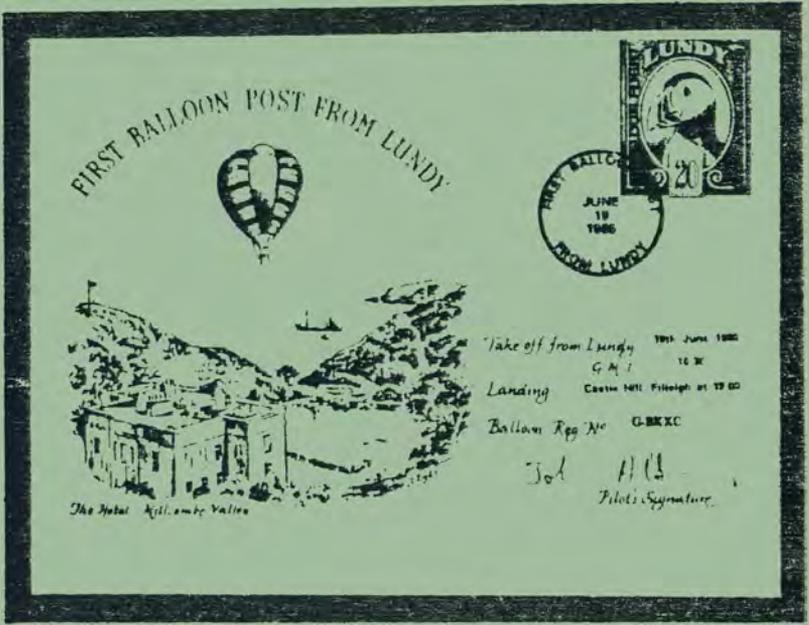


# PHILATELIC QUARTERLY



**FALL 1985**

# *Season's Greetings*



# LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 7, Number 3 (Whole No. 27)

Fall 1985

## LUNDY COLLECTORS CLUB

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

### L.C.C. Officers:

George Fabian, *President*  
James C. Czyl, *Vice President*  
Duane Larson, *Secretary-Treasurer*  
Richard Barnes, *Art Director*  
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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 \$9 per year (U.S., Canadian, and foreign surface rate) or \$13 per year (foreign airmail rate) include a subscription to the *L.C.C. Philatelic Quarterly*.

## Editor's Commentary

### Let's Begin a "Lundy Endeavor" for Boys Town!

It had come to my attention that the PhilaMatic Center of Boys Town, Nebraska had an exhibit of Lundy stamps (see Winter 1982 *LCCPQ*, page 9), but despite my plea to readers for a description of this exhibit, none was forthcoming. In the May 1985 issue of *The American Philatelist* was an advertisement, placed by Ivan E. Sawyer, Curator of the Boys Town PhilaMatic Center, seeking tax-deductible contributions of suitable philatelic and numismatic material for the Boys Town Collection. This advertisement prompted me to write Mr. Sawyer a letter, inquiring about the extent of the PhilaMatic Center's Lundy material and to suggest that Lundy Collectors Club members might be willing to donate material to help fill in some of the gaps. I received a prompt reply from Mr. Sawyer in the form of a May 20, 1985 letter which is reprinted verbatim as follows:

"The 'Lundy Collection' at Boys Town is a misnomer. It is really only 3½ frames of material and not too much variety. It was evidently put together in the mid 1950s from a single donation and has not been updated or changed since. The following material is on display: Issues of 1929-1930, new designs of 1939, airmail of 1953, Coronation Issues, airmail of 1954, and Millenary Issue of 1955. In addition, we have some of the issues between 1964 and 1977 in our collection but not on display. Our literature on Lundy Island is limited to Billig's catalog which only goes through 1943. (Note: this is Volume 6 of the Billig's Specialized Catalogues, "Handbook of the Local Posts," edited by E. F. Hurt and L. N. & M. Williams, published by Fritz Billig, Jamaica, New York, 1950.)

Much of the material on display at the PhilaMatic Center is very dated. Previous curators were satisfied to simply put up a display and then leave it there without a change. Some of the curators were not interested in stamps at all. I am gradually changing that, but it is a formidable task (about like putting on a good-sized regional stamp exhibit by yourself). For this reason I would welcome any help or material the Lundy Collectors Club could give us.

I haven't got it started yet but an eventual goal is to have individual collectors groups do the actual design and write-up of the album pages for particular areas with Boys Town doing the physical work and supplying the material, where possible, from their collection. Perhaps Lundy collectors could be the first in this endeavor. Along these same lines, would your organization consider donating a complimentary subscription of the *LCCPQ* to us for our library? It would be a most welcome addition.

I hope this is of some help to you and is possibly the beginning of a fruitful relationship between your organization and Boys Town."

--Ivan E. Sawyer, Curator, PhilaMatic Center, telephone (402) 498-1360,  
Father Flanagan's Boys' Home, Boys Town, Nebraska 68010, U.S.A.

EDITOR'S COMMENTARY (Continued)

In immediate response to Mr. Sawyer's letter, a complimentary subscription to the LCCPQ and a copy of Stanley Newman's *Stamps of Lundy Island—An Illustrated Priced Guide and Handbook* have been donated to the PhilaMatic Center by the Lundy Collectors Club and Mr. Newman, respectively.

I propose that Lundy Collectors Club members become involved in this Boys Town "Lundy endeavor" as a club project. What we need is plenty of donated material and some volunteers to write-up and prepare appropriate album pages after the donated material is sorted. Send your donated material either to Roger S. Cichors at his Boulder, Colorado address, or to Mr. Ivan E. Sawyer at the PhilaMatic Center address at the base of the preceding page. Mr. Sawyer will provide any donor a receipt for the fair market value of contributions (based on "Newman Catalogue" values and anticipated auction realizations) which would be the allowable tax deduction against the donor's federal income tax liability (pursuant to Section 170 of the Internal Revenue Code and Provisions of the Tax Reform Act of 1984).

The Boys Town organization is well known and an exempt, qualified charitable (non-profit) organization according to the provisions of the United States I.R.S. Code Section 170(c) and the organizations listed therein; consequently, United States taxpayers will be permitted to deduct the fair market value of their philatelic and numismatic contributions from their federal income tax liability. [Interested parties and donors will receive a copy of an article entitled "Doing Good—Tax Deductible Gifts Benefit Everyone" by Steve L. Swain, a corporate tax specialist. This article, which appeared in the May 20, 1985 issue of *Stamp Collector*, describes the substantial tax benefits and rewards from sharing our hobby with others through donations to qualified organizations.]

How can you lose in this proposed Boys Town "Lundy endeavor"? Are you in favor or not of the Lundy Collectors Club members starting such a project to aid the Boys Town PhilaMatic Center? Let's hear from you! I will keep you informed on the status of this project via the pages of this journal.

--Roger S. Cichors

## **Letters to the Editor**

### The British Library Collections and Possible Lundy Philatelic Event

"The British Library appears to have reorganized its Philatelic Department and has now published a leaflet which indicates that all material is available to students by appointment and lists the Chinchin Collection of Lundy Island among the 25 large collections held by the Library. It is likely that something philatelic involving Lundy will take place in June. Whether this will include a stamp issue is uncertain (as is everything about an attempted balloon ascent carrying mail). I have recently heard of the possibility of this, and with such short notice—if what I have been given can be called notice—the Philatelic Service is certain to run into difficulties. The details are not secret—just vague. I will let you know about the June philatelic event along with the other collectors, probably after it has happened, and when some facts are available."

--Barry N. D. Chinchin, Eastleigh, Hants., England (May 5, 1985)

The leaflet Barry referred to is an attractive folder, printed by the British Library's Reference Division, which publicizes the philatelic collections in the Library's care. Full details are available from the Curator, Philatelic Collections, British Library, Great Russell Street, London, WC1B 3DG, England. The British Library houses the world-reknown Tapling Collection, the Campbell-Johnston, Crown Agents, Harrison, Kay, Moseley, Turner, Universal Postal Union, and Wilson-Todd Collections; three airmail (Fitzgerald, Monks, and Scott) Collections; six specialized Great Britain collections (including the Chinchin Lundy Collection); and five special collections (Bojanowicz Poland, Foreign Office Germany, Modal Germany, Murray China, and Row Thailand). As Barry mentioned, the British Library makes these collections available to students for study, so if you are ever in London, take advantage of the opportunity to view these magnificent holdings firsthand! --RSC

### News of Boats and Sailings

"We are having plenty of stormy weather, and it already caused the *Haverley* to make a disastrous financial start to the season with her Easter sailings in the Irish Sea. On Saturday, April 13, on a trip to the Isle of Man from the Scottish coast with 400 'day' passengers aboard, on reaching Douglas Harbour, she became stormbound there, and the people had to be accommodated in hotels ashore overnight. Far from abating, the gale was worse on the Sunday, and the 400 had to be fed and bedded that night

LETTERS TO THE EDITOR (Continued)

also, at the Waverley Company's expense, which must have cost quite a packet. Incidentally, I heard last night from a friend who subscribes to a Coastal Cruising Magazine that the *Polar Bear* will be making almost daily trips to Lundy from Bideford this summer with 'day return' trippers (fare 15 pounds) and that another small craft will be trying out day crossings from Clovelly, a shorter—but often livelier—crossing than from Ilfracombe or Bideford. Next year it is hoped to have the *Balmoral* refitted and restored to service in the Bristol Channel, which will give more regular access to the Island from South Wales and the West Country."

--Gwyneth White, Penarth, Glamorgan, South Wales, U.K. (May 14, 1985)

Stamped Lundy Internal Letters Are C.T.O., Not "Local Post" Covers

"My only acquisition during the last six months or so was a small collection of Lundy formed in the 1950s by one of your countrymen that came up in auction over here. While most of the stamps were '50s rubbish, the collection did contain a complete sheet of 60 of the 1957 1-puffin stamps. This is really what I paid for, but as a bonus, I got a few postcards that I needed and all the letters that Felix Gade sent to the guy. I enclose herewith copies of the original letter sent to Felix and his reply. Not only is this of general interest, but it lays to rest the old question as to whether covers/cards bearing just a Lundy stamp and the name of someone living on the Island were genuine 'local delivery' items. As you will see, Felix quite clearly says they have to collect their mail from his office and that 'they are not used for local post on the Island.' This confirms what I have always understood—they are just cancelled-to-order items.

--Ian G. Wilkinson, Chesham, Bucks., England (May 20, 1985)

*The relevant text of the copies of the two letters sent by Ian follows. In a letter dated October 25, 1949, from The Bookery, Stamp Department, Grand Rapids, Michigan, the writer queried:*

"We have several customers who have stamps from Lundy, and they have asked us about the location of the Island, wondering if we had any information regarding the stamps. We wrote to a large stamp dealer in this country, but the only information we received is that the Lundy stamps are a local issue and not listed either in the United States Catalog nor in the British General Catalog. We have a few questions we are wondering about:

1. Are the stamps used for postage only in your own area.
2. When were the first stamps issued.
3. We have noticed that the word Puffin is used on the stamps as though it were currency. According to our dictionary, a puffin is a species of bird, and we notice that the bird is pictured on the stamp. We are wondering if you would explain this to us. Is the puffin used as currency; if not, is your currency the same as British currency; if so, why isn't the British valuation shown on the stamp.
4. We have a set of Lundy stamps in the store with a surcharge of an airplane. Do you have air mail service?
5. Why don't we see cancelled stamps from Lundy?

We would greatly appreciate an answer to our letter, and we would appreciate it if you would put a stamp from Lundy on the envelope and have it cancelled in Lundy, so that we might have a cover to show to the customers. Thank you.  
*Bookery, Stamp Department"*

*Mr. Gade sent off the following reply, dated November 5, 1949:*

"Dear Sirs, I am in receipt of your letter of October 25th, and the answers to your questions are:-

1. The Lundy stamps are used for postage between Lundy and the mainland of Great Britain. They are not used for local post on the Island. There is no British post office on Lundy, and the British postal authorities do not deliver to the Island. Mr. Martin Coles Harman, the owner of Lundy, and also owner of the vessel which plies between Lundy and Bideford in Devon, hit upon the novel, easy, and equitable method of collecting for the service of transporting the mails, by issuing stamps of eight denominations, which have to be affixed to outgoing mails, in addition to the ordinary British postage. Incoming mails are stamped with the appropriate 'puffinage' by me, before they are handed to the addressees, who pay the 'puffinage' when they call at my office for their mails.
2. The first Lundy stamps, the  $\frac{1}{2}$  and 1 puffin, were issued on November 1, 1929. The 6, 9, and 12 puffin stamps were issued on July 1, 1930, and

LETTERS TO THE EDITOR (Continued)

- the 2, 3, and 4 puffin stamps were issued on November 1, 1939.
3. Simultaneously with the issue of the 3 and 1 puffin stamps, Mr. Harman issued two bronze coins for use on Lundy, the half puffin and the one puffin. These coins were withdrawn from circulation on the Island in April 1930, because Mr. Harman had infringed an Act of the British Parliament of A.D. 1870, which prohibits anyone in Great Britain from minting coins, except the Crown. Mr. Harman chose the 'puffin' as his unit of currency because in bygone days the inhabitants of Lundy used to carry on a trade in glucose and feathers, which they obtained from the seabird known as the puffin, which visits the Island in large numbers in Spring to breed. In those days the feathers of one or two puffins would represent the price of some commodity which could not be produced on the Island, such as sugar, and so there grew up a sort of barter value in puffins. Mr. Harman felt it would be a good plan to revive this old-time species of currency. British currency is, of course, used on the Island, and a 'puffin' is the equivalent of one penny.
  4. In pre-war days there was an air service to and from Lundy and a place named Braunton in Devon, but the stamps you have are not the air stamps which were issued by the company which operated the air service. The stamps you have are one or other of the overprints on the Lundy issues, which were issued during the war. They may be the Victory overprint, the ninth anniversary of the inception of the air service overprint, or the 40th anniversary of the first flight of the Wright Bros. overprint. None of these overprints are in existence now. (Editor's note: Since the Bookery writer did not include a further description of the "airplane" stamp, Mr. Gade had to guess at which of the three wartime issues he was referring to. I assume Mr. Gade's closing statement meant that at the time of this letter (1949) these overprint issues were no longer for sale on Lundy; i.e., that supplies had been exhausted.)
  5. You are not likely to see cancelled Lundy stamps in the U.S.A., although many have reached your country, as every letter sent away from here bears a half-puffin stamp, but they are always on the reverse of covers, because to put them on the same side of covers as the British stamps, would infringe the regulations of the British Post Office and the British postal officials would not send any mails forward which bore Lundy stamps on the same side of covers as the British stamps. They would return all such letters, etc. to the senders.

This letter bears a cancelled half-puffin stamp.

With compliments, Yours faithfully," (signed, F. W. Gade)

*Felix Gade's reply to the first question, as Ian had pointed out, indicates that Lundy stamps "are used for postage between Lundy and the mainland of Great Britain. They are not used for local post on the Island."! This is a significant fact because auction offerings of C.T.O. covers with local addresses often have been misdescribed as "scarce local delivery" items and given relatively high estimates. I have been stating for years in my "Lundy at Auction" column that I believe such covers to be "C.T.O." and worth only a few dollars at most as curiosity items—a belief also held by Ian. I appreciate Ian sharing with us Mr. Gade's letter which confirmed what we had suspected all along. --RSC*

Watching the Philatelic Market for Lundy "APPEAL" Stamps

"Thanks for the 'preview' of your 'Lundy at Auction' column for the (Summer) LCCPQ and the articles on the subject of the 1979 9p and 11p Essays (which appear elsewhere in this issue of the LCCPQ). These should make interesting reading, as they now answer the 'mystique' surrounding this issue, and in particular the origin of the two FDGs which turned up at Twyford. It will be interesting to see if any more turn up at Mr. Tubb's future auctions (I haven't yet received the catalogue for his next auction due in June). I'm also very anxious to see whether any more 'APPEAL's materialize, for although he told Ken Gibson and me that the block he broke down for his last three auctions was the total, I have during the last week heard that some more (eight to be precise) have turned up in Scotland! I've spoken on the phone to Ken about this, speculating one of the following: (1) They emanate from the Landmark Trust Archives, but are being discreetly offered at the other end of the U.K.!

(2) The appearance of my Lundy Catalogue has 'brought them out of the woodwork' from someone, possibly a dealer, who has had them for years! (Ken thinks that a few may have 'escaped' via the Printers or Designers of the Overprint.) It really doesn't matter a lot, provided that this isn't the 'tip of the iceberg' and that a load more could appear on the market. I'll certainly keep my ear to the ground, and you will

LETTERS TO THE EDITOR (Continued)

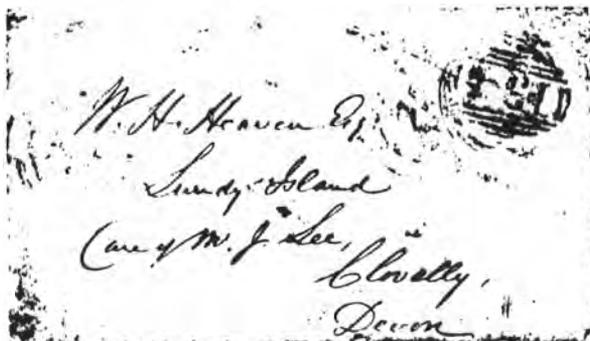
be the first to hear of any 'developments' in this quarter!"

--Stanley Newman, Hove, Sussex, England (May 21, 1985)

My initial information on Mr. Tubb's "APPEAL" stamp holdings was that he had a block of ten that he was going to break down into smaller increments and offer through his Collector's Fare (Wyford) auctions. This information was partially incorrect because he subsequently made the following lot offerings: June 3, 1984 auction (mint block of four and two mint singles); October 28, 1984 auction (mint block of four and one mint single); February 17, 1985 auction (two mint singles—ones presumably a return of a "clipped perforation" example from the October 28, 1984 auction); and June 9, 1985 (two mint singles; my catalogue arrived the same day Stanley's letter came—presumably Stanley got his soon after he mailed me his letter). This totals 14 "APPEAL" stamps, most likely emanating from the Landmark Trust archives. Stanley purchased both blocks of four, broke them down into singles and pairs, and offered these in his October 1, 1984 and March 23, 1984 I.P.P.A. "Lundy Collectors" auctions. The singles were purchased from Collector's Fare by at least four L.C.C. members (from information I have gathered through correspondence), and some have since been offered for retail sale and others placed into the purchasers' collections. These 14 examples and the eight alluded to by Stanley hardly constitute a proliferation of this (probably the scarcest) modern Lundy stamp. We are keeping a close watch on the "APPEAL" stamps because, according to André Dufresne (Spring 1982 LCCPQ, pages 16-17), it is possible that a remainder numbering about 3000 mint examples still exists, presumably in the possession of Major Raymond Moore, the Appeal Director's Assistant. (However, according to Larry Dodson's report—Winter 1980 LCCPQ, page 6—2500 of the 3000 stamps prepared were in fact used on Appeal contribution acknowledgement cards which were sent primarily to nonphilatelists who more than likely discarded them.) The exact circumstances of the preparation and deployment of the "APPEAL" stamps are never likely to be known accurately. --RSC

The Earliest "Lundy" Cover?

"Once again I put pen to paper to put the record straight regarding the front cover, the Miss A. Heaven cover dated 1857—not the earliest as you have mentioned. (Refer to the Spring 1985 LCCPQ cover illustration and article on pages 7-9.) I enclose a



photocopy of a cover in my collection dated 1847 (illustrated immediately to the left), ten years earlier than the other one. My cover was illustrated in the 1970 Puffin, number 20, page 25. The interesting fact is that both went via Clovally. You asked in the editor's note what is the significance of

Clovally? Well, three possibilities occur regarding transportation: (1) The Trinity House Lighthouse tender *Ranger* started in 1857 (fits the A. Heaven cover but not mine). (2) A visiting ship could have dropped mail. (3) Mr. Heaven owned a schoolroom yacht called *Lady of the Isle* which was capable of carrying passengers and stores. This, I believe to be the way mail was transported. Although my cover is an early item, one was listed in Puffin Number 18, April 1969, page 3—an illustration of a letter dated 1649 which has in manuscript on the side, 'from aboard the *Triumph* near to the Isle of Lundy, June 6,



from aboard the *Triumph* near to the Isle of Lundy, June 6,

LETTERS TO THE EDITOR (Continued)

1649.' Although not exactly sent to or from Lundy, it surely is one of the earliest around (i.e., so far brought to the attention of the Lundy Society) to mention Lundy."

--David Perris, Llandaff North, Cardiff, Wales, U.K. (May 30, 1985)

The LCCPQ Editor erred in labeling the 1847 cover to Amelia Heaven the "earliest Lundy cover" and is particularly embarrassed since David Perris's cover was illustrated in The Puffin 15 years ago. Mr. Perris makes no claim that his 1847 inward cover is the "earliest"—but as of this writing his is the earliest recorded Lundy cover brought to my attention. Thanks, David, for setting the record straight! --RSC

Fortuitous "Bargain Basement" Stamp Purchases Reported

"I would like to report the 'almost' incredible find I made in a small basement, part-time stamp shop in Montréal. This shop belongs to a professional and is run at a loss to provide a job to his deficient sons. I had browsed through most everything one evening and was casually looking at cheap mixtures in envelopes pasted on the shop's wall while waiting for my invoice to be completed. My eye caught what looked like Lundy stamps, and the envelope bore the word 'RARE' in red letters. It was priced at Can\$3.50 (approximately U.S.\$2.75). In it was a complete set of mint NH 'Red Cross' issues, all beautiful marginal copies. I could hardly control myself as I paid for the set and walked out, fearing they would suddenly realize what they had sold for \$3.50! I told of my find to several friends, and one of them, a young lady, asked me to take her there, which I gladly did, hoping to make a new find. As soon as we were in the store, I went back to the walls and started to examine closely each and every envelope. And suddenly, there it was—the supreme gift, the unbelievable find—the complete 'Red Cross' issue, all in mint NH blocks of four, and all but one being marginal copies. The price, you ask? Just beside the word 'RARE' in bold capital letters in red was the price...Can\$7.50 (approximately U.S.\$5.75). These things don't just happen to others...now I know!"

--André Dufresne, Montréal, Québec, Canada (June 3, 1985)

Stanley Newman's catalogue evaluations for Mr. Dufresne's two "Red Cross" purchases (including the premiums for margin selvage examples and "broken cross" varieties) total 258.60 pounds (U.S.\$318) for the set and 960.75 pounds (U.S.\$1198) for the blocks of four. Not bad at all—a purchase for approximately 0.66 percent of catalogue! I have to agree with André's assessment that the shop is "run at a loss"! If you have a similar tale that would drive envy into the heart of the LCCPQ Editor, please don't hesitate to share it with our readers. --RSC

## Announcements

Bogus "Birth of Prince Henry" Overprint on 1961 Europa Sheetlet

Page 15 of the June/July 1985 Price List from Windsor Stamps (2, Millbay, New Paris Road, St. Peter Port, Guernsey, Channel Islands; telephone 0481-710208) lists an offering of Lundy 1961



Europa miniature sheets overprinted with the words "CONGRATULATIONS/ROYAL BIRTH OF PRINCE HENRY/15th SEPTEMBER 1984" priced at 90 pence each and with the overprint inverted ("error") at 3.45 pounds each. As the overprinting was not authorized by the Landmark Trust and is

obviously bogus, I queried Andrew M. Rundle, the proprietor of Windsor Stamps, about the origin of this material and received the following courteous reply:

"These overprinted miniature sheets were in a box of 'local' type material (Eynhallow, etc.) which I obtained from an auction sale about a year ago. Quantities I found were approximately: 200 normal overprints, 50 inverted overprints, 50 double overprints, also a few others (offsets, red overprints,

ANNOUNCEMENTS (Continued)

etc.) in varying quantities of six to eighteen each. Afraid, as yet, I do not know where they originated from, but hope this information has been a little helpful."

Mr. Rundle listed "trade prices" for these items in case any Lundy Collectors Club dealer members should be interested in obtaining some: normal overprint (65p each, £6 for 10, and £11 for 20) and inverted or doubled overprints (2 each, £18 for 10, and £33 for 20). The LCCPQ Editor has a limited supply of these sheets on hand and offers them for the convenience of U.S. readers on a first-come, first-served basis at \$6 postpaid for one each of the normal and inverted overprints.

New Lundy Stamp Issue for June 19, 1985 Balloon Flight

The 20-puffin large definitive of 1974 (Chinchen #189) was overprinted vertically in red with the wording "1st BALLOON FLIGHT/FROM LUNDY - 1985" (shown at the right) by Armour-Print of Reading, Berkshire, England, and first used in connection with a balloon flight from Lundy to the British mainland on June 19, 1985. According to a preliminary report, a total of 3000 stamps were overprinted, and 2500 were affixed to special event postcards (shown at the top of the following page) carried on the flight. Five hundred of these postcards were signed by the pilot, and it appears that those prepared for pilot signature were printed on a whiter cardstock than the 2000 printed without the line for the signature. If the information on the overprinting quantities is correct, then only 500 mint stamps are available for collectors!



Michael H. Bale supplied the following supplementary information in a letter written July 24, 1985:

"There seems to be some mystery surrounding the recent Lundy 'Balloon' overprinted stamp. I happened to hear of this stamp totally by chance when I was out one evening and I then wrote to Barry Chinchen of the Bureau (*Lundy Philatelia Servicae*) and obtained a sheet for my collection plus a card. They were accompanied by a little printed slip which stated the total issue was 5580 copies, but, of these, 2500 were on special postcards designed by John Dyke. It, therefore, appears that the maximum quantity that can exist off covers is 3080 copies, but the Lundy visit group (*several L.C.C. members and officers who were on Lundy in July*) informed me that there are none on sale at the Island Post Office, which seems rather strange. I think they had asked for some but had not been sent any, but they will probably give you more news of this when they write to you after the visit."

Flight postcards and mint stamps still may be available from the Lundy Philatelic Service, and readers are advised to place orders directly through Barry Chinchen, the L.P.S. account agent. The L.P.S. sent out a filler/order form, describing the material available, to account holders in May, and information from that one-page sheet is given verbatim as follows:

ORDER FORM

Name. \_\_\_\_\_  
Address. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Lundy Philatelic Service,  
Lundy,  
Via Bideford,  
North Devon, EX39 2LY  
England.

Proposed Balloon Flight 1985

Please supply: £.  
\_\_\_\_ Signed cards at £2.20 \_\_\_\_\_  
\_\_\_\_ Ordinary cards at £1.20 \_\_\_\_\_  
\_\_\_\_ Mint stamps at 20p \_\_\_\_\_ (if any are issued)  
TOTAL Remittance \_\_\_\_\_

Please add V.A.T. and postage, as appropriate to orders for mint stamps.

Please allow several weeks for delivery or other communication.

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ANNOUNCEMENTS (Continued)

**FIRST BALLOON POST FROM LUNDY**

Message side of the signature postcard showing "first day of use" of the new Lundy stamp (June 19, 1985).

A special circular datestamp canceller was used for the occasion.

**POST CARD**

Address side of the card, which was posted at Bideford, Devon., June 20, 1986.

Postcards were franked with the current G.B. 13p definitives and cancelled at Bideford.

BALLOON FLIGHT FROM LUNDY

Weather conditions permitting there will be a mail-carrying balloon flight from Lundy at some time between Wednesday 19th and Sunday 23rd June.

2500 special postcards have been prepared and it is likely that each will bear a specially overprinted stamp.

500 of the cards will be signed by the pilot and will be on sale on the island at £2 (h2.20 by post) and the rest will be unsigned and priced at £1 (h1.20 by post).

If this philatelic project makes a profit or breaks even, there are likely to be more commemorative issues.

We will endeavour to supply the items requested by collectors but can not guarantee to do so.

It may be quicker to order from Mr. B. Chinchin, 97, Chamberlayne Road, Eastleigh, Hants. SO5 5JJ, England.

Name \_\_\_\_\_ Account balance \_\_\_\_\_

Please use the order form as this issue will not be supplied by standing order.

**ANNOUNCEMENTS** (Continued)

Details of the Lundy balloon flight were given in an insert distributed with orders to Lundy Philatelic Service account holders and are reproduced verbatim as follows:

**FLIGHT ATTEMPT** - around first light on one of the mornings between 19th and 23rd June 1985 inclusive.

**PILOT** - Phil. Dunnington who has 14 years of flying experience in sixteen countries. He is a Qualified Instructor, a Certificate of Airworthiness Instructor and a member of the British Balloon & Airship Club.

**ASSISTANT** - Pete Sarret! who has 2 years experience, flying as a pilot under training. He has owned a balloon for two years and is also a member of the BBAC.

**THE BALLOON** - (Legwarmer)

This is a Cassron Viva 77 with a Mark 4 burner. Its registration is G-BKXC. It has a capacity of 77,500 cubic feet. Although it is 70 feet high it packs into a space 4 feet by 3 feet by 3 feet. It weighs about 600 pounds uninflated, but fuelled up about two and a half tons, including air. This reduces to about two tons after heating.

**RANGE** - This is dependent upon wind conditions, but the standard fuel supply of four cylinders is sufficient for three hours flight.

**HEIGHT** - Up to 10,000 feet under ideal conditions.

**COLOURS** - Red vertical gores alternating with vertically striped gores of light blue, purple and white.

**BASKET** - Woven willow-cane four and a half feet by three and a half feet by three and a half feet.

**MAIL CARRIED** - 2,500 special postcards designed by John Dyke, stamped with a 20p Lundy definitive (1974 type) - overprinted in red by Armour-Print of Reading.

*Editor's comments: The pilot signature on the postcard was that of John Al(bany)? (signature illegible), not that of Phil. Dunnington. The flight apparently was not delayed by inclement weather or wind conditions and went off on June 19th. --RSC*

**Further Details on the L.C.C. Members' Mail Auction**

L.C.C. Auctioneer Austin Dulin passed along this information: "Originally, I thought to take lots on consignment up to September 1, 1985 and run the auction so as to mail out lots before the Christmas crunch. However, due to the delay in sending out the Fall Quarterly, we have decided to set the closing date for lot submission as January 15, 1986. I figure to mail the catalogs in February with a closing date of March 15, 1986. That gives us about a month and a half to have the catalogs received and the bids returned."

Lundy Collectors Club members are encouraged to make the "annual" auction a success. Please submit consignment material by insured or registered mail to Austin Dulin, Post Office Box 980, Oak Park, Illinois, 60303, U.S.A.

**CLASSIFIED ADS**

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Whether you are a new or an advanced collector of Lundy stamps, postal history, covers, or Lundy postcards, you are bound to find many items of interest in our Lundy Postal Auctions held every six months. Remember: 95 percent of our auction bidders are successful in obtaining lots. In addition to Lundy, we also hold regular specialized auctions for other British offshore islands: Jersey, Guernsey, and the Smaller Channel Islands (Herm, Alderney, Sark, Jethou, etc.).

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67 The Droveaway  
HOVE  
Sussex. BN3 6PR  
England



**WANTED:** Lundy specialist needs Pitman cover with bisected 'ACAS id "large map" on front. No reasonable offer declined! Paul S. Seybolt, 140 Warren Street, Medford, Massachusetts 02156, U.S.A.

**WANTED:** Better Lundy stamps and covers for my collection. Please write before sending material. Michael Bale, 41 High Street, ILFRACOMBE, North Devon. EX34 9DA, England.

## Clarification of the Rigby-Hall Identity Matter

by Roger S. Cichorz

Forget all the gibberish and speculation on page 2 of the Summer 1984 LCCPQ concerning the identities of all the *Rigby Halls* connected with Lundy philately during the wartime years. The simple fact of the matter is there was only one person involved and that was Brian Rigby-Hall (1920-1981)! The opening paragraph of his obituary notice (page 3, Summer 1982 LCCPQ) is correct as published.

I had written Barry Chinchin in January 1985 and asked him if he would do some detective work and clear up this matter. Barry obliged and was able to contact Mrs. Penny Rigby-Hall, widow of Brian Rigby-Hall, in Bournemouth. Barry wrote in a letter dated February 19, 1985:

"Mrs. Rigby-Hall said only Brian Rigby-Hall ran the Lundy Philatelic Bureau and that there was no Mr. T. Rigby Hall. She suspects that there was a misprint in Mr. Gade's booklet."\*

[\* F. W. Gade, *The Postal History of Lundy*, Gazette Printing Service: Bideford, Devon., England, 1957, page 7: "Towards the end of 1941 Mr. Harman instituted the Lundy Philatelic Bureau and appointed Mr. T. (sic) Rigby Hall as its head." My use of (sic) after the initial "T." of "T. Rigby Hall" in the quoted text which appeared on page 2 of the Summer 1984 LCCPQ was indeed correct. This misprint was later repeated in the verbatim reprint of this text which appeared on page 510 of Felix Gade's *My Life on Lundy*.]

Barry indicated that his initial confusion in *The Puffin* stemmed from Mr. Gade's mention of "T. Rigby Hall" and that when he first contacted Brian Rigby-Hall, Barry just naturally assumed that he was the son of the manager of the Lundy Philatelic Bureau. My own confusion stemmed from relying on secondary sources—Mr. Gade's "T. Rigby Hall" and Barry's mention in *The Puffin* that "B. Rigby Hall was the son of the manager of the Lundy Philatelic Bureau." To further complicate matters, Brian Rigby-Hall did not hyphenate his name early on, and when he did so in the 1970s, he was inconsistent about it. (In the two-article series entitled "The Story of Lundy" that appeared in the October 30, 1943 and November 6, 1943 issues of *Weekly Philatelic Gossip*, the author's name was "B. Rigby Hall.")

Tony Langham and Barry were able to provide additional information about Brian Rigby-Hall's later stamp dealings. In a letter dated December 12, 1984, Tony wrote:

"...B. Rigby Hall was operating 'Rigby Stamps' from an address in Bournemouth in 1954 and was offering all manner of Lundy material including varieties and color trials, but in a letter I had from him in 1976 (signed B. Rigby-Hall) from a private address in Bournemouth, he was unable to help with some Lundy 'wants' I was seeking."

In a letter dated January 31, 1985, Barry wrote:

"I only met Mr. Rigby-Hall once—this was at a Philatelic Exhibition at which I had bumped into the late Brian Turnpenny (a noted Lundy specialist). I asked Mr. Rigby-Hall about his father, and he said that it was he, and not his father, who had run the Philatelic Bureau.

I have just looked up my correspondence file on Mr. Rigby-Hall. (I no longer keep letters filed because a few years ago the volume became too great, but I have letters up to the mid-1960s.) In 1958 he asked if I would help him sell some of his stamps—presumably many being reprints he could make at will. I did not do this as his prices were rather high. I next contacted him in 1966. The only information he gave was to tell me about the Dalketh Press. However, in answer to my questions he wrote:

'I am only too pleased to help, but I am afraid my memory of events 25 years ago is a little sketchy! No plates of any sort now exist (at least to my knowledge), and I have no details of any sort still in my mind.'

As far as I was concerned this made sense. My own memory is not good on detail, although in the light of the appearance of certain modern reprints sold to Lasse (Lars) Liwandahl in the 1970s, it seems that plates must exist somewhere. I can find nothing except Mr. Gade's leaflet to show that there was a Mr. T. Rigby Hall. My mention of B. R. Hall as the son of the manager was probably because of Mr. Gade's leaflet, and my use of the hyphen was because Mr. Hall used it in some of the correspondence. It is quite amazing that a small error like the use of a wrong initial (as I think it was) can lead to the assumption that a man is really his

CLARIFICATION OF THE RIGBY-HALL IDENTITY MATTER (Continued)

son. (The only evidence for this is what I wrote in *The Puffin*, and I admit that this was pure conjecture.)"

I obtained additional confirmation of this in a May 3, 1985 letter from Mrs. Penny Rigby-Hall:

"My husband was responsible for managing the Lundy Philatelic Bureau during the last war. His correct name was Brian Stacey Warham Rigby-Hall—but at times and in various ways this got shortened to B. Rigby-Hall and also B. R. Hall. Not to worry, it is all the same person! I am afraid I can be of little help over your query about the time of the printing (of the Bureau "reprints"). I should imagine that Barry Chinchén's suggestion of '1970s' is about right."

This information should end the "Brian Rigby-Hall" identity matter once and for all!

\* \* \* \* \*  
Additional notes on the Lundy Bureau and dates according to Brian Rigby-Hall...

In the Lundy Philatelic Bureau's March 1942 *Official Catalogue and Current Listing*, the address of the Bureau is given as 10 Dalkeith Place, Kettering, Northants. (Northamptonshire), England. [Note: Dalkeith Press Ltd., the printing firm responsible for overprinting the WWII issues, operated from the address 21-26 Dalkeith Place, Kettering, Northants.] In the second installment of "The Story of Lundy" (*Weekly Philatelic Gossip*, October 30, 1943, page 203), Brian Rigby-Hall wrote:

"...In 1940 the Philatelic Bureau of Lundy was established. The arrangement has proved quite satisfactory and philatelic enquiries should be addressed to this Bureau at 33 Montagu Street, Kettering, Northants, England."

So, at least two specific addresses of the Lundy Philatelic Bureau are known!

Interestingly, Brian Rigby-Hall's *Weekly Philatelic Gossip* articles made no mention of his 1940 "Red Cross" surcharge issue. The March 1942 Lundy Philatelic Bureau *Official Catalogue and Current Listing* also omitted this issue from its three pages of offerings even though it listed all other Lundy, ACAS, and LACAL issues—including the 4d violet "air view" without wording in the borders (Chinchén #38e). [This "essay" was indicated on the Bureau list as rare and offered for the then-tidy sum of \$15 each; by comparison, the prices of ACAS "tram tickets" ranged from \$1.50 to \$4.50 each.]

Several anomalies regarding dates are also worth mentioning. Brian Rigby-Hall's statement that the Lundy Philatelic Bureau was established in 1940 contradicts Mr. Gade's reference in *The Postal History of Lundy* to a 1941 establishment. In "The Story of Lundy," Brian Rigby-Hall erroneously gave the dates of issuance of the "V + plane" overprint set as 1/1/41 (instead of 1/1/42), the Tighearna sheet as 2/1/41 (instead of 2/1/42), and the second "V + plane" overprintings as 2/13/41 (instead of 2/13/42). But then he proceeded to give the correct dates of issuance of the "IX Anniversary" overprint set and perforated Tighearna sheet (3/22/43) and the two provisional overprints (5/1/43). The 1941 dates were not a misprint, for Mr. Rigby-Hall wrote:

"One printing early was made of these small (*Tighearna*) sheets and this was placed on sale on February 1, 1941. No further issues of stamps made their appearance until over two years later, when, on March 22, 1943, a set of eight stamps and a miniature sheet were placed on sale, all bearing a gold overprint and commemorating the Ninth Anniversary of the establishment of a regular air mail service to Lundy."

(*Weekly Philatelic Gossip*, November 6, 1943, page 204.)

The "V + plane" overprint set and Tighearna sheetlet are also listed as "1941" issues in the March 1942 L.P.B. *Official Catalogue and Current Listing*!

Can any reader offer an explanation for Brian Rigby-Hall's date-of-issue discrepancies on the "V + plane" overprints and the Tighearna sheetlet? It would seem unlikely that by October 1943 (approximately when he submitted "The Story of Lundy" for publication) he would have been confused over events that had just occurred the previous year. It would also seem unlikely that the stamps were in fact issued by and available from the Bureau early in 1941 but not available and used from Lundy until exactly the same date one year later (as FDCs have "1942" postmarks)! It seems more plausible that Mr. Rigby-Hall might have had some personal reason for moving up the dates of issue and the establishment of the Bureau by exactly one year—but why?! (Mrs. Rigby-Hall could not provide an explanation.) --RSC

## Odds and Ends

### Unissued 1979 Lundy Definitives Exist on First Day Covers

Stanley Newman wrote the following in a letter dated February 18, 1985: "The 1979 unofficial essays for the 9p and 11p values (*Newman #s 328E2 and 328E3, respectively*) exist on cover! It would appear that in addition to the release of these two essays to approximately 200 Lundy Philatelic Service account customers who ordered the 1982 definitives, at least two covers were prepared bearing these stamps—cancelled by a Lundy circular datestamp of August 20, 1979 and an added 'FIRST DAY OF ISSUE/20 AUG 1979/LUNDY' handstamp, both struck in red. A photocopy of one of the covers is attached—it is unaddressed and bears no Great Britain nor meter mark on the reverse. It was found (by me) in a mixed lot of FDCs, commemorative cards, and envelopes in the Collectors Fair (Twyford) auction yesterday. An identical lot (they were numbered consecutively 188 and 189) was bought by Ken Gibson (he spotted it too!), hence the mention above of two known covers. As to how they came to be on cover, this is a complete mystery... I look forward to reading your comment on these 'semi-unique' covers!"

These two covers were prepared by Barry Chinchon, account agent for the Lundy Philatelic Service as "specimen" first day covers and submitted to Landmark Trust officials for their consideration should the "essays" he prepared be approved as definitive issues. These covers apparently were among other Landmark Trust archival material that had been offered since May 1983 in several Collector's Fare (Twyford) stamp auctions put on by managing partners M. W. Tubb and P. J. Jones, both of whom have Landmark Trust connections.



In a March 8, 1985 letter to me, Barry wrote: "The first day cover which Stanley Newman has must be a specimen I sent to Landmark Trust for their approval. I will tell what I remember about this 'issue' on a separate sheet, but I can not be absolutely certain of the details. Nothing was hush-hush about the stamps. I was the only person who knew about it, and as it was not approved, there was little that was worth telling."

Barry's interesting account of the 9p and 11p unissued definitives appears as an article elsewhere in this issue of the *LCCPQ*. --Roger S. Nichols

### ACAS "Large Map" Bisects on Cover

The only "Lundy" bisects are the 1936 Atlantic Coast Air Services "large map" 1d adhesives that were bisected both diagonally and vertically to serve for the 4d franking on Pitman-prepared cacheted Canadian first flight covers for the Rimouski-to-Sept Iles run of December 17, 1936 and the Harrington Harbour-to-Rimouski run of December 18, 1936. These covers were forwarded to the Heanton Court Aerodrome near Braunton where they were serviced by the ACAS on February 18, 1937 and sent on to Lundy where they were postmarked on February 23, 1937. The reason for bisecting the ACAS 1d adhesives was not because of any shortage of the 4d "large map" stamps, but rather because R. T. Boyd wanted to preserve the beauty of Mr. Pitman's carefully prepared covers. The entire stamp was simply too large to accommodate the space left on the front of these covers, and by bisecting a 1d stamp, Mr. Boyd could keep from obliterating either the cachet or Mr. Pitman's beautifully handwritten address. (See George Fabian's "'Large Map' Bisect on 1937 Pitman Cover," page 9, Fall 1980 *LCCPQ*.) Interestingly, one Pitman-prepared Canadian first flight cover from this same period

ODDS AND ENDS (Continued)

that had sufficient room on the front for a full "large map" stamp did in fact receive a full 4d value (see *Puffin*, number 19, October 1967, page 7).

Paul Seybolt sent along a letter from Felix Gade dated April 20, 1966 in which Mr. Gade discussed the bisects. The following text is the pertinent verbatim information from Mr. Gade:

"It is correct that the Atlantic Coast Airlines Ltd. did bisect their stamps on at least one occasion, and I dare say that some of these bisected stamps were received here. Unfortunately none were kept. You will recognize that the issues of the Atlantic Coast Airlines Ltd. are not Lundy issues, and that is why I said in my letter of March 8th (1866) that Lundy had never bisected any stamps. The Atlantic Coast Airlines stamps were used exclusively for mails carried to and from Lundy by air, and therefore are collectable by Lundy collectors, but they are not Lundy issues. The Lundy postal service had nothing to do with the Atlantic Coast Airlines stamp issues. The decision to bisect the one penny 1937 (*sic*) stamps was entirely that of Mr. R. T. Boyd, their Managing Director."

Great Britain Triangular Cancellations

A reader sent in the following information about the Great Britain "triangle" cancellations used for circular mailings (illustrated and discussed on page 15 of the Fall 1984 *LCCPQ* in connection with a WWII-period Lundy Philatelic Bureau cover):

"On May 28, 1892 the G.P.O. issued a Warrant permitting printed circulars to pass through the post at a ½-penny rate. In 1893 the P.M.G. further interpreted the Warrant to include circulars duplicated by typewriter methods or using a typewriter face, provided they were posted in batches of not less than 20 identical copies at the counter of the Head Post Office. Each copy was to be impressed with a special cancellation showing that it had been examined and complied with regulations. Hence the triangular hand cancellation!"

Mint Chinchon #38b Examples Elusive

One of the most elusive and underpriced Lundy stamps of the World War II era is the second overprinting in violet of the 1p "V + plane" (Chinchon #38b, Newman #38B) issued February 13, 1942. In a revised listing of 4p and 1p "V + plane" stamps, Barry Chinchon indicated that he has only seen used examples of the violet-overprinted 1p stamp (refer to his "Letter to the Editor" on page 3 of the Summer 1981 *LCCPQ*). In the seven years I have been following the Lundy auction market, I have never seen a mint example of this stamp offered, nor have I seen mint examples offered on any dealer price lists (used examples, yes, but not that often either).

Recently, Gary Fentress wrote me that he had obtained a mint example, and this prompted me to write George Ulrich to discover if he had any in his extensive collection. George indicated that he had only one mint example (a transfer type a) and only two used examples, but he also had a mint vertical pair (top green, bottom violet) "color trial" and mint examples with inverted and double violet overprints ("printer's waste"). The Chinchon catalogue lists George's "color trial" pair and an additional "color trial" pair—one violet and one red—but places them both in the "printer's waste" category rather than including them with the "color trials." At any rate, with apparently so few mint examples in collections and with none appearing on the auction block in recent years, I think that the current Newman Catalogue evaluation of 8 pounds for a mint copy of this stamp needs to be drastically revised upwards. (Stanley, take note!) --RSC

Christmas 1961: A Lundy Inward Cover With a Story!

David Ferris sent a photocopy of a cover from his collection. It is Lundy postmarked December 25 (Christmas Day) 1961, and David enclosed a photocopy from Felix Gade's *My Life on Lundy* which explains the reason for such a postmark. (The cover is illustrated on the following page, and the relevant verbatim text from Mr. Gade's book is given to the right of the cover illustration.) David Ferris wrote: "I believe approximately no more than 30 to 40 items of mail were carried over. Mr. Gade had the presence of mind to endorse each item of mail as such. I know of a few covers in other collections so endorsed as mine."

## ODDS AND ENDS (Continued)

GEREGISTREERD  
Himmels Brevier muss von  
Postamt zu senden

REGISTERED  
THIS LETTER MUST BE SIGNED IN  
AND A RECEIPT

POST OFFICE FOR REDEMPTION,  
CONTAINED THEREON.

FOX STREET  
JOHANNESBURG  
140

No 2228

BY AIR MAIL  
PER LUGPOS  
PAR AVION

LONDON  
MILLEN  
EUROPA

I certify that this  
letter was delivered  
to Lundy by Royal Air Force  
helicopter on Christmas Day 1961

F. W. GADE  
POSTMASTER, Lundy

LUNDY  
BRISTOL CHANNEL  
VIA BIDEFORD  
ENGLAND

5c

JOHANNESBURG

5g

Naam en adres van afzender.  
Name and address of sender.

H. L. BELL  
9th P.O. BOX 1048  
Johannesburg  
S. AFRICA

"Christmas of 1961 saw a spell of bitter easterly weather, which deterred the skipper of the *Lundy Garnet* from running to Lundy. Christmas fare, including a turkey, had been ordered from the mainland, and would not have reached Lundy in time had it not been for the B.B.C. They broadcast a feature programme which called for reports from lonely communities on Islands, and from lighthouses, lightships and weatherships. These far-off places were to be called on Christmas morning, and asked for a report on the weather, and plans for Christmas festivities. I informed the B.B.C. that our Christmas turkey had not, and could not, arrive, and this struck the B.B.C. reporter as an ideal reason for organising a relief expedition by helicopter. The commanding officer of the R.A.F. base at Chivenor felt that a flight to Lundy for the purpose of delivering mails and a turkey could hardly be justified, but then the B.B.C. man had a brain wave. He said, 'Ah! but there is a little baby on Lundy, and baby food has run short.' That did it. The mail, the turkey and the baby food were brought by helicopter. The B.B.C. man came too, but the east wind was so strong and so bitter that they stayed only long enough to unload, and to put the outgoing mail on board. We had a convivial Christmas after all, thanks to the B.B.C. reporter."

(Text from Felix W. Gade's *My Life on Lundy*, page 430, reprinted by kind permission from the Publisher.)

Note on 1888 Lundy Postal Route

Austin Dulin sent the following information of interest to Lundy cover and postal history collectors. It was reproduced on page 9 of the September 1976 issue of *Postal History International*.

The Post Office Circular dated April 17, 1888 had the following:

ODDS AND ENDS (Continued)

Lundy Island - alteration in Postal Service  
Commencing on Thursday, the 3rd May next - the Postal Service with Lundy Island will be performed by vessel sailing once a week from INSTOW, North Devon, instead of from Cardiff.  
Correspondence should then be directed  
"Lundy Island, Instow R.S.O. No. Devon"  
and should be posted in time to reach INSTOW on Thursdays not later than the hour fixed for the arrival of the London Night Mail viz. 5.33 a.m.

Ephemera:Another Puffin  
Picture Card

Bernard Stanley sent the card illustrated to the right. It is one in a picture card series produced by Cadbury's 99 Flake (tobacco) in conjunction with the Royal Society for the Protection of Birds.

Two Unlisted Overprint "Varieties"

The [1953?] wide setting "BY AIR" and "3 bar" 8-puffin (all overprinted in black) revaluation issue (Newman #78D) exists with a double "BY AIR" black overprint. This stamp is not listed in either Barry Chinchon's *A Catalogue of Lundy Stamps* or in Stanley Newman's *Stamps of Lundy Island*, nor could I find any mention of it in any issue of *The Puffin*. It is doubtful this stamp is unique in that at least 119 others should have been so overprinted—although uniqueness is a possibility since only one example of the wide setting "BY AIR" 9-puffin stamp (Newman #75A) is known. Do any readers possess other examples of this unlisted variety? (The example illustrated above was purchased in the March 18, 1985 Cinderella Stamp Club auction for 26 pounds against a modest estimate of 10 pounds.) --RSC



Michael Bale reports acquiring a perforated Tighearna sheet with the 1943 "IX Anniversary" overprint in the green base ink only. This "variety" is unlisted in the Chinchon and Newman catalogues, although Barry lists an imperforate sheet overprinted in green only on page 31 of *A Catalogue of Lundy Stamps* under the heading "Proofs &c. and Printer's Waste." Do any readers have another example of this "variety"?

Only 1982 Definitives Are Currently Valid for Lundy Postage Rates

Austin Dulin wants to warn collectors who intend to visit Lundy and prepare souvenir covers that all Lundy stamps, with the exception of the 1982 "small puffin head" definitives (Chinchon #234-244), have been demonetized and are not valid for Lundy postage rates. Austin remarked that a sign to that effect is posted on the Post Office wall and that postmistress Wendy Puddy is adhering to that policy.

Coming in the Winter 1985-86 Issue of the LCCPQ:

- "Michael Windeatt and the Lundy Specialists' Society"—the article on the founder of the L.S.S. had to be deferred to the next issue because of space limitations here.
- "Letters to the Editor": André Dufresne writes of an artist drawing for a French "puffin" stamp, Roger Allen sends two poems by Mrs. Doril Gilbert that were inspired by Lundy, Tony Langham offers some 1800s Lundy postal route information and recent Island news, and Ian Wilkinson illustrates his souvenir postcard of the 1985 Lundy Field Society cruise and offers information on first day covers.
- Some "My Favorite Lundy Covers"—illustrated of course!
- A chronicle of the July 1985 United States invasion, written by George Ulrich, who was one of the group of six American L.C.C. members who spent a week on Lundy.
- More "News of L.C.C. Members," a book review, and another "Lundy at Auction" column.

## THE UNISSUED 1979 DEFINITIVES

by Barry N. D. Chinchon

In the autumn of 1978 I had arranged, without permission, for the printing of 22,000 4p-puffin stamps which were revealed to Mr. John Smith when he told me of the values chosen for the "Marine Reserve" issue. As it happened, the total face value of the set, using the then-current postal rates, was 49½p. The use of the 4p value could hardly be refused and so it became an official Lundy stamp.

Some time before this I had experimented with 4p stamps from a block made from a photograph of 4½p stamps which had been modified using tipp-ex. These I printed in an unpleasant green color using a small hand press. The ink was some I had at hand. There were actually some other values, but none were allowed to escape. I think that that there were 1ps in blue and perhaps ½ps in grey.

I prepared a lot of the 4½ps—as a guess, a pile of sheets of 12 an inch and a half thick. They were not counted. About a third of this quantity was perforated, and some of these were released to collectors. I still have the leftovers, but I think that these should be destroyed rather than clutter the philatelic market with junk.

At the time I had found a manufacturer to make me a perforating machine which could perforate a single short line. It was very cumbersome to use as there was no way of lining up the stamps. It had to be done by guesswork. Although this was a difficult task, I found the printing even more difficult. I could not get the inking as even as I would have liked. That was why I abandoned the block method and paid an outside firm to lithograph the 4p stamps.

In July 1979 the Post Office announced a postal rate increase, and so I immediately made a paste-up of 9p and 11p stamps and had a block of each made. I took the blocks to a local printer who charged about 40 pounds to print 24,000 of each stamp. I perforated these by hand, by which time only 22,000 remained. I also printed a few hundred envelopes, stamped and cancelled them, and addressed them to account holders. I produced duplicated leaflets (*illustrated immediately below*) and made

Lundy Philatelic Service, Lundy, Via Ilfracombe, North Devon. EX34 8LA

With rumours of an imminent increase of 1p in the British first and second class postal rates circulating, paste-ups for 9p and 11p Lundy stamps were hastily prepared. The stamps were printed, within hours of the blocks being received, by Southern Publicity Ltd. The stamps were printed letterpress in sheets of 12 and perforated by the Philatelic Service. There were 22,000 of each.

The postal-rate increase was delayed and eventually the date of August 20th was announced.

First Day covers - 30p  
Sets 20p  
(Postage & 15% V. A. T. extra.)

The value of the enclosed order is:  
including postage & V. A. T.

Balance remaining in Account:



up sets of the two stamps ready for distribution. I think I sent all the envelopes to Lundy along with some sheets of the mint stamps with the instructions that they were only to be posted or sold if Landmark Trust approved of the issue. I do not seem to have the envelopes here now. I sent a specimen of the first day cover and sheets of the stamps to Landmark Trust, but as the printing quality was not good enough, the issue was not sanctioned. However, Landmark Trust did volunteer to pay the printing costs.

An enormous amount of work was required to get the issue ready for dispatch, but the financial outlay had been low—about 50 pounds in all—and with sales of about 300 covers and sets expected, there would have been a profit of around 100 pounds immediately. Issues normally make a loss which is permanent.

I was not unduly dismayed that the stamps were not used. I had taken matters into my own hands and had no right to do so. I was just relieved of the irksome task of doing the accounts for all the items sold. I vaguely remember asking the Lundy Office to destroy the stamps and envelopes if they were not used, so I suppose that this is what happened.

## BOOK REVIEWS (Reviewed by Roger S. Cichorz)

*SOME LOVELY ISLANDS*, by Leslie Thomas, 1982 Revised Illustrated Edition, Arlington Books (Publishers) Limited, 3 Clifford Street Mayfair, London W1, England, (ISBN 0 85140 586 X), index, illustrations, profuse black and white and colored photographs by Peter Chase-Brown, 216 pages, 11.95 pounds in the U.E.

Although Lundy is not one of the sixteen British isles featured in the eleven chapters in this elegantly produced book, Lundy is prominently mentioned in the Introduction. Lundy provided the stimulus for Mr. Thomas's sojourns to the other islands:

"I had seen and sampled briefly something remote and different, a life of land surrounded by sea. I had watched secret seals, heard the birds call, felt the strange joy of loneliness, and been brushed by a free wind."

This book is about smaller British isles (Brownsea, St. Agnes, The Gugh, St. Mary's, Treco, Caldy, Fair Isle, Auckerry, The Great Blasket, Skellig Michael, Clear Isle, Herm, Sark, Alderney, Luing, and Holy Isle) and captures the essence and individuality of each of them. *Some Lovely Islands* is not philatelic, a social commentary, or a biological study, nor is it a travelogue or island guidebook. It is recommended reading for anyone wanting a unique voyage of discovery based on the author's "sense of human nature and a sincere love of remote and secret places."

\* \* \* \* \*

*THE KINGDOM BY THE SEA—A Journey Around Great Britain*, by Paul Theroux, Washington Square Press, New York City, New York 10020, U.S.A., (ISBN 0 671 52579 4), 1984, paperback, 433 pages, \$4.95.

This book is not about Lundy but about the main British islands. Since it was on the *New York Times* "bestseller list" for more than two months, I decided to review it for this journal. Paul Theroux's nonfiction writings generally evoke critical commentary both by reviewers and readers, and his latest "travel" book is no exception. Despite Mr. Theroux being one of my favorite authors of books about extended travels (*The Great Railway Bazaar* and *The Old Patagonian Express* are permanent residents of my home library) and his penchant for wit and his inveterate sense of sarcasm which I ordinarily find enjoyable, I cannot recommend this book unless I choose to forever alienate all of our British members. The premise for this book is exciting—a journey mostly on foot about the entire seaside perimeter of Great Britain (England, Scotland, Wales, Northern Ireland). The author was successful in accomplishing and writing about this yearlong peregrination; however, he continually dwells on the ugliness he perceives of the countryside, cities, culture, institutions, social habits, and people he encounters.

In short, Mr. Theroux's commentary is a constant barrage of his preconceived and slanted views and his basic contempt for Britain's inhabitants (or at least so it seemed as I read page after page of negativism). Perhaps, I am naive, but my six years of experience in dealing with and corresponding with L.C.C. members who reside in the United Kingdom have shown me the warmth, charm, honesty, humor, and perspectives of its people. Wry Mr. Theroux must have been somnolent from too much walking to observe these attributes. After a quarter of the way through the book (heading into Cornwall and Devonshire), I kept asking myself, "when do things get better?" According to the author, they don't—there's simply more of the same. Who needs this?! *The Kingdom by the Sea*, although extremely well written, is enjoyable only if you are completely cynical about everything and everyone British and are badly in need of substantiating or reinforcing your position and beliefs.

\* \* \* \* \*

*THE MAPPING OF THE WORLD—Early Printed World Maps - 1470-1700*, by Rodney W. Shirley, Landmark Book Company, 260 Fifth Avenue, New York City, New York 10001, U.S.A., quarto volume (9-3/4 by 13-1/2 inches), over 700 pages of heavily annotated descriptions of 639 maps and reproductions of 440 maps, 18 in color, boxed, \$87.50.

Nearly 650 world maps were printed in the period under review. Some were published in atlases of the time or in books of science, geography, or travel, but many were separate publications of considerable merit. There were few cartographers of distinction who did not attempt to portray by original skill or imitation the changing world as it was known to them or their contemporaries. Many of the large maps such as those by Waldseemüller, Marcator, Blaeu, Hondius, and Visacher are outstanding masterpieces of decorative cartographical art. This book is one of those "coffee table" editions that will keep the armchair historian enthralled for hours on end!

# Lundy at Auction

By Roger S. Cichorz  
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## Cinderella Stamp Club's Spring 1985 Postal Auction

The Cinderella Stamp Club's first-ever members' postal auction, which closed on March 18, 1985, was a successful experiment according to auctioneers Charles and Francis Kiddle, as 68.4 percent of the lots (732 of 1070) sold and realizations totaled approximately £7500. The Kiddle Brothers believe that a postal auction should become a regular Spring feature of the Cinderella Stamp Club.

In terms of percentage of lots sold, Lundy material did not fare as well as the other lots. Of the 91 Lundy lots offered at a cumulative estimate/reserve of 850.50 pounds, only 49 (53.8 percent) sold. However, the Lundy lots that did sell managed to fetch 667.10 pounds against estimates/reserves of 513.00 pounds, or a whopping 30.0 percent above preauction estimates/reserves. Six Lundy lots fetched less than their estimates/reserves, nine realized their estimates/reserves, and 24 sold for more than their estimates/reserves. At the time of the C.S.C. auction closing, 1.00 pound = U.S.\$1.13, but by the time the invoices for United States bidders were received (April 12, 1985 in my case), 1.00 pound = U.S.\$1.24.

Three Lundy lots realized more than double their estimates/reserves: a mint dark blue overprinted "v + plane" 4p value (Chinchen #37c) sold for 7 pounds against a reserve of 3 pounds; a mint (*wide*) setting "BY AIR, 8 and 3 bar" double black overprinted 12p revaluation provisional (unlisted in either the Chinchen or Newman catalogues, but a *variety* of #78) fetched 26 pounds against an estimate of 10 pounds, and the 1973 Lundy Philatelic Service 40p "dummy booklet" and explanatory leaflet distributed to account holders realized 29 pounds against an estimate of 10 pounds.

Other *better* lots (with estimates or reserves in pounds followed by the realizations in pounds given in parentheses after a brief description) include: a mint LACAL 4d imperforate proof in black on white paper (Newman #18e proof) (12R/16), mint ACAS 4d "tramticket" number 05092 (9/15), mint ACAS 3d "tramticket" number 00630 (8/15), a complete mint set of eight "v + plane" overprints (30/37), a used "v + plane" violet overprint 1p value (Chinchen #38b) (6/10), a complete mint set of eight "IX Anniversary" overprints (35/42), same but all eight the "missing propeller" variety (45/60), a mint 1953 "By Air, 8 and 2 bar" black overprint (Newman #78A) (8/13), a mint red overprint counterpart (Newman #78B) (8/13), a mint 1953 "BY AIR" in black and "8 and 3 bars" in red overprint revaluation provisional (Newman #78Ca) (25/32), a mint 1953 2p value with red "BY AIR" overprint doubled with one inverted (Newman #71Bb) (20/32), and two mint 1969 1p red overprint "error" provisionals (Newman #161A) (12/20 and 18R/18).

## October 1984 Robson Lowe Bournemouth Auction

In my Winter 1984 column (page 12), I pleaded for more information on the Lundy collection (lot #590) that was offered at an estimate of 900 pounds in the October 4, 1984 auction held by Christie's Robson Lowe Bournemouth (The Auction House, 39 Poole Hill, Bournemouth, BH2 5PX, England). Michael H. Bale, a longtime specialist in Holy Land philately who resides in Ilfracombe, North Devonshire, and who recently joined the Lundy Collectors Club, wrote me in a letter dated April 29, 1985:

"I can tell you that I was the purchaser of this collection at 1300 pounds, but I cannot remember whether this included the auctioneer's commission or not. It was a very nice collection indeed and an ideal start for somebody attempting to build up a serious Lundy collection. It rekindled my own interest in Lundy which commenced in 1950. I was pretty strong on Lundy as a dealer in 1950-1953, but then moved on to Holy Land and have not been back to Lundy in the meantime. As I say, seeing this collection in Bournemouth rekindled my interest, particularly in the earlier issues of Lundy, and I can give you a brief résumé of the contents of the collection..."

This listing provided by Mr. Bale (L.C.C. #161) included the following items: 1930 12p definitive gutter pair on a 1946 registered cover from Brazil; 1930 6p in the so-called blue color, mint; "tramtickets" 4d, 1d, 3d mint singles and mint 3d pair; five separate covers with 4d "tramtickets"; 1936 "large map" 1d various contemporary reprints in blocks of four; 1936 "large map" set of singles and full sheets of 12 of the 2d and 3d values, also used singles of the 6d and 1/- values; at least

LUNDY AT AUCTION (Continued)

five "large map" covers including a pilot-signed FDC of the 4d value and a full set of six values on an April 12, 1936 cover to Bristol; 1937 LACAL 4d violet airmail on FDC; 1938 LACAL "5-line" overprint mint block of four; 1939 LACAL 4d red and 1d black airmails in full mint sheets of 48 each; "1929-1939" overprint mint set and used set on pieces; 1940 "Red Cross" 4p and 1p mint margin blocks of four with overprints on selvaige, also a November 1940 cover from the United States addressed to Captain Waghorn on Lundy with a 1d "Red Cross" value attached on arrival; basic mint sets of the "V + plane" and "IX Anniversary" overprints; 1942 "Atlantic Clipper" cover with "V + plane" 1p value; three mint and one used imperforate Tighearna souvenir sheets; "IX Anniversary" 3p and 6p values plus 1930 6p definitive on a 1943 registered cover from Holland addressed to Waghorn; two mint 1943 "IX Anniversary"-overprinted Tighearna sheets plus an additional example overprinted in green only; 1943 provisionals, two mint of each value; 1943 "Wright Brothers" overprint basic mint set plus pair of 6p on cover from Canada to Waghorn and six values on a 1943 cover to Hampshire; various "BY AIR" overprint values (but minus the scarce 1p narrow setting); "BY AIR" 4p value on pilot-signed November 1950 cover; 1951 "flying birds" definitives complete set in mint imprint blocks of four and the 4p value in a full mint pane of 24; the more modern material including the 1957 definitives six values mint; 1964 Shakespeare mint imperforate corner singles; 1965 provisional overprint mint corner pair, used corner block of four with first day of issue cancellation, and a single on a postcard to Sussex; 1965 Churchill mint imperforate singles; 1969 provisional mint block of four and used block of four with first day of issue cancellation; 1969 red-overprint "error" provisional mint block of four; 1977 14p unissued essay mint pair; 1978 F. W. Gade unofficial souvenir sheet in presentation folder; in addition, most of the issues from 1955 to date were represented by mint singles, imprint blocks, and FDCs. *(I made a quick estimate of this material and came up with an evaluation of about \$2000, so the 1300-pound pricetag certainly was not excessive for this collection.)*

Collector's Fare (Twyford)

Managing partner Michael Tubb announced that the June 9, 1985 auction of Collector's Fare (Twyford) [15 Wessex Gardens, Twyford, Berkshire, RG10 0BA, England; telephone Twyford 340663 and 341443] would be "their last auction for the present" and "the October 20th auction is cancelled." It thus appears that the last of the Landmark Trust Lundy archival material has been sold and that we should not expect to see additional "Appeal"s and imperforate R.S.P.C.A. se-tenant blocks from that source.

In its June 9, 1985 auction, Collector's Fare offered 21 Lundy lots with an estimate range of 417 to 446 pounds. Of these, 16 lots sold with an estimate range of 270 to 283 pounds, realizing only 217 pounds. The two best lots, mint NH "Appeal" singles, fetched only 65 pounds each against estimates of 80 pounds each. One mint NH imperforate R.S.P.C.A. block sold for 40 pounds against an estimate of 50 pounds, while another one did not sell. Peter Davis's *A List of the Birds of Lundy* realized 3 pounds against an estimate range of 4 to 5 pounds. The balance of the lots—a mixed bag of modern postcards, FDCs, covers with commemorative cancellations, presentation packs, etc.—generally sold for one pound less than the lower amount of the estimate range. Best bargains in this auction were two lots, each consisting of four mint miniature sheets including the issued and "error" 1975 E.A.H.Y. sheetlets, which sold for four pounds each lot against a modest estimate of 5 to 6 pounds for each lot. My thanks go to Stanley Newman for providing me with a list of the realizations for the Lundy lots in this auction.

Auction Odds and Ends

• Rover King, Inc. (120 West 44th Street, New York City, New York 10036, U.S.A.) offered one Lundy lot in its May 22, 1985 public auction sale #125. The lot was an outward cover dated August 26, 1939, having the first definitive set (Chinchen #1-5) and the ACAS 4d red "air view" and 1d "lighthouse" airmails tied by type Fa and Db cancellations, respectively. The cover would be a nice addition to one's collection, but not at the too high estimate of \$25.

• Beck Stamp Auctions (Box 2216, Mesa, Arizona 85205, U.S.A.) offered two Lundy lots in its June 23, 1985 public auction. The first lot was described as "1929-72 large lot of mint and used items, plus some on pieces, most interesting lot, 77 different items, including sets, singles, imperforates" and was given an estimate range of \$100 to \$125. The second lot consisted of a mint 1955 Millenary 2p surface issue strip of eight imperforate proofs and mint 2p airmail issue strip of ten imperforate proofs all in issue colors; this lot was given an estimate range of \$20 to \$25.

## News of LCC Members

- Jill Davis (L.C.C. #090) wrote in May that she and her husband Roger visited Lundy this Spring and managed to get all the slides they wanted to of the Spring flowers and a few other things. She mentioned: "It was very cold and plenty of easterly winds. The Polar Bear couldn't come on the Tuesday, so we went by helicopter again and managed to get off the following Saturday with no delay due to weather." Jill indicated that they planned to visit Lundy again the last week of June and first week of July and that Ken Thompson (L.C.C. #118) and his wife Tricia would also be there the first week of their visit.
- Chris McGregor (L.C.C. #054) won a vermeil award for his "Greenland" exhibit at the WESTPEX '85 show held April 26-28 in San Francisco, California. Congratulations!
- Stephen R. Datz of Loveland, Colorado (L.C.C. #081) and Jack Menary of Tinley Park, Illinois (L.C.C. #061) had adjacent dealer booths at ROMPEX '85 held in Denver, Colorado, May 17-19. Mr. Datz, under the aegis of his General Philatelic Corporation, was this year's official ROMPEX auctioneer and conducted the May 18 auction.
- Stanley Newman (L.C.C. #083) reported that he took a Guernsey trip during April that was all wrapped up with the Channel Islands Specialists' Society convention in Alderney at which he had hoped to be present. Stanley wrote: "Unfortunately, the date (April 13) clashed with that of the marriage of my wife's niece, and being the loyal husband that I am, I settled for a few days with Roger Hudson (L.C.C. #095) and a couple of C.I.S.C. committee members in Guernsey prior to the Alderney convention. However, it was an interesting (and profitable) visit as we were unofficial guests of the Guernsey Philatelic Bureau, which included not only a fine conducted tour of the Philatelic Bureau and the new Guernsey Sorting-Office, but also some of the 'better' hosteleries known only to the 'locals'! Fortunately, the annual Guernsey Antiques Fair opened whilst we were there, and I was able to pick up some very useful postcards, several of them with scarce postal markings. My friend Tom Green (L.C.C. #129) was livid, as he planned to go on to Guernsey after the Alderney meeting, but when he got there, he found that I had 'cleaned the place dry' of anything useful! I told him, 'Tom, you can't win them all,' but he still called me all the names under the sun for going there first without telling him! I would dearly have loved to go on to Alderney instead of having to fly back to Southampton and drive up to Lemsington Spa for that wedding." *(Stanley, Roger, and Tom are British stamp dealers who all specialise in Channel Islands material, particularly covers and postal history items, so one can understand and appreciate the "friendly" rivalry involved among the three of them in trying to acquire good items for their customers! --RSC)*
- An article entitled "Die Varieties of 1963-64 Foils" by L.C.C. Vice President Jim Czul (L.C.C. #002) appeared in the May-June 1985 issue of the *Tin Canner*, the bimonthly journal of the Tonga/Tin Can Mail Study Circle.
- Three L.C.C. members fared well in competitive exhibits at ISRAPHIL '85, the international stamp exhibition staged in Tel Aviv, Israel, May 14-22. Lester E. Wniak (L.C.C. #037) won a vermeil award for his exhibit of "Iceland Air Mail" and Austin Dulin (L.C.C. #066) and Honorary Member Herman ("Pat") Herat, Jr. won large silver awards for their respective exhibits of "The Hand Overprints of OPD Berlin" and "The Postal Systems of the British Prisoner-of-War Camp at Ruhleben, Germany during World War I, 1914-1918." In addition, Mr. Herat won bronze awards in the literature competition for his books *The Compleat Philatelist* and *More Stories to Collect Stamps By*. Congratulations, fellows, for your fine showing in such a prestigious international event! When Les was not busy exhibiting, he was busy being a philatelic judge; he served as one of the judges at the 1985 Plymouth Show, the April 27-28 stamp exhibition of the West Suburban Stamp Club of Plymouth, Michigan.
- Michael H. Bale (L.C.C. #161), who resides in Ilfracombe, North Devonshire, England, recently visited Lundy and had this to say: "My wife and I managed to make the trip to Lundy on the *Waverley* on Sunday (June 9, 1985), my first visit for many years. We had a very good day, but it rained really heavily when we were near half-way wall, so we were pretty wet by the time we got back to the boat. I was amazed at all the changes in the buildings there. It has certainly all been brought up-to-date but in a very tasteful manner, and it looks as if it is built to last for a very long time."
- Derek Tomlin (L.C.C. #114), proprietor of the Channel Island Stamp Company (20 Smith Street, St. Peter Port, Guernsey, Channel Islands), wrote to mention that his monthly C.I.S.C. postal bid sales average 30,000 to 50,000 pounds at estimate and usually sell 60 to 75 percent of any auction. Derek is always desirous of consignment material and is particularly interested in specialized collections or accumulations of prisoner-of-war mail (any war), censored mail, first flights, Channel Islands, etc.

NEW !



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