

PHILATELIC QUARTERLY



"PARTIAL TUFFIN PORTRAIT"

**SUMMER 1984**

**OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB**



# LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

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Summer 1984

## LUNDY COLLECTORS CLUB

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

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Membership in the Lundy Collectors Club is open to any person interested in the collecting and study of Lundy stamps, covers, and postal history. Dues of \$8 per year (U.S. and foreign surface rate) or \$12 (foreign airmail rate) include a subscription to the *L.C.C. Philatelic Quarterly*.

## Letters to the Editor

### Additional Information on the Dalkeith Press

"When I noticed in the Summer 1983 *LCCPQ* there would be more on the 'V + plane' overprint in the Fall issue, I imagined that I had been scooped and became apathetic about transmitting the information at my disposal. I now see that I still have something new to contribute. I have had some interesting correspondence with Mr. Charles L. Parker, who is a Director of J. F. Nash & Partners, Ltd., the parent company of Dalkeith Press, Ltd. in Kettering. Unfortunately, my letters to Mr. Parker have gone unanswered for quite some time, so I have decided to communicate what information I do have to the L.C.C. The information that follows is derived from an exchange of letters with Mr. Parker during the period of October 2, 1981 through January 22, 1982.

Dalkeith Press was a small family business until 1971 when it was taken over by Nash. The two working Directors, now retired, were brothers Phil (P. E.) and Noel (N. M.) Cox. Noel Cox, almost 80 at the time of my letters, was the Director in charge of production; Phil Cox was the Director in charge of the printing of the Lundy stamps. Sadly, Phil Cox died just before Christmas 1982.

According to Phil Cox, Dalkeith Press had a cleanout in the early 1960s and destroyed much pre-1948 stock to make way for current production. The metal block for the 'V + plane' was supplied direct from Lundy and would have been returned to Lundy following the overprinting. The two Cox brothers were called up for active duty from 1940 to 1945—Phil in the RAF, Noel in the Army. They employed a printer by the name of Bob Ingram to take care of the business. Mr. Ingram had been bombed out of his own business in Hull in 1940.

A Mr. Rigby, a stamp dealer from Nottingham, gave Ingram the job and the plates for these Lundy stamps. The plates would have been returned to Rigby by Ingram. Unfortunately, both Rigby and Ingram have been dead for many years, perhaps 20 or more. The Rigby referred to by Mr. Parker is probably Mr. Rigby Hall, who ran the Lundy Philatelic Bureau during 1941-45 according to Barry Chinchon's *A Catalogue of Lundy Stamps*.

So now we have the tantalizing possibility that the plates for the 'V + plane' overprint may still exist on Lundy. Or, perhaps, some records on the subject that might shed some light on the subject still exist on Lundy. Unfortunately, my original question (*Winter 1982 LCCPQ, page 10*) remains unanswered: what were the intentions of the artist who originally made up the plates?"

--Allen Hoffman, Brooklyn, New York (February 27, 1984)

*Editor's comments: It is more likely that the "V + plane" overprinting plates originated from Mr. Rigby Hall of the Lundy Philatelic Bureau in Northampton than from the Lundy postal authorities (either Mr. Barman or Mr. Gads) and, as a consequence, would have been returned to him rather than to the Island as Allen Hoffman suggested in his letter.*

*There has been considerable confusion on my part on the identity of the principal involved in the operation of the Lundy Philatelic Bureau. Mr. Hoffman's*

LETTERS TO THE EDITOR (Continued)

statement that "Rigby (has) been dead for many years, perhaps 20 or more" struck a chord with me and gives me the opportunity here to correct some erroneous information I had presented previously. I had incorrectly assumed that Brian Rigby-Hall, the founder of Rigby Philatelic Auctions Ltd. of Poole, Dorset, who died in 1981 at the age of 80, was the person who masterminded the "Red Cross" surcharge issue in 1940 and who operated the Lundy Philatelic Bureau from 1941 through 1946. On reflection now, I realize Brian Rigby-Hall would have been only 10 years of age when the "Red Cross" issue was released, so it was more likely to be his Father (or possibly some other namesake older relative) who was the "B. Rigby Hall" and "Brian R. Hall" mentioned by Barry Chinochen in several sources as having the wartime Lundy philatelic connection.

My initial confusion stemmed from Felix Gade's The Postal History of Lundy in which he wrote: "Towards the end of 1941 Mr. Harman instituted the Lundy Philatelic Bureau and appointed Mr. T. (sic) Rigby Hall as its head. This step was taken mainly on account of the difficulty of providing for the needs of philatelists from remote Lundy, hampered by wartime restrictions and curtailment of transport facilities. At the conclusion of the war in August 1945, the Bureau was closed. The headquarters of the Bureau were successively at Northampton and Kettering. Lundy stamps were affixed to all letters etc. sent out by the Bureau, and it used a special cancelling stamp, but no date stamp."

In his A Catalogue of Lundy Stamps, Barry Chinochen credits "Brian R. Hall" as the mastermind behind the 1940 "Red Cross" issue and "Mr. Rigby Hall" as in charge of the Lundy Philatelic Bureau. These are undoubtedly the same person as the "Mr. Rigby" referred to by Phil Cox in Mr. Hoffman's letter. In a discussion of the "Red Cross" issue in Puffin 19, Barry credits a "Mr. Brian R. Hall" as the party responsible for these stamps. Also, during a discussion of the "mystery imperforate stamps" in Puffin 15, Barry quotes a "Mr. B. Rigby-Hall, son of the manager of the Lundy Philatelic Bureau during the war" about his recollection of these "wartime printings." (Note that Barry used a hyphen here for "Rigby-Hall" but not in the case of the other gentleman. One additional reference to "Brian Rigby-Hall" appears in Puffin 15 in mention of an offer for Bureau 10p and 30p essays through his Bournemouth, Hants. address. This person is likely to be the son of the Lundy Philatelic Bureau operator.) Thus, the Brian Rigby-Hall, late of Rigby Philatelic Auctions Ltd., Poole, Dorset, was not the "Brian Rigby Hall" having the wartime Lundy philatelic connection, and the information of the opening paragraph of the obituary notice I wrote for the Summer 1982 LCCPQ (page 3) was incorrect and should have referred to his Father, who, as Allen Hoffman asserted, probably died some 20 years earlier.

There also appears to be confusion about the location and duration of operation of the Lundy Philatelic Bureau as given in Mr. Gade's The Postal History of Lundy. In Puffin 11, Fred N. Bloedow wrote: "The information ... concerning the closing of the Lundy Philatelic Bureau taking place in August 1945 seems in direct contradiction to one of the two examples of the Bureau mail cancellation I have in my collection. This cover is very dog-eared and is apparently from Lundy as it bears a 4-puffin stamp on the reverse which is cancelled with the circular Lundy cancellation dated 25 SP 45. The front of the cover bears a 2½d (G.B.) stamp cancelled APPLEDORE, BIDEFORD, DEVON, 25, 26, or 28 (not clear) SP 45. The cover is addressed to: PHILATELIC BUREAU OF LUNDY, HAVESTOCK CHAMBERS; BEASTMARKET HALL; NOTTINGHAM., and is cancelled on the back with the Bureau Mail cancellation over the Lundy stamp and date cancel." Note, in particular, the "Nottingham" address, which would be consistent with the information provided by Phil Cox to Allen Hoffman about "a Mr. Rigby, a stamp dealer from Nottingham"

Readers having additional information not previously published on the identity of Mr. Rigby Hall (or "Mr. Rigby"), the wartime operation of the Lundy Philatelic Bureau, or the artist's intentions on the plane in the "V + plane" overprinted stamps are encouraged to add to this discussion! --RSC

More Information on the Emma Smith Tragedy

"I have recently succeeded at last in obtaining a press cutting report of the Bideford inquest on poor Emma Smith. I was distressed by the reference to her hands being tucked into her sleeves as if seeking warmth, as it leads one to think she did not die at once from the fall but may have been conscious for some part of that dreadful night—an awful thought. Had she stumbled with them in that position, the natural instinct would have been to fling the arms wide.

LETTERS TO THE EDITOR (Continued)

We shall never know what really happened, but it is the bitterest of ironies for her parents after all they've lavished on the Island in money and interest in its welfare."

--Gwyneth White, Penarth, Glamorgan, S. Wales (February 29, 1984)

*Miss White kindly sent the news item that appeared on page 11 of the December 3, 1983 edition of The Western Morning News. The verbatim report is given below:*

TUMBLE TRAGEDY OF A BIRD WATCHER

The daughter of millionaire banker and former Tory MP for Westminster, Mr. John Smith, died in a 250-foot fall down cliffs on Lundy Island while birdwatching, an Inquest in Bideford was told yesterday.

Miss Emma Smith, 27, was found beneath overhanging cliffs by the pilot of a private plane, hired to take Emma and her brother, Bartholomew, back to the mainland after a holiday on Lundy.

She was winched aboard an RAF rescue helicopter and airlifted to North Devon District Hospital, but found to be dead on arrival.

Miss Smith, a London Barrister, fell near the Old Beacon Lighthouse on the western side of the Island.

She was surrounded by rocks dislodged by her fall and her hands were crossed over her chest and tucked into her sleeves, probably to keep her warm.

Chief Inspector Stan Dibble, of Ilfracombe police, said that above the 250-foot sheer drop was a 400-foot slope which was steep and would offer no hand holds to anybody who slipped.

A post mortem test showed that Miss Smith died of spinal cord compression and a dislocated neck consistent with hitting her head in a fall.

At the time of her death she was wearing a Berber-type jacket, carrying binoculars, and found to have a notebook with her bird sightings on Lundy recorded.

She had been holidaying with her father and brother when the tragedy happened on November 8.

The Inquest heard that it was not unusual for her to walk alone but she did not know the island well.

Her father said in a statement:

"She was a happy person to my knowledge with no pressing problems, either financial or otherwise."

He added that Emma had been in the middle of writing a play.

Her family home is Shottesbrook Park, near Maldenhead, although she lived in London.

The Coroner, Mr. Brian Hall-Tomkin, recorded a verdict of accidental death.

L.C.C. Member Offers Suggestions

"When I was checking an inward cover (postmarked 21 NOV 59 in blue), I found I already had a cover of that date but in black. So, we have a case of two different colored inks being used on the same day! This is the second bit of luck I've had from buying 'bulk' lots. Another contained an 18 APR 59/18 APR 69 inward cover: Mr. Gade cancelled it with the wrong date and then tried to stamp over it with the right date; he almost succeeded!

As a Lundy Collectors Club member, can I make some suggestions? Helpful I hope!

- (1) Inflation dictates that a rise in dues is inevitable. As the Winter 1983 LCCPQ arrived late, how about picking up time by missing one issue (i.e., 1984: Summer, Fall, Winter; 1985: Spring, Summer, Fall, Winter)—seven issues instead of eight, a savings of 12½ percent in costs which would keep dues at the same price.
- (2) Postcards: which English member would like to start a continuing column in the LCCPQ about postcards?
- (3) Annual event: L.C.C. members receiving a special cover or postcard from Lundy each year.
- (4) A number of members have produced their own labels. I am willing to send 100+ copies to Duane for distribution to the members. How about the others?
- (5) A Lundy 'puffin' bank-note?!
- (6) If L.C.C. funds warrant it, a small selection of souvenirs—pennant, ruler, matchbox—sent to each member surface mail from Lundy."

--Terry Dell, Golden Beach, Queensland, Australia (March 13, 1984)

*Thanks for the helpful suggestions, Terry, and please permit me to comment on them. The LCCPQ will continue to be a quarterly publication, as three 1983-1984 issues were mailed to members within three months of one another to get it back on schedule. The delay was caused by a one-time breakdown of the "printing press" as explained by Duane in his letter inserted in the Fall 1983 issue.*

LETTERS TO THE EDITOR (Continued)

The dues for 1984 remained the same as the previous two years, so the L.C.C. Officers have managed to keep inflation in check. Since the U.S.P.S. postage rates are slated for an increase in early 1985, undoubtedly there will be a slight increase in the membership dues for the coming year. I would prefer an increase in dues rather than any reduction in the journal, simply because I have a large backlog of articles and information that needs to get published in a timely manner in order not to discourage or disappoint the contributors. Does any British member wish to start writing a regular column on postcards as Terry suggests? I'd welcome such an endeavor (and even accept an offer from an American or Canadian member for that matter)!

L.C.C. members should be aware that the preparation, printing, and mailing costs of the LCCPQ exceed the revenue generated by the membership dues payments and that Secretary/Treasurer Duane Larson has financed this journal by making up the deficit out of his own pocket. Likewise, my expenses in preparing the LCCPQ are not reimbursed by the L.C.C. Treasury, and the commissions from sales in the first three L.C.C. auctions have helped me defray some costs. Consequently, the "annual event" covers, souvenirs mailed from Lundy, etc. that Terry suggests would have to be borne out by the entire membership in terms of costlier annual dues. Not all members are interested in such memorabilia, so an alternative is to offer such items at retail sale through L.C.C. headquarters or by individual members through advertisements, and let those who are interested order them. In the L.C.C. Officers' experience, when this has been done, fewer than 20 percent of the members place orders. Also, members have been reluctant to produce and offer such goods because of the large initial expense and uncertain response.

An "L.C.C. Lundy Visit" postcard posted from Lundy was sent to each member in 1983 compliments of Duane Larson. Additionally, in the past, several "free gifts" had been included in the LCCPQ: an "essays" card, an ACAS "large map" reprint card, a Tighearna sheet with a bogus overprint, a facsimile "V + plane" overprint proof sheet, a PARFOREX XXII presentation card, and a Lundy "Lights and Leads" gummed label. All these items had been contributed by members, and if members will continue to contribute such items, we will continue to include them as "free gifts" in this journal. Terry's kind offer to send us 100 or so of his personal "L.C.C." labels was not refused, and one will be inserted in this issue as his "free gift." If other L.C.C. members have produced their own private labels and care to mail me 120 examples, I'll include them as "free gifts" in future issues. Finally, if some artistic member of the L.C.C. is willing to send me a "camera-ready" drawing of a Lundy "puffin" banknote, I'll have some printed and distributed with a future LCCPQ. --RSC

Color Discussion and Progress on a New "Lundy Priced Catalogue"

"During the course of research for my forthcoming publication *A Priced Catalogue of Lundy Stamps* (which should be available about the same time that this letter appears), I became fascinated by the varied and intricate colors listed by eminent researchers in the Winter 1980 issue of the LCCPQ for the different printings of the 'V + plane' overprinted issue. As George Fabian wrote in his article in the same issue of the LCCPQ, 'The varieties in color of the overprints have long been the bane of Lundy collectors,' so I set out determined to select which opinion of the five researchers described most accurately the exact color of each overprint. Bearing in mind that all five opinions differed in describing the exact color of both the ½-puffin and 1-puffin values (first overprinting), I suddenly thought how incongruous (even bordering on how comical) it was, when so much thought and research had gone into the exact shade of color for each overprint, that the basic color of one of the stamps overprinted (the 4 puffin) had always been, and to this day remains, so blatantly misdescribed! This 4-puffin stamp from the 1939 definitive issue has always been described as 'red' when in fact it is an entirely different color, anything but red!

Using your own method of comparing the color of this stamp with those given in the *Stanley Gibbons Stamp Colour Key*, this 4-puffin stamp should be described as 'lake-brown.' In fact, the first Lundy stamp to appear in a color which can be accurately described as 'red' was the 3½-puffin value of the 1951 'birds' issue. Might I suggest, for the benefit of future Lundy collectors, that the time has now come to put the record straight, and henceforth to refer to the color of the 1939 4-puffin stamp as 'lake-brown'? I for one shall certainly do so in my forthcoming catalogue and hope that future Lundy philatelic historians will follow suit!

LETTERS TO THE EDITOR (Continued)

Now for the news of the *Priced Catalogue*: I have accepted the quotation for printing the catalogue (Picton Publishing Ltd.), and the initial print run will be 1000. The published price will be £4.75 (U.S.\$7). I'm aiming for 64 pages plus cover, which I should fill, and I'm hoping that this will permit a few pages for advertisements at the end of the catalogue (I've got at least three Lundy dealers lined up so far). I have followed up your suggestion to adopt Barry Chinchin's numbering for the stamps, and out of courtesy, I wrote to him seeking his approval to quote not only the stamp reference numbers, but also certain factual information about the various issues. In reply I have received a most charming letter in which Barry not only gives his approval, but wishes me the very best of luck in promoting Lundy collecting through publishing the catalogue--nice touch!"

--Stanley Newman, Hove, Sussex, England (March 24, 1984)

*Stanley is correct in his "lake-brown" color assignment of the 1939 4-puffin definitive. F. R. Downing and M. Windeatt designated it "maroon" and everyone else "red." This just goes to show that nobody pays much attention to color when there is only one under consideration...but give philatelists two or more choices (as with the "V + plane" overprints), watch out! A publicity leaflet on Stanley's new A Priced Catalogue of Lundy Stamps has been included as an insert with this issue of the LCCPQ, and additional information plus an ordering form will be published in the next issue. Stanley's intention with his catalogue is not to compete with Barry's "bible," but rather to provide collectors with a general guidebook of Lundy stamp evaluations based on recent retail prices and auction realizations. He hopes by making such an "uncomplicated, illustrated" book available, he can get other philatelists "hooked" on Lundy stamps. --RSC*

Fortunate Acquisitions

"While I still think there is more Lundy philatelic material (good material that is) over in the United States, we do have a distinct advantage over you when it comes to the ephemera of Lundy. For example, I picked up a copy of Felix Gade's 'Guide' (Lundy Bristol Channel, The Official Guide, published about 1967 by the Gazette Printing Service, Bideford, Devonshire) for 40 pence a few weeks ago and my collection of Lundy crested china has now risen to 16 pieces. Recently, I got a Pitman cover with the 'AIR SERVICE SUSPENDED...' cachet on. This cover proves that this was not only put on Smye covers. It is dated May 6, 1940 (the earliest I have and is a FDC of the Great Britain 1840-1940 Stamp Centenary issue but only has the ½d, 1d, 1½d, and 2½d values on it) and the cachet is struck in purple on both front and back. All the others I have seen have this cachet in the same green as the Lundy postmarks. The other thing about it is that all the Smye covers I have seen with this on carry some sort of airmail stamps to look as if the cover was intended to go by air. It is certainly not so in this case as the cover is addressed to Felix Gade via Captain Dark at Instow."

--Ian G. Wilkinson, Chesham, Bucks., England (March 23, 1984)

*Covers with the "AIR SERVICE SUSPENDED..." (Chinohen type E) cachet are known from the period of July 10, 1940 through October 18, 1940 (refer to a summary discussion of this cachet in the "Questions and Answers" feature in the Summer 1982 LCCPQ, pages 4-6); consequently, Ian's Pitman cover now becomes the earliest known use of this cachet. All the other examples of this cachet have been in green ink, so this cover is possibly unique! --RSC*

ERRATA: Please make the following corrections and additions to the "Lundy Collectors Club Membership Roster - November 1983" that was distributed as an insert with the Fall 1983 issue of the LCCPQ.

- #042 Thomas K. Reeve, Jr. (membership reinstatement)  
CNC Energy Company, 445 W. Main Street,  
Clarksburg, West Virginia 26301, U.S.A.
- #049 Chris Leyerle (membership reinstatement)  
31 South Drive, Toronto, Ontario, M4W 1R2, Canada
- #068 Richard M. Langworth (membership reinstatement)  
P.O. Box 385, Burrage Road, Contoocook, New Hampshire 03229, U.S.A.  
Interests: Lundy (all), Herm Island, Guernsey, Churchill topicals
- #087 Lars Liwendahl (not Lewendahl)
- #124 Terry Dell - correct postcode is 4881 (not 4881)

## MY COLLECTION OF CONTEMPORARY POSTCARDS WITH A LUNDY CONNECTION

by Mike Martin

My postcard collection has developed into four groups, all of which have a Lundy connection. In the main, Lundy postcards have been used, and all the stamps, postal markings, labels, cachets, and any extra stamps necessary to correct the postage or puffinage were all on the cards before they were mailed. Nothing has ever been added after delivery to me here on Lundy.

The first group described consist of "Lundy back to Lundy" postcards, bearing the correct postage and with my personal "LUNDY/BRISTOL CHANNEL" cachet applied. These were mailed to me here on Lundy from anywhere in the world.

The second group are "Lundy Collectors Club" cards with L.C.C. cachets and labels, plus my own cachet in some cases. Also in this group are Lundy cards with L.C.C. cachets and labels and some with L.C.C. members' personal labels and cachets affixed and applied. The second and third group sometimes overlap.

The third group consists of what I prefer to call my "joker" cards. These are Lundy cards to which I affixed an extra Lundy stamp, and in some cases several. These are placed in such a position to try and get them cancelled and tied with authentic postal markings. I must admit there was no postal reason for these extra stamps, and all these cards are strictly for my own collection. Maybe in 50 years time they will present some Lundy philatelist the arduous task (but a pleasant one I hope) of sorting out the how, when, and why, and just who this "Mike Martin" was (maybe I'll turn out to be another Waghorn)! Anyway, I will set it on record now. With the help of the many acquaintances I have had the pleasure of meeting here on Lundy, I have produced these jokers. They all came through the official mail just as they are, nothing has been added after their arrival back to me here at Paradise Row, just behind the Tea Garden, Lundy.

The fourth group are cards and an odd cover that have been mailed on the mainland, using Lundy stamps instead of British ones. These made their way back home cancelled by an official G.P.O. strike. The Lundy stamps I used were picked for color to resemble the current British definitives.

I now have quite a large number of cards in my collection, and I have had pleasure from sending them and even greater pleasure from their return back to Lundy. The majority have returned safely. True, some have gone astray, but it will be interesting to see if any of them come to light in the future and where, because, as I have stated, they are basically only for my personal collection.

Each of my postcards has a story to tell: odd journeys plus vast distances traveled, interesting people who have carried them, and all the types of transport used (every kind from our Yorkshire coble to liners, cargo boats to cross-channel ferries, helicopters to jet planes, private cars, taxis, service buses, and luxury coaches, not forgetting British inter-city rail trains and the fast continental expresses).

I smile sometimes when I see covers illustrated in the *LCCPQ* and read how they were carried. Some of mine would require a book to record their passage. It would be very interesting to hear about the journey of the "L.C.C. Lundy Revisited" cards which George, Jim, and Sandy brought from Park Forest and Posen, Illinois, and Santee, California, and our three friends' trip back home again, carrying some of my cards which they kindly mailed to me on their return (three of which are described later in this article). Illustrated on the following pages are eight of my postcards. Descriptions of the cachets, postal markings, etc. are given in the text accompanying the illustrations. The postcards illustrated as Figures 1 through 3 belong to my group 1, those illustrated as Figures 4 through 7 are in my group 2, and that illustrated as Figure 8 is an "overlap" of my groups 2 and 3.

The first card in my collection is a "Lundy Old Light" postcard (Figure 1). In June 1981, a young lady visitor volunteered to take this card on her return to the British mainland and mail it back to me here on Lundy. I first applied my own "LUNDY/BRISTOL CHANNEL" cachet in black in the correspondence section, and she wrote my address in the address section and posted it from Bristol. It returned franked with a British 15p definitive (first class postage) tied in black by a boxed "MARITIME BRISTOL" slogan cancellation with the additional wording "The start of many an adventure this summer," a coat-of-arms showing an old sailing ship, a castle, and a small area of land. There is also a

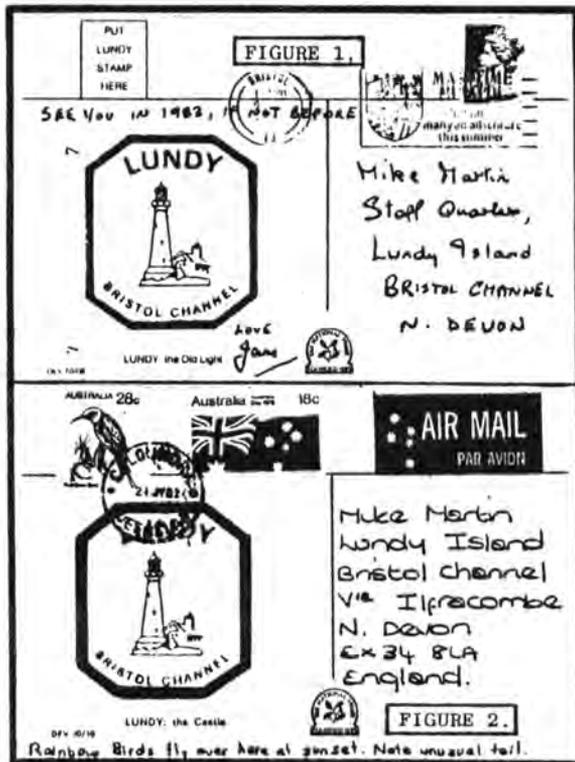
MY COLLECTION OF CONTEMPORARY POSTCARDS... (Continued)

circular datestamp "BRISTOL L3/1:30 PM/ 9 JNE/1982." The slogan from this cancellation helped inspire me to start my collection of postcards.

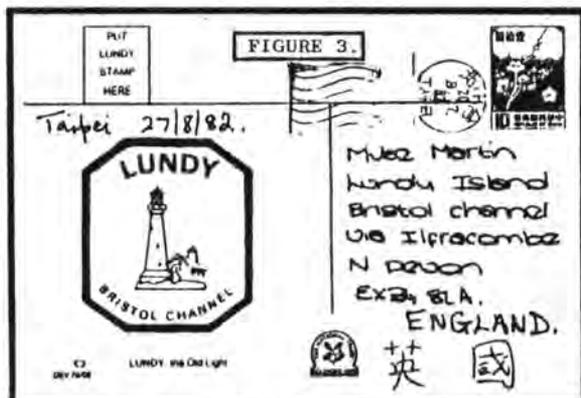
Previously, in March 1982, Terry Dell (L.C.C. member #124), who lives in Golden Beach, Queensland, Australia, wrote to Lundy with a request for an Islander to become a pen friend. His letter was passed on to me, so I sent some odds and ends to him along with some Lundy postcards, which I requested him to return to me posted from Australia. So, it's thanks to Terry who really put the show on the road. I paid for them to go airmail, but somehow they were sent surface mail by mistake and consequently took 13 weeks to arrive in Queensland. He returned my postcards by airmail, and they arrived back on Lundy in July. This card (Figure 2) is one of them. It is a "Lundy Castle" postcard with my "LUNDY/BRISTOL CHANNEL" cachet applied in blue prior to its leaving the Island. It returned stamped with an Australian airmail label, an Australian 18¢ flag stamp and 28¢ stamp of a Rainbow bird, postmarked by a circular datestamp "CALOUNDRA/21JY82/QUEENSLAND" tied nicely to the top edge of my own cachet. Handprinted was a brief message from Terry telling me that Rainbow birds fly over his home at sunset.

I think it was these cards and the fact that I live on Lundy, where it is very often possible to stand at the top of the Old Light and see the sea all around just by turning on the same spot, that I appreciate the vast distances and odd journeys taken by this and, for that matter, all the cards in my collection. Before and after posting the cards, I have usually handled them three times! With my work of unloading and loading the *Polar Bear*, there is the initial unloading of the stores for the Island ship, loading the outgoing mailbag, and again unloading the incoming mailbag. This "Lundy Castle" postcard's journeys started with a trip from the printers to Lundy by *Polar Bear* and by road up to the Island shop, where I bought it. On mailing it, it went back down the road in the mailbag for another *Polar Bear* trip, from the Ilfracombe Post Office by mail van to perhaps Exeter, by rail to London, from London to the mailboat for Australia, and 12,000 or so miles to Sydney, thence to Caloundra by rail or road, then all the way back again to Sydney, by air to London another 11,500 odd miles, back to Ilfracombe by rail and road, back down channel on the *Polar Bear*, and up to the Island office by land rover—a round trip of at least 25,000 miles, with the last hundred yards on foot across the tea garden and field from the office to our staff dining room!

Figure 3 shows a "Lundy Old Light" postcard that was carried from Lundy by fellow L.C.C. member Roger E. Allen--the renowned transglobal traveler, philatelist, and sender of covers and other postal items--after he had finished his holiday here last summer. I applied my cachet in black in the correspondence section and addressed the card with my Lundy address, and Roger mailed it



## MY COLLECTION OF CONTEMPORARY POSTCARDS... (Continued)



back from Taipei, Taiwan. It is franked with a blue Republic of China \$10 stamp cancelled by a wavy-line circular datestamp with Chinese characters and "20/.8. 27./82/TAIPEI." Roger wrote "Taipei 27/8/82" above my cachet, and there are two additional Chinese characters in red below the address. This postcard took just over a week to return, so it must have come back by air.

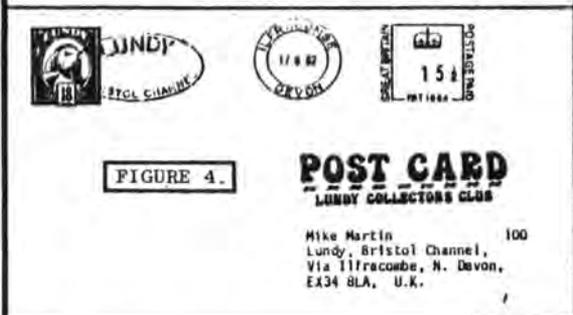


Figure 4 shows a Lundy Collectors Club "Lundy Re-visited August 1982" postcard mailed by Jim, George, and Sandy on their August 1982 visit to Lundy. It has a Lundy 18-puffin definitive and the usual Lundy meter franking in red. It went off in the mailbag to Ilfracombe dated August 17, 1982, and was returned to my Lundy address on the next *Polar Bear* return trip.

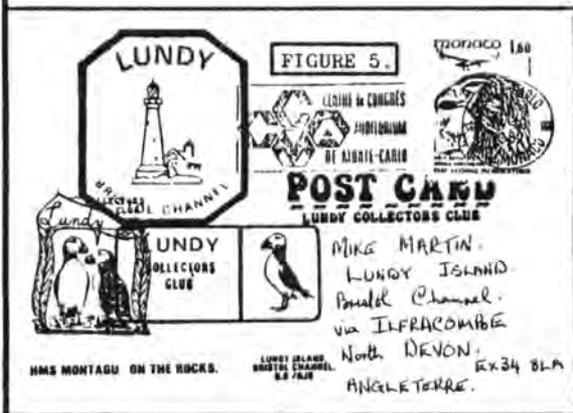


Figure 5 shows a Lundy Collectors Club postcard of the H.M.S. *Montagu* on the rocks that was a gift from my L.C.C. friends George, Jim, and Sandy. They affixed a blue L.C.C. label in the bottom lefthand corner and tied it by a L.C.C. boxed-puffin cachet in green. I applied my "LUNDY/BRISTOL CHANNEL" cachet in purple above, tying it to the L.C.C. label and cachet.

I carried it with me on holiday and mailed it from Monaco on October 13, 1982. It is franked with a Monaco 1.60-franc stamp with an eagle's head, cancelled by a circular "MONTE CARLO/13-10/1982/R DE MONACO" datestamp. There is also a boxed cachet "CENTRE de CONGRES/AUDITORIUM/DE MONTE-CARLO" applied in black to the left of the stamp, and this slogan postmark ties my own cachet. Finally, my Lundy address has British postal dots (*not visible in the illustration*) going through it. I am very pleased with the layout of this card.

Figure 6 shows a L.C.C. "Lundy Re-visited August 1982" postcard given to me by George. I took it on my holiday to the south of France and mailed this card from St. Raphael on October 11, 1982. I affixed two French stamps, and these are struck with a boxed St. Raphael slogan cancellation in black. An additional circular datestamp "83 S. RAPHAEL/17H/11-10/1982" appears to the right of the stamps. My "LUNDY/BRISTOL CHANNEL" cachet is in purple on the lefthand side with my Lundy address at the bottom right. British postal dots tie the French

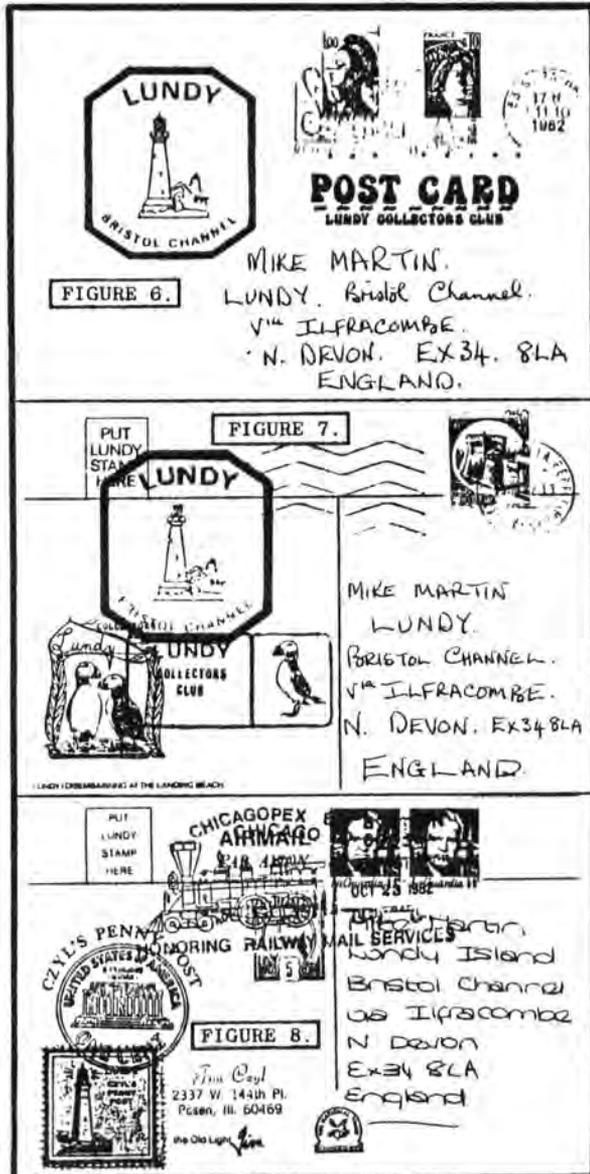
MY COLLECTION OF CONTEMPORARY POSTCARDS... (Continued)

cancellation and my cachet, and there are more postal dots through the address (but not visible in the illustration).

Figure 7 shows a "Lundy Disembarking at the Landing Beach" card. George affixed a blue L.C.C. label and tied it with the L.C.C. puffin cachet in green. I applied my own cachet in purple to this one. I carried it to Ventimiglia, Italy, and mailed it October 15, 1982. The affixed stamp is an Italian 250-lire value cancelled in black by a circular "VENTIMIGLIA FERR (IM) 18080/15. 10.82.18" date stamp with a set of wavy lines that tie over my own cachet. British postal dots (not visible in the illustration) pass just under the Italian postal markings, run into my cachet, and pass through my address.

Figure 8 shows a "Lundy Old Light" card that was kindly carried to America for me by the now-annual Lundy visitor and L.C.C. Vice President, Jim Czyl. On his return from visiting Lundy in August 1982, Jim mailed it back to me from Chicago, Illinois. An "air-mail/par avion" label and two United States 14c LaGuardia definitives are cancelled by an old American railway steam engine and carriage with the words "CHICAGOPEX 82 STATION/CHICAGO 11-60654" issuing from the engine's chimney, "OCT 23 1982" on the carriage, and "HONORING RAILWAY MAIL SERVICES" underneath. The wheels of the engine and the word "RAILWAY" tie a Lundy 5-puffin definitive that I had affixed in the top righthand corner of the correspondence section. Jim affixed one of his private labels in the bottom lefthand corner. This label is deep pink and red in color, depicts a lighthouse, and has the words "Lundy" in black and "CZYL'S PENNY POST" and "14" in red. It is tied by Jim's circular "CZYL'S PENNY POST" cachet—an enlarged image of a United States one-cent piece. This cachet is overlapped by the U.S.P.S. "CHICAGOPEX" show cancellation. Jim also handstamped his address and signed the card "Jim."

There are British postal dots (not visible in the illustration) through my address. This is a card that has just about everything!



## LUNDY WRECKS IN RECOLLECTION

by Gwyneth White

It was to view a ship aground on Lundy that first took me to the Island which was to have a magnetic appeal that has lasted from 1929 to the present day. For my father, who had decided on that day's trip aboard the paddle steamer *Glen Gower*, it held memories of his first landing there in 1906 when, like hundreds of other South Wales excursionists, he had traveled down the Bristol Channel aboard a white funnel Campbells' steamer to gaze at the spectacle of the battleship H.M.S. *Montagu* fast held on a reef on the southwest tip of Lundy and close to the conical shutter rock upon which it ran in dense fog in the early hours of May 30.

The great ship was never to escape the granite clutches, and 23 years' battering by Atlantic rollers had left nothing of it visible to us as our parent guided my young brother and me round the dizzy heights of that southwest corner and past the fearsome circular chasm of the Devil's Limekiln, 300 feet deep with smooth walls funneling to a base in which the sea "boils" at high tide. The Shutter Rock--so named because it was believed that if upended it would exactly fit into the horrific hole--looked satanic even on that beautiful summer day. And ever after, I've thought of it when gales rage as a dreadful pit into which to be sucked and have avoided it except in windless conditional

In 1929, there still were remains of an iron handrail bolted to the steep, sloping alabs near the Shutter. Known as the "Montagu Landing," it was used by agile members of the crew and salvage workers during the months when they sought to save the 12-inch guns, other armaments, and machinery before the winter gales did their own demolition.

Many years after 1929 and the intervention of another war, my brother and I became acquainted with an old sailor named Sidney Stenner who was harbor master at Porlock Weir in Somerset. He had been a 19-year-old gunner on the *Montagu* at the time it struck, and he often talked of the events of that foggy night in 1906. His most precious possession, which he showed us with great pride, was a metal effigy of the head of a Montagu's harrier, the bird which was the ship's emblem. His specimen had been removed from the prow of one of the ship's boats, and he had it fixed to a plaque. After his death in 1966 at age 83, I sought to track it down for the Lundy museum John Dyke had hoped to assemble on the Island, but a policeman nephew of Sidney's had laid first claim, so I forbore to follow it up. A larger plaque of a harrier crest was found subsequently in Appledore by John.

It also was fog that had led to the stranding of the *Maria Kyriakides*, a Greek tramp steamer of 1200 tons that we had come to see that day in 1929. She had been lying on a narrow strip of beach below the northern quarry on the east side of the Island since March and was to remain there until July of the following year when, after repairs to the hull, she was towed to Ilfracombe where later we saw her berthed. We were told she was destined for Briton Ferry in South Wales and breakup, but Mr. Gade recorded in his book *My Life on Lundy* that she subsequently was towed to a north-of-England port, repaired, and resumed trading.

We had "fallen" for Lundy and its beauty on that first landing, and it seemed to exert magnetism on Greek navigators too, because the next vessel to try the overland route on the east side--again in dense fog at night--was the S.S. *Tasiarohis* of Andros in March 1931. She came ashore under the cliffs below Halfway Wall, and the crew of 24 was brought off by breeches buoy, manned by Mr. Gade and his life-saving team of islanders, in two batches on consecutive days. The Captain and officers elected to remain aboard a further 24 hours until convinced the situation was hopeless. Actually, the ship was patched and eventually refloated after a stay of two years and four months on the Island where we became quite used to seeing it. Mr. Gade, despite his many references to its usefulness as a coal "mine," omits mentioning its day of departure. A diary of my own records mentions it had been towed into Ilfracombe on July 28, 1933, and we saw it there on a trip we made two days later.

The next victim of the fog and "fangs" of Lundy I remember was the Italian 4000-ton vessel *Carmine Filomena* of Genoa, bound there from Cardiff (again in fog) with a cargo of coal. It was particularly unfortunate since had it passed only about 30 yards to port, it would have escaped altogether the Island's southeast extremity of Surf Point. But on July 2, 1937 it struck there and stayed despite tug and salvage attempts. When our paddle steamers would pass to starboard of it before dropping anchor in the landing cove, we were reminded constantly how narrow the margin between pleasure and penance!

LUNDY WRECKS IN RECOLLECTION (Continued)

It was still there two years later on what was to prove our last landing before Hitler's war and its aftermath put a ban for ten years on regular steamer calls by Campbells to our beloved Island. And on that beautiful day of August 18, 1939, we saw yet another victim impaled upon the first in the shape of the yacht *Freakles*—owned by a Cardiff doctor, who with his family a few days before had anchored overnight in the roads off the Sugarloaf on route for a holiday in Brittany. Waking at sunrise and deciding on an early start, the doctor, without rousing his wife and four children, weighed anchor and started the auxiliary engine, which after a minute or two stopped. While he struggled to restart it, the craft was caught in the strong ebb and moments later was swept onto the semi-submerged deck of the *Carmine Filomena* where a broken ventilator held it fast. The doctor hastened to get his family into a dinghy, and, as always, Mr. Gade was first upon the scene in another, followed by a launch with two of his men. The castaways were brought safely ashore, salvaging much of their equipment and spending a substitute and enjoyable holiday on Lundy instead.

But for us, seagoing was over for the duration. Campbells, with a sadly depleted fleet of "White Funnels" cut from eleven to four by war-service casualties, began sailings again in 1946. Even though these were augmented by two new vessels, *Bristol Queen* and *Cardiff Queen*, there were cruises in 1947 and 1948 only to "off Lundy" since there were no launches available for landing nor enough islanders to man them. So, we had the painful pleasure of gazing at the Promised Land from half a mile offshore, with our itching feet longing to climb the steep and winding road to our particular paradise. It was not until July 13, 1949 that the longed-for day came: the first trip down to land from Cardiff (and appropriately) aboard the new ship *Cardiff Queen*. I recall the enormous pleasure it gave me to feel Lundy's pebbles beneath my feet and to exclaim "at last!"

Mr. Gade had resumed as agent two months before, following his three-year "exile" ashore at Hartland Quay on doctor's orders because of acute sciatica brought on by the war years of heavy farm laboring with little assistance. So thin and spare from his former giant physique had he become that I had to look hard at the tall figure in his customary role on the beach taking our landing tickets to recognize that it was indeed him.

We made a beeline across the Island to our favorite spot on the West Side, the Old Battery—300 feet down the wall-protected zigzag path and another 100 feet below the little platform with its two ancient muzzleloading guns that had been used as fog signals in the previous century. The sea was so calm and blue that day. We scanned the rocky shore for signs of the wrecked Dutch vessel *Amstallstroom* which, in fog in July 1948, had rammed the base of the cliff nearby. But such is the battering this west coast takes from wind and waves, with the full force of the Atlantic behind them, that 12 months had been more than enough to result in this ship's total disintegration.

In the next 30 years, the most frequent casualties were moored launches in the landing cove. Campbells lost several, which mainly would occur overnight when a strong easterly would get up, raising the terrific ground swell that has been the Island's bane both for landings and re-embarkations and for anchored ships dragging and being cast upon the lee shore in the days of sail. The rise and fall is so great that the launches' cables often would saw through the hawse holes, part, or "snatch," and the crafts would end up as matchwood on Rat Island or the cove beach. The most regretted launch loss was the *Cambria*, a capacious craft holding 75 and formerly used in commando landings. It was ideal for expediting transit of us White Funnel day passengers from ship to shore where every minute of shore leave counted! Ironically, it was a westerly "blow" that did for her, parting the mooring so that she drifted, unnoticed at first, towards the north race. With the pursuing launch breaking down, the *Cambria*, once in the vortex of the race, was swamped and sunk. Much to our disgust, on our next trip down, we found her gone.

This tale of maritime woe was added to in November 1980 when the small German coaster *Kaakaburg* was driven ashore under the east-side quarries in a strong easterly gale. In darkness, the seven-member crew (one a woman) was extremely lucky to have managed to scale the steepest part of the cliffs unassisted. True to family tradition, it was the late Mr. Gade's younger daughter, Mrs. Mary Squire, and her daughter Anne-Marie, who were in the Island search party that found them. Gazing back at that wreck as we sailed away on a glorious evening aboard the *M.V. Prince Ivanhoe* from what was to prove our last call on August 2, 1981, little did we think that our own trim and well-found ship within 24 hours would itself be lying half submerged with a gashed hull on a Gower beach in South Wales, but, fortunately, with its 450 passengers safely brought ashore!

## LUNDY CIGARETTE CARDS

by Ian G. Wilkinson

As far as I'm aware, there are only five cigarette cards that show features of Lundy, and even these provide only three different illustrations! The first of these are the *look alike*s from two virtually identical sets of "Lighthouses" published in 1925-1926: one by W. D. & H. O. Wills with their "Three Castles" cigarettes sold in New Zealand, and the other by British American Tobacco (BAT) with unknown brands of cigarettes.

As far as my information goes, BAT was formed in the first quarter of this century by a consortium of both British and American tobacco companies (one of which was Wills) in an attempt to eliminate the price war that existed in their export markets at that time. I was told that none of the cigarettes sold by BAT were available in either the U.K. or U.S.A. While some of their cards carried their name, some, like the "Lighthouses" set, carried no manufacturer's or cigarette brand name, hence the reason I am unable to determine with which cigarettes they were issued.

As can be seen from the illustrations below, Number 14 in each of these sets depicts the "Old Light" and Number 33 the "South Light." What a pity that the "North Light" was not included in these sets which show a total of 50 different lighthouses. All these cards are in full color with the backs printed in green. The texts for Numbers 14 and 33 read as follows:

A SERIES OF 50 / LIGHTHOUSES / 14  
Lundy Isle Lighthouse.  
(Disused)

This lighthouse is situated on the rocky summit of Chapel Hill. It has a granite tower 96 ft. high. Two lights were displayed from 21st Feb., 1820. The upper light flashing every minute. 70 ft. lower there was a white fixed light. Both of these had fair weather range of 30 miles, but, it is said, they have been seen at a distance of 45 miles. The lighthouse has now been replaced by the Lundy Isle North and South Lights.

A SERIES OF 50 / LIGHTHOUSES / 33  
South Light.  
Lundy Island.

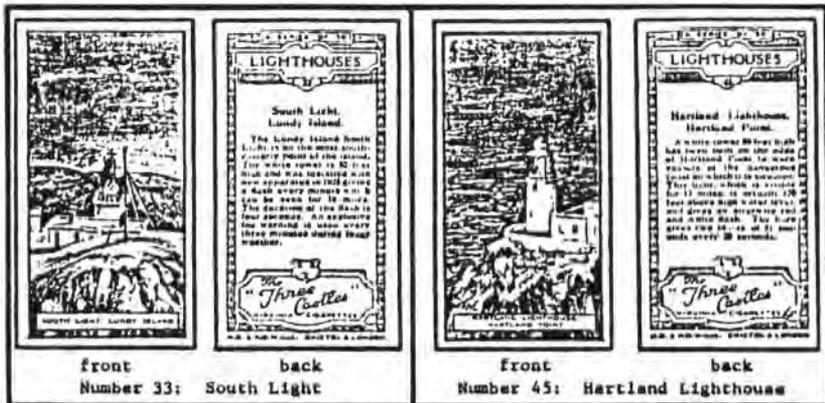
The Lundy Island South Light is on the most southeasterly point on the island. The white tower is 52 feet high and was installed with new apparatus in 1925 giving a flash every minute which can be seen for 19 miles. The duration of the flash is four seconds. An explosive fog warning is used every three minutes during foggy weather.

On the Wills' cards, below the text, there is a shield with an inverted chevron with two castles above it and one below. Under this is printed "The 'Three Castles' / Virginia Cigarettes" and in the foot margin is "W.D. & H.O. WILLS. BRISTOL & LONDON." The BAT cards just have a "acroll" pattern below the text.



Incidentally, there is another card in these sets that has a relationship to Lundy and is perhaps worth a mention here. This is Number 45 in each set which depicts the lighthouse at Hartland Point. This is not only the nearest point

## LUNDY CIGARETTE CARDS (Continued)



on the mainland to Lundy, it is now also the departure point for the helicopter service. The text on this card reads:

A SERIES OF 50 / LIGHTHOUSES / 45 / Hartland Lighthouse. / Hartland Point. A white tower 59 feet high has been built on the edge of Hartland Point to warn vessels of the dangerous coast on which it is situated. This light, which is visible for 17 miles, is actually 120 feet above high water level, and gives an alternate red and white flash. The horn gives two blasts of 2½ seconds every 20 seconds.

Neither the Wills nor the BAT set is easy to find and dealers' valuations vary. One dealer quotes in his catalogue 3.50 pounds sterling for the "Three Castles" set and 25 pounds for the BAT set, while another catalogue quotes 12.50 pounds and 20 pounds, respectively. However, other than the price I had to pay, I have found no more difficulty in obtaining either single cards or sets of one or the other.

The fifth of the "Lundy Cigarette Cards" is a black and white card showing the landing beach and the South Lighthouse. This card was described quite fully and illustrated in the Summer 1983 issue of the *LCCPQ* (pages 13 and 14), and I don't think I can add much to the information given there. My only comment is that since this card was issued in 1938 with cigarettes sold in the U.K., it is much easier to find than those in the "Lighthouses" sets, and single cards can usually be picked up for as little as 10 or 15 pence.

I would be most interested to hear from anyone who can add to this list or to the information about these cards. (Ian G. Wilkinson, 17 Germaines Close, Chesham, Bucks. HP5 1JJ, England.)

## Offer

William W. Cole, Jr., Editor of the *Journal of Avian Philately*, the quarterly periodical of the Avian Philately Unit of the American Topical Association, authored a 17-page illustrated article on the "Bird Topical Issues of Lundy" in the July-December 1983 double issue of that journal. Bill's well-researched article gives pertinent information on all the Lundy issues that depict birds (which include everything prior to 1954 except the ACAS/LACAL issues and many of Lundy's stamps issued from 1954 to the present). The article appears in a catalogue format that incorporates Barry Chinchin's numbering system.

Bill writes: "Due to demands on my time, the July-September 1983 issue and October-December 1983 issue were combined into a single 40-page issue rather than the usual two 20-page ones. The reason I note this is that should any L.C.C. members be interested, I've set aside 25 of this issue for sales (to non-A.P.U./A.T.A. members). The 20-page issue is usually \$3, but this double issue will be \$5 if anyone is interested. In fact, L.C.C. members can buy the entire Volume 3, Numbers 1, 2, and 3/4 (the three 1983 issues) for \$8 instead of the usual \$12 as long as the copies last. Orders can be either to myself or Avian Philately."

Any *LCCPQ* reader interested in placing an order may do so by writing:-  
William W. Cole, Jr., P.O. Box 117, Baldwinville, New York 13027, U.S.A.

## News of LCC Members

- George H. Ulrich, Jr. and his wife Dorothy stayed at the Cichorz residence in Boulder, Colorado on December 20-21, 1983 on their way to visit their daughter in California over the Christmas holidays. Colorado weather was not hospitable to our guests from the East Coast as the mercury ranged between -5 and -20 °F on those dates and everyone was forced to sit close to the fireplace to stay thawed. On the silver-lining side of the dark weather cloud, this gave George and Roger the opportunity to exchange Lundy *wax stories* and for George to view Roger's Lundy collection. (George and Dorothy could not believe the weather reports that mentioned that Boulder warmed up into the 70s within ten days of their Colorado departure!)
- Brian Muir's application for part-time stamp dealer classification has been approved by the Board of Vice Presidents of the American Philatelic Society. Brian conducts his business under the name Philatelic Mercantile, P.O. Box 3442, Tequesta, Florida 33458.
- Three L.C.C. members were actively involved in PARFOREX XXIV, the Park Forest (Illinois) Stamp Club's annual show held March 24 and 25, 1984. George Fabian served as the cachet chairman and U.S.P.S. liaison, Jim Czyl was the refreshments chairman, and Les Winick was the chairman for dealers, judges, and awards. Congratulations are in order for L.C.C. Secretary/Treasurer Duane Larson whose exhibit "Lundy Island 1929-1953" copped a gold award at PARFOREX XXIV. Great showing, Duane!
- L.C.C. author: Roger S. Cichorz had a brief inquiry letter on a "Herm C.D.S. With Inverted Date" published in the fourth quarter issue of the *Channel Islands Specialists' Society Bulletin* and another entitled "Inverted Date Slug in G.P.O. Herm Island Postmark" published in the February 1984 issue of *The Channel Islands Reporter*, the quarterly journal of the Club of Channel Islands Collectors. Roger also had a brief illustrated note on "Another Bogus Lundy 'Rotary' Overprint" published in the September 1983 issue of *The "Bulletin" of Rotary-on-Stamp*, the official publication of the Rotary International R.O.S. World Fellowship Activity and R.O.S. units of the American Topical Association and American Philatelic Society. The information on this "Rotary" overprint had appeared previously in the Summer 1983 issue of the *LCCPQ* on pages 14 and 15.
- Chris McGregor explained why Greenland's "polar bear stamps (*the pakke-porto parcel post issues*) were never authorized for use on letters" in an article entitled "Greenland: Its Mail System Prior to 1938" that appeared in the February 1984 issue of *The American Philatelist*. Chris, a semi-retired consulting engineer who resides in Vancouver, British Columbia, Canada, has been working on a collection of the Greenland *pakke-porto* stamps for the past decade. When queried about the meaning of "semi-retired," Chris responded that it is "a euphemism, a figure of speech, a state of mind, in fact almost anything but the truth. It is, in spite of everything, fun, Peter-Pan pretended. Semi-retired people pretend. O.K.?" Thanks, Chris, for making that *perfectly* clear!
- Lester Winick is the general secretary of the AMERIPEX '86 steering committee. AMERIPEX '86 is the international philatelic exhibition scheduled for May 22 through June 1, 1986 in Rosemont, Illinois (a northwestern suburb of Chicago).
- Dr. Mitchell Levine of Willowdale, Ontario, Canada, sent word that he hasn't done much lately with his Lundy material, "but when exciting goodies come along, the pulse starts to quicken and I'm back in the thick of things again!" Dr. Levine's present thrust has been with Israel's 1948 "Jewish New Year, 5709" set. He writes: "Presently, I plan to exhibit at two Canadian shows, one U.S. show, and if I achieve the level of success anticipated, I'll be off to Israel in '85 for the World Exhibition. I have been able to pick up some material for this collection, heretofore never known to exist, from the estate of the designer. Once I've finished with this project, hopefully at some point in time, it is my intention to place the collection in a Postal Museum in Israel or Canada." Mitchell, best of luck with this project and keep us informed of any success!
- Tom Green, dealer in specialist Channel Islands material, announced that as of January 1984 he will be trading with John Ambrose of Jersey under the new title of Philatel (Channel Islands) Ltd. They will be offering three or four postal auctions and six special offer lists per year, and these will be sent free upon request. In addition, Tom conducts a want list service and approval service from large stocks of all aspects of Channel Islands postal history and accepts major credit card purchases. Write T. D. Green, Fairfield, Low Ham, Langport, Somerset, TA10 9DR, England.

(More "News of L.C.C. Members" is given at the bottom of the following page.)

# Announcement (New Book Available)

LUNDY by Anthony Langham and Myrtle Langham

*Lundy (New Edition)* by Anthony Langham and Myrtle Langham, 218 pages, 8½ by 8¼ folding map, 32 black and white photographs and 7 line drawings, ISBN 0 7153 8587 9, June 1984, David & Charles, \$18.95.

David & Charles Publishers announce the new edition of this classic Lundy reference, updated to include recent research, discusses Lundy's history, flora and fauna, geology, archaeology, industries, land use, communications, and ship wrecks.

L.C.C. member Richard M. Langworth has kindly offered to make this book available to United States and Canadian members at a discount of 20 percent through his Churchill Book Club—\$15 + \$1 postage and packing (\$1.50 for Canada). Make checks or money orders payable in U.S. funds to the "Churchill Book Club," P.O. Box 385, Burrage Road, Contoocook, New Hampshire 03229, U.S.A.

To obtain the 20 percent discount price, orders must be received by September 1, 1984 so that the books can be purchased in bulk and distributed to buyers by the end of September. Because of the high shipping costs overseas, Dick advises that British and European members order *Lundy* directly from their local retail book stores since David & Charles is a well-known publishing firm and there should be no problems encountered in obtaining copies. An order form is included immediately below for your convenience.

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### -ORDER FORM-

Please send me \_\_\_\_\_ copy/copies of Lundy at the postpaid, 20% discount price of \$16 each (\$16.50 each for Canadian residents).

I enclose a check or money order for \$ \_\_\_\_\_ made out to the "Churchill Book Club." Thank you.

NAME \_\_\_\_\_

MAIL TO:--

ADDRESS \_\_\_\_\_

Churchill Book Club  
P.O. Box 385, Burrage Road  
Contoocook, N.H. 03229  
U.S.A.

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### NEWS OF L.C.C. MEMBERS (Continued)

- At the Cinderella Stamp Club's February 1984 meeting, which consisted of the annual display of the British Private Post Study Group, two L.C.C. members' exhibits were among the four entered in the annual competition for the Brian Turnpenny Memorial Trophy. Although neither won the Trophy, both presentations were well received. Roger E. Allen's exhibit consisted of Lundy postcards concerning the wreck of the H.M.S. *Montagu* in 1906 and John R. Holman's consisted of bus parcel stamps and Christmas Charity Posts of Yorkshire. According to the April 1984 issue of *The Cinderella Philatelist*, Roger "gave a vivid account of the wreck of H.M.S. *Montagu* on Lundy in 1906 and the attempts to salvage the vessel. Both the number of cards shown and the detailed account of the event showed the depth of his knowledge on the subject." The report continued: "A review of many of the new private posts in the U.K., mostly Christmas Charity Posts, was given by John Holman. John's work in recording the current private posts of G.B. is well known to readers of the B.P.F.S.G. Newsletter. What a debt of gratitude students of the future will owe to his researches!" In that same issue of *The Cinderella Philatelist* was published Ian G. Wilkinson's correspondence on a Great Britain commemorative postal order of 1935.
- The "Churchillophilately" section of the Winter 1984 issue of *Finest Hour* featured an article about "The Lundy Churchill Locals" written by Roger S. Cichorz. L.C.C. member Richard M. Langworth serves as the Editor of *Finest Hour*, the quarterly journal of the International Churchill Society, an accredited nonprofit charitable association of scholars, collectors, and admirers of Sir Winston S. Churchill, united to preserve his memory and legacy. Annual membership dues for the I.C.S. are \$15 for U.S. residents (Can\$18 for Canadian or U.S.\$19 elsewhere) and include a subscription to *Finest Hour*. Membership applications can be obtained from I.C.S., 1847 Stonewood Drive, Baton Rouge, Louisiana 70816, U.S.A.

# BOOK REVIEW

(Reviewed by Roger S. Cichorz)

*STANLEY GIBBONS CHANNEL ISLANDS SPECIALISED CATALOGUE OF STAMPS AND POSTAL HISTORY, Second Edition, published by Stanley Gibbons Publications Ltd., 399 Strand, London, WC2R 0LX, England, 1983, 451 pages + xii introductory pages, profusely illustrated, paperback, 8.25 pounds sterling.*

Why, the reader may ask, is a Channel Islands catalogue being reviewed in a journal devoted to Lundy philately? Well, the reviewer answers, the contents of this quarterly should reflect the interests of the club's members. It turns out that a sizable number<sup>a</sup> of active L.C.C. members (i.e., those who took the time to fill out and return the membership questionnaire) indicated a philatelic interest in one or more of the Channel Islands. ("My tally: 19 of 47 members, or 40.4 percent; furthermore, 57.9 percent of these "positive C.I." respondents belong to one or more C.I. specialist organizations.")

Stanley Gibbons' first venture into the postal history field was the splendid hardback first edition of this catalogue published in 1979. Even though the second edition contains 451 pages, or 103 pages more than the initial edition, it is still unable to include all the information available about the three "small" islands (Jersey, Guernsey, and Alderney) and the five "smaller" islands (Sark, Herm, Jethou, Lihou, and Brecqhou) in the English Channel.

Despite the 29.6 percent increase in pages (all of it in Part 2, the "Specialised Stamp Catalogue"), the second edition still does not include many of the parcel carriage adhesive labels issued by the Commodore Shipping Company Ltd. and the Alderney Parcel Delivery Service—the 1950 through 1969 typeset labels are included, but the post-1960 pictorial issues are omitted purposely by a singular editorial thrust: "These, while interesting when properly used on pieces of parcel wrappings, are outside the scope of the Catalogue." Additionally, this catalogue does not include any of the five smaller islands' *Locals* (carriage labels) (so adequately covered in the Backman/Forrester book reviewed on pages 16 and 17 of the Fall 1983 *LCCPQ*)—these are mentioned briefly in the Part 1 "Postal History" text but also are "outside the scope of this Catalogue"! In addition to these deliberate omissions, the slogan postmarks, handstamps, and cachets having "minor significance" were excluded from Section 15 and the modern (post-1970) flight covers were excluded from Section 16.

With all these items missing, what does this catalogue have to offer? Plenty! First of all, the Gibbons editorial staff engaged the active cooperation of the Channel Islands Specialists' Society, and two of the CISS's leading members, John Simpson and John Sussex, acted as coordinators, respectively, of the postal history and stamp sections. It is commendable that the Gibbons editors would elicit the help of and be receptive to changes and additions suggested by the experts in the field (just try getting the Scott editorial staff to act in this manner!). Despite the addition of much new material, type setting has resulted in a reduction of the second edition's 23 sections of part 1 to 186 pages (from 189 pages in the first edition). Favorable changes include additions in numerical cancellations from 1844 on (Section 8), postage due and instructional markings (Section 10), paquebot marks (Section 12), Alderney, Sark, and Herm listings (Section 13), and parcel post labels (Section 23). In addition, Section 14 on the Jersey and Guernsey sub-post offices has been completely revised, extended, and repriced by another CISS expert, David Gurney.

The stamp listings in Part 2 have been rewritten to match the style of Gibbons' *Great Britain Specialised Catalogue*, and Part 2 has been expanded from 153 pages in the first edition to 262 pages in this one. Much welcome specialist material has been added to the German Occupation issues in the Guernsey and Jersey listings. The catalogue listings of the issues of the Independent Postal Administrations are presented extremely well, with an added preamble or introduction afforded each issue, which should be essential to collectors writing up their own album pages. Finally, details of sheet markings, plate and cylinder numbers, sheet sizes, quantities sold, and issue withdrawal dates (information not included in the first edition) have been added.

Previous reviews of this second edition by experts in the stamps and postal history of the Channel Islands have been favorable and the general consensus is that the present catalogue (despite being a paperback) is a "great improvement" over the first edition. I cannot argue with this assessment, and despite this catalogue's shortcomings (mainly in my areas of interest in the Channel Islands, hence my criticism at the onset), it should be of considerable value and interest to every collector of Channel Islands philatelic material. It is quite moderately priced considering the extent and amount of specialist material presented. Stanley Gibbons deserves an "A" grade for producing this catalogue!

## ***Odds and Ends***

### L.C.C. MEMBERSHIP NEWS

Welcome to these new members:

- 138 Magnus Torgersen -- Stavanger, Norway
- 139 Frank R. O'Conner -- Saginaw, Michigan
- 140 Dr. John E. Duro -- Fort Dodge, Iowa
- 141 Florence R. Dowling -- Pittsburgh, Pennsylvania
- 142 G. Nall -- Yardley, Biermingham, West Midlands, England
- 143 Robert W. Gesell -- Ann Arbor, Michigan
- 144 T. E. Ricketts -- Plainfield, New Jersey
- 145 Paul Glozeris -- Chicago, Illinois
- 146 Lee Blatt -- Cardiff, New Jersey

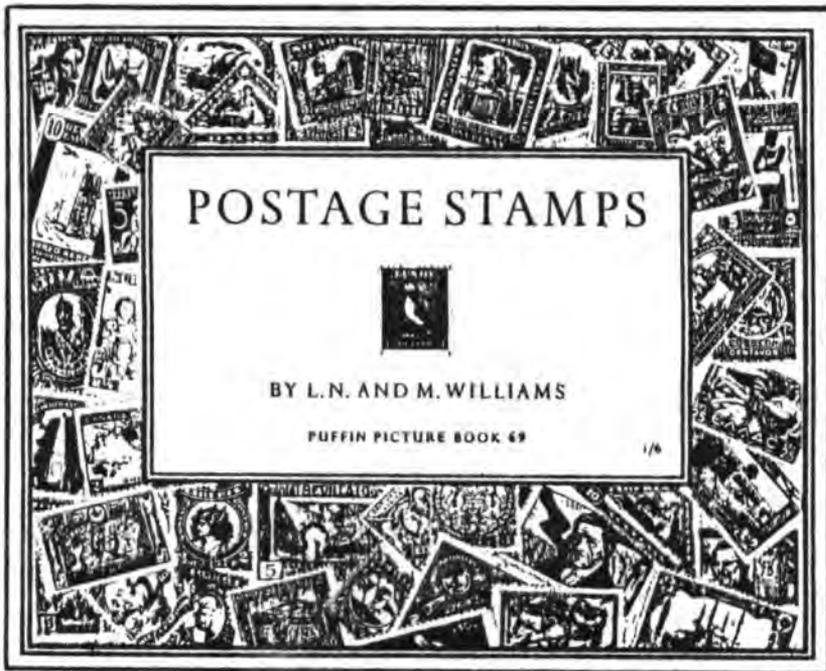
Membership Summary: As of May 1, 1984, the Lundy Collectors Club had 109 members in good standing. The geographical distribution of the membership is as follows: United States (59), United Kingdom (32), Canada (8), Australia (3), Sweden (2), West Germany (2), Norway (1), Iceland (1), and Lebanon (1).

### LUNDY NEWS

The following story was culled from the January 13, 1984 *Daily Telegraph*: ISLAND BREWS ITS OWN BEER. The puffin island of Lundy is to set up its own brewery next month, with the first pint expected to be pulled at Easter. The beer will be called *John O's*--in honor of the head brewer Mr. John Ogilvie, 56, one of the 15 residents in the tiny island in the Bristol Channel. Mr. John Puddy, the island agent, said yesterday that Britain's most remote brewery would be able to turn out more than 140 gallons a week. Supplies, to be sold at about 75p a pint, should be enough to satisfy the thirsts of summer visitors.

### BOOKLET FEATURES A LUNDY DEFINITIVE

Ian G. Wilkinson sent the accompanying illustration along with a note which read: "I found a little booklet about stamp collecting by the Williams Brothers and was pleased to see they gave the Lundy stamp its correct amount on prominence!"



# Lundy at Auction

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

## Collector's Fare (Twyford)

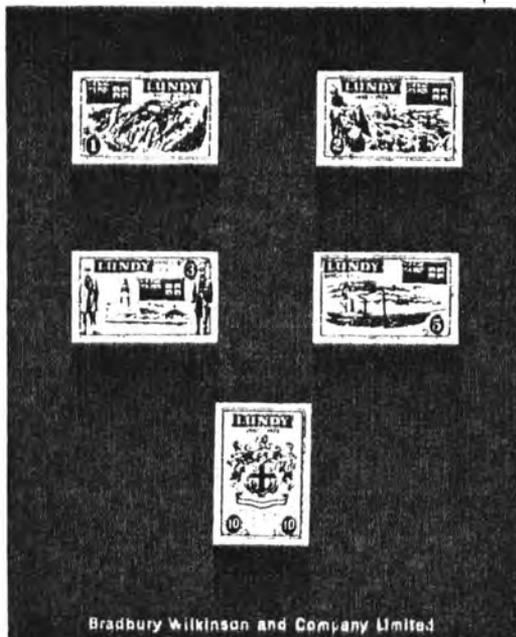
Through some *detective work* and hasty correspondence, I was able to ascertain the identity of the auction firm that offered the Bradbury Wilkinson proofs and color trials discussed in my Winter 1983 column (pages 17 and 18). The material was offered by Collector's Fare (Twyford) (15, Wessex Gardens, Twyford, Reading, RG10 0BA, Berkshire, England; telephone Twyford (0734) 340663 or 341443), headed by managing partners M. W. Tubb and P. J. Jones. According to the *Landmark Handbook* published by the Landmark Trust in 1977, Michael W. Tubb was a member of the Landmark Trust office staff, and although Mr. Tubb would not divulge the source of the Bradbury Wilkinson material during the course of our recent correspondence (other than to mention it did not come directly from Bradbury Wilkinson), I surmise from his Landmark Trust *connection* that he himself might have had access to such superfluous Lundy archival philatelic material.

In the Collector's Fare auction held February 26, 1984, 23 lots of Lundy material having a cumulative estimate range of 313 to 369 pounds were offered. (The auction catalogue gave a value range rather than a single estimated value for most of the lots offered.) All 23 Lundy lots sold, fetching a total of 518.50 pounds, or 140.5 percent of the high side of the estimate range! On the date of this auction, 1.00 pound sterling was worth approximately U.S.\$1.44.

Sets of modern issues ("Silver Jubilee" through "Marine Reserve") in mint sheets were offered as six separate lots; these sold for a total of 61.50 pounds against a cumulative estimate range of 64 to 77 pounds. Lots consisting of ten FDCs and commemorative cards realized 7 pounds against an estimate range of 9 to 10 pounds, five different presentation packs realized 3.50 pounds against an estimate range of 4 to 5 pounds, and four presentation packs realized 5 pounds against an estimate

range of 6 to 7 pounds. Two lots consisting of Bradbury Wilkinson presentation folders of the 1971 first decimal definitives (plus other non-Lundy stamps) were each estimated (I thought much too high) at 20 to 25 pounds and sold for 15 pounds each (I feel too high). A "strip of Lundy 'Lights and Leads' green" (presumably the tape that was included as a *free gift* in the Summer 1983 LCCPQ) realized 5.50 pounds against an estimate range of 4 to 5 pounds.

*Bulk lots* fared much better than the previously mentioned lots. The floor bidders would have a distinct advantage over mail bidders in being able to view these lots in person and enter appropriate bids, since the descriptions in the catalogue were rather sketchy. Results for the seven bulk lots are as follows (with the prices realized in pounds given in parentheses followed by the estimate range in pounds): 31 modern postcards



with Lundy stamps (19.50/3-5); another lot with the same description (which may or may not have been identical to the previous lot) (8.50/3-5); 70 miscellaneous envelopes all to Lundy (15.50/8-10); 150 postcards, unused but with Lundy stamps on and much duplication (11/6-8); 100 postcards, unused but with Lundy stamps on

LUNDY AT AUCTION (Continued)

and much duplication (16/5-7); 120 postcards, unused but with Lundy stamps on and much duplication (20/6-8); and a "box of Lundy stamps, 100s mixed condition" (24/15-17).

The highlights of the Lundy portion of this auction were four Bradbury Wilkinson proofs and color trials. Color proofs (imperforate stamps in the issued colors and design mounted on a sheet with the printer's inscription) of the 1972 "Trinity House 75th Anniversary" issue sold for 70 pounds against a modest estimate range of 35 to 40 pounds. Another lot with a similar description was technically a *color trial essay* in that the design-value relationships of this "proof" differed from that of the issued stamps and the stamps were printed with additional background colors (*refer to the illustration of this lot on the previous page*); this magnificent item fetched a whopping 95 pounds against a modest estimate range of 45 to 50 pounds. Bradbury Wilkinson color proofs of the 1972 "St. Helena's Church" issue realized 87.50 pounds against a modest estimate range of 35 to 40 pounds. "St. Helena's Church" imperforate color proofs of the 1p, 2p, 3p, and 10p values on two cards realized 45 pounds against a modest estimate of 25 pounds.

Michael Tubb informed me that Collector's Fare (Twyford) will be offering more "interesting" Lundy material in its June 3, 1984 auction, and readers of this column desiring to receive his firm's auction catalogues can obtain the next three in exchange for five dollars in U.S. currency. (Presumably, U.K. residents can pay in *native* currency or by *cheque*.)

Brunswick International Auctions

Three of the seven lots offered sold in the December 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 1961 Europa set of seven in complete mint sheets of 50 realized its estimate of 15 pounds; the creased envelope to Alderney (see my Spring 1984 column, page 18) fetched 8.50 pounds against an estimate of 4 pounds; and a mint LH pair of 1936 ACAS 3d "large maps" sold for its estimate of 8 pounds.

In its January 31, 1984 postal bid sale, B.I.S.A. offered 20 Lundy lots with a cumulative estimate of 98.50 pounds. *Better* lots included an unused black and white postcard of "H.M.S. Montagu on the Rocks at Lundy" estimated at 2.50 pounds, a pair of mint LH ACAS "tram tickets" (4d roll 2 and 3d roll 2 examples, Chinchon #6b and #7b, respectively) modestly estimated at 15 pounds, and mint "1929-1939" overprint 6p, 9p, and 12p values estimated at 10 pounds. In its February 29, 1984 postal bid sale, B.I.S.A. offered only five Lundy lots with a cumulative estimate of 19 pounds, and in its March 30, 1984 postal bid sale, B.I.S.A. offered only eight Lundy lots with a cumulative estimate of 53 pounds. None of the material offered in these two auctions was particularly noteworthy and, consequently, will not be detailed here.

Odds and Ends

• Kover King Inc. (120 West 44th Street, New York, New York 10036, U.S.A.; telephone 212-575-7744) offered another Abbott *Pentothal* advertising postcard postmarked Lundy 4/16/62 via Bristol 4/17/62 (see my Spring 1984 column, page 20, for comments on such a card previously offered by Kover King) for \$15 in a net price sale that was in effect through April 30, 1984.

• Note on the 1983 Cinderella Stamp Club Auction bogus "Rat Island" overprints on Lundy stamps: perhaps I'm somewhat vindicated on these after all, as Ian Wilkinson wrote that Roger Allen produced some "Rat Island" overprints on the current 2p and 4p definitives (Chinchon #183 and #185). These are most likely the stamps offered in the last CSC auction as they followed a lot of another one of Roger Allen's *finds* (the Germany Hindenberg "Insel Lundy" gothic overprints). For a fuller discussion of this latest escapade, refer to my Fall 1983 column (page 19) and my Spring 1984 column (page 20). My offer to supply L.C.C. members with the *joke* items I created still goes, so send your unused 1955 Millenary stamps to this columnist for "overprinting"!

• The "Luxus VI" lot consisting of a collection of 26 Great Britain flown covers from the period 1933-38, offered by the Peter Kenedi firm and mentioned on page 20 of my Spring column, realized \$240 against its estimated cash value of \$200 to \$250.

LUNDY AT AUCTION (Continued)

• In its Dutch Country public auction #102 held February 25, 1984, Stamp Center (4115 Concord Pike, Wilmington, Delaware 19803, U.S.A.; telephone 302-478-8740) offered a Lundy lot described simply as "105 unused with 2 covers, F-VF" at an estimate of \$15-25. I was unable to obtain photocopies of the stamps in this lot despite remitting payment for them ("The heat from our Xerox machine could damage the stamps..."), but the two covers were uncancelled C.T.O.s with 1953 Coronation (complete) and 1954 Jubilee (partial) sets. If the covers were representative of the balance of the material in this lot, I can understand why it received no bids and remained unsold.

Bernard Stanley sent the following information on three 1983 British auctions:

• In its November 26, 1983 auction, Provincial Philatelics (Pinecroft, Langley Hill, Calcot, Reading, Berks. RG3 5QU; telephone 0734-23516) offered a Lundy lot described as "1929, 1930, and 1939 (Lul8-20) definitives mint, also a flown cover to N. Devon bearing FV 1/4 and 1/2 Lundy stamp on reverse and Atlantic Coast Air Services label 1936 (1st April)." This lot was not given an estimate and it realized 8 pounds.

• Bournemouth Stamp Auctions (The Auction House, 39 Poole Hill, Bournemouth, BH2 5PX) offered one Lundy lot in its June 9, 1983 auction. Described as "Air: aeroplane and dates 1903-1943 overprinted on interpanneau blocks of twenty, comprising 1/2 puffin on 12, 6 puffins (2 blocks overprinted in red, one in green) and 9 puffins (overprint in vermilion and in green); also six values overprinted 'IX Anniversary' in gold (138 stamps)," this lot was given a "4" for an estimate and it fetched a whopping 120 pounds.

• Several Lundy lots were offered by A. K. Butt (5 Higher Boskerris, Carlsbay, St. Ives, Cornwall) in his April 7, 1983 auction, including eight covers with the fraudulent use of an "Army Signals" marking—mentioned by the auctioneer in the catalogue as a "suspect cancel" of the type described in the February 1983 issue of *Stamp Magazine* (see the Summer 1982 *LCCPQ*, pages 17-18, and the Spring 1983 *LCCPQ*, pages 10-11, for details on this "datestamp")—estimated at 5 to 6 pounds each cover. A mint set of five of the 1972 Trinity House issue was modestly estimated at 2.50 pounds; a mint set of seven of the 1951 "birds in flight" definitives was estimated at 5 pounds; mint blocks of eight of the 1955 Millenary issues (surface and airmail sets) were estimated at 8 pounds each set; and mint blocks of four of the 1953 Coronation set of seven were estimated at 8 pounds.

**CLASSIFIED ADS** (FOR SALE)

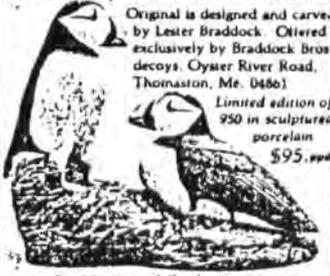
ALL-DIFFERENT MINT LOCALS (mainly in complete sets): Staffa (30) \$2, (123) \$4; Eynhallow (100+) \$3; Davaar (44) \$3; collection of 350 different G.B. locals from a range of islands \$11; collection of 700 different worldwide locals and propaganda issues \$15; collection of 900 different locals and similar \$20. Also, South Molluccas and G.B. "poached egg" test coil; ask for complete list. Terms: cash with order (postpaid by surface mail); add \$2 for airmail. G. Fleming, 15 St. Leonards Road, Stockport, SK4 2ND, England.

ALL-DIFFERENT MINT LOCALS: Bernera Islands (64) \$1.80; Dhufar (176) \$3.70; Eynhallow (168) \$4.25; Nagaland (208) \$2.25; Staffa (288) \$4.50. Terms: cash with order in U.S. funds by money order, certified check, or cash. On orders of under \$25, add \$1.50; over \$25, add \$1. J. Ethier, Box 117, Oshawa, Ontario, L1H 7K8, Canada.

MINT SCOTTISH ISLES LOCALS: Bernera, Eynhallow, Grunay, and Staffa. Perforated and imperforate complete sets, souvenir sheets, and deluxe sheets available by *Rosen Catalogue* numbers. Send for lists. Subway Stamp Shop, Inc., 111 Nassau Street, New York, N.Y. 10038, U.S.A.

ALL-DIFFERENT MINT LOCALS (mainly in complete sets): Bernera Islands (48) \$1.50, (64) \$2.25; Dhufar (176) \$3.50; Eynhallow (168) \$3; Iso (48) \$1. (72) \$1.75; (96) \$2.25, (112) \$2.75; Nagaland (208) \$3.50; Scotland (600) \$12; Staffa (288) \$5.50. Terms: cash with order (credit card purchases welcome for orders above \$15); postpaid on orders of \$5 or more; under \$5, add 50¢. Also, country and topical collections; send 37¢ for complete lists. J. Band, 38 Santa Anita Court, Holbrook, New York 11741, U.S.A.

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