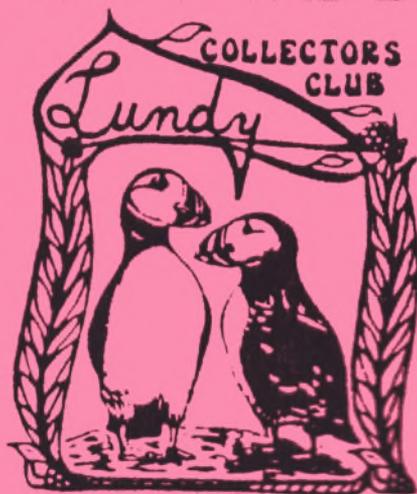


# PHILATELIC QUARTERLY



**SPRING 1984**

**OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB**



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# LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 6, Number 1 (Whole No. 21)

Spring 1984

## LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society (APS)  
Member Organisation in the Council of Philatelic Organizations (COPO)  
Member Club of the Aerophilatelic Federation of the Americas (AFA)*

### L.C.C. Officers:

George Fabian, *President*  
Jim Czyl, *Vice President*  
Duane Larson, *Secretary-Treasurer*  
Dick Barnes, *Art Director*  
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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 per year (U.S. and foreign surface rate) or \$12 (foreign airmail rate) include a subscription to the *L.C.C. Philatelic Quarterly*.

## Announcements

### Lundy Issues Bona Fide "Locals" According to P.S.C. Report

The Philatelic Status Committee, established jointly by the Philatelic Traders' Society and the British Philatelic Association, has instituted a classification system for private local stamp issues. Although the committee confines itself primarily to British and British-related areas, the guidelines can be applied to the many local issues which have been released throughout the world. These local issues often have caused confusion among collectors and the trade in regard to their status. It has been difficult to determine if the issues have seen legitimate use by local post services or if they are bogus.

The P.S.C. has attempted to clarify the status of private locals by establishing the following definitions: *Private local issues*--those issued for territories without an official post office service where there has proven to be a bona fide regular or seasonal local postal service. *Publicity labels*--items produced with the territory owner's consent but not guaranteeing the carriage of mail by any regular or seasonal service from the place inscribed on the label. *Bogus issues*--labels purporting to come from a nonexistent territory, one where the territory owner has not given consent to the issue, or one where there has never been nor has there been any intention of providing a postal service. Only one of these conditions needs to be present for the issue to be termed "bogus."

The following is a listing of a few of the local issues in the categories to which they have been assigned by the P.S.C.: ... *LUNDY*--located in England at the entrance to the Bristol Channel, off the coast of North Devon. This island is owned by the National Trust, which leases it to the Landmark Trust. Issues have been released for the resident population and are in denominations of *puffins* (equal to pence). Mail is carried regularly by the supply ship to and from Ilfracombe. Mail also is carried on a helicopter service during the summer. *Puffinage* is levied on each outgoing item. Since 1974, the Lundy issue affixed to the mail is at the combined rate of British tariff plus puffinage. The British portion is shown by a meter mark datestamped "Ilfracombe" with a plate designating the origin as "Lundy Bristol Channel." The P.S.C. has determined that this is a bona fide local postal service.

In addition to Lundy, the P.T.S./B.P.A. Philatelic Status Committee considers Drake's Island, Summer Islea, and the Alderney parcel delivery issues to be "private local issues" and to be authorized as such. The issues of Pabay, an island located in Inner Hebrides, Scotland, off the coast of Skye, can be considered either "publicity labels" or "private local issues" depending on their use. If they have seen genuine local carriage from the island, they can be regarded as "private local issues." Otherwise, they are "publicity labels."

The following are given "publicity label" status: Bardeey, Bernera Islands, Caldey, Canna (Eileen Chanaidh), Gairsay and Grunay (provisional status assessment on both), Pabay (issues before 1972), Shuna, Staffa, and Steep Holm. Labels inscribed "Davaar Island" or "Davaar Scotland" and "Eynhallow Holy Island Scotland" have been given "bogus issue" status by the P.S.C.

(Information culled from a B.T.S./B.P.A. report released December 1983. --RSC)

ANNOUNCEMENTS (Continued)Information on Bogus Lundy Material Sought for Project

Ian Wilkinson is attempting to put together a list of all known Lundy forgeries, bogus overprints, etc. He will need the cooperation of all of us for this project, so please forward listings and examples or photocopies of any items in your possession to Ian G. Wilkinson, 17 Germaines Close, Chesham, Bucks., HP5 1JJ, England.

**IN MEMORIAM -- Society of Philatelic Americans (1894 - 1983)**

In an unprecedented move in late 1983, the Board of Directors of the Society of Philatelic Americans announced the dissolution of the national organization because of severe financial difficulties. Quite simply, the S.P.A. went broke when it was discovered during audit procedures that standing obligations through its sales division far exceeded any current or forthcoming capital or income. The Lundy Collectors Club was a "branch chapter" of the S.P.A.--that designation afforded S.P.A.-affiliated organizations of national scope.

The S.P.A. was the "smaller" of the two major national philatelic societies in the United States and called itself "the friendly one" because of its more informal administration. The S.P.A. was founded in 1894 as the Southern Philatelic Association by Southern philatelists because the national organization (The American Philatelic Society) at that time was perceived to have a distinct "Yankee" flavor, discriminating against Southern devotees as an aftermath to the Civil War. The original constitution of the S.P.A. in fact limited membership to philatelists living in the former Confederate States of America, and its official journal, first published in March 1894, was titled the *Dixie Philatelist*. The sectionalism which was felt in 1894 soon disappeared, however, and as the memory of the Civil War dimmed and more members and funds were needed to keep the association going, those north of the Mason-Dixon line were accepted into membership. The organization's serious expansion into a national body began about 1910 and reached a point in 1917 where it was the largest philatelic organization in North America. The proposal to change the name of the association from the Southern Philatelic Association to the Society of Philatelic Americans--thus retaining its well-known initials--first came under consideration in 1914, was approved at the 1918 convention, and was officially adopted in 1922.

At the time of this writing (January 1984), the actual facts leading to the demise of the S.P.A. have not been announced by any of its former board of director members or detailed in the philatelic press. When more information becomes available, a brief summary will be given in this journal. The officers of the L.C.C. express regret at the sudden and unexpected passing of one of our national philatelic organizations --RSC

## News of LCC Members

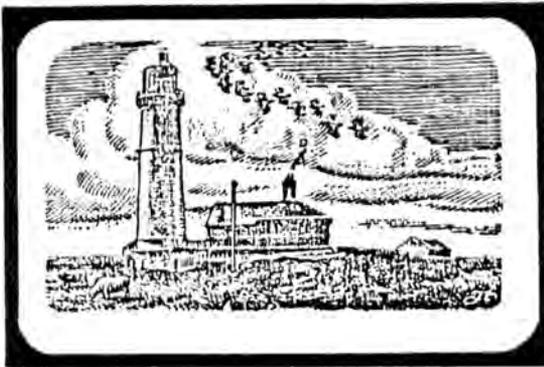
- According to the fourth quarter 1983 issue of the *Channel Islands Specialists' Society Bulletin*, Roger Hudson and Stanley Newman were dealer members present at the September 1983 Stamp Fair at the Strand Palace Hotel in London, and Tom Green and Roger Hudson attended the Grand Stamp & Postcard Fair on October 8, 1983 following the 65th B.P.F. Congress in Bath, England. L.C.C. members Roger, Stanley, and Tom (and Derek Tomlin of Guernsey) are all member dealers in the C.I.S.S. who can help you with your Channel Islands specialist needs (stamps, covers, postal history, etc.). Please don't hesitate to write them for assistance. Their addresses are listed in the "L.C.C. Membership Roster" that was distributed with the Fall 1983 LCCQ. (Tom Green recently sent word that he has in stock about five pairs of the Lundy coins issued by M. C. Harman and will sell them to L.C.C. members at a discount price of 18 pounds per set.)
- John R. Holman was elected Honorable Secretary of the Cinderella Stamp Club at its annual general meeting held October 22, 1983. Congratulations, John!
- Roger E. Allen had a five-page feature article entitled "Pasajes Finales "Timbres Nacionales" published in the January 1984 issue of *The Cinderella Philatelist*. Roger, a frequent contributor to the LCCQ, is the current editor of the *Newsletter of the British Private Post Study Group of the Cinderella Stamp Club* and is always looking for pertinent articles for publication in that periodical. Roger's feature column, "This and That on Lundy," continued in this issue of the BPPSG *Newsletter*, as well as the start of a new feature consisting of excerpts from the late Felix Gade's correspondence during the 1970s.

## LIGHTHOUSE COVERS

by Mike Martin

My collection really started in October 1981. I had a week's holiday then to give Father a hand in hauling our fishing boat out for the winter months, and we were discussing Lundy stamps and covers. We believed inward covers had lost quite a lot of their charm and interest when it was decided to stop affixing the current Lundy stamps on the front. He suggested I might collect covers sent from Lundy to the lighthouses that are visible from the Island and then around the British Isles. By enclosing an envelope franked with a British stamp, I could request (Figure 1) my Lundy cover be returned to me complete with the Lundy stamps. At the same time, I decided to have a personal cachet (Figure 2) made for use on these covers. I designed a square with the Lundy Old Light in the center, the word "LUNDY" above it, and "BRISTOL CHANNEL" below. Of course, I had returned to Lundy by the time it was made, so Father posted it on to me.

I had picked out which lighthouses I wished to try and contact, decided the plausible correct address, and got Father to type out on the envelopes the addresses all neat and tidy, keeping them on the righthand side to allow room for my cachet. When all were prepared, I sent the first few off on December 7,



Lundy,  
BRISTOL CHANNEL,  
Via LINDACORSE,  
North DEVON. EX24 5LA.

Dear Sir,

Will you be so kind to return to me, complete with the Lundy stamps, the envelope used to convey this letter.

As you can see by my address I live and work on Lundy, Bristol Channel. I have been here for 4 years, employed mainly on the boats, construction of the sea defence wall which holds up the road from the landing beach, and the restoration of the Old Light House.

While I have been working on the lighthouse, I have become interested in the construction, history, and so forth. Also you may know we have a private postal system here on the island, in which I am also interested. How to combine my two hobby/interests I am hoping to build up a collection of envelopes addressed to light houses, bearing the correct Lundy postage stamps. I hope you will oblige.

The Old Light House here was built in 1819, and soon after it was brought into commission, the authorities realized a grave mistake had been made. The lantern gallery was at the time the highest above sea level in the country, and consequently it was constantly obscured by fog and low cloud. Various methods were tried, the light was originally at the top of the tower showing all round, then it was moved to the base facing West, with a battery of two fog signal guns just above sea level, and in the end T.H. decided in 1867 to build Lundy South Light House followed by Lundy North Light House and to close down the Old Light but to leave it as a day-mark.

After many years of utter neglect to the tower, the Landmark Trust decided to restore it, as and when funds became available, and I am pleased to say to date the lantern-gallery is now completed with new glass and metal-work, a new weather vane is in position and working once more, and a new hand-rail to the central staircase, work on it continues slow but sure as per the original building plans.

Please accept this picture of the Old Light Lundy, I would appreciate a card or picture of your station to place with the envelope in my album if possible.

Thanking you, I shall be very grateful if you will oblige.

Yours sincerely,

Mike Martin (signed)

FIGURE 1. Mike Martin's Letter Requesting Recipient to Return His Cacheted Cover Mailed from Lundy.

## LIGHTHOUSE COVERS (Continued)

1981, to Bull Point, Lynmouth Foreland, and Flat Holm (another island further up the Bristol Channel). The response was fairly good, but a pretty lengthy affair owing to our own outward-going mail-being delayed by storm. Delivery to the lighthouse suffered further delay, and the return of mail from Ilfracombe was sometimes again delayed by storm. I requested "return to sender" on the reverse side of the covers because I knew some of the stations may have been made automatic.

I found that some of the best responses were from keepers that had served part of their time on Lundy, though not in all cases. Trinity House depots were none too helpful with the lights that had gone automatic. I was hoping the covers of these would have been returned officially marked "GONE AUTOMATIC," but to date I have received only one such as this. Of course, nearly all the lights that are not on the mainland are serviced by Trinity House depot ships and helicopters once a month or every six weeks, so that could cause anywhere up to twelve weeks for the return of a cover. I am sure some covers, not being of a personal nature to the keeper, may have been lost because of this time delay. My friends, the keepers at Lundy South Light, have told me since I started my collection that it is surprising the number and nature of requests they receive during the year and that some keepers never reply because they just don't wish to become involved. This was why I tried to keep my own request noncommittal and applied the self-addressed envelope.

Some of the keepers were very helpful and sent me details of their station. I also did some research on the various lighthouses to keep with each cover. To date I have sent 18 and received 12 back. My Father gave me two covers from his collection—one addressed to Principal Keeper Evans at Lundy North Light and the other to Principal Keeper Simmons at Lundy South Light. Each of these covers has the Lundy stamp on the front as they were inward mail dated September 23, 1971 and October 19, 1970, respectively. He also gave me some lighthouse covers he had with non-Lundy connections, and several keepers sent me covers they had received from various parts of the world (probably from other requests). These form an offshoot and are all very interesting and reasonably difficult to come by.

Five of my lighthouse covers are illustrated in Figures 3 through 7. The cover in Figure 3 is an example of one from Lundy to a mainland station; those in Figures 4 and 5 are examples of covers from Lundy to stations on other islands in the Bristol Channel; the cover in Figure 6 is an example from a station on another island with its own private post; and the cover in Figure 7 is an example of a cover from Lundy to a lightship.

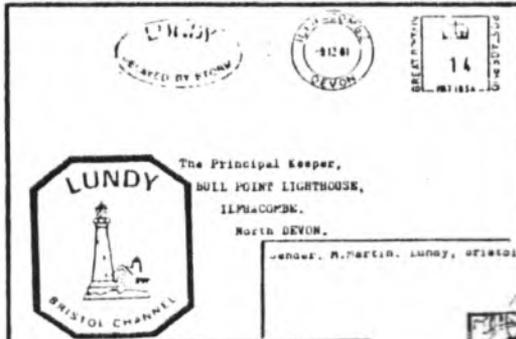


FIGURE 3. This is the first cover in my lighthouse covers collection (with my "LUNDY/BRISTOL CHANNEL" cachet applied in blue) that I mailed. It is addressed to the Principal Keeper of the Bull Point Lighthouse, North Devon, (text continued at lower left)

which is about 17 miles from Lundy. I mailed it on December 7, 1981. It is Lundy meter franked G.B.-postage paid 14 pence PRT185A with "ILFRACOMBE -9.12.81 DEVON" and the oval "LUNDY/DELAYED BY STORM" markings in red. There are also some faint mainland postal lines in black.

(text continued at top of next page)



FIGURE 2. Mike Martin's Personal "Lundy" Cachet.



## LIGHTHOUSE COVERS (Continued)

The puffinage on the reverse of the cover consists of Lundy 2p, 4p, and 10p definitive stamps. The 2-puffin stamp is tied by a red "LUNDY/-9 DEC 1981/BRISTOL CHANNEL" strike and the 4-puffin and 10-puffin stamps are tied by a separate strike. The 10-puffin definitive also is tied by an "ILFRACOMBE/7-AM/10 DEC/1981/-DEVON-" circular datestamp and wavy-line cancellation.

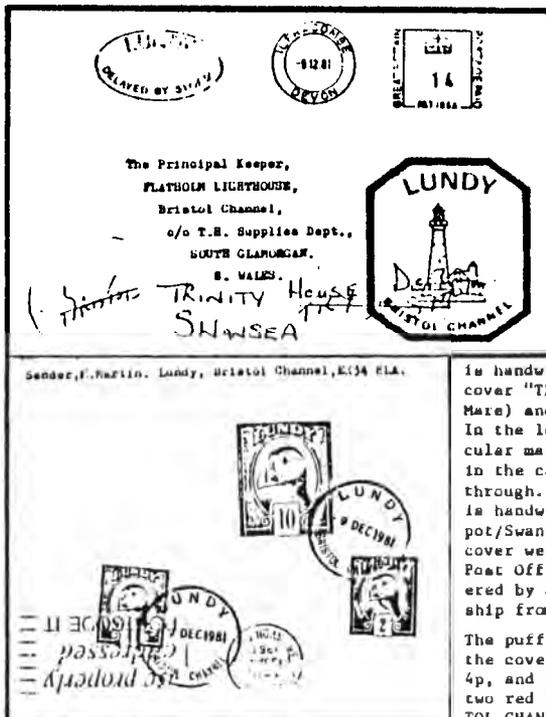


FIGURE 4. On December 7, 1981, I mailed this cover addressed to the Principal Keeper, Flat Holm Lighthouse, Bristol Channel. Flat Holm is another island some 59 miles up channel from Lundy. The cover is Lundy meter franked with the "LUNDY/DELAYED BY STORM" slug as with the previous cover. My "LUNDY/BRISTOL CHANNEL" cachet is applied in the bottom righthand corner in blue. There

is handwritten on the face of the cover "TRY WSM" (Weston-super-Mare) and this is crossed through. In the lefthand corner is a circular mark, with "Bristol" printed in the center and also crossed through. Below the typed address is handwritten "Trinity House Depot/Swansea." Presumably, this cover went to these other two Post Offices before being delivered by a Trinity House supply ship from Swansea.

The puffinage on the reverse of the cover consists of Lundy 2p, 4p, and 10p definitives tied by two red "LUNDY/-9 DEC 1981/BRISTOL CHANNEL" strikes as with the

previous cover. In addition, the 4-puffin stamp is tied by a Great Britain "WESTON-SUPER-MARE/3:15 PM/15 JAN/1982/AVON.A." circular datestamp with a boxed slogan "Be properly/addressed/POSTCODE IT" in black. It took more than two months for this cover to return to Lundy!



FIGURE 5. On January 10, 1982, I mailed this cover addressed to the Principal Keeper, Caldy Lighthouse, Caldy Island, Tenby. Caldy is an island about 20 miles north-northeast of Lundy. The cover is Lundy meter franked 13.1.82 with "LUNDY/DELAYED BY STORM" in red. My "LUNDY/BRISTOL CHANNEL" cachet is in the bottom lefthand corner in blue.

The puffinage on the reverse side is in the form of the new Lundy 17-puffin definitive stamp, tied by a "LUNDY/13 JAN 1982/BRISTOL CHANNEL" circular datestamp in red. Applied over the Lundy strike is an "ILFRACOMBE/2:30 PM/14 JAN/1982/-DEVON-" circular datestamp and wavy-line cancellation. This cover returned in about two weeks.

## LIGHTHOUSE COVERS (Continued)



FIGURE 6. This cover is the self-addressed envelope I enclosed for return to Lundy in the previous mailing to Caldey Island. It has a Great Britain 114p definitive stamp affixed, with a not-too-clear "CALDEY ISLAND/18 JAN 82/TENBY. DYPED." circular date-stamp in black and two lines of postal dots in pale blue. My own "LUNDY/BRISTOL CHANNEL" cachet is in the left-hand bottom corner in blue.

On the reverse side of this cover are four Caldey Island 2d private postage stamps. One is a Golden Jubilee 1979-1979 showing the Abbey on Caldey, and the other three are views of St. David's Church and St. Illtud's Church, which presumably are on Caldey. These

adhesives are tied by two good strikes of the "CALDEY ISLAND" diamond "postmark" with two small circles above and below the name of the island. My use of the name "Caldey" on the address of the cover shown in Figure 5 is not a typing error. "Caldey" appears on English charts and maps, and "Caldey" is the Welsh spelling.

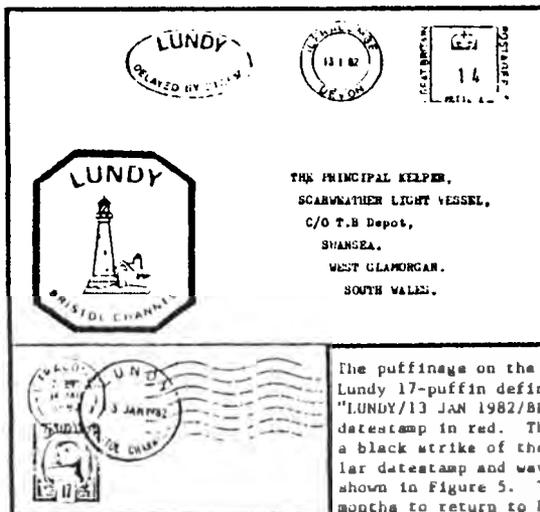


FIGURE 7. On January 10, 1982, I mailed this cover to the Principal Keeper, Scarweather Light Vessel, Swansea. This light vessel is anchored in Swansea Bay some 30 miles northeast of Lundy. The cover is Lundy meter franked G.B.-postage paid 14 pence PRT185A with "ILFRACOMBE/13.1.82/DEVON" and the oval "LUNDY/DELAYED BY STORM" in red. My own "LUNDY/BRISTOL CHANNEL" cachet is in the bottom left-hand corner in blue.

The puffinaga on the reverse side is the new Lundy 17-puffin definitive stamp tied by a "LUNDY/13 JAN 1982/BRISTOL CHANNEL" circular date-stamp in red. The Lundy stamp also received a black strike of the same "ilfracombe" circular date-stamp and wavy line canceller that was shown in Figure 5. This cover took about two months to return to Lundy.

This is the first installment of a two-part article describing Mike Martin's contemporary Lundy collecting interests. The second installment, which is slated for the next issue, will describe four groups of postcards that personally interest Mike. Mike, who works and lives on Lundy, is an L.C.C. member, and this is his first contribution to this journal. Readers should be familiar with Mike's father, John Martin of Minehead, Somerset, England, who is also a member of the L.C.C. and who has graced our pages previously on several occasions with his writing. --RSC

## GOLFING ON LUNDY

by Roger E. Allen

In 1926 Martin Coles Harman built a nine-hole golf course on Lundy immediately north of the Old Light on what is known as Acklands Moor. He built a small clubhouse against the outside walls of the Old Light outhouses which are now known as "Old Light West." He employed a professional golfer cum greenkeeper to tend the course and invited friends and golfers to come over and try it out. It was kept up for one or two seasons but was a nonstarter from the word go, chalked up as one of M.C.H.'s many flash-in-the-pan ideas. The whole story of the golf course and a plan of its nine holes and tees is given in Tony and Myrtle Langham's book on Lundy.

The clubhouse has fallen into ruins, and only a part of one wall now remains standing. Some tees and bunkers at the two extreme ends of the field are still discernable, but those in the center of the course have mostly been flattened out to form the airfield. It takes an enthusiast with a very strong imagination to find all nine holes and tees and to mark them.

In 1980 such a person was found in the form of young Patrick Penny of Crediton, Devon, who with his parents visits Lundy several times every year. After much thought and preparation and a trial run at Easter 1980, Patrick set about organizing the first Lundy golf competition for over fifty years to take place on Saturday, August 23. He dragged clubs, balls, prizes, flags, and score cards over to the Island in his luggage, and the islanders talked of nothing else except the golf competition for a week before and a week after the event.

Thirty-four islanders and visitors turned up after lunch on the great day, and all but two finished the course. Clubs had to be shared, and balls were in scarce supply. The greens, having been untended for 53 years, were not in the best of condition, and the "rough" was really rough! The holes and tees were marked by flags and sticks but not easily seen through the bracken. Patrick was occupied all afternoon running across the course, indicating to players where the next hole or tee was located, and assisting couples at finding lost golf balls.

Most of the competitors and spectators turned out casually in jeans and sweaters, but Ina Hinchelwood, wife of the Island engineer, and Joan, the hotel chef, stole the show by turning up in plus fours and golf hats and trundling full sets of clubs in trolleys behind them.

After the match and tea, Ruth Harman Jones, the last private owner of Lundy and still a loved and respected part of the Lundy scene, gave away the simple prizes in a most elegant way later in the evening at the tavern. She came dressed appropriately in a large blue garden-party hat and a flowery dress.

The whole day was such a happy success that we could hardly believe it. Patrick Penny has recorded the whole event in an amusing pamphlet, which he entitled "Newsletter No. 1 of the Lundy Ancient and Necropolistic Golf Course" and which will be reprinted in this journal beginning on the next page. This "Newsletter" also contains the text of a letter supplied by Mrs. Ann Westcott, a lecturer in English literature in Barnstaple, Devon, and a great Lundy naturalist. This letter, supposedly written in 1927 to Evelyn Waugh by an admirer, describes an early golf match on Lundy and gives a delightful picture of a group of upper-crust English folk "roughing it" on Lundy.

It is a great pity that no visitor to the Island that August (1980) thought to prepare a few covers to post from the office to commemorate the event, and so, unfortunately, the occasion went unmarked philatelically!

While it is true that in the history of the Lundy posts, the golf course per se has never been depicted on a stamp, nevertheless any stamp or postcard showing the lighthouse, the ponies, or connected with air flight to Lundy must remind us of the golf course. The clubhouse adjoined the Old Light, and the course was bounded by the lighthouse wall. The course later became the airfield, and later still it became, and still is, the main grazing ground of the splendid Lundy ponies.

Many Lundy stamps have shown these subjects, but perhaps the best in relation to our theme of the golf course are the items listed as follows:

## (1) 25th April 1939

Lundy and Atlantic Coasts Air Lines Ltd. 1d black. (Chinchen #20)  
Illustrating a plane flying over the Old Light. View taken from the North of the Old Light looking South. The details are not clear, but the area covered would have included the clubhouse and the first, second, eighth, and ninth holes.

GOLFING ON LUNDY (Continued)

- (2) 1st January 1954  
Postal Jubilee issue 2p red and black. (Chinchen #95)  
Map of the Island. Marks the airfield, for which read gold course.
- (3) 1st January 1954  
Postal Jubilee issue 6p orange and black. (Chinchen #97)  
Shows Soay sheep and Old Light. View of the Old Light from about the same position as number 1 (air view). Shows quite clearly the western outhouses of the lighthouse against which the clubhouse was built.
- (4) 1st January 1954  
Postal Jubilee issue, airmail with dates, 2p green and brown. (Chinchen #102)
- (5) 1st January 1954  
Postal Jubilee issue, 2p brown and green, as airmail (number 4) above, but without dates. (Chinchen #108)  
Both these stamps have the same design and show a plane over the Old Light. Once again the outhouse is shown clearly, against which the golf clubhouse was built, and imagination may even discern the ruins of the single wall. The part of the golf course shown would again include the first, second, eighth, and ninth holes.
- (6) 1st November 1969  
Forty years of the Lundy Post, 12p mauve and black. (Chinchen #166)  
This value depicts a plane, tractor, and trailer on what would have had to have been the golf course/airfield, although there is no visual proof of this in the design.

LUNDY ANCIENT & NECROPOLISTIC GOLF COURSE  
NEWSLETTER NO. 1

Issued free to members

Officers

Hon. Secretary	M. P. Penny
Hon. Press Photographer	A. J. B. Walker
Hon. Greenkeeper	R. E. Allen
Captain	J. Cole
Ladies' Captain	B. Cole

Dear Members,

Welcome to the first newsletter of our recently reopened club. This will be a sporadic issue, and in this we include a letter which has been hailed as the find of the decade--a letter dated 1927 about the original golf course! This letter was found in E. Waugh's correspondence by Ann Westcott (contrary to popular rumour that it was found encased in lead buried under the first tee), and she has kindly consented to let us duplicate it here.

Next year I am not planning to hold a competition, but I will be bringing clubs over if anyone wants to play the course. Personally, I am going to play the length of the Island to see how many strokes it takes. Any member is welcome to join me!

I would like to thank everyone who turned up to the competition, spectators and players alike, and to congratulate Jim and Ba Cole and Tom and Moff Betts for coming first and second, respectively.

All the very best,

*Patrick* (signed)  
Hon. Sec.

THE 1980 LUNDY COARSE GOLF CHAMPIONSHIP

Saturday 23 August at the

LUNDY ANCIENT & NECROPOLISTIC GOLF COURSE

by M. P. Penny

As some of you may know, Easter 1980 produced some very strange ideas, and one of them was to look for, and try to play the old golf course on Ackland's Moor. It was my idea, and over that Easter I found most of the course thanks to "Langhams' Lundy," and, with a few friends, played it. The idea grew until it became a competition for perhaps 15 people. After a meal with Tony Walker and Alex Langham, the idea grew even more and we discussed flags and prizes as well as a scoring system.

GOLFING ON LUNDY (Continued)

My idea for scoring was to have a Stapleford in which you score points for the number of strokes you take, the fewer the better. But eventually I decided that it was too complicated for people who had never played golf before, so I adopted the ordinary stroke-play scheme--the pair with the least strokes wins.

So, in the time leading up to our departure for Lundy, the Penny Household was a hive of activity making trophies, flags, and scorecards. By the time we sailed, everything was ready for a 15-man competition. And so we arrived and I found more golfers than I expected. From the Sunday I arrived to the Tuesday, 16 people must have volunteered to brave the course. The number had doubled by Saturday.

On the Tuesday a monumental discovery took place--the third tee was located near the top of the Battery! All my doubts as to the shape of the course vanished. (I had got to the stage when I began to doubt "Langham's Lundy.")

Later on in the week, people began to ask me about golf swings, grips, etc., and some even had the benefit of my tuition (for which the fees are still due from certain people)--the luckiest of whom was lent "The Art of Coarse Golf!"

By the Friday the pairings had been decided on, except for late entries, as had the starting times. My timetable was so:

- 12:00 Prepare the course.
- 2:15 Brief players on scoring, local rules, etc.
- 2:30 First foursome tee off.
- 6:00 Prizegiving in the bar.

Ruth Harman-Jones agreed to give away the prizes.

And so the Saturday arrived. Late entries had brought the numbers of players to 32, of which only four had played golf before and I was playing fairly regularly at the time. It was going to be a day of complete coarse golf, and the weather was perfect for it.

I spent the morning making the last of the preparations and at 12:00 my Father and I went up to the course with flags, wood (with thanks to Bob Bendell) markers, 24 gold balls, and 8 clubs (thanks to Tony W. and Ina for the loan (?) of golf balls and clubs). It took us two hours to mark the course and restore it to its former (?) glory.

At 2:00 I ate my packed lunch in the ruins of the old clubhouse, and it was not long before competitors started to arrive for the 2:15 briefing.

The course looked great with the yellow flags fluttering in the breeze. Some of the keener players wandered over the course whilst everyone was arriving. I would say that by 2:20 about 50 people were at the first tee by the Old Light, and I began my address. I outlined the local rules:

1. Any ball going over any wall is out of bounds.
2. The sea counts as casual water (free drop not nearer the hole).
3. All cow pats are to be played out of.
4. Rabbit holes can be dropped out of with no penalty.
5. Crevices must be played out of with a snooker shot if possible.
6. Aircraft ditches are lateral water hazards.
7. There are no bonuses for hitting livestock--one stroke penalty.

I carried on to explain that airshots did not count, that prizegiving was in the bar at 6:00, as well as about the scorecards and scoring system. Then Ina and Joan turned up.

The dress for the competition was practical. Jenny Langham and Helen Cole were definitely dressed "coarsely," and Tony Walker had been thinking up gambits for a week, but Ina and Joan had the ultimate gambit; they came dressed as golfers! They wore hats, golf jerseys, plus fours, a golf bag with trolley, and an umbrella! They posed in front of the cameras for five minutes.

After that the competition started. The players teed off in this order:

<u>Names</u>	<u>Club</u>	<u>H'cap</u>
Doug Penny & Tony W.	9 - iron	11
Tom & Moff Betts	wedge	12
Jenny Langham & Craig	8 - iron (L)	15
Phil Penny & Margaret	8 - iron	15
Ann Westcott & Roger	7 - iron	15
Alex Langham & Paul	7 - iron	15

A silence descended over the bar. I said a few words, introduced Ruth, and started. The first prize to be presented was the booby prize of life membership in the L.A. & N.G.C. to Phil and Margaret. The next was the second prize of two dubiously green-coloured bottles which went to Tom and Moff Betts, and then the

GOLFING ON LUNDY (Continued)

first prize of two "handsomely" made trophies of a golf ball on a wooden base, as well as life membership.

Kate Cole then presented Ruth with a bouquet of Lundy flowers. The ceremony went beautifully but I then found out that it was not over. The whistle went up again but this time Doug was Master of Ceremonies and I was being presented with a prize--another bottle of a dubious green liquid, except this had crystals in it.

My thanks must go to Ruth for giving away the prizes so expertly, to the competitors for trying to play a golf course which no golfer in his right mind would go near, to Ina and Tony W. for the loan and donation of equipment, to all those who turned out to watch, and especially to my parents who have had to live with me and this idea, and for their help and encouragement.

LUNDY OPEN GOLF CHAMPIONSHIP--AUGUST 1980 (UNREFINED COARSE GOLF)

by Jenny Langham

A lovely summer's day in August. The sun beating down on deserted beaches on a small island in the Bristol Channel, while most of the inhabitants had chosen to gather on a small patch of green on top of the island, flatteringly called "the golf course." Thus, the first Lundy Open for fifty years began.

One of the 32 competitors, only five (?) had ever played before. A few discovered themselves to be quite able beginners, but the majority definitely belonged to the class of novices, while a few surpassed even this height of depth and epitomized that class of player who could only fairly be called "sub-novices."

With only one club (or "bat" as the sub-novice would have it) between four, the essential factors of the tournament had to be friendliness and patience, especially when one's opponents spend 15 minutes hanging by their toenails over the cliffs on the West Side, poking down rabbit holes to find a ball.

Golf is not a skill quickly picked up--this was made somewhat more than apparent when we (the second group to tee off, or "kick off" to use the sub-novice term) were overtaken by everyone else on the course by the third hole.

Injuries, however, were few--the only minor incidents not leaving anyone mortally wounded, although there was a cleverly disguised attempt by one of the players to murder his youngest daughter by an adroit shot straight at the heart from 50 yards. Another player managed to cover himself and his fiancée in large amounts of cow pat while trying to extricate a ball.

Praise must be extended to those members of the hotel staff who turned up in plus fours, with golf trolley and golfing umbrella, and also of course to the winners, one of whom heroically struggled round the course having dropped his all-important, life-giving cigarettes.

Cheating? I hear you ask. Not in the least. Although an interesting note was struck by one member's attempt to use the club as a snooker cue to tap the ball to the stone; several members moving the ball out of a clump of reeds who decided the nearest suitable point to take the next shot was actually 15 yards nearer the green; ...the several players who (accidentally of course) omitted to play a couple of holes...

TEXT OF A 1927 LETTER:

Manor Farm Hotel, Lundy  
Aug 3rd.

Darling - We are waiting for caddies. H.M. is over here to play golf with the new Vice-roy, and they cannot possibly play without caddies. This hotel is fantastic; lobsters and exceptional plumbing. H.M. felt it would be a good thing to join the vice-regal party, though he hasn't played for years. The course is brand-new and we all went out and watched the three gang mower going over it yesterday. Such a pretty sight, all that heather and bracken, and horses and cows, and sheep. H.M. is having doubts.

Aug. 6th - Well, Darling, I watched the match yesterday. (No caddies.) A large concourse gathered at the first tee - lovely sunshine and a wind that made hats and skirts difficult to manage (fuchsia pink is this year's colour). MONTDORE and H.M. looked superb in fair-isle and plus fours, and M.'s first drive was lovely. H.M. was into a reed patch. M. pitched onto the green and was in for four, par for the hole. H.M.'s niblick shot hit a sheep and ricochet-ed on to the green, where he took three putts over island terrain. M. was very gracious

GOLFING ON LUNDY (Continued)

and waited for the onlookers to catch up. The hat- and dress- brigade mostly went home and left the field to tweeds- and brogues, but M.B.C. followed in high heels.

Have you ever tried a grouse moor in high heels? The second hole is pure grouse moor - heather. M. drove clear, but H.M. had to take a provisional ball. (I went round with the greenkeeper/pro. - a cutie and so informative!) Then they each pitched on to the green with niblick shots. H.M. was obviously concerned at being "one down," and a stroke down and he took a huge divot out of the green with his ball. He lost that hole too, failed to replace his divot, and M.B.C. sank her heels into the second green. (The pro. must have been in the navy, or learned it from his parrot or something.)

The third hole is bracken, so pretty with autumn browns, and Death to golfers. I must say that M. is going to make a superlative Vice-roy. He avoided bracken, bog, and reeds with his drive and his mashie and holod out in three - a birdie. H.M. makes one fear for the Civil Service: straight into the bracken and he decided against a provisional ball and we wasted time whilst he searched and swore. M. took the hole.

The fourth tee is turfed and not natural which made things easier for all. "Natural" means that you can just see the tee (or green) if you are a golfer. There are interesting natural hazards on the fourth, uphill and into the gale, and it was halved, but H.M. was still three down. Also he caught his new plus fours on a vicious bracken stalk. (I'm sure marriage is further from M.B.C.'s mind.)

The fifth is a pretty little hole, with superb views almost to the North End, and spectacular amounts of fresh air. M.B.C. broke a heel off her shoe, but she refused to return to the hotel.

The sixth hole looks easy: parallel with a wall and almost all grass!!! H.M. used the wrong wood to drive with and lofted his ball (and divot) over the wall. The pro. and I searched for it (did I tell you he was a poppet?) but the ponies must have eaten it. H.M. in a furious temper conceded the hole, which M. played quite beautifully; such a pity Lady M. is advising the owners on how to run the island and didn't watch. M.B.C. hobbled after us, and I shall be v. surprised if she and H.M. were to marry. He was quite purple with frustration and snagged his fair-isle jersey on some heather.

The seventh and eighth holes are short and deceptive and easy-looking, but the brambles and bracken seemed to move toward H.M. as he approached, and away from M. - quite daunting for H.M. who lost both holes! If M. weren't the Vice-roy, I think H.M. would have stopped, and M.B.C. hobbled home at the eighth. The wind reached hurricane force. H.M.'s nose ran (M.B.C. told me, I didn't see). This meant his niblick shots were wrecked. You would have loved H.M. being a gentlemanly loser (I would have retired, sick, myself) and the ninth hole was BLISSIKINS to watch.

There are huge stones, right in the middle of the fairway, and M.'s second shot, an immaculate mashie, landed just beside a stone, already to be flipped (I'm sure that's not the right expression, but the pro. wouldn't let me say "niblicked") on to the green. H.M.'s second shot was a slice and moved as though it were alive. Darling, if you hadn't seen it, you'd never believe it. He hit the stone (a monolith I understand) very hard and then a bull with the ricochet. (He showed a real flair for ricochet shots.) The bull got up and the assembled company considered abrupt departure; (especially M.B.C. with no heel to her shoe); even M. - most un-Vice-royish. I think H.M. saw his Principal Secretary-ship vanishing. But the bull lay down again and we finished. M. was bogey for the course, which only goes to a really good golfer - with luck. H.M. took 72!!! He will need to be a P.P.S. to console him. (Because M.B.C. won't!)

Those onlookers who were left consoled themselves in the ducky little clubhouse - a teeny bit primitive but well stocked and right next to the gorgeous Old Light-house. E.W. says they have fantastique parties there. Sometime the pro. says he'll take me round, and show me the finer points of the course. Could he mean gorse?

Lobster for dinner, Darling, why don't you visit this healthy spot?

Yours v. affectionally,

Rosebud

Note on the Letter of August 3rd

It is not entirely certain who wrote this letter, or to whom. As it was discovered amongst some papers that Evelyn Waugh (E.W. in the letter?) left on (Text concluded on the bottom of page 15.)

## ?... Questions And Answers ...!

### "FY AIR" Overprint Discovered

Jim Czyl purchased complete panes of 30 of the three low values of the black "BY AIR" overprint issue in the second Puff 'N Company auction held in June 1979. On closer examination of the 2p pane (wide setting, second overprinting of 19337), Jim found stamp number 26 to have a distinct "FY AIR" overprint! The pane is the bottom pane, and the "FY AIR" error is overprinted on the stamp above the marginal selvage with the "NEW MALDEN, SURREY, ENGLAND" portion of the imprint of Bradbury, Wilkinson & Co., Ltd. This overprint appears to be a major error and is heretofore unrecorded! Several questions arise: (1) Is this a "constant" error for that lower pane plate position or is this an example of an "early" error, discovered after only a few sheets had been overprinted, and then corrected by the printer (such like the "Atlantic" errors of the 1938 LACAL "5-line" overprinting)? (2) If this is a "constant" error, does it also appear somewhere on the top pane? (3) Why, after 30 years, was this error first now discovered? Readers having access to full panes of this stamp or multiples of this issue are asked to examine these stamps and write if they come across other "FY AIR" error overprints.



The stamp in the Czyl collection was examined under 10X magnification, and it was determined that the "F" was not a "broken 'B'" or partially printed "B" (for example, resulting from a paper adherence on the stamp during the overprinting operation) because of the presence of a distinct downward serif at the upper right of the "F" (that would have started its downward arc closer to the left if it was a misprinted "B"). An enlargement of the "B" and the "F" hand-drawn appears above right to better illustrate this important point.

### Displaced LACAL "5-Line" Overprints

In the January 28, 1983 I.P.P.M. auction of Lundy material, there were three lots offered of the 1938 LACAL "5-line" overprint (Chinchen #18e) with displaced overprinting, resulting in an upward shift of from 24 to 3 mm. Most striking of the three lots was a horizontal se-tenant pair in which the stamp to the right had a "normal" overprint (that is, the overprint is spaced in such a way that it is situated entirely within the horizontal borders of the stamp design), and the overprint of the stamp to the left was shifted 24 mm higher than the other. Is this the usual situation for the overprinting and characteristic of a certain position or positions on the sheet of 48 stamps?

*George H. Ulrich, Jr. explained that this horizontal se-tenant pair consisted of stamps from positions #40 and 41 of the sheet of 48 of the "corrected" overprinting (that is, the later overprinting in which the "Atlantic" errors at positions #18, 30, and 42 of the earlier overprinting had been discovered and then corrected to "Atlantic"). There are other pairs on the sheet (for example, stamps #46 and 47) that have this characteristic upward shifting of overprint on one stamp in relation to that of its neighbor. In addition, overprints on any given single stamp may be shifted upward or downward from "normal" because of overall "slanting" of the row of overprints resulting from crooked placement of the sheet in the press during the overprinting operation. In my opinion, a displaced overprint on a single stamp should not command an excessive premium over a "normal" stamp, since the frequency of a stamp with a displaced overprint occurring in a sheet is at least 1 in 24; however, a se-tenant pair with the overprint on one stamp shifted with relation to the overprint on its neighbor is a scarce item which should command a considerable premium because of the very limited number of these pairs that have been preserved. --Roger S. Cichora*

### More Information on 1943 "Wright Brothers" Overprint Varieties

Allen Hoffman, who consigned lot 176 in the LCC #2 auction, offered the following comments on the "break in the 'O'" variety of the "Wright Brothers" 3p on 9p stamp discussed on pages 5 and 6 of the Winter 1982 LCCPQ: "The break cannot be a 'one-time' flaw (as Roger Cichora suggested as a possibility) because I have another copy. Although the break is at approximately the 9 o'clock position, it is a rather large break with sharp, well-defined edges and no corresponding lightness or break at the 3 o'clock position. Since the edges of the break are sharp, I doubt that it could be due to a piece of paper (probably with ragged edges) adhering to the stamp during overprinting, and since the 3 o'clock position shows no break or lightness, I doubt that the break at the 9 o'clock position can be due to a light printing as George Ulrich suggests."

Another "Wright Brothers" overprint variety, not previously mentioned in the LCCPQ, is the "missing 'j'" in the "3 Puffin" portion of the overprint. According

QUESTIONS AND ANSWERS (Continued)

to The Puffin (issue 18, April 1969, page 35), this variety occurs in the second (orange) overprinting (Chinchen #61b) on stamp #11 of the left-hand panes only. A mint NH example of this stamp was offered in the I.P.F.A. #4 Lundy Collectors Auction, which closed on January 28, 1983; estimated at 8 pounds, it realized a whopping 36 pounds!

George H. Ulrich, Jr. mentioned on page 4 of the Winter 1983 LCCPO that he lacked the 6p, 7p, and 8p "Wright Brothers" overprints in the 17 $\frac{1}{2}$ -mm setting and wondered if these existed. The 8p value in the 17 $\frac{1}{2}$ -mm setting was offered as lot #176 in the LCC #3 members' mail auction, so its existence has been confirmed. It is likely that the other two values also exist in this setting. It is interesting to note that the second printing (orange overprint) of the 3p value (Chinchen #61b) exists in both the 17 $\frac{1}{2}$ -mm and 18 $\frac{1}{2}$ -mm settings (see LCC #3 auction lots #165-169). To date, LCCPO readers have not responded to Mr. Ulrich's inquiry about the overprint settings. If any of you have full panes of these stamps or large multiples that can be plated and assigned positions in a specified pane, the LCCPO Editor is anxious to hear from you!

Another variety of the "Wright Brothers" overprint surfaced in the LCC #3 auction. A 2p on 6p value (Chinchen #60) was found with its "u" in "Puffin" dropped about 0.2 mm out of alignment with the rest of the overprint (lot #161). It is assumed this misalignment setting is not a "one-time-only" error but rather a constant overprint variety. Does it exist for all values or just for the 2p value?

I don't think it has ever been established if there were one, two, or four type settings used for overprinting the "Wright Brothers" issue. The fact that the "missing 3" variety of the second printing of the 3p value exists in the same position of only the left-hand panes suggests two type settings (left and right) were repeated for the upper and lower panes (at least in the case of this second printing). Any confirming or contrary information and evidence will be appreciated. --RSC

1961 Europa Souvenir Sheets With Missing Center Colors

The 1961 Europa souvenir sheets are known with the center color (brown) missing on the 1p value and with the center color (orange) missing on the 9p value. In both types of these error sheetlets, the black "Europa" overprint appears on a colorless (white) triangle (see Figures 1 and 2). The "brown missing" error is listed in Barry Chinchen's A Catalogue of Lundy Stamps, page 50, and discussed and illustrated in The Puffin, issue 18, April 1969, page 33, and issue 15, May 1966, page 44, but the "orange missing" error is not mentioned in either publication. Both "brown missing" sheetlets shown

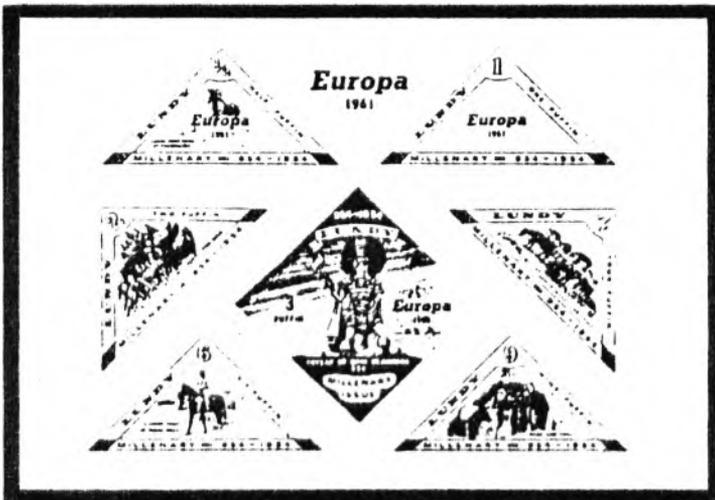


FIGURE 1. The "Brown Missing" Error Sheetlet.

QUESTIONS AND ANSWERS (Continued)

in *The Puffin* are type "a" varieties. George Fabian wrote that the "brown missing" sheetlets in his and Jim Czyl's collections are type "k" varieties. Consequently, the implication is that there were at least two entire (uncut) sheets misprinted this way. The "orange missing" in Fabian's collection is type "e" and Czyl's is type "b". George requests readers having these error sheetlets to provide information on types (refer to the Chinch Catalogue, pages 50-52, and George Ulrich's article in the Spring 1982 *LCCPQ*, page 5, for a description of the 12 known types, "a" through "l") in order to determine how many full sheets of these errors were printed and, therefore (assuming 12 sheetlets per uncut sheet), how many error sheetlets could exist!

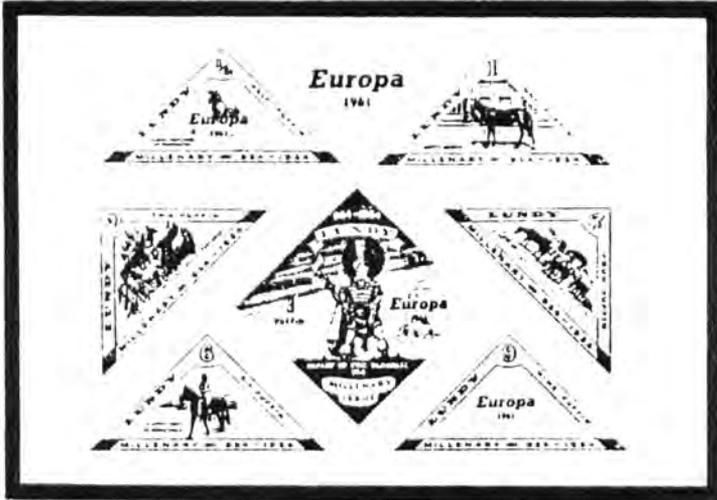


FIGURE 2. The "Orange Missing" Error Sheetlet.

Were March-July 1938 Inward Covers Directed  
From Instow to Braunton and Flown into Lundy?

Seven inward covers between the period of March 6, 1938 and July 23, 1938 were offered in Puff'N Company's #3 and #4 mail auctions. All had Instow backstamps but were inscribed "c/o Aerodrome/Braunton, N. Devon" on the front in a handwriting different from that of the addressee's. The auction descriptions said these covers were directed to Braunton and probably flown into Lundy during a period when there was a shortage of LACAL air labels. Dates of the Instow backstamps (and Lundy datestamps in parentheses) for these covers are: March 9, 1938 (3/6/38), not given (3/6/38), May 24, 1938 (5/26/38), date unclear but probably July 20, 1938 (7/20/38), July 22, 1938 (7/23/38), July 23, 1938 (7/23/38), and July 27, 1938 (7/27/38). The reason for the Braunton address, rather than a Barnstaple address, is because of the location of the Heanton Court Aerodrome where LACAL was headquartered. According to Felix Gade (*My Life on Lundy*, page 195), the Heanton Court Aerodrome was located on the road between Barnstaple and Braunton but was nearer Braunton and Wrafton than Barnstaple. The address of the air service (Barnstaple and North Devon Flying Club) at Heanton Court came to be used by Islanders and visitors for mail.

Since none of the seven covers have LACAL postal markings to prove that they indeed arrived at the Aerodrome, a cynic could argue strenuously that these covers never arrived at Braunton despite the handwritten inscriptions on the address side, or that even if they were directed from Instow to Braunton, they still could have gone to Lundy by boat rather than being flown in. Other inward covers (but not with Instow backstamps) exist from this time period with "normal" type Cd cancellations tying LACAL to violet "air view" adhesives (Chinchen #17), so the Puff'N Company auction descriptions about a LACAL air label shortage may be contrived. Still, rerouting from Instow to Braunton for subsequent airmailing may be a plausible explanation for these covers since at least two of them had "same day" arrival. Can any postal historians offer an explanation why these seven covers had the additional handwritten "Braunton" address and the Instow backstamp applied, and some conjecture of their probable postal routing? --RSC

QUESTIONS AND ANSWERS (Continued)First Definitive 4p Value "Broken '2'" Variety

Ian G. Wilkinson sent a photocopy of an "IX ANNIVERSARY"-overprinted 4-puffin value that has a clear break across the "2" in the "4" so that the numeral "2" is completely split across the top and base. (The stamp and an enlargement of the "broken '2'" are illustrated to the right.) I asked George Ulrich, who as one of his specialties *flyspecks* the various transfer types and varieties of the first definitives and their overprints, to comment on this variety and perhaps locate its position(s) in the pane(s). After examining Ian's photocopy and his own stamps, George wrote: "As to flyspecking, I haven't been able to locate a broken '2' on the 4p that is just like Ian's. I did find one, broken more to the right in a block of six (transfer type a, stamps in position 23 of both the top right and bottom right panes of 30), and one single that may be in the 'breaking down' stage (transfer type b, sheet position undetermined). Some of the transfer type b stamps (in George's imperforate proof sheet from the Standard Collection, probably one of the first printings) show a 'thinning' of Ian's missing line but no clear breaks. None of my single panes, singles, imperforate blocks of four, and used, nor any of my 'overprints' show the flaw, so that's not much help."



Ian's stamp appears to be a transfer type d, so the mystery remains. Since the "broken '2'" flaw did not show up in an imperforate proof sheet of the first definitive 4p value, perhaps the flaw developed later during the printing run and appears on only some of the sheets. In this discussion, we have assumed Ian's variety is a constant plate flaw (say caused by a scratch or crack in the plate) and therefore repetitive on one or more of the panes of the sheet. It is also possible that this variety is a *one-time-only* flaw caused by a temporary adherence to the printing plate of some foreign substance during some portion of the printing run. Readers who have full sheets, panes, or large multiples of the first definitive 4p issue or its 1940s overprints are asked to examine their holdings for this variety in the hopes of determining its sheet position(s) and to report their findings to the LCCPQ Editor. Anyone having additional examples of this variety is encouraged to write. --RSC

"Question Mark in Sky" Variety

The constant plate flaw "question mark in sky" variety of the 1951 14p "flying bird" definitive (Chinchen #80a) appears only on stamp number 17 of the bottom pane of 30. This variety is confounded by the fact that several other stamps in



both the upper and lower panes of the sheet have highlighted shading lines to the right of the clouds that appear as a question mark. The actual "question mark in the sky"

variety, however, has the constant-plate-flaw marking to the left of the bird's wing. This variety was mentioned in *The Puffin*, issue number 12, August 1964, page 8, and mentioned and illustrated in Barry Chinchen's *A Catalogue of Lundy Stamps*, but the illustration in the authorized photocopied edition of the latter is of poor quality and does not show the flaw marking clearly. The actual plate flaw is shown in the illustration above to the left and the confusing "?" that appears on several other stamps in the sheet is shown above to the right. My thanks go to Stanley Newman for pointing out the flaw characteristic to me and providing the illustration of this variety. --RSC

GOLFING ON LUNDY (Continued from Page 11)

Lundy, it is assumed the writer belonged to that circle. M. is clearly Montdore, and Lady M. Lady Montdore. It is thought that M.B.C. is Margot Bester-Chetwynde who later (?) married Humphrey Maitravere (H.M.?) and is better known as Lady Metroland. It has been suggested that Rosebud is a Mitford Connection, but there is absolutely no evidence.

--Ann Westcott

# Lundy at Auction

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

## Brian Chilton Auctions

Brian Chilton (Wharfedale, Huish Champflower, Taunton, Somerset, TA4 2EY, England; telephone Wiveliscombe 23600) offered 47 lots of Lundy material in his October 29, 1983 postal auction sale. Brian wrote me that ordinarily he does not offer Lundy lots in his auctions, but these lots represented the bulk of Lundy material that he had accumulated over time and the time had come to dispose of it through auction sale. He asked me to provide him with names and addresses of L.C.C. members who might be interested in these lots, so I sent him the names and addresses of those of you who had submitted bids in either of the last two L.C.C. members' mail auctions (in case you were wondering how you came to receive his auction catalogue).

Apparently, the Lundy portion of his auction was very successful if one is to judge from the prices realized. The 47 lots were estimated at 648.50 pounds and all but three lots sold. The 44 lots that sold were estimated at 633.50 pounds and realized 715 pounds, or 12.2 percent above the auctioneer's estimates. Thirty of the lots consisted of new or used (but none with G.P.O. "Lundy Island" postmarks) postcards with estimates ranging from 3 to 8.50 pounds each. These early postcards proved to be popular items with bidders, as all 30 sold, fetching 172.50 pounds against a cumulative estimate of 132.50 pounds, with only five of these lots realizing less than their estimates. Perhaps the *best* of these was a used S. J. Allen sepia photocard of the "HMS Montagu" with a Pembroke Dock June 26, 1906 datestamp--posted within a month of the wreck--and the message, "we are now under Lundy, too rough to work" (could this have been sent by one of the salvage workers?!); this postcard fetched 12 pounds against an estimate of 8.50 pounds. An interesting *ephemera* lot consisted of four halves of P&A Campbell tickets for steamer trips to Lundy in the 1950s and sold for double its estimate of 5 pounds.

A basic early Lundy stamp collection, which included complete mint NH sets of the "1929-1939," "V + plane," "IX Anniversary," and "Wright Brothers biplane" overprints plus the three "Red Cross" low values and the 1942 and 1943 Tighearna sheets, fetched 275 pounds against an estimate of 240 pounds. A complete mint NH set of the 1936 ACAS "large maps" sold for its estimate of 30 pounds, and a "large map" 1d value tied on piece by a May 6, 1936 type Cb cancellation fetched a whopping 13 pounds against what I considered to be a high estimate of 9 pounds. A set of three values of the 1935 ACAS "tram tickets" (two mint NH, one mint LH) realized only 36 pounds against an estimate of 40 pounds. A selection of eight different provisionals issued between 1943 and 1969 (the two 1943s mint HK, the balance mint NH) sold for its estimate of 30 pounds. A complete set of eight 1950 "BY AIR" overprints (mint NH except for a LH 6p value), with an additional mint NH 12p value with an overprint offset on the gummed side, realized 32 pounds against an estimate of 25 pounds. A good May 20, 1951 outward cover, with a complete set of eight "BY AIR" overprints cancelled by three fine strikes of the rectangular type J datestamp, sold for 30 pounds against an estimate of 35 pounds. A 1953 CTO (non-G.P.O. use) cover, with seven of the "BY AIR" overprints (no 6p value) and complete set of the 1951 "flying birds" definitives, fetched 22 pounds against an estimate of 20 pounds.

In his January 28, 1984 postal auction sale, Brian Chilton offered 24 Lundy lots with a cumulative estimate of 69 pounds. Included were eight early postcards--five used in 1906 (but none with G.P.O. "Lundy Island" datestamps)--with estimates ranging from 1.25 to 8 pounds each. A second edition of Richard Perry's hardcover book *Lundy Isle of Tuffins*, in fine condition except for a worn paper dust jacket, was estimated at 10 pounds (an identical lot in the L.C.C. #3 auction fetched \$35.50 against an estimate of \$15). A mint NH example of the LACAL "5-line" overprint (Chinchen #18) was estimated at 5 pounds. The other 14 lots consisted of 1954 to 1965 Lundy stamps used on piece and tied by appropriate Lundy datestamps, all modestly estimated between 50 pence and 1 pound each. At the time of closing of Brian's October 29, 1983 auction, the British pound was exchanging for about U.S.\$1.48. At the time of this writing (January 1, 1984), the pound was exchanging for about U.S.\$1.42.

LUNDY AT AUCTION (Continued)Ken Gibson December 1983 Mail Auction

In his mail auction originally scheduled for November 28, 1983, L.C.C. member Ken Gibson ("Meadowside," Crown Lane, Farnham Royal, Bucks., SL2 3SQ, England) offered 67 lots (primarily covers) with reserves totaling 881.40 pounds. The auction was postponed into December because the two British philatelic periodicals in which Ken placed auction advertisements respectively incorrectly printed his address and omitted his ad entirely, so he decided it best to wait until after the corrected ads were published. Ultimately, 51 of the lots sold, fetching 821 pounds against reserves totaling 661.50 pounds, or 24.1 percent above the reserves. (Note: Ken chose to use *reserves* rather than *estimates*. Reserves simply are *minimum acceptable bids*; if a lot does not receive a bid of its reserve or greater, it goes unsold.)

Four of the six "tramticket" cover lots offered sold, but only one—a September 14, 1935 outward cover to Barnstaple with a 4d roll #7 example that apparently underwent a five-week delay in transit—realized significantly more than its reserve, fetching 35 pounds against a reserve of 29 pounds. Three Captain Snye items with the "AIR SERVICE..." cachet (Chinchen type E) realized 49, 42, and 38 pounds against respective reserves of 45, 38, and 38 pounds. The five World War II era covers offered all realized substantially more than their reserves; they sold for 131.50 pounds against a cumulative reserve of 97 pounds. One "nonsense" lot, consisting of four matching 1938 covers with no British postage stamps but with an abundance of Lundy and LACAL adhesives on the back-sides all tied by G.P.O. Cornwall double ring datestamps, fetched 16 pounds against a reserve of 9 pounds. Perhaps the *best* cover lot in this auction was a clean outward FDC to Birmingham with the full set of eight of the "IX Anniversary" overprints on the backside tied by three black strikes of the type Fb c.d.s. with its boxed slogan mark below; it sold for 41 pounds against a modest reserve of 30 pounds.

*Cheaper* covers (those with reserves in the range of from 1 to 5 pounds each) tended to sell for substantially more than their reserves, as realizations on 15 such lots totaled 69 pounds against a cumulative reserve of 45 pounds. A 1953 Coronation FDC showing G.P.O. use realized 11 pounds against its reserve of 10.50 pounds. A "miscellaneous bundle" of 26 items in "mixed condition" fetched 45 pounds against a reserve of 38 pounds. Three lots of 1973 used postcards with special Lundy cachets (several cruises and the Clevedon pier restoration) fared well. One of these lots, consisting of three plain postcards with Lundy and Great Britain stamps properly postmarked on the front with additional Lundy stamps on the backside tied by strikes of these cachets, fetched a whopping 14 pounds against a modest reserve of 7.50 pounds.

One of the few stamp lots in this auction was a 1961 Europa miniature sheet on white paper with the green center dropped 2½ mm on the 6p and 6p values and the orange center dropped 2½ mm on the 9p value; this *freak* sold for 7.50 pounds against a reserve of 5 pounds. An eight-page leaflet in French, *Lundy, l'île des Nacareux*, issued to support the 1955 Millenary issue, realized the reserve of 10 pounds (which I considered to be high). Four of the six lots consisting of various souvenir folders sold for 33.25 pounds against a cumulative reserve of 27.75 pounds; the two unsold folders each contained the mint 1957 definitive set (including the scarce 1p value), but the respective reserves of 15.50 pounds and 12.50 pounds and *faults* mentioned in their descriptions must have discouraged bidders from placing bids.

Brunswick International Auctions

Only one of the seven lots offered sold in the September 30, 1983 postal bid sale of 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 0481-70616). The mint NH margin single of the 1969 1p black overprint provisional (Chinchen #161) sold for 2.25 pounds against an estimate of 2 pounds. Five of the eight lots offered sold in the B.I.S.A. October 31, 1983 postal bid sale. These realized 20.75 pounds against estimates totaling 21 pounds. A 1936 ACAS "large map" 6p value on piece tied by a boxed type Ca cancellation sold for 6.50 pounds against an estimate of 5 pounds. The maximum card mentioned in my Winter column (page 17) was indeed C.T.O. but still a nice item that fetched 4 pounds against its estimate of 3 pounds.

B.I.S.A. offered only seven Lundy lots in its December 30, 1983 postal bid sale. These included complete sheets of the 1961 Europa and 1962 Europa sets estimated

LUNDY AT AUCTION (Continued)

at 15 and 20 pounds, respectively; a "plain rather creased envelope to Alderney with Lundy hp Chinchon #1 cancelled by a Chinchon Ba postmark (and) below a hd air Chinchon #11 cancelled by a weak Cb postmark 20 Aug 1936," estimated quite reasonably at 4 pounds despite "odd rust marks and closed tear"; and an example of the 1939 LACAL hd red (Chinchon #19) with a superb offset printing on rear and badly rouletted overestimated at 12 pounds.

Lars Liwendahl Mail Auction Results

L.C.C. member Lars Liwendahl (Bredgrand 2, S-111 30 Stockholm, Sweden) offered to L.C.C. members all of the surplus Lundy material he had collected since the early 1970s to the present in a mail auction which closed on December 8, 1983. Lars offered 256 lots with estimates totaling \$2796. Of these, 212 sold (82.8 percent), fetching \$2795.25 against estimates of \$2544, or 109.9 percent of the estimates. A breakdown of the lots by major categories is given in the summary table immediately below.

Category	No. of Lots	Estimates	Summary of Lots Offered That Sold				
			Number	Estimates	Realizations	%R:E* %Sold	
Stamps	120	\$ 1911.00	104	\$ 1837.00	\$ 1936.25	105.4	86.7
Covers	113	747.00	91	612.00	749.25	122.4	80.5
Parcel Pieces	18	125.00	12	82.00	87.75	107.0	66.7
Miscellaneous	5	13.00	5	13.00	22.00	169.2	100.0
All Lots	256	\$ 2796.00	212	\$ 2544.00	\$ 2795.25	109.9	82.8

\*%R:E is the percentage of the realizations to estimates on the lots that sold. %Sold is the percentage of lots of a given category that sold.

Lars was kind enough to write me about his auction, and as a departure from my usual summation, I will present verbatim excerpts from his letter and add some notes of my own (*in italics*) to illustrate and corroborate Lars' observations. At this point, I'll turn the column over to Lars.

"I must say it was most interesting to have an auction like this one. Being a collector for so many years, I was interested in seeing it now from the dealer's point of view. Many thoughts were confirmed, but there were also some surprises. You might be interested to hear about some things I noticed in this auction:

- The collectors interested in Lundy are indeed so. It is amazing to see how so relatively few can bid on so many lots. The record was one collector who bid on 65 items! (*Approximately 50 L.C.C. members received a copy of Lars' auction catalogue, and 82.8 percent of the 258 lots received at least one bid!*)
- About the unused stamps: there are some items that most collectors are missing. I was a bit surprised (*to find*) there was not greater interest in the older Lundy material. There (*appeared to be*) a greater demand for unused material than for covers, etc., as many collectors collect only unused stamps.
- Some of the 1940s overprints did not receive many bids. I thought that more collectors would be after the 'Red Cross' set than there were. Perhaps, this... is a question of so much money. Since Cinderella collectors generally do not spend much money on their collecting, it does not matter how rare the items are. (*The four "Red Cross" lots offered in this auction were modestly estimated at \$298 and realized \$285, only 88.9 percent of their estimates.*)
- That the 'Wright' set is better than the 'V + Plane' and 'IX Anniversary' sets was once more confirmed. 'Large maps' seem to be missing in many collections--more than the 'tramtickets.' I thought it was the opposite. (*One mint "V + Plane" set sold for only \$31 against an estimate of \$45, while another estimated at \$65 did not receive any bids. One mint "IX Anniversary" set realized \$66 against an estimate of \$85, and another fetched its estimate of \$60. Ten different "Wright Brothers" stamps from the set of 12 were offered as individual lots and sold for \$84 against estimates totaling \$72. A complete mint LH set of six "large maps" realized \$30.50 against an estimate of \$30, and the four mint LH "trams" offered fetched \$88 against a cumulative estimate of \$82.*)
- The 'BY AIR' overprints of the 1950s--both the 'regular' overprints and the errors--were very popular. That the 1p narrow overprint is a very scarce stamp is rather well known, I think, but the 12p narrow overprint also seems not to be so common. Most bidders were after that stamp. (*A mint LH example of the scarce 1p "BY AIR" overprint in the narrow setting, Chinchon #20, fetched a whopping \$31 against an estimate of \$20; a mint NH 4p "BY AIR" double overprint realized \$25.50 against an estimate of \$15; a mint NH "8p, 3 bar" provisional with the overprint inverted sold for \$13 against an estimate of \$35; and a*

LUNDY AT AUCTION (Continued)

mint NH margin example of the "8p, 3 bar" provisional with a double overprint fetched \$45.50 against an estimate of \$45. The 12p "BY AIR" narrow setting, Chinoche #76, that Lars explained was so popular with the bidders, realized \$10.50 against a modest estimate of \$6.)

• Surprisingly, there were not many bids on the two unused 1957 lp stamps (Chinoche #126), perhaps, because they were not 'mint never hinged' (i.e., not "perfect"). (A mint HR example fetched \$30 against an estimate of \$25, and a mint NH example with slightly irregular perforations sold for \$15.50 against an estimate of \$15.)

• Of the modern items, the greatest interest was for these three: an imperforate set of Shakespeare, an imperforate block of the 'Save the Seabirds,' and the 1972 provisional (Chinoche #172). I do wonder how many of those 1972 stamps can be around? Seeing how many big Lundy collectors were bidding on it, it seems to be missing in almost all collections. This stamp received more bids than any other item in the auction. (I think I must take some extra care of my own mint block of six of this stamp with double overprints on two of the stamps.) (The mint LH Shakespeare color proof set realized \$40.50 against an estimate of \$30; the mint LH "R.S.P.C.A." imperforate sheetlet sold for \$81 against an estimate of \$70; and the 1972 provisional fetched a whopping \$61 against an estimate of \$40. I know of three "R.S.P.C.A." imperforate sheetlets being sold at auction during 1983 and a total of five since I began writing this column in 1979. Two of the three mint 1972 provisionals offered since I began this column have come onto the auction market in 1983. The 1972 provisional appears to be exceedingly scarce in mint condition and missing in most collections, mine included. However, used and on cover, this stamp generally sells for in the \$3 to \$5 range. Lars offered one example on cover with an estimate of \$15, and it did not get a bid! Perhaps, the recent auction realizations will draw out a few more mint examples for sale?)

• On the postal history side, there were many bids. A bit surprisingly, most of the bids came on the oldest items and those from 1960 on. I have found many of the 1950s sets hard to come by on commercial covers, but it seems that many collectors already have them in looking at the bids received. Covers from the 1960s are very popular. I do not think there is any limit on how many such covers one can sell for \$2 to \$3 each if they are nice looking. Also, collectors have noticed that some of the commemoratives after the 1974 definitives are hard to find on commercial covers. Not-so-high prices are paid for them yet, but there is an interest for them.

• The Lundy parcel pieces section was mostly a try at seeing the interest for them. The result was as I expected: there are only a very few collectors who are collecting them. The estimates I had given seemed to be about right anyway (a bit too high sometimes, perhaps). (The parcel piece lots realized 107.0 percent of the estimates--just slightly below the auction average of 109.9 percent--but only two thirds of the 18 parcel piece lots sold, down from the auction average of 82.8 percent.)

• The last section, 'Lundy bits and pieces,' showed great interest among the bidders. The Lundy radiogram--an interesting sideline to the 'normal philately'--received many bids. Then came lot number 255 described as: 'beer label to put the glass on in the Mariaco Tavern. Advertising: Gold Label 'strong as a double scotch, less than half the price.' On the label is a 1971 hp definitive tied by canceller N 20 Aug 74 in black. A very serious item made at a very serious moment when I lived on Lundy!' This 'most serious' item was one of the most popular items in the auction! (We) Lundy collectors are a bit special! It is as we used to say in our Cinderella Society here in Sweden: 'Yes, indeed we are crazy, but we are that in a very nice way!' (That "most serious" beer coaster Lars referred to fetched a whopping \$5.25 against an estimate of \$1, probably the best "performer" in the entire auction! Similar items of a frivolous nature always seem to do very well whenever offered in other auctions. After all, "LUNDY" + "FANATICS" = "LUNATICS"!)

• To sum up the auction: Lundy is a very popular area to collect, where collectors, when talking about Cinderella material, are prepared to pay high prices for the good material. Well, this was rather many lines about my auction, but I thought you would be interested to hear my points of view. All the very best from Sweden! (Amen! Lars, thanks for making my column writing easy!)

1983 Cinderella Stamp Club Auction Results

The annual Cinderella Stamp Club members' auction was held September 24, 1983 in London, and there was exceptional interest in the Lundy lots. Of the 49 Lundy

LUNDY AT AUCTION (Continued)

lots offered at a cumulative estimate of 305 pounds, 45 lots (a remarkable 91.8 percent!) with estimates totaling 294 pounds sold, fetching a whopping 476.20 pounds, or 162 percent of the estimates. This extraordinary realization is due no doubt to the fact that the consignors provided their own descriptions and estimates, and some might not have been aware of the relative scarcity and/or market prices of some of the items they submitted for consignment.

That "mysterious" bisect cover that I mentioned in the Fall column (Fall 1983 LCCPQ, page 19) realized 17 pounds against a reserve of 1 pound. I have not yet received any information on this one (CSC members, please help!). The *joke* items I prepared (three bogus "Kat Island Dependency" overprints on Millenary issues) fetched a whopping 66 pounds against an estimate of 4 pounds! *Caveat emptor!* I am embarrassed about this one and simply cannot believe bidders would run up such a price for such an obvious contrivance. (No, I did not consign this lot and am not getting rich on my handiwork--although at 66 pounds, I am awfully tempted to start the "printing press"!) My offer to supply L.C.C. members with these joke items (see page 19, Fall 1983 LCCPQ) still goes, so send your unused 1955 Millenary stamps to this columnist for "overprinting"!

Those three "bulk" lots mentioned in my Fall 1983 column fared well: the "collection of 150 + ..." realized 42 pounds against an estimate of 15 pounds, the "26 different on stockcard mainly mint NH" sold for 4 pounds against an estimate of 2 pounds, and the "various stamps" fetched 8 pounds against a reserve of 7 pounds. One additional bulk lot, described simply as "54 Lundy stamps," realized 8.50 pounds against a reserve of 5 pounds. As L.C.C. member Bernard Stanley mentioned, you have to be at the CSC auction in person to be an *informed* bidder on most of the Lundy lots, especially the "bulk" offerings, since the descriptions generally are vague.

The eight lots singled out in my Fall 1983 column as being among the *better* Lundy material in this auction fared no better than the rest of the Lundy material, selling for 132 pounds against estimates of 83 pounds (159 percent of the estimates). These items (with realizations in pounds followed by their estimates or reserves in pounds given in italics) were: 1942 hp green "V + plane" overprint mint NH marginal strip of six (gutter pair plus four singles) with two stamps showing break in plane's tale (23/12.50), 1942 hp red "V + plane" overprint marginal strip of six as the previous lot (25/12.50), a June 16, 1937 outward airmail cover to Bristol with hp Lundy and hd ACAS adhesives (8.50/2 reserve), a 1936 inward cover from Belgium with hd "large map" and hp Lundy adhesives (8/10), a 1942 "V + plane" complete mint set of eight (36/25), Lundy hp definitive "with special 1938 cancel" on cover Exeter to Lundy via Braunton Aerodrome (8.50/8 reserve), hp on 9p provisional cover (11/8 reserve), and 1943 "Wright Brothers" overprint hp to 3p values mint (but not NH) (12/5).

Odds and Ends

- Beck Stamp Auctions (Box 2216, Mesa, Arizona 85204, U.S.A.; telephone 602-969-5835) offered one Lundy lot in its January 14, 1984 mail sale. The lot was described as the "1953 Coronation issue on two very fine FDCs" and estimated at \$12-15. If these covers are CTOs (as I suspect), the estimate is too high.
- In its postal history public auction sale #110, which closed January 13, 1984, Kover King, Inc. (120 West 144th Street, New York, New York 10036, U.S.A.; telephone 212-575-7744) offered one Lundy lot--a *Fantothal* "doctor" postcard Lundy postmarked April 16, 1962 and sent to the United States via a G.P.O. "Bristol/April 17, 1962" c.d.s. My first impression of the estimate of \$15 was that it was rather high, but considering how seldom this advertising card has been offered at auction lately (this is the first one I remember seeing in the past three years), it is probably well worth that to anyone not yet having an example of this card (that was responsible for the shortage of mint 1957 hp definitives and ultimately led to three overprinted hp provisionals before the next definitive series was issued in 1971). This postcard sold for its estimate of \$15.
- In its "Luxus VI" public auction of February 9, 1984, Peter Kenedi of California, Inc. (17200 Ventura, Encino, California 91316, U.S.A.; telephone 818-986-5990 and 818-986-5962) offered a Great Britain collection of 26 flown envelopes from the period 1933-38. Included in this lot were two Lundy covers, one of which--a Phillips registered inward "last day cover" postmarked May 10, 1937 (*last day of what? the sale of the G.B. KEVIII definitives franking the cover?*) with an ACAS hd "large map" and Lundy hp definitive both properly tied to the front--was illustrated as a photographed lot example. The lot, which probably would be of more interest to a British "airmail" collector than to a Lundy specialist, was given an estimated cash value of \$200 to \$250.

L.C.C. 1984 MEMBERSHIP DUES NOTICE

Lundy Collectors Club members are requested to mail your membership dues for the 1984 calendar year as soon as possible to L.C.C. Secretary/Treasurer Duane Larson, Lundy Collectors Club, 2021 Ridge Road, Homewood, Illinois 60430, U.S.A.

Membership is currently \$8 for U.S. and foreign surface rate and \$12 for foreign air mail.

Only paid-up members will receive copies of the Spring 1984 *LCCPQ* and the 1984 L.C.C. Members' Mail Auction Catalogue. So, don't miss out on these and why not help out Duane and get your 1984 dues payment in the mail today while this notice is still fresh in your mind! Thank you.

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Please pay in U.S. funds, drawn on a U.S. bank.  
Enclosed please find:

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

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Mail this notice with your dues remittance to:

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Lundy Collectors Club Headquarters  
2021 Ridge Road  
Homewood, Illinois 60430  
U.S.A.

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