 Beaufort Close, Reigate, Surrey, RH2 9DG, England. --RSC*

### Information from Barry Chinchen

"Many thanks for sending me a photocopy of the Lundy Island Chronicle. Actually, Wendy Puddy sent me a copy last week with a request for a philatelic article for a future edition. I am most grateful that you took the trouble to send me the photocopy. As usual, I must congratulate you on the excellent auction catalogue you have produced. I hope the recipients appreciate what an effort you have put into this. There are a couple of points arising from the catalogue. I do not believe that the forged overprints on the Tighearna sheets were made by the Philatelic Bureau. They are much more likely to have originated in the early 1950s when Sanabria and Medawar were involved in the stamps. I have now changed my mind about the second point, but whilst checking, I came across a leaflet that I once prepared but do not think I ever published. It concerns a very minor variety on each sheet of Anti-malaria stamps—original enclosed. It may make an article sometime if material is ever short."

--Barry Chinchen, Eastleigh, Hants., England (June 14, 1983)

*The information in Barry's "leaflet" on two perforation varieties of the Lundy 1962 Anti-malaria issue appears elsewhere in this issue of the LCCPQ. --RSC*

### Praise for the LCC #3 Auction Catalogue

"Congratulations on a wonderful effort—your auction catalogue deserves merit as more of a reference book on Lundy stamps than an auction catalogue! It surely

LETTERS TO THE EDITOR (Continued)

condenses many of the minor 'quirks' and varieties which have been featured in the LCCPQ over the past couple of years. I for one will file it with my Chinch Catalogue for continuous reference."

--Stanley A. Newman, Hove, Sussex, England (June 21, 1983)

*Stanley Newman conducts regular Lundy-specialised auctions for the I.P.P.A. firm. For a sample auction catalogue or subscription information, write Stanley at 87 The Droveaway, Hove, Sussex, BN3 6PR, England. --RSC*

Lundy Island Chronicle Co-Editor Responds to Inquiry

"I was pleased to hear that the first edition of the Lundy Island Chronicle had arrived safely and that you enjoyed reading it. Our problem regarding accepting mail subscriptions is that we are operating under the conditions that we have to make each issue pay for itself before we are allowed to print the next issue; so, it is difficult to predict how many issues we will be able to produce. Also, as the British postal rates are inclined to increase with monotonous regularity, we would have difficulty in knowing just how high to pitch our costs. We are, however, going to produce a second issue so are prepared to send either of the two issues out by post on direct application. (The next issue, by the way, will include a philatelic item which we hope to make a regular feature.)

I think we will have to allow 10p for an envelope plus the following amounts for postage depending on how it is to be sent: ordinary air mail = 97p, printed-paper air mail (open envelope) = 56p, surface mail = 41p, ordinary printed paper = 27p. Obviously, if more substantial envelopes were used to prevent creasing, the cost of postage would be higher. We hope that the basic cost of the Chronicle will stay at 25p. We would be really pleased if you would put an announcement in the LCCPQ as we obviously would like to reach as wide an audience as possible. It would be a great help if people could pay us in British currency rather than in dollars as the cost of converting relatively small amounts of dollars usually outweighs its value!"

--Wendy Puddy, Lundy, Bristol Channel, England (June 23, 1983)

*Wendy Puddy and Louise Melhuish are co-editors of the Lundy Island Chronicle, which began publication in the Spring (see Summer 1983 LCCPQ, page 5). The letter from Wendy was a response to my inquiry about the possibility of L.C.C. members obtaining subscriptions to or copies of the LIC by mail. Orders for the LIC should be addressed directly to Wendy Puddy, Lundy, via Ilfracombe, North Devon., EX34 8LA, England. (Since the LICs presumably will be mailed from the Island, this is your opportunity to obtain a contemporary Lundy outward "commercial" cover addressed directly to you in the process of obtaining some interesting reading about Lundy!) For our U.S. and Canadian members, I would suggest the AO printed matter rate of 56p + 25p for the LIC + 10p for the envelope as a relatively economical, speedy means of obtaining a copy. Perhaps, Wendy would consider a slight overpayment in mint British postage stamps in lieu of British currency? It appears from her response that Wendy assumed all our L.C.C. members are on this side of the Atlantic--U.K. and European (and elsewhere for that matter) members could also order copies of the LIC for 35p plus the appropriate postage. --RSC*

Laments About Missed Lundy Visit and Polar Bear Mishap

"My brother's improvement (in health) did not commence till July 5, 1983, just a week too late to have partaken of even the final of P.S. Waverley's four calls at Lundy from Penarth. This was really galling as it was I who had badgered Terry Sylvester (the chap who plans her schedules) at the end of last season when there had been landings only from Swansea, with merely cruises round from this end of the channel, to be more considerate of the needs of passengers from this area, to say nothing of Bristol. In complying, he found it certainly paid as the crowds carried proved far greater than in 1982. So yet again I have been foiled in a Lundy landfall for two blank seasons, but the friend who stayed over (at Millocombe) took numerous snapshots which I've now seen and can gauge the building changes now taking place there--not all of which I approve! And now I know a bit more about the uses to which they will be put and also of the changes about and retirements in personnel. Already, I fear, they will have started worrying about water shortage after weeks of so little rain, and I'm sure those builders will have been making heavy demands upon the supply. Thought it is true there have been scattered thunderstorms with torrential downpours in Wales and the West Country, I know from long experience these meteorological disturbances have a habit of parting over the Bristol Channel

LETTERS TO THE EDITOR (Continued)

and being magnetized either towards the high moorlands of Dartmoor and Exmoor or the loftier terrain of South Wales, leaving Lundy more often drier than the proverbial bone!

At least I have some tidings via local radio affecting the Island, in that I heard a news broadcast last Friday (July 22) mention that the Lundy supply boat Polar Bear had been in collision in fog with a small coaster, and though it said no one was hurt, I've since heard the Polar Bear sustained some damage—most unfortunate at their busiest time of year if sailings have to be cancelled while it's in for repair. It was those same foggy conditions some miles to the southwest that the following morning led indirectly to the tragedy of the helicopter crash in the Scilly Isles with a loss of twenty lives. I will not be surprised if the 'chopper' service to Lundy from Hartland Point 'feels a drought' as a repercussion."

--Gwyneth White, Penarth, Glamorgan, Wales, U.K. (July 26, 1983)

*Miss White is a longtime friend of Lundy and is well acquainted with members of the Harman Family. She has visited Lundy on many occasions in the past and has graciously consented to write a series of Lundy memoirs for the LCCPQ, with the proviso that the Editor "marshalls them into categories and aspects such as wrecks, weather hazards, the perennial charm of scenery and wildlife, and the characters and personalities of its residents, and doesn't tie (her) to a deadline." I will marshall but won't tie, so that in the future we all can look forward to Miss White's writings! --RSC*

News of the Paddle Steamer Waverley

"When she was in the Bristol Channel on June 19, 1983, the Waverley was forced to make an emergency diversion to Barry after she had struck a foreign object which broke her paddle. This was repaired temporarily. At the time she had 500 people on board, although there was no chance of anything serious happening. Also, on another trip to Steep Holme and Flat Holme, two islands near Weston-Super-Mare up the coast quite a bit from Lundy, they landed people, then went on for a cruise, came back early afternoon and made a few pickups, but had to abandon due to very heavy swell, went to Penarth, and came back around 8 or 9 p.m. to collect the rest. Seems the channel is being unkind to pleasure boats after the Ivanhoe mishap. In the first incident, the captain was Captain David Onell who captained the Ivanhoe when she went down."

--David Perris, Cardiff, Glamorgan, Wales, U.K. (July 30, 1983)

Comments on Wilkinson's "Lundy Postal Records" Article

"I want to make a few observations on the excellent article written by my friend Ian Wilkinson in the Spring edition of the LCCPQ ("Additional British Post Office Department Postal Records of Lundy," pages 6-8). It seems that the GPO was anxious to have a more reliable carrier than the sailing ketch Gannet, which had no motor, and sought tenders. None was forthcoming immediately, though from September 30, 1911 the mails were carried by another 'sailing ship' (probably that of James Chenhalls) until May 1912 when the 98-ton steamer Devonia, under Captain Bear, obtained the contract. This lasted until April 1920 when Mr. Christie, who as new owner (of Lundy) had acquired the Lerina, made a contract with the Admiralty and the Post Office by which mails and stores for the Lighthouse and Signal Station were carried between Instow and the Island once a week for an annual sum of 208 pounds. These contracts remained and were taken over by Martin Harman in 1925. Ian reproduces a typical Martin Coles Harman letter on page 8 but mistakenly notes that 'H.B.M.' is a misprint. 'H.B.M.' is in fact an abbreviation for 'His Britannic Majesty'—the correct but formal term for all State Departments."

--Tony Langham, Reigate, Surrey, England (July 31, 1983)

Status of Lundy Publishing Endeavors

"While in Suffolk in July, I went to see a Captain Montagu, whose Family gave the name to the H.M.S. Montagu. He has let me bring back some Admiralty papers about the Montagu and also divers' reports—even still have the rough drawings at the rock and hull of the ship made by the divers. Lot more information, but no plans to use it as yet, just having a lovely time reading it. Thank you for the announcement about Trial of Error (Spring 1983 LCCPQ, page 5). We have sold 241 copies so far, not very good when you think how cheaply priced it is. I only hope that Lundy will soon have a big ship going there three times a week in the summer so that we can sell a few more, but no news about this yet. John

LETTERS TO THE EDITOR (Continued)

Dyke's prints are also going along just a few at a time. Plenty of people are taking number 2, which is the print ordered most. The true Lundy collectors have ordered both the 'A' and 'B' sets. No further news on the John Dyke book yet.

We didn't make our trip to Lundy in July as we had hoped...and we don't seem to have much time left when we can fit in our trip this year. I was hoping to see all the new building. Ken and Tricia Thompson called in on their way home from Lundy at the end of June, so I have heard all about it, and it sounds as if I am in for a shock with all the changes. The only Lundy news I have is that the Polar Bear has had a collision with a coaster in fog in the Bristol Channel. Although it has a large dent in the bow, it was still sailing to Lundy. It would seem that the radar was not working."

--Jill Davis, Atworth, Wiltshire, England (August 1, 1983)

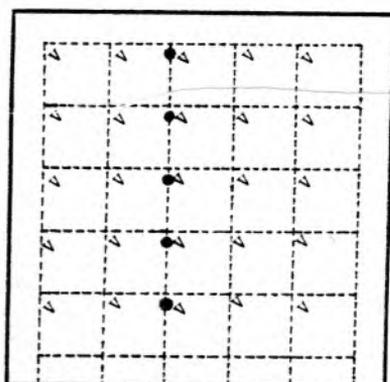
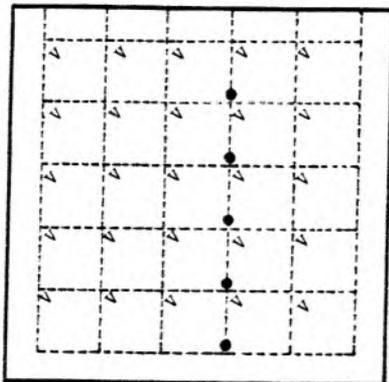
*Jill and her husband Roger are book sellers and publishers by profession and have been busy this past summer attending book fairs all over Western England. The Davises have several current Lundy projects, including the booklet Trial of Error (a review of which appears elsewhere in this issue of the LCCQ), two sets of prints of Lundy drawings by reknown artist and L.C.C. member John Dyke, and a Lundy Sketchbook 1949-1975 by John Dyke which is currently in the planning stages. It is hoped that L.C.C. members will support the Davis "Lundy efforts" by ordering one or more of these publications, so that Jill and Roger can continue to produce additional items pertaining to Lundy. Jill Davis and Ken Thompson, who was mentioned in Jill's letter, are also L.C.C. members. --RSC*

## 1962 Anti-Malaria Issue Perforation Variety

Berry Ghinchen reports a perforation variety common to all values of this issue. On each of the two types of sheets, there are five pairs of stamps affected by a perforation hole out of alignment with the rest of the row of vertical perforations. On one kind of sheet, the position of the hole is between the "A" of "ANTI MALARIA" on one stamp and the small mosquito on the other. On the other type of sheet, it is between the "2" of "1962" on one stamp and the value of the other. The locations of the misaligned perforations on each of the two types of sheets are illustrated immediately below. (The letter "v" in each of the squares represents the location of the value figure on each stamp in the sheet.)



The arrows in the illustration above indicate the misaligned perforation holes, and the black circles in the diagram below indicate the positions of the misaligned perforation holes in each of the two types of sheets of the Anti-Malaria issue.



## ?... Questions and Answers ...!

### 1962 Europa Issue: Two Printings?

Several readers have noticed that the 1962 Europa stamps appear to come in two distinct sets of colors and asked if there could have been two printings. According to Felix Gade in Supplement number 1 of his Postal History of Lundy, the 1962 Europa stamps were printed by Harrison and Sons Ltd. on white, un-watermarked paper in sheets of 50, and Harrison's Imprint ("HARRISONS-LONDON") occurs once on the bottom margin of each sheet and on the bottom margin of each stamp. Mr. Whitely was the artist/designer for the single set design, and his name appears on the bottom margin of each stamp and also once on the bottom margin of the sheet. The stamp measurements are 1.005 inches by 1.338 inches (2.55 mm by 3.40 mm). The issue was of 200,000 complete sets, plus an extra 100,000 of the 1-puffin value; there were also 2000 imperforate sets. No mention of a second printing was made by Mr. Gade.

Barry Chinchon's A Catalogue of Lundy Stamps lists each stamp in the set in a darker color as the major variety and the stamp in the paler color as an "a" variety (the puffin and "Lundy" lettering outline colors in the case of the 1p and 9p values and the principal colors in the case of the 2p and 6p values). The first mention of the possibility of two printings of this set was by Barry Chinchon in The Puffin, number 18, April 1969, page 36: "Collecting complete sheets of Lundy stamps sometimes draws my attention to details which might otherwise be overlooked. This was particularly the case with the 1962 Europa issue. I had wondered if these stamps had been printed two panes at a time and was looking for evidence. A clue seemed to exist in the guillotining of the right-hand edge of the sheets which gave a little more margin on one kind than the other. (Only so far found on the 2 puffin and 6 puffin.) The plate blemishes were disappointing; both kinds of sheet were from the same plate or pane. Then suddenly it struck me that the sheets I was comparing were of completely different shades--I would even go as far as to say different colors in the case of the 2-puffin value. Could this mean that there were two printings? I will describe them as a first and second printing for the time being, and take as the first printing the colors of the Imperforates obtained from Lundy at the time of issue. I have not yet found shade variations or marginal differences in the 1 puffin, though I have found a slight shade variation in singles of the 9 puffin. The colors can only be described, and so it will be of little assistance to those who need these stamps to add to their collections, but I have no reason to believe that one kind is scarcer than the other. First (so-called) printing: 1 puffin--not yet seen: two shades of blue just possible; 2 puffin--greenish blue and pale brown; 6 puffin--pale yellow; 9 puffin--olive and black. Second printing: 2 puffin--pale blue and darker brown; 6 puffin--deeper yellow; 9 puffin--deeper olive and deeper black."

My observations of both perforated and imperforate sets were consistent with Barry's except for the 2-puffin value. The blue color varied from a light powder blue to a bright greenish blue. An intermediate intense blue shade exists, and this was observed with both the light brown and dark brown colors characteristic of both the first and second "printings" described by Barry. These colors and combinations suggest either several inking variations occurred during a single two-step printing operation or there were even more than two printings for the 2-puffin stamps.

If there were two (or more) distinct printings, supplies of the stamps from both of the printings must have been received and distributed by the Lundy authorities at the same time. The colors of my imperforate set (which Barry assumed to be the "first" printing since they were available on the Island at the time of issue and since the imperforates are generally regarded as "color proofs") differ on three of the four stamps from those of a perforated set I have tied to a first day cover (which I assume to have been prepared on or quite close to the official date of issue of September 26, 1962). My imperforates are consistent with Barry's imperforate colors (i.e., 1p light blue, 2p bright greenish blue, 6p pale yellow, and 9p pale olive and pale black); the colors of the FDC stamps are 1p darker blue, 2p bright blue and darker brown, 6p bright yellow, and 9p same as the imperforate's colors.

*Barry Chinchon reviewed my analysis of this issue and added the following insights about the Europa first day covers: "With regard to the 1962 Europa issues, they were printed for Mr. Antoine Madawer's stamp company and supplies issued to Lundy from him. I would guess that there were several inkings rather than printings, but there is no way of telling. First day cover evidence is useless as the covers with British stamps were posted on issue day*

QUESTIONS AND ANSWERS (Continued)

without Lundy stamps. Mr. Gade used to put stamps on and cancel them when orders were received. I saw this done years after the issue. The canceller color thus varied considerably. When the Island ran out of stamps, I purchased some from a wholesaler at a few pence per set on Mr. Gade's behalf so that he could continue to supply collectors."

*Ken Gibson also supports the explanation of several inkings rather than separate printings: "I'll try to comment on the 1962 Europa color/printing question later--it needs daylight to sort it out. However, it's one of those jobs I had intended to do sometime because I am trying to get distinct color/shade differences for my collection. Could never get satisfactory distinctions except for the 2p values. The differences could easily be explained by variations in inking during printings; however, the 2p is markedly different in both density and color and would normally be a good indication of a different printing, if a different printing was known! I could equally believe that there was one printing only, that (1) quality tolerances were wider than usual due to delivery deadlines and (2) mechanical problems arose during printing of the 2p, giving rise to color differences between printing batches. An open mind is advisable in these matters. There was only one printing of the Queen's Silver Jubilee miniature sheets, but most distinctive 'printings' can be collected (see my lot 703)." Barry's 3p definitive (Chinchen #228) can be sorted selectively in the same way."*

*(\* Ken is referring to lot 703 in his Lundy postal bid sale which closed on March 14, 1982. The auction catalogue (page 26) describes this lot as "1st August 1977. Royal Silver Jubilee: pair of miniature sheets--one with centers printed light, the other with the centers printed very dark. Good display items.")*

So, unless someone can supply evidence of two separate printings by Harrisons, we'll go with the conclusion that the variations in color of this issue were due to differences in inkings during an extended printing operation. Nevertheless, the color variations are significant enough (especially with the 2p values) that the specialist collector should recognize the color varieties cited in the Chinchen Catalogue. --Roger S. Ciohoro

Why the Scarcity of Some Types of Overprinted Tighearna Sheets?

George H. Ulrich, Jr. points out that the overprinted, perforated Tighearna sheets (Chinchen #46) are very scarce as types a and d. Types a, b, and c Tighearna sheets with the bogus black overprint are common; consequently, since type d is the scarce variety and the bogus overprints presumably were done after 1943, one wonders why the paucity of type a sheets of the legitimate 1943 issue? Statistically, one would expect equal amounts of all four types for all the overprinted sheets, legitimate or bogus. So, why the disparity and why the scarcity of type d for both legitimate and bogus overprinted sheets? Explanations from readers are welcome!

Distinguishing Between First and Second Printings  
Of the 1971 First Decimal Definitive 1/2p and 1p Values

Barry Chinchen provided the following information, prompted by the question posed by George Fabian (Summer 1982 LCCPQ, page 7): "I did not realize that I had forgotten to mention the 1971 reprints in the Catalogue. They ought to be there in spite of the near impossibility of putting the differences into words. I have found that if the reprints are examined on the reverse side, the green ink of the word 'LUNDY' shows through the paper almost like an offset."

Barry produced an addenda page (numbered 58a) to his Catalogue that depicts the backside of one of the reprint stamps. The Catalogue text reads: "12th October 1972: Reprints of numbers 167 and 168 were delivered to Lundy. 25,000 of each value. Shades of centers slightly deeper than the originals. The paper is a little thinner so that the word LUNDY shows through on the back appearing almost like an offset. 167a 1/2 puffin 25,000 168a 1 puffin 25,000."

*I wish to caution readers that the mirror-image "LUNDY" shows through examples of the original printing as well, only lighter. The "LUNDY" of the reprints is more distinctive because of the thinner paper Barry mentions, but examples should be compared with the "LUNDY" on the gumside of the three higher values of the set, since these stamps were not reprinted. --Roger S. Ciohoro*

## ADDITIONAL NOTES ON THE IDENTITIES OF PLANES ON LUNDY STAMPS

by Roger S. Cichorz

The 1942 "V + Plane" Overprints

Allen Hoffman's article on pages 10 and 11 of the Winter 1982 LCCPQ prompted the following comments about the identity of the airplane depicted in the 1942 "V + Plane" overprints. Brian L. Turnpenny's article in *The Puffin* (issue 20, Summer 1970, pages 38 and 39) indicated the plane was a "Hurricane" rather than a "Spitfire" as had been commonly supposed and labeled in previous philatelic articles. The late Mr. Turnpenny supported his contention by giving the following six characteristics of the plane in the overprint that more closely matched the Hurricane:

- (1) The way the plane sits.
- (2) The wings have straight tapers. (Spitfire wings are rounded.)
- (3) The nose contour is evenly tapered and symmetrical. (The Spitfire has a lump under the cowling and is not symmetrical.)
- (4) The pilot's canopy has several panes. (Plastics could not be bent successfully in large sheets until the Spitfire arrived.)
- (5) The fin and rudder are very similar, but the Spitfire is more rounded at the back.
- (6) The give-away feature is the humped fuselage behind the cockpit. (The Spitfire is a continuous streamlined outline, the back of the cockpit cover being smoothly flared into the back.)

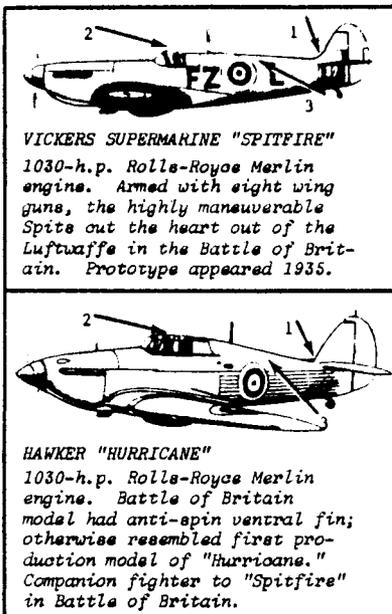
The two planes discussed are illustrated at right so that readers can compare the plane in the "V + Plane" overprint with them. In my opinion, the three most distinguishing features of the overprint plane that spell "Hurricane" are:

- (1) The shape of the rudder. (Note that on the Spitfire the rudder is rounded into the plane's body—see arrow #1. This is Mr. Turnpenny's characteristic #5.)
- (2) The configuration of the pilot's canopy. (Arrow #2. This is Mr. Turnpenny's characteristic #4.)
- (3) The less-streamlined slope of the plane from the cockpit canopy to the rear portion of the fuselage. (Arrow #3. This is Mr. Turnpenny's "give-away" characteristic #6.)

After I had drafted these comments, I received a letter from L.C.C. member Denys J. Voaden who expressed his thoughts on the subject. The text of Mr. Voaden's letter is given verbatim without any additional remarks in the following two paragraphs:

"I would like to add some comments to the question raised in LCCPQ 4(4), 1982, page 10 about the overprinted 'Spitfire' (sic) on the Lundy 1942 issue. There is no question that the depiction is of a Hawker 'Hurricane' rather than a Vickers-Armstrong Supermarine 'Spitfire.' That said, it must be admitted that the small size of the illustration, or method of preparation, has led to some distortion from a perfect rendering of the 'Hurricane's' characteristics. The canopy's hump and the downward slope of the rear fuselage top to the rudder proclaim 'Hurricane,' the 'Spitfire' having an essentially straight back from rear canopy to rudder. Because the nose in the drawing appears rather shorter than on a real 'Hurricane,' the imaginative ex-spotter might even see traces of Miles Master or Hawker Henley in the overprint, but the overwhelming impression is of 'Hurricane.'

Even if a reporter or printer had been careless when first describing the overprint, however, we ought to remember that the 'Spitfire' was the glamour airplane of the period, the name and performance being very much in the public's (and enemy's) minds. 'Hurricane' deliveries to the Royal Air Force preceded those of

**VICKERS SUPERMARINE "SPITFIRE"**

1030-h.p. Rolls-Royce Merlin engine. Armed with eight wing guns, the highly maneuverable Spite out the heart out of the Luftwaffe in the Battle of Britain. Prototype appeared 1935.

**HAWKER "HURRICANE"**

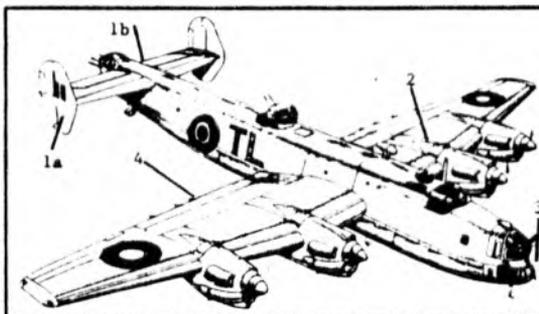
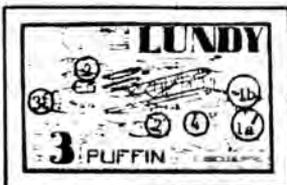
1030-h.p. Rolls-Royce Merlin engine. Battle of Britain modal had anti-spin ventral fin; otherwise resembled first production modal of "Hurricane." Companion fighter to "Spitfire" in Battle of Britain.

## ... IDENTITIES OF PLANES ON LUNDY STAMPS (Continued)

the 'Spitfire' by almost a year, and so the older fighter equipped about two-thirds of the squadrons in the Battle of Britain and scored some 80 percent of victories. But the 'Spitfire,' being the later and deadlier fighter, was always on everyone's tongue. When 'War Weapons Weeks' specialized, it was always a 'Spitfire Fund' to which the public subscribed. As the War progressed, a greater and greater proportion of the tasks of Fighter Command were carried out by 'Spitfires.' So, its fame may well account for artistic license on the Lundy stamp!"

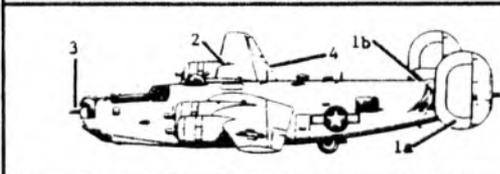
The Lundy Philatelic Bureau 3-Puffin Essay

Another question of plane identity was mentioned on page 6 of the Winter 1982 LCCPQ. When they saw the essay I have in my collection, two of my nonphilatelist friends both remarked that the plane depicted on it was not a "Lancaster" as commonly stated by British dealers describing the essay's central design, but rather a B-24 "Liberator" (manufactured by the Consolidated Aircraft Corporation of San Diego, California, not by American Lockheed as I erroneously said in the Winter issue). I thought it was strange that an American-built airplane would be pictured on a Lundy stamp design, but since both of my friends were service veterans well acquainted with the Liberator and quite adamant about it being the plane illustrated on the essay (refer to the figure at right), I felt compelled to delve further into the matter. After going through several illustrated books dealing with WWII airplanes, I am of the opinion that the plane in the essay's central design is neither an American Liberator nor a British Lancaster!—and that it most closely approximates a British-manufactured "Halifax"! The airplane in the essay is probably some artist's rendition of a stylized "bomber" that incorporates features of these three and maybe even several other WWII-era planes. Since much of the plane's design has been omitted from the essay to permit the uncluttered superimposition of the Wright Brothers' biplane, perhaps the bomber can never be definitely identified. However, I will postulate that it is indeed a Halifax and wait for my critics' responses!



Handley Page "Halifax II" (H.P. 57).

Four 1280-h.p. Rolls-Royce engines. One of the best long-range heavy bombers used by the R.A.F. in World War II. Heavy defensive armament was feature of all British bombers.



Consolidated (Convair) B-24J "Liberator."

Four 1200-h.p. P. & W. radials. Probably the most widely used U.S. heavy bomber of the war. More than 18,000 were built before close of the war.



AVRO "Lancaster 1."

Four 1280-h.p. Rolls-Royce engines. Largest R.A.F. bomber of World War II. Could carry large bomb load, including famed 10-tonner "blockbuster." With crew of seven and full load, it hit 300 m.p.h.

... IDENTITIES OF PLANES ON LUNDY STAMPS (Continued)

To support my contention that the plane is a Halifax, I present the following arguments based on features of the plane depicted in the essay:

- (1) The configuration of the empennage: (a) The twin vertical-stabilizer rudders have the curved pentagonal shape of the Halifax's. (The Liberator's are oval-shaped and the Lancaster's are egg-shaped.) (b) The tail assembly appears mounted atop the fuselage (like the Liberator's). The Lancaster's is mounted into the center of the rear portion of the fuselage.)
- (2) The mounting and configuration of the engines: (a) The engines are mounted into the wing and contoured above just like those of the Liberator and the Halifax. (The Lancaster's engines are mounted beneath the wings.) (b) In the plane in the essay, the engines nearest the fuselage are seated more forward because of the wings' shape; this corresponds to those of the Halifax and Lancaster. (The Liberator's engines are all roughly in alignment.)
- (3) The configuration of the front of the fuselage: Two forward bays with the bombardier's (or front navigator's) section are roughly parallel to (or even slightly more forward than that of) the upper frontgunner's bay; these bays are almost identical to those of the Halifax. The Lancaster has no lower bay apparent, and the Liberator's two-bay configuration is completely different with the lower section cut away at about a 30-degree angle from the plane's blunt front.
- (4) The wings' alignment with the fuselage and the wings' design: The aft portion of the wings in the essay plane are straight and perpendicular to the fuselage. The Halifax is the only one of the three bombers having these wing characteristics. (The Liberator's are angled forward, and the Lancaster's have a noticeable bend.) Additionally, the wings' curvature and taper on the essay plane resemble the narrower tips of the Halifax and Liberator rather than the broader Lancaster wing tips.

An apparent anomaly in my analysis is the pilot's canopy, which more closely resembles that of the Lancaster. The position of the gun turret atop the fuselage could be a determining factor in the plane's identity in that it sits more forward on the Halifax than on the Lancaster; however, it was omitted from the essay design to make way for an unencumbered "biplane" overprint. The features I have outlined above seem to spell out "Halifax" as the plane depicted on the essay. Drawings are included on the previous page so that readers can compare the bombers in my discussion. Since I am not an aircraft-identification expert nor have I seen any of these bombers in person, I invite readers' comments on their views about the identity of this aircraft!

(The five plane illustrations are drawings by Douglas Rolfe which appeared in his book *Airplanes of the World*, Simon and Schuster, New York City, New York, 1962. They are reproduced and the captions that appeared with them are reprinted in this journal by kind permission of Street and Smith Publications, Inc., the copyright holder of these illustrations. --RSC)

## News of LCC Members

- Keith R. Spencer of Edmonton, Alberta, Canada recently completed his tenure as President of the 50-member Northwest Federation of Stamp Clubs. The federation holds its annual meeting at the PIPEX show held in the Pacific Northwest, with its most recent PIPEX '83 in Edmonton June 10-12, and next year's PIPEX '84 scheduled for May 25-27 in Portland, Oregon. At PIPEX '83, Keith took a silver-bronze award and the Herst Memorial Award was presented for the first time. The Herst Award, given for the best exhibit by a fane's, was donated by Honorary L.C.C. member Herman Herst, Jr. in honor of his late wife Ingeborg, and (perhaps significantly) was awarded to Ingeburg L. Fisher for her "Berlin: Emergence of a Stampland," which was also the PIPEX '83 Grand Award exhibit.
- L.C.C. Vice President Jim Czyl survived the Park Forest (Illinois) Stamp Club's 1983 elections and continues as publisher of the *PFSC Bulletin*. For L.C.C. members who reside in the south suburban Chicago area, the PFSC meets on the first and third Tuesday of each month at 7:30 p.m. in Freedom Hall, Lakewood Boulevard and Orchard Drive, Park Forest, Illinois. Programs of a philatelic nature and bimonthly auctions are held regularly.
- L.C.C. Auctioneer Austin Dulin is one of the four directors for the Chicago Air Mail Society (CAMS). Further information on CAMS can be obtained by sending a SASE to CAMS, c/o Robert Outlaw, Box A3960, Chicago, Illinois 60690.

(News of L.C.C. Members is continued on page 20.)

## A PERSONAL ACCOUNT OF THE LUNDY APPEAL FUND DRIVE

by John Martin

*Editor's note: The following article is based on a February 3, 1983 letter written by John Martin. John mentioned that he read with interest the LCCPQ articles by Larry Dodson and Andre Dufresne that dealt with the 1989 "APPEAL" overprint stamps and was prompted by these and by my comments to dig up a few odds and ends on the subject of the Appeal: "I took a look at what I had in my collection regarding this subject and thought, perhaps, the literature I had would be of interest, and decided it's not much use unless I say something about it--hence, my APPEAL SAGA!" The information supplied by John as a first-hand account appeared worthwhile enough to be shared with LCCPQ readers in the form of an article! --Roger S. Cichora*

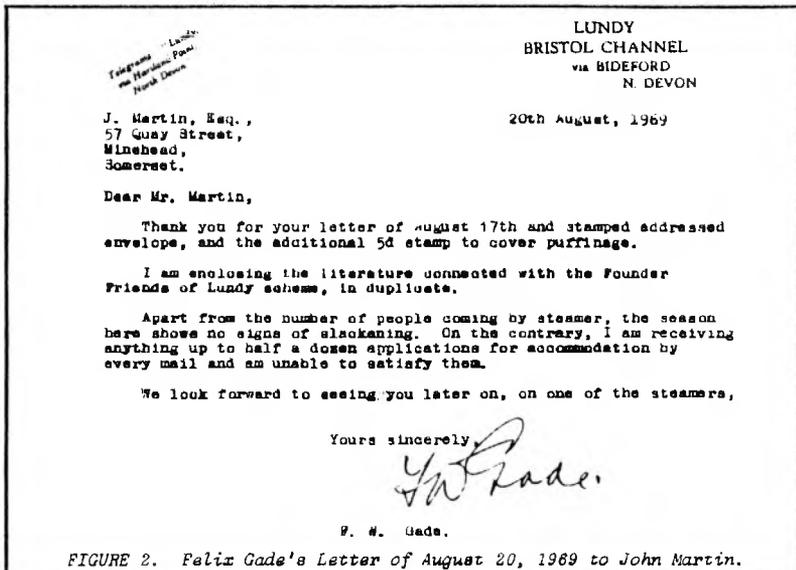
Both my wife and I are Founder Friends of Lundy and have received acknowledgement cards (Figure 1). The Appeal was ultra efficient at the start. I first wrote my letter on August 17, 1969. Mr. Gade received it, sent his reply on August 20 (Figure 2), and enclosed the Lundy Appeal "Friends of Lundy" sheet (Figure 3) and the application forms (Figure 4) as he stated in his letter. The next Lundy Appeal sheet ("To all Founder Friends" dated August 21, 1969) (Figure 5) was sent with our status cards and offered us two free places on the boat. This sheet may have been predated, but, unfortunately, I have no record of the date of its delivery to us, nor the cover to show when and where it was posted. I'm fairly sure the date on the sheet is correct and not a misprint. The last sheet ("Thanksgiving Service") (Figure 6) I am of the opinion was dated September 9, 1969, since this sheet arrived with our boat tickets.

Although I remember most of what happened in these particular couple of months, I just cannot remember our initial payment. I know we elected to pay by covenant, because this method was advised by the Appeal Directors, since by this method the Appeal was to gain more from our donations. I remember replying to all letters received as soon as they arrived because of the statement: "It is proposed to limit the total number of Founder Friends to fifteen hundred." I had no intention of missing our place in the queue. You can see from the sheet dated August 21, 1969 that by then over 20,000 pounds had been raised and that Devon County Council had given 5000 pounds of this amount.

During these happy, relieved-by-the-knowledge-that-Lundy-was-safe days, *The Western Morning News* of Plymouth published "Lundy Appeal Lists" probably free of charge. At the time, this paper was circulated mainly in Devon. By the time I had learned of it, the first List (probably with our names on it) had been published. I was never able to find a copy of it, or any others, except the second List (Figure 7), which, nevertheless, is of interest. It is full of interesting names of those connected with the Appeal, and you can note Major R. Moore was made an honorary Friend. Personally, I don't think the whole responsibility of the Appeal rested on this one man's shoulders, unless he was some super being. As I have said, the efficiency of the Appeal was exemplary with regard to the Founder Friends during August and September 1969.

Next, look carefully at the application forms (Figure 4). I don't think the Founder Friends were ever exactly promised an Appeal receipt card or stamp, although I always thought we should have received them. Our rewards were the status card, the Thanksgiving Day trip, and our names entered in a Book to be



A PERSONAL ACCOUNT OF THE LUNDY APPEAL FUND DRIVE (Continued)

**Sponsors:**  
PETER WELLS, M.P.  
MR. DAVID OWEN, M.P.  
THE RT. HON. HERBERT THORPE, M.P.



**Director of the Appeal:**  
MARGUERITE P. A. H. LING, C.B., C.M.S., D.S.O.

**London Office:**  
1 ST. JAMES'S SQUARE,  
LONDON, S.W.1.  
Tel.: 01-23586129.

**West Country Office:**  
NATIONAL PROVINCIAL BANK LTD.  
EXETER, DEVON.

## Lundy Appeal

---

FRIENDS OF LUNDY

Owing to the incredible generosity of Mr Jack Hayward, whose cheque for £150,000 has bought the island, and Mr John Smith's Lundy Trust, which has fully endowed it, Lundy is now secured for the nation. However, there remains a separate sum of £75,000 required for the all-important aspect of restoring its principal buildings and to make the island self-supporting.

To help towards this goal and at the same time to meet the wishes of the many who have such a fond regard for the island, it is proposed to invite subscribers to become Founder Friends of Lundy on the basis that they will once and for all subscribe £25 or, if more convenient to them, covenant to make this sum at the rate of £2 10/0 annually for seven years because the income tax can be reclaimed by the National Trust; a covenant does provide slightly more money for the Lundy Appeal.

The names of all those who contribute in this way will be entered in a book kept on the island and they will receive a special card showing their status. This will exempt them from paying any landing fees whenever they or their families visit the island by boat.

It is proposed to limit the total number of Founder Friends to 10,000 members.

Finally, it is intended to hold a Service of Thanksgiving on Lundy on 18 September at which the Bishop of Crediton has kindly agreed to preside. This will mark the assumption of responsibility for the island by the National Trust and Landmark Trust. On this inaugural occasion all Founder Friends will be invited to sail to the island free of charge.

Anyone interested in becoming a Founder Friend should apply to the above address, using whichever method of subscription is preferred. Banker's order forms and deeds of covenant are available from the Agents Office (Mr Gade), Phoenix House Hotel, Lundy or from the London Office (where given above).

Cheques should be made payable and sent to The Lundy Appeal, National Provincial Bank Ltd., Exeter, Devon.

FIGURE 3. The Lundy Appeal "Friends of Lundy" Sheet.

A PERSONAL ACCOUNT OF THE LUNDY APPEAL FUND DRIVE (Continued)

FIGURE 4. The Lundy Appeal Donor Application Forms.

John Martin mentions that there was no promise of an "APPEAL" stamp or souvenir postcard to go with a Founder Friend contribution as there was with a donation of one pound to the Lundy Appeal.

**YOUR HELP IS STILL WELCOME**

**Either by becoming a Founder Friend**

(£25 or £2.100 a year for 7 years by covenant

which entitles you to free landing rights for life with your name recorded in a special book kept on the Island)

or

**Send a Pound to Lundy**

**To THE LUNDY APPEAL, LUNDY**

and receive a Souvenir Postcard complete with special "Appeal" Lundy stamp (Please note this will not be sent for 14 days after receipt of your £1).

APPLICATION FORM FOR £1 DONOR

To me Lundy Appeal, Lundy, Bristol Channel,  
via C.P.O. Bideford, Devon

Name .....

Address .....

I herewith enclose my £1 Donation. Please send me a  
souvenir Postcard and overprint Puffin Stamp

APPLICATION FORM FOR FOUNDER FRIENDS

To The Director, The Lundy Appeal,  
National Provincial Bank, Exeter

Name .....

Address .....

I/we wish to become Founder Friends)

I/we enclose a cheque for £25

Please send covenant form

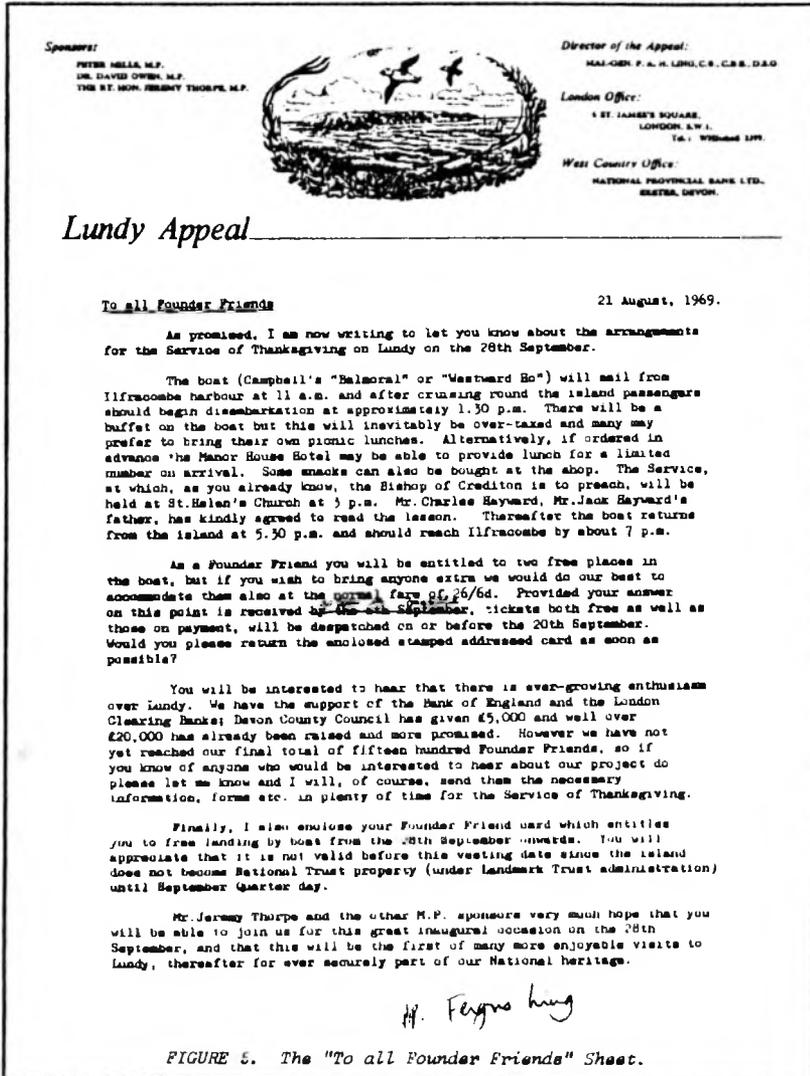
kept on the Island. The cards and boat tickets were received as I have mentioned, but the Book of names of Founder Friends I'm fairly sure has never existed. I have asked several times on the Island, but to no avail. Although I have asked nearly all the people who should know of its existence, I have never asked John Dyke. I know both Myrtle Langham and Tony Langham had made endless inquiries into the subject, and in turn have had the task of answering endless inquiries from people trying to find the elusive Book of names. I know they have not left very many stones unturned in this quest. I think if this Book had ever been published, it would have been for certain the responsibility of John Dyke. I cannot think of a more gifted person to be entrusted in the task. His ability at Lundy art is

evident on so many sets of Lundy stamps, various certificates of visits to Lundy by Royal and other notable personages, and all the beautiful work he did for the *Illustrated Lundy News*. In fact, his artwork is in evidence on all the Appeal literature--the cards, sheet headings, and stamps. Knowing how conscientious and devoted he is to Lundy, I guess some of his artwork may have been part of his donation to the Appeal.

The one-pound donors were promised the card and the stamp. There is no doubt some, if not many, of this group of the Appeal subscribers sadly did not receive them. Again, I wouldn't like to say just what went wrong, except we know there were not enough stamps overprinted in any case. Of course, cards without stamps could have been sent in reply. I suppose not too much importance was placed on these stamps at the time. For instance, Barry Chinchin refused to accept them as a "postal" issue. Yet they are stamps affixed to a postcard and cancelled by a Lundy hand canceller. The only one that I have ever seen (Figure 7) came from Lundy date-cancelled September 29, via Ilfracombe date-cancelled September 30, 1969.

I don't know exactly when the Appeal Fund was closed, and I have never known the exact amount that was raised, nor have I ever heard exactly where the money went or how it was spent. No official report of Fund disbursements was ever sent to us Founder Friends. It is obvious the covenants lasted for seven years. I think if we had paid the full 25 pounds each in 1969, we would have made out the check to "The Director, The Lundy Appeal," and sent it to Mr. Gade on Lundy.

## A PERSONAL ACCOUNT OF THE LUNDY APPEAL FUND DRIVE (Continued)



As I have said, I cannot remember exactly what we did with this payment, but as it was my nature always to have dealt directly with Mr. Gade on Lundy, we probably wrote our first checks for 2.10.0 pounds (now 2.50 pounds), made payable as mentioned, and sent to Mr. Gade.

I know the following bankers' orders for the next six years were made out to the National Trust (Lundy). I know when our covenant came to an end we were asked by the National Trust if we would like to continue with our annual contributions. We did until about 1977, with our checks made payable to the National Trust (Lundy). We then cancelled it for the simple reasons that there was no Book and it was not visible that our monies were being used to the best advantage on the building (Manor Farm Hotel), which, naturally, we thought would have been the first to receive attention. In fact, this had been my view from about the end of 1970. Also note, by 1975 Mr. Gade had retired, John Dyke had found a new job in Cornwall, the Old Barn Museum had been shelved, and Landmark Trust was in full command with its own agent/civil engineer. It was about this time that the Founder Friends were last recognized, yet Landmark Trust knew of us. Later, Mr. Grainger left, and from that time on, no one in charge was

A PERSONAL ACCOUNT OF THE LUNDY APPEAL FUND DRIVE (Continued)

informed of the Founders' status. I know of four resident Islanders (workers) who still remember us, but these are the only ones.

I think the actual Appeal Fund closed with the end of the year, December 31, 1969, or perhaps August 1970 at the latest. No doubt latecomers were always welcomed, and there was little doubt donations were paid into the National Trust (Lundy) account. I am sure the original checks were paid into the National Provincial Bank, Exeter, and any checks or monies that were paid into the Office on Lundy, Mr. Gade paid into the same account. I am fairly sure no donations would have vanished into private pockets, as had been suggested or hinted at. Apart from being mentioned on the List, Major R. Moore's name is not on any other of my Appeal papers.

If you study the actual money figures, the Appeal was set for 75,000 pounds. The Founder Friends, limited to 1500 at 25 pounds each, would account for the sum of 37,500 pounds, leaving the same sum to be subscribed by one-pound donors. So, 37,500 people would have been needed to raise this amount. I know this is not exactly how it would have happened or did happen, but when we see the ridiculously small number of 3000 "APPEAL" overprint stamps said to have been supplied to deal with the task, it was like giving poor Major Moore a bucket and telling him to dip out the Atlantic so we could go to Lundy by coach! He probably gave up trying to cope with the problem. Even in 1969, there automatically would have been thousands of people who never received their card and stamp, so to expect stamps in 1974 from the Appeal would be living in high hopes indeed. The amount raised on the second list (September 18, 1969) then stood at 50,200 pounds, so I am fairly sure the 75,000 pounds was raised in 1969.

The actual sale of Lundy in my opinion was not a philatelic event, except perhaps that after 40 years an interesting Island postal system might have been closed if the Island had fallen into the wrong hands. Collectors of Lundy stamps then only numbered in the tens and perhaps a hundred (much the same as we are today), while the people who really loved Lundy--as a lonely,

## LUNDY APPEAL

To all Founder Friends

Thanksgiving Service

Enclosed herewith are your free boat tickets as requested for the boat journey from Ilfr.combe harbour at 11 a.m. on Sunday, 28th September for the Thanksgiving Service on Lundy.

We are unable however, to send you the extra tickets you ordered until we have received advance payment for them. The price of these tickets is 26/6d each (children half price). We shall be grateful if you would let me have a cheque made payable to the Lundy Appeal for your additional .... tickets as soon as possible.

Unfortunately the Manor House Hotel can only provide a buffet lunch on the island for those concerned, which I hope will be satisfactory.

7 September, 1969

*F. A. H. Ling*  
Major-General F.A.H. Ling

N.B. Please disregard the paragraphs which do not apply to you.

A PERSONAL ACCOUNT OF THE LUNDY APPEAL FUND DRIVE (Continued)

FIGURE 7. The "Second Lundy Appeal List" as it appeared in The Western Morning News of Plymouth, England.

# LUNDY APPEAL — SECOND LIST



DIRECTOR OF APPEAL  
 MAJOR F. A. LINC. C.B. C.F.E. B.L.O.  
 ASSISTANT DIRECTOR (DIVISION)  
 MAJOR BATHURST MOORE  
 WESTCOUNTRY OFFICE  
 NATIONAL PROVINCIAL BANK EXETER

SPONSORS:  
 PETER MILLS M.P.  
 DR. DAVID OWEN M.P.  
 AT HON. TRESAULT THORPE M.P.

**THE OVERALL TOTAL RECEIVED OR PROMISED TO DATE IS £150,200**

The sponsors are most grateful to all those who have contributed towards this large sum of money. It is impossible to find space to publish the names of everyone who has supported the Appeal, but those whose names appear in this list of September 1969 are those who have subscribed £25 or more since the publication of the first list of September 1968.

*(Note: The text in this section is extremely small and dense, appearing as a grid of names and amounts.)*

very beautiful Island where they had spent so many happy hours, days, and weeks enjoying Lundy's natural assets--numbered in the thousands. Happily, my family and I belong to both the tens and the thousands.

I am sure this may explain why the "APPEAL" stamps were in such short supply and were not taken very much notice of. At that time, it was the Island that mattered, and in 1969 almost everyone that took part subscribing to the Appeal cared very little whether or not they received their card with stamp. This also applied to the Founder Friends--we never thought much about the Book with our names until years after the event, and the Thanksgiving trip was the first and last time we went ashore free.

FIGURE 8. The "APPEAL" Overprint Stamp and Portion of Appeal Postcard Showing Mail Service Cancellations.



Chinchen type N cancel in POST CARD  
 blue

19 SEP 1969



John Dyce,  
 8 Rock Avenue  
 Exeter

# **BOOK REVIEWS**

(Reviewed by Roger S. Cichorz)

*TRIAL OF ERROR (The Court Martial Arising from the Loss of H.M.S. Montagu Lundy 1906)*, by G. M. Davis and H. C. Davis, published by G. M. and H. C. Davis, 6 Chapel Rise, Atworth, Near Melksham, Wiltshire SN12 8JZ, England, 1983, 39 pages (2 illustrations), paperback, copies available from the publisher, 1.85 pounds each postpaid (surface rate).

At the urging of friends, L.C.C. member Gilliam ("Jill") M. Davis and her husband Roger undertook publication of this book as a companion to her 1981 book *The Loss of H.M.S. Montagu Lundy 1906*. *Trial of Error* is simply a reprinting of newspaper accounts from *The Times* that appeared during the course of the court martial trial aboard the *Victory*. This book is not about philately, so if your interest in Lundy is solely with its stamps, this book is not for you. It will be of interest to Lundyphiles, those interested in British naval history or maritime history in general, or those interested in studying the methodology of factual journalistic reporting in the early 1900s--probably a very small book-buying audience, a fact that is not unknown to the publishers.

Jill did not attempt anything else in this book other than to publish *The Times'* verbatim accounts of the trial proceedings. *Trial of Error* received three favorable reviews and one "not very good" from the book critics of North Devonshire newspapers since it appeared for sale in March. The critic who gave the book an unfavorable review wrote: "It made tedious reading. A text written in a more contemporary journalistic style--although not, of course, in journalese--would have produced a more appetizing result." Jill retorted: "He missed the whole point of the book, and that was to publish word for word the trial as it happened aboard the *Victory* in 1906, so that you get more of the flavor of the time. Some of the English used would not be used today, but we think this added to the charm of the text!" I think Jill and Roger should be commended for undertaking the project and making the book available for such a reasonable price. The Bideford-newspaper book reviewer summed up the situation nicely when he wrote, "At 61.50, it's a snip for any bookshelf--whether the reader is a seafarer or landlubber!"

*THE POSTAGE STAMPS OF THE SMALLER CHANNEL ISLANDS*, by Anders Backman and Robert Forrester, Channel Islands Specialists' Society, published by Channel Islands Publishing, Ilford, Essex IT5 0XK, England, 1981, 106 pages (profuse photographs and illustrations), paperback, includes a Jethou souvenir sheet signed by the designer, copies available from Mrs. J. Coombe, Gable Cottage, La Rue du Friquet, Castel, Guernsey, Channel Islands, for 6.00 pounds each (includes postage and packing).

*The Postage Stamps of the Smaller Channel Islands* by L.C.C. member Anders Backman and Robert Forrester has become the "standard" catalogue on Herm Island local stamps and is often referred to in the Channel Islands stamp trade as the "Backman/Forrester Catalogue" (referred in this review simply as B/F). The authors have employed a revised numbering system for the Herm issues, which is predicated by chronological date of issue. (Except for the first definitive issue which went through a protracted series of printings and subsequent color variations; these "shades" are assigned subnumbers under the major stamp entries.) The simplified B/F numbering system alone is reason enough to recommend use of this catalogue over William Newport's *Specialised Priced Catalogue of Channel Islands Stamps*. Newport catalogues 136 major numbers for the Herm locals, while B/F catalogues only 116; however, B/F includes every stamp listed by Newport. In fairness to the Newport catalogue, the Herm entries are listed on ten 4½ by 7 inch pages; B/F extends the Herm listings to forty 8 by 10-¾ inch pages. But this is why I find the B/F work so useful--the listings are spread out and easy to find compared to the "cramped" listings in the Newport catalogue.

In B/F there is a section on Herm Island's postal history that runs seven pages (prior to the 16 pages used to detail the Herm local stamp issues), and this is a well-written summary for anyone interested in understanding Herm philately. Much of this material already has been covered in William Newport's booklets (*Herm History and Stamps*, *Herm Island and Its Stamps*, and *The Island of Herm and Its Posts*) published between 1953 and 1970. Backman and Forrester readily acknowledge their indebtedness to Mr. Newport who they indicate "formed the basis of our present knowledge!"

Since I collect only Herm issues, I did not concern myself with the B/F catalogue listings for Jethou, Lihou, and Brecqhou, although I enjoyed reading about the postal histories of these other three islands covered in the book.

BOOK REVIEWS (Continued)

The discussion on Herm and the catalogue listings of its local stamps constitute the major portion of B/F (67 of its 106 pages). I had a couple of disagreements with the authors' listings and found several deficiencies and omissions in the Herm catalogue section, but for the sake of brevity will exclude them from this review. (I will make these protracted critical remarks available to interested readers on request.) Putting my criticisms aside, I have found B/F to be an indispensable reference and catalogue for my specialized Herm collecting (just like Barry N. D. Chinchin's *A Catalogue of Lundy Stamps* is for my specialized Lundy collecting), and much like my credit card, "I don't leave home without it!" I heartily recommend this book to anyone attempting to put together a specialized collection of Herm stamps or the local issues of the three other (smaller) islands included in the book, or simply to anyone interested in reading about this fascinating Cinderella aspect of, and most interesting chapter in, Channel Islands philately.

*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.), by Derek Tomlin, published by Derek Tomlin, P.O. Box 224, 5 Place du Commerce, Boust, St. Peter Port, Channel Islands, unpaginated (36 pages), paperback, copies available from the publisher, 2.00 pounds each plus additional for postage.*

This booklet covers the period of 1933-1945 and is a catalogue of all the various types of prison camps in use by and against the Axis powers. Its purpose is to aid war-cover collectors in interpreting postal and censor's markings and in tracing the destinations of deportees. L.C.C. member Derek Tomlin is a Guernseyman, so naturally the booklet begins the list with the eight camps in the Channel Islands. This is followed by the German camps: *offlags* and *stalags* are arranged by numbers and locations with details on the type of prisoners housed. The listing of German camps takes up more than half of the booklet's pages, and for the larger concentration camps a listing of subcamps is included. Similar treatment is given for camps in Italy, France, and other European countries.

The British P.O.W. camps are listed by number from 1 to 1026 at home and by country throughout the Commonwealth. The final listing is that of camps run by the Japanese throughout East Asia and the Pacific. Interspersed within the text are illustrations of covers and their postal markings from a number of camps. There are no listings for camps in the Soviet Union, the United States, and several smaller European countries, but this booklet will be the reference to use when trying to identify camps. It is recommended for postal historians and cover collectors attempting to specialize in WWII material.

*THE WORLD OF DONALD EVANS, text by Willy Eisenhart, published by Harlin Quist Books, distributed by Dial/Dalacorte Sales, One Dag Hammarskjöld Plaza, New York City, New York 10017, 1980, 174 pages (profuse illustrations), soft-bound and stitch-sewn, \$16.95.*

Donald Evans was an artist who painted postage stamps. No, he wasn't a designer of stamps and you won't find his name imprinted at the bottom of any country's printed stamps. He was a talented artist who produced miniatures—watercolors in the form of postage stamps. He had a whole range of mythical countries with imaginative names such as Katibo, Nadorp, Tropides Islands, and Yteke, and they all "issued" beautiful stamps depicting fruits, vegetables, scenes, birds, windmills, musical instruments—in essence, an entire range of subjects that would delight topicalists (thematicists) to no end!

Donald Evans died tragically in a fire in Amsterdam, Holland in 1977 when he was only 31 years of age, and this book is a tribute to his artistic talents. *The World of Donald Evans* is principally an "art" book, but for those of us who are enamored with the Cinderella aspects of philately, it is also a beautiful, color-illustrated stamp catalogue. Donald Evans had an interest in Lundy locals, and his reconstructed plating of a sheet of *Fauna* halfpenny "puffins in flight" is reminiscent of the 1951 Lundy definitive issues. (Note: a feature on Donald Evans and his *Fauna* "plating study" will appear in a future issue of the *LCCQ*.) This book is a finely produced art book in large (9 by 11 inch) format suitable for the coffee table. However, I guarantee that if you purchase this book, you will be so enthralled by its content (page after page of fabulous reproductions of Evans' stamps and some postal history and maximum cards to boot!) and delighted by the quality of the book's production, that before it ends up on your coffee table for display, you will have read it from cover to cover. Because of its extraordinary quality, this book at \$16.95 is an incredible bargain. Don't miss this one—it's sheer joy for every stamp collector and art lover!!!

# Lundy at Auction

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

## Brunswick International Stamp Auctions

In its March 31, 1983 postal auction, 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 0481-20616) sold only 11 of the 25 Lundy lot offerings. Estimated at 106.50 pounds, these 11 lots realized 80.50 pounds, or only 75.6 percent of the preauction estimates. Three of the five "wholesale" (bulk) lots sold for 48 pounds against a cumulative estimate of 65 pounds. Of the 12 ACAS and LACAL lots offered, only one sold--an imperforate violet on blue paper "large map" reprint example realized its estimate of 8 pounds. None of the other six lots that sold realized their estimates, but a (presumably C.T.O.) 1954 Jubilee airmail FDC fetched its estimate of 4 pounds.

It looks as though B.I.S.A. proprietor Derek Tomlin might be taking my advice and selling off cheaply some of his ACAS "large map" holdings. Of the ten lots of "large map" stamps and reprints in the April 30, 1983 B.I.S.A. postal auction, six were sold at only 38 pounds against their preauction estimates of 65 pounds (58.5 percent realizations against estimates). Biggest disappointment for the auctioneer was a pair of 1d reprints (incorrectly described as "proofs") that realized only 10 pounds against an estimate of 25 pounds; in my opinion, this lot was worth \$15 at most, so the purchaser did not get a "bargain" after all. B.I.S.A. has been offering and re-offering its "large map" holdings through its auctions and retail sales since the Spring of 1982. The problem with selling these items at present, despite their relative scarcity and modest prices, is that the market has been saturated. In my opinion, most serious Lundy collectors already have examples of the five major types of reprints (green, violet, and red on thin white paper, violet on thick blue paper, and red with 1d value on thick white paper) and are not actively seeking additional copies. To illustrate this premise, I cite the results of the recent L.C.C. #3 auction in which 42 bidders participated: despite 75.8 of the 443 lots selling, only 27.3 percent of the "large map" lots sold and not one of the three "reprint" lots received a bid! Compounded by B.I.S.A.'s sketchy and often erroneous descriptions of the "large map" lots, it's a wonder any of these lots have been selling.

In the B.I.S.A. May 31, 1983 postal auction, 10 of the 21 Lundy lots offered sold, realizing 98.50 pounds against a cumulative estimate of 101 pounds. Four of the better lots sold for at or above their estimates: a Bureau 10p essay, imperforate in black on yellow un gummed paper, realized its estimate of 20 pounds; a lot of the four low values of the 1943 "Wright Brothers" overprint set in mint NH condition fetched 20 pounds against an estimate of 15 pounds; a set of 10 of the 12 "Wright Brothers" overprints (missing the 2p and 3p values), including the "4 touching 3" variety on the 4p, 5p, and 8p values and the bi-plane overprint on the 6p value misplaced to the left, sold for a modest 28 pounds against a conservative estimate of 20 pounds; and an outward sepia photo postcard of "Puffins or Lundy Parrots" with a tied Millenary surface ½p value to Lyme Regis via Ilfracombe fetched 3 pounds against an estimate of 2 pounds. The five ACAS "large map" lots fared poorly: only two sold, realizing 3 and 6 pounds against respective estimates of 6 and 10 pounds. A 1953 Coronation publicity sheet (Chinchen #S21) sold for its estimate of 3 pounds.

B.I.S.A. offered eight lots of Lundy material in its June 30, 1983 auction. Four of these lots sold, realizing 29 pounds against estimates of 33 pounds. The best item was an unused black and white Twiss Brothers photo postcard of the "Wreck of the H.M.S. 'Montagu' at Lundy Island" and given a modest estimate of 4 pounds. This was a photograph lot which I felt would sell for substantially above the estimate; it did, realizing 9 pounds. An ACAS "large map" 3d value (not indicated whether mint or used) sold for 3 pounds against its estimate of 4 pounds, and a violet on blue un gummed paper "large map" reprint sold for only 7 pounds against an estimate of 10 pounds. A lot consisting of mint examples of the "8 and 3 bar" provisional overprints in black and red was estimated (too high) at 15 pounds and realized 10 pounds.

Sixteen Lundy lots with a cumulative estimate of 162 pounds were offered in the B.I.S.A. July 30, 1983 postal bid sale. Nine of the lots were ACAS "large map" stamps or reprints and ranged in estimates from 5 to 6 pounds. Two lots consisting of the LACAL 1939 ½d and 1d values were badly overestimated at 3 pounds

LUNDY AT AUCTION (Continued)

each; an imperforate red overprint proof (not "color trial") of the "V + plane" was estimated at 6 pounds; and a mint NH corner single of the 1969 provisional (Chinchen #161) was estimated quite reasonably at 3 pounds. A stock card with a selection of six complete mint NH sets from 1955 to 1962 was estimated at 5 pounds, quite a bargain if the lot includes the 1957 definitives as described (since the lp value retails for about \$35)! Two bulk lots consisting of 30 mint NH sets of the 1955 Millenary airmail issue in part sheets and 25 mint NH sets of the 1962 anti-malaria issue were given respective estimates of 25 pounds and 20 pounds.

In its August 31, 1983 postal bid sale, B.I.S.A. offered 14 lots of Lundy material estimated at 85 pounds. Three lots of ACAS "large map" reprints (one lot consisting of a pair but all three incorrectly described as "proofs") were offered at 10 pounds each and a lot of two "large map" 3d values was estimated at 8 pounds. An "air view" proof, black on white paper without the margin inscription (Chinchen #18e proof), was modestly estimated at 4 pounds. Two imperforate overprint proofs (singles) of the "V + plane" in red and green were estimated at 8 pounds each. The balance of the lots were 1953 to 1977 material with no outstanding offers.

1983 Cinderella Stamp Club Auction

This year's annual Cinderella Stamp Club (CSC) auction was held Saturday, September 24 at the Victory Services Club, 63/79 Seymour Street, London W2. Once again, Lundy was well represented as Lundy material comprised 49 of the 1132 lots in the auction (4.33 percent), but estimates on these lots totaled only 305 pounds. This represented a decrease in Lundy material from the 1982 CSC auction in which 53 of the 732 lots offered (7.24 percent) consisted of Lundy material that had a cumulative estimate of 632 pounds.

In-person viewing of lots is essential for this auction since the descriptions in the catalogue are provided by the consignors and are often vague, incorrect, or meaningless, particularly on the bulk lots. Two lots, which I questioned from the descriptions, read: "Lundy: picture postcard with bisected red (? value) Lundy plus 1/- Atlantic Coast Air Service, postally used 19.VIII.36" (lot #531 at a reserve estimate of 1 pound). Other than the ACAS "large map" 1d values on Pitman covers, Lundy bisects are unknown--so what gives here? The "bisected red" has to be a 1929 Lundy definitive 4p value, and since there was no 4p rate, why would the Lundy stamp be bisected? (CSC members who viewed this lot please respond!) "G.B. Lundy fifth airmail 1939 bronze 4" (lot #713 at an estimate of 2 pounds). Could this be the 1943 "IX Anniversary" overprint (Chinchen #47)?

One lot in the CSC auction is a source of embarrassment to this columnist: "Lundy: Rat Island Dependency overprint (2 values plus piece printer's waste)" (lot #276 estimated at 4 pounds). I confess--I did these! Here's the story: Back in early 1981, L.C.C. President George Fabian wrote me (see "Letter to the Editor," Spring 1981 LCCPQ, page 4) that with the influx of new issues from uninhabited islands in the Caribbean issuing stamps, etc., "perhaps it's time for Rat Island and Mouse Island to get their own stamps as well." As a joke response to this statement, I distributed a few 1955 Millenary stamps with typewritten overprints "Dependency of Rat Island" and "Grandines of Lundy"--on some of which I even typed an inverted letter (the so-called printer's waste). Save your money, and if you want some of these, just send me some unused Millenary stamps and a SASE and I'll "overprint" them for you.

Back to the CSC auction... The following (with estimates in parentheses) are some of the better Lundy lots offered: 1942 4p green "V + plane" overprint mint NH marginal strip of six (gutter pair plus four singles) with two stamps showing break in plane's tail (12.50 pounds), 1942 1p red "V + plane" overprint marginal strip of six as the previous lot (12.50 pounds), a June 16, 1937 outward airmail cover to Bristol with 4p Lundy and 4d ACAS adhesives (reserve 2 pounds), a 1936 inward cover from Belgium with 4d "large map" and 4p Lundy adhesives (10 pounds), a 1942 "V + plane" complete mint set of eight (25 pounds), Lundy 4p definitive "with special 1938 cancel" (?) on cover Exeter to Lundy via Braunton Aerodrome (reserve 8 pounds), 4p on 9p provisional cover (reserve 8 pounds), and 1943 "Wright Brothers" overprint 4p, 1p, 14p, 2p, and 3p values mint (but not NH) (5 pounds).

Bernard Stanley, who is both a member of the L.C.C. and CSC and who attended the 1982 CSC auction, wrote me afterwards that some good Lundy items (WWII overprints, etc.) were in some of the bulk lots that were estimated quite conservatively but that you really have to be there in person to look through the

LUNDY AT AUCTION (Continued)

lots to know what you are actually bidding on since the descriptions in the catalogue are not helpful. To illustrate this, the following descriptions are given verbatim for three of this year's auction's "bulk" lots (with estimates in parentheses): "Lundy collection of 150 + stamps in packets + 5 souvenir sheets, 8 covers, no duplication" (15 pounds); "Lundy 26 different on stock card mainly mint NH" (2 pounds); and "Lundy 'various stamps'" (reserve 7 pounds). Get the idea of what Bernard and I were trying to say?! Hopefully, some L.C.C. members were in attendance at this auction, took notes on the Lundy lots, and will send me some details, so that I can do justice to writing up the CSC auction realizations in a future column.

Odds and Ends

- In its public auction #29 which closed on June 19, 1983, Colonial Stamp Company (5410 Wilshire Boulevard, Los Angeles, California 90036, U.S.A.) offered a lot described as "mounted collection, 1929-55, over 100 non-Scott-listed issues including nine Guernsey War Occupation, 32 Jersey War Occupation, 22 Herm including on cover, and 49 Lundy including Spitfire and other overprints (some used), some duplication, mostly F-VF." The lot was estimated at \$350, which was much too high by my reckoning. The 41 1941-44 Guernsey and Jersey "German Occupation" issues are worth 76.65 pounds (\$118) in the current Stanley Gibbons *Channel Islands Stamps and Postal History* Catalogue; the two 1948 Great Britain "Channel Island Liberation" issues (Scott #269-270) catalogue 80 cents; the 1953 Herm Coronation set (B/F #6-9), two sets of the 1954 Crest issue and 6p value color change (B/F #11-16), and the 1954 Crest issue FDC catalogue 10.50 pounds in the Backman/Forrester Catalogue. The Lundy material in this lot consisted of four mint 1929 and 1939 definitives, a mint 1939 LACAL hd red "air view," a mint "1929-1939" overprint 1p value, a complete set of eight (plus an additional 4p value) of the 1943 "V + plane" (not "Spitfire"!) overprint issue, and complete mint sets of the 1953 Coronation issue, the 1954 Jubilee surface and commemorative airmail issues, and 1955 Millenary surface and airmail issues. I would place an evaluation of \$86 on the Lundy material, with \$76.50 of that for the used "V + plane" stamps. Total "catalogue" value of the lot then is about \$222, but with a "mixed" "country" grouping like this and the mint stamps hinged on sheets of paper, I feel an estimate of \$125 would have been realistic. I hope the buyer did not enter his bid on the basis of the auctioneer's "estimated cash value"!

- None of the ten Lundy lots in the October 1, 1982 Channel Islands Specialists Society auction received bids (see my Spring 1983 column, page 13). No Lundy lots were offered in the CISS auctions of February 19, 1983 and June 18, 1983.

- Tom Baron (P.O. Box 431, Oceanside, New York 11572, U.S.A.; telephone 516-763-1557) offered a Phillips-prepared May 13, 1937 Coronation cover in its July 28, 1983 mail sale. This is the most common of the Phillips "Lundy" covers and worth \$15 at most, so I hope no bidders took the auctioneer's estimate of \$40-50 seriously!

- None of the 16 Lundy lots offered in the 1983 Swedish Cinderella Stamp Club members' mail auction sold according to Lars Liwendahl. Many of the lots would be of interest to L.C.C. members, so perhaps the owner might consider consigning them with Austin Dulin, L.C.C. Auctioneer, for the 1984 L.C.C. members' mail auction!

News of L.C.C. Members (Continued from page 9)

- The Crown Agents Philatelic Corporation (CAPC) was formed recently and on October 6, 1983 will undertake distribution to the North American trade of all new stamp issues of those countries represented by the Crown Agents and presently handled by StanGib (Stanley Gibbons' North American operation). John Van Emden proprietor of the now-defunct Puff'N Company which dealt in Lundy stamps and held auctions of Lundy material, will serve as the President of CAPC, which will operate in the facilities of the International Postal Marketing (IPM) firm, 115 Main Road, Montville, New Jersey. (John Van Emden is a longtime friend of the Lundy Collectors Club and gave us a good start with free publicity in the Puff'N Company Newsletters several years back--and this was responsible for bringing several of us "oldtimers" into the L.C.C. membership ranks.) Good luck, John, in your latest business venture! Mr. Van Emden presently serves as the Board Secretary of the Society of Philatelic Americans, the national organization of which the Lundy Collectors Club is a Branch Chapter.
- Lester E. Winick's New column entitled "The Insider" debuted in the June 6, 1983 issue of *Linn's Stamp News*. Les's "Space Topics" column continues to be a regular weekly feature in *Linn's*.



THIS SPACE

TO LET

## **CLASSIFIED ADS**

WANTED - any Lundy stamps and covers. I am a beginning Lundy collector who needs virtually everything, even the most common Lundy material. Send a list of the material that you want to sell and your asking price. Brian Monroe, Box 2, Allen Park, MI 48101

LUNDY

COLLECTORS CLUB

2021 RIDGE ROAD

HOMewood, ILL. 60430

