



## 1986 L.C.C. MEMBERSHIP DUES NOTICE

L.C.C. Secretary/Treasurer Duane Larson wishes to remind members that it is time to mail in your 1986 dues if you have not already done so. (Members whose memberships are about to expire or already have expired will receive a "status" insert with this issue of the journal.)

Please send your dues payment in U.S. currency or checks for U.S. dollars made payable through U.S. banks only, or for the benefit of our foreign members, payment is now acceptable in British pound sterling currency. (But, please, no cheques or payment in other foreign currency such as Australian dollars, suitcases full of Italian lire or Mexican pesos, etc.!) Thank you.

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Homewood, Illinois 60430, U.S.A.

# LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

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## LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society (APS)  
Member Organization in the Council of Philatelic Organizations (COFO)  
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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 *Lundy Collectors Club Philatelic Quarterly*.

## Letters to the Editor

### Information from the Lundy Philatelic Service

"The balloon postcards sold reasonably well, and the unsold remainder has been returned to Landmark Trust. The publicity information was wrong as the pilot was John Alberry (I am not sure of the spelling) and not Phil Dunnington. I think one sheet of stamps must have been slightly spoiled as 20 or so cards bear stamps with a faint doubled overprint. Some were sold, but the variety is not of major importance because the second overprint is only just discernable."

--Barry N. D. Chinchen, Eastleigh, Hants., England (October 14, 1985)

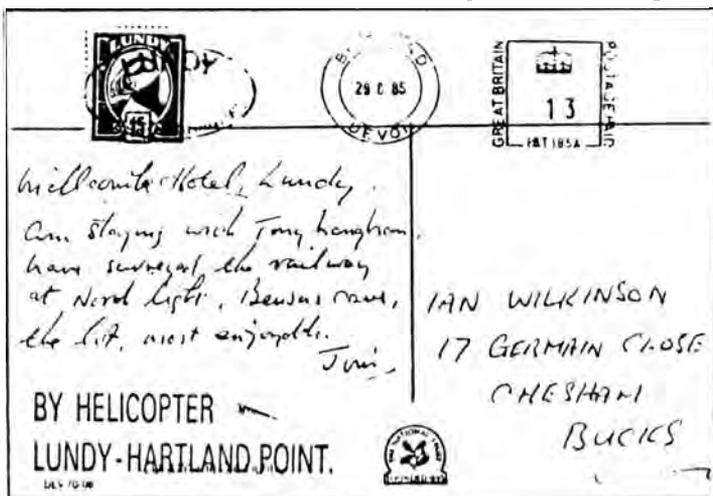
*The initial account of the June 19, 1985 "Balloon Flight" overprinted stamp issue and cards posted for the event appeared on pages 7-9 of the Fall 1985 LCCQ.* --RSC

### Helicopter Cover Posted Out of Course

"The 'BY HELICOPTER/LUNDY - HARTLAND POINT' cover (illustrated below) was sent to me by a friend of mine who spent a week on the Island. He rang me some months ago to

find out how to book a holiday on Lundy, and I gave him all the details and said, 'if you do go, send me a postcard.' Well, he did go and he did send me a postcard. When I received this card, I was not aware that the helicopter service was ending. But it seems they told him this when he was making his booking, so he

decided that as this might be the last chance, he would send some cards with a suitable cachet. He had the rubber stamp made for this before he went over and applied it, so he tells me, to a total of seven cards only. These cards he stamped and got



LETTERS TO THE EDITOR (Continued)

Wendy Puddy to frank, but she was not aware that he was to add this cachet and take them with on the helicopter when he left the Island and to post them on the mainland. This he did, and they were posted at Hartland. Although the postage was paid by a meter mark and these were posted out of course (they should have gone with all the Lundy mail to Bideford), our Post Office accepted them.

Since then, the helicopter service has finished. I understand that this was due to a Civil Aviation ruling that only twin-engined helicopters could fly this far out to sea carrying passengers and that the cost of operating such a machine would be prohibitive. While we were away for a few days break, I bumped into Stanley Newman at a postcard fair, and he told me he was on the last helicopter flight. While he did some covers to mark the event, these should not look like normal Lundy mail. He said he used 1950s stamps on them although, much to my surprise, Wendy lent him a circular datestamp to cancel them with to mark the date. No doubt he will send you an example if he has not already done so."

--Ian G. Wilkinson, Chesham, Bucks., England (October 25, 1985)

*In fact, Stanley Newman did send me an example of one of the "last flight" covers he prepared. Stanley's account of his two 1985 Lundy visits (one with the June 8 Lundy Field Society cruise and the other on the day of the last regularly scheduled helicopter flight to and from the Island, September 14) appears as an illustrated feature article elsewhere in this issue. --RSC*

Polar Bear to Be Replaced

"We had another two weeks on Lundy in September and returned by the very last helicopter flight on September 14. We managed to get the pilot to sign a photograph of the helicopter that I had taken in July—to say that I was on the last flight—just a little something different for the collection. In July when staying there, we were asked by John Puddy to take some slides for a new Lundy Guide and for advertising leaflets. Although the Landmark Trust was delighted with the ones already sent, we felt like we should do a few more and also we needed some for our own collection. In all, we managed five weeks on Lundy this year—something of a record for us.

The helicopter has now finished its flights to Lundy, and the *Polar Bear* is to be sold after March next year when the new ship, the *Oldenburg*, starts to sail from Bideford to Lundy. She sailed in from Germany last Friday (12/6/85) but has now gone for her refit. She is to be painted midnight blue with white superstructure; she has two comfortable saloons with seating for 150 people, including 75 reclining chairs; refreshments will be available at a central bar; she will have a souvenir shop; and she will carry a further 100 people in the summer. Sounds as though she will be so comfortable that passengers will want to stay on her rather than get off to face that long climb up the Beach Road. Apart from the helicopter being so quick, the other good thing was that you were landed on the flat top of Lundy with no hard climb to do the moment you arrived.

I have at last added one of the small crested china jugs with the Lundy crest to my collection. I know that Ian Wilkinson has many in his collection, as two years ago he brought them down to the Lundy Field Society A.G.M. in Exeter. This next year is the 40th Anniversary since the L.F.S. was started. We are looking forward very much to going again and seeing all our Lundy friends."

--Bill Davis, Atworth, Melksham, Wilts., England (December 11, 1985)

*A press announcement on the MS Oldenburg was released November 26, 1985 by the Lundy Company Limited and is reprinted elsewhere in this issue as "Lundy News." --RSC*

News from Lundy and an Editor's Lament

Lundy, 12/31/85. "As you can see from this letter, I am on Lundy for the New Year. It is cold, wet, and windy, but there are 60 people on the Island, log fires are in all the cottages and the Tavern, and all is very snug and cozy. I have Millcombe House all to myself—literally—with one young lady to bring me a cup of tea in bed at 8:30 a.m. and to make my meals for me throughout the day. I have the sitting room to myself with a warm fire and my radio and music tapes as I will. I am only here for five days but could stay here like this for weeks!

I have looked through three sheets of the balloon overprints and can find no constant flaws at all. The new Lundy postcard—colored aerial view by Arthur Dixon—has appeared now with the 'Place Lundy Stamp Here' rectangle on the reverse. Lots of 1962 L.F.S. cruise covers with no Lundy stamps and 9p and 11p 'essays' with no G.P.O. or other Lundy stamps on the covers (see *Winter 1986 LCCFQ*, pages 3 and 4) are on sale, plus hundreds of brown and cream souvenir 'presentation packs' of most recent issues.

LETTERS TO THE EDITOR (Continued)

'Montagu' souvenirs with the little card attached are on sale and plenty of them. Three L.F.S. pamphlets entitled 'Underwater,' 'Wild Flowers,' and 'Geology' are on sale at 15 pence each. Wendy Puddy's latest *Chronicle* (Spring/Summer 1985, volume 3, number 1) is on sale at 50 pence. Tony Langham's second edition *Lundy* and the 1985 *Rock Climbs on Lundy* (6 pounds!) are also on sale.

Other events:- The old shop has been turned into an Island library and lecture room. The farmyard 'shippen' has been gutted, leveled, and is to be roofed over. Several absolutely enormous iron girders are laid out ready to be laid onto the walls and two central pillars--no crane to do it, only earth diggers and forklift trucks! The slipway on the beach has been extended this summer half way to low tide mark (about 200 square yards of concrete laid already), and it will carry on to the lowest tide point. This should be an immense benefit in landing the day trippers on the new Island ship *Oldenburg*. Do you know about that ship? It used to ply between Bremen and Heligoland and other German North Sea islands. It is a very fine looking ship, carries about 100 passengers, and will commence bringing visitors to stay and day trippers in about March 1986.

I'm having a hell of a job getting the January 1986 B.P.P.S.G. *Newsletter* out on time as usual. I keep saying that I am going to have to give it up, but no one has asked me to and no one volunteers to take over, so I soldier on. There was a review of the B.P.P.S.G. *Newsletter* in a national philatelic magazine here in the U.K. recently, and I got slammed for printing Mr. Gade's letters (you remember all those excerpts). I quote: "...having waded through the right-wing political testament of a former agent on Lundy, which might have adorned a fascist pamphlet but does nothing for Cinderella or any other kind of philately..." I have to admit that Mr. Gade's comments on 'Trades Unionists' were quite extreme, but I felt that anyone interested in Lundy is interested in *everything* to do with Lundy, and I was Editor, so there!! Anyway, I never had any complaints from members."

--Roger E. Allen, London, England (December 31, 1985)

*As most of you are aware, Roger Allen is the Editor of the quarterly Newsletter of the British Private Post Study Group of the Cinderella Stamp Club (London). Perhaps, B.P.P.S.G. members are reluctant to complain for fear they would be asked to take over the editorship of its Newsletter! (Roger, just kidding! I certainly enjoyed reading the Gade excerpts--whether or not they had anything to do with philately.) The most important critics of any philatelic society publication are the member-subscribers, not the reviewers or literature judges. Keep the members happy and their complaints to a minimum and you are doing your job well as an Editor! Some of Roger's recent "antics" are described in the "News of L.C.C. Members" section located elsewhere in this issue. --RSC*

## **Announcements**

### Lundy Collectors Club Members to Meet During AMERIPEX '86

Lundy Collectors Club members are scheduled to meet during the AMERIPEX '86 international philatelic exhibition on Friday, May 30, from 3:00 p.m. to 4:45 p.m. in the Ozark B Room of the Hyatt Regency O'Hare Hotel in Rosemont, Illinois. L.C.C. Officers will be on hand to greet and meet with any members attending AMERIPEX '86, so if you are going to be attending the exhibition, please plan to stop by and say hello to the Officers and meet with your fellow members.

L.C.C. members are also reminded that dealer member Michael H. Bale of Ilfracombe, England, has kindly consented to let L.C.C. members use his Negev Holyland Stamps Limited booth in the dealers' bourse area as an informal meeting place and message center throughout the exhibition (May 22 through June 1). Mr. Bale indicated if anyone has any Lundy duplicates for sale or disposal, he would be happy to see them.

### Lundy Material For Sale

Tony Langham would like to dispose of his excess Lundy material at prices that "will be only a percentage of the figures quoted" in Stanley Newman's *Stamps of Lundy Island*. Tony's surplus material (in general, both mint and used items) includes the first and second definitive issues, ACAS 4d and 3d "tramtrackers," some LACAL issues, a few WWII overprints, assorted "BY AIR" overprints, 1951-1957 issues, post-1960 issues in multiples and sheets, souvenir sheets, some provisionals, modern presentation packs, scores of prewar covers and pieces, and several hundred postwar covers and pieces. Either indicate your needs to Tony or request a complete listing of what he has available for sale (include postage to cover a two-ounce airmailing) by writing: Mr. A. F. Langham, 17 Furze Field Road, Reigate, Surrey, RH2 7HG, England.

LUNDY NEWS: MS *Oldenburg*—The New Ship for Lundy Island

The following text is a verbatim press release of November 26, 1985 issued by The Lundy Company Limited and kindly provided by Wendy Puddy.

The *Oldenburg* will arrive at 9 a.m. on Tuesday, December 3, at the quay 200 yards downstream from the bridge at Bideford, North Devon, having cruised over from Germany where she was purchased by The Lundy Company with the help of the West Country Tourist Board and supported by a grant from the English Tourist Board. (Wendy noted the ship finally arrived on Friday, December 6, 1985.)

She will be dressed overall on arrival and, whilst the band plays suitable nautical melodies, she will hold her station in mid-stream for a few minutes for a photocall. She will then come alongside where she will be welcomed by the Chairman of the Torridge District Council, Councillor Wilfred Trace, and Miss Serena Smith, daughter of the Chairman of The Landmark Trust. Refreshments will be available on board for official guests and members of the Press and TV. After the welcoming ceremonies, her refitting programme will continue and be completed in Bideford in time for the start of the 1986 holiday season.

The *Oldenburg* has been bought as a result of the Civil Aviation Authority's new regulations imposed on helicopter passenger flights over water and the sea to Lundy. So those long-stay holidaymakers no longer able to fly over and the growing number of day visitors wanting to come to Lundy will now travel by sea.

She will be able to carry up to 250 passengers and 20 tons of freight in her hold which can be loaded and unloaded using her own two-ton crane.

Cheaper fares and more comfortable, regular trips head a list of improvements.

- \* Fares will be reduced substantially from last year's prices (in brackets)

Adult day return	£11.95 (£15)	
Under 16	half price	All these fares include the
Adult normal return	£22.00 (£30)	£2 admission/landing charge.
Under 16	half price	

- \* There are two comfortable saloons with seating for 150 people, 75 of these in reclining chairs, and refreshments will be available at a central bar. Further space on her two main decks will take another 100 people during the summer months.
- \* A fully stocked Souvenir Shop will be open during voyages.
- \* She is a faster ship with twin propellers giving her a cruising speed of 12 knots, so traveling time from Bideford to Lundy will take only two hours subject to the weather.
- \* She will sail regularly three times a week from Bideford to Lundy throughout the year, and will make twice-weekly day trips on Wednesdays and Thursdays from Ilfracombe to Lundy between May 17 - September 13. These day trips will augment the popular *Waverley* and *Balmoral* day trips on a Tuesday or Friday, together providing an even better service for holidaymakers wishing to visit or stay on Lundy.

MS *OLDENBURG* TECHNICAL INFORMATION

Name.	MS <i>OLDENBURG</i> . Built at Bremen in 1958 as a passenger/cargo vessel, she will be registered in Bideford. Her hull will be painted midnight blue and superstructure white.
Length.	43.48 meters.
Breadth.	7.82 meters.
Draft.	1.62 meters.
Tonnage.	288
Engines.	Two MWM "RHS 526A" diesels each of 265 hp driving twin fixed propellers.
Speed.	11-12 knots cruising.
Crew.	Four (Master, Mate, Engineer, Radio Operator/Deckhand). Extra hands during the summer.
Passenger Capacity.	150 in the winter in the two saloons. 250 in the summer in the two saloons and on the two main decks.
Cargo.	Foredeck hold of 90 cubic meters/20 tons with two-ton electric crane.
Lifesaving Equipment.	Inflatable liferafts - will be fitted during refit as well as fire protection to the engine room and a sprinkler system.
Certification.	Department of Transport Class IIA for winter. Department of Transport Class III for summer.

(Issued on behalf of The Lundy Company Ltd., Lundy, Bristol Channel, Devon EX39 2LY.)



LUNDY VISITED AND REVISITED (Continued)

The queue to disembark started forming about half an hour before we arrived at Lundy, being made up chiefly of passengers under category 3! Making my way at an easy pace up the long haul to the "Town Center," I duly arrived at the Tavern, managed (only just!) to obtain a pint of the Island's own brew to slake my thirst, then made my way to the Shop where I handed my covers to a most cooperative lady (business-wise!), paid my postage, and spent the rest of the day exploring the Island at my own leisure. [My covers subsequently received a 15p Lundy stamp cancelled "-8 JUN 1985" and a Lundy meter cancel (Bideford) of 10.6.85.]

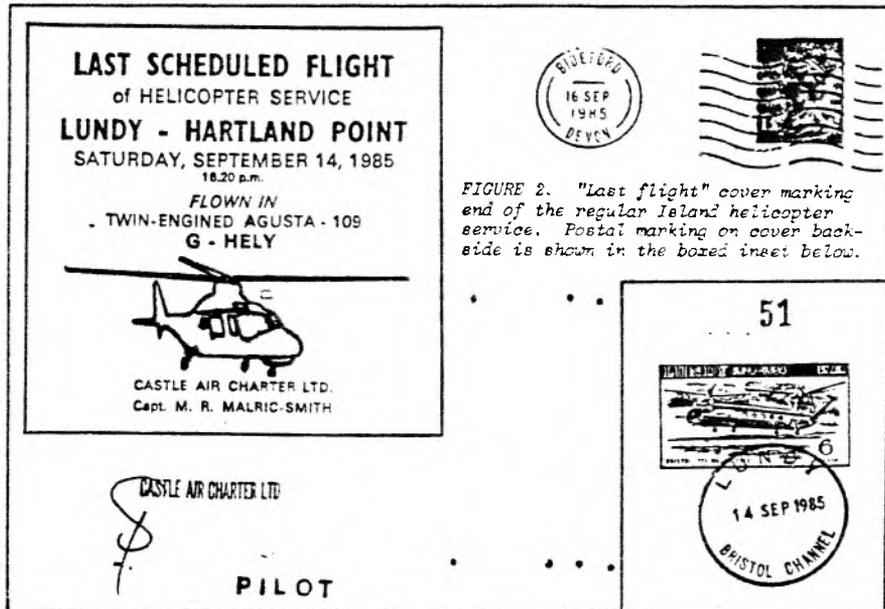


FIGURE 2. "Last flight" cover marking end of the regular Island helicopter service. Postal marking on cover backside is shown in the boxed inset below.

My second visit to the Island was an entirely different matter—pre-planned to the last detail. Rumor had it that the M.V. *Polar Bear* was to be replaced early in 1986 by a much larger vessel capable of taking over 100 passengers at a time to and from Lundy. Further rumors were abound that the regular helicopter flights from Hartland Point to Lundy would also cease at the end of September 1985. A phone call to The Landmark Trust confirmed that the last regular scheduled flight had been advanced to Saturday, September 14, so casting all caution to the wind, I reserved a seat for the first flight out and the last flight back on the helicopter's final day in scheduled service. With only seven days to go, I scoured the South Coast trying to find a source of plain white envelopes to serve my purpose as "last flight" covers and was amazed to discover that they were unobtainable from any retail or wholesale source and could only be purchased from the manufacturers to order and with a minimum delivery period of three weeks! In desperation, I managed to persuade my own printer to let me have about 75 envelopes he had put aside for his "Christmas card" client which could serve my purpose.

Navigating from the map given to me by The Landmark Trust, I took the miniscule Devonshire country lanes to the "helicopter terminal" which turned out to be an open cowfield with a hut and a fuel tanker in the corner! About 9:30 a.m. the farmer arrived to clear the cows from the field, and before long the Agusta 109 G-HELY appeared out of the mist and touched down. The first seven passengers duly climbed aboard, and thanks to a phone call earlier in the week, the Pilot had reserved for me the seat next to him. Captain Malric-Smith became most interested in my project, even to the extent of arranging to meet me for lunch at the Tavern and signing my covers. (Because of the thickening mist cancelling flights after 11 a.m. this proved impossible, and the covers

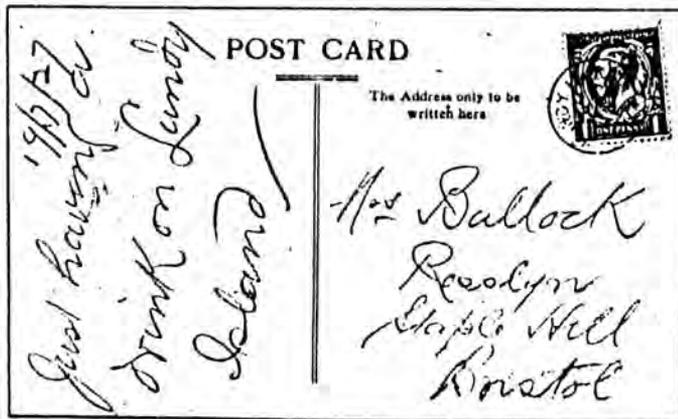
LUNDY VISITED AND REVISITED (Continued)

were simply initialed by the Captain.) The helicopter flight was my first experience of a trip in a chopper, and I was most impressed by the smoothness of the takeoff and landing—even if my underwear suffered somewhat when I thought that we had overshot the Island in the mist!

What a contrast to my previous visit to the Tavern! This time I had the place practically to myself, and persuading Wendy to loan me the Lundy canceller after she had completed the day's outgoing mail, I busied myself in cancelling the stamp on the rear of the covers (appropriately one of the 1954 "BY AIR" issue, including a few with the 6-puffin helicopter stamp—*see inset, Figure 2*). There was little purpose in placing a current Lundy definitive on the rear, as the covers were due to be brought back on the last scheduled flight of the helicopter and posted in Hartland with a Great Britain stamp.

The mist continued to ground the helicopter at Hartland, and I had visions of having to stay on the Island until the next trip of the *Polar Bear* back to Bideford the following Tuesday, then a taxi back to Hartland Point to pick up the car. Prayer was my only salvation! What an appropriate time to do the two things I lacked time for on my previous visit—to visit the inside of the Church and then to pay homage to the late Felix Gade, Martin Coles Harman, the Reverend Hudson Heaven, and other distinguished residents of Lundy who rest in the little cemetery behind the Old Light. Whilst there, I heard the whirling of the chopper—yes, the mist had lifted!

After taking back those passengers due out on earlier flights, Captain Malric-Smith returned for his last scheduled flight, giving Wendy, her husband, and the waiting passengers an amazing display of the aerobatic capabilities of his chopper before landing. (There were no passengers on board at the time!) A calm, uneventful flight back to Hartland, perfect landing as the mist drew in, and it was all over. The last scheduled flight of Lundy's helicopter service had come and gone!

**?... Questions And Answers ...!**Latest Recorded Use of the G.P.O. "Lundy Island" Datestamp?

Michael H. Bale recently purchased the postcard shown at the left. It has a July 20, 1927 "chimble" cancellation, and Mr. Bale wants to know if any exist with later dates. The G.P.O. Lundy suboffice operated through December 1927, so theoretically later dates are possible. However, 8/1/25 was the previous *latest recorded* postmark found by the LCCPQ Editor in a quick literature search.

Coming in the Summer 1986 Issue of the LCCPQ

Captain H. T. Jackson's 1965 "Commentary on the Lundy Post," several L.C.C. members' "Favorite Lundy Covers," Roger E. Allen's "Lundy Postal History Notes," a report by George H. Ulrich, Jr. on a newly discovered *constant plate flaw* variety of the 12p first definitive, the provenance of rare sheets of imperforate proofs of the first definitive set from the John D. Stanard Lundy Collection, a compilation of Rigby-Hall Bureau *essays*, the results of Stanley Newman's largest Lundy auction, and more!

## THE 1981 LUNDY HELICOPTER SERVICE

by Ken Gibson

Following successful negotiations between The Landmark Trust (Lessees of Lundy) and Castle Air Charters of Liskeard, Cornwall, a ceremonial proving flight was made by helicopter G-LR11 from Hartland Point to Lundy on April 16, 1981. On board were representatives of The Landmark Trust, National Trust, and the local council. Later flights that day carried representatives of the local press and television. The service proper started on Sunday, April 19, and continued on Sundays and Mondays until October 11.

The aircraft was kept pretty busy for most of this period. In fact, at the height of the season, the helicopter seemed never to be out of the sky. With the journey taking only seven minutes, "ground staff" at each end were kept on their toes weighing passengers and their luggage. Each passenger had to don a pouch containing a self-inflating life vest, but all fears of "ditching" were forgotten as Hartland Lighthouse fell away and Lundy rapidly filled the window. As fast as you were deposited on Lundy soil, departing visitors were whisked away shoreward, and you were left to contemplate the small black caravan which served as the Island Air Terminal.

All bookings for flights were made with the Lundy Office. Fares were 25 pounds return for a day trip or 19 pounds return when staying on the Island. Single fares for visitors wishing to return by the *Polar Bear* were 9.75 pounds.

Initially, a six-seater Bell Longranger helicopter (number G-LR11) was used, but difficulty was found in accommodating both passengers and luggage. For three weeks, luggage was carried slung in a net beneath the aircraft, but this proved to be unsatisfactory by adding to turn-around times. From July 13, a Bell Jetranger four-seater (number G-BHXU) was used, the luggage space being greater and no more problems were encountered.

The service continued throughout the summer. The last flight was on October 11. Two ex-Royal Navy men piloted the helicopters, Captain Keith R. Thompson (Chief Pilot) and Captain Jerry Grayson. Both were well known in the Southwest for their numerous intrepid air/sea rescues when piloting Sea King helicopters.

Official mail was carried by helicopter on three occasions. The first time was due to easterly winds preventing the *Polar Bear* from sailing. Mail for the Island was collected from the Ilfracombe Post Office on April 18 by the skipper of the ship. The next day it was taken by car to Hartland Point and put on board the helicopter. Later that day, mail was flown from Lundy and on April 20 taken to the Ilfracombe Post Office. So, although the outward mail was flown on April 19, the meter mark—to satisfy postal regulations—would have been set for April 20. As usual, Lundy handstamps would have been dated up to one or two days earlier. I have not seen any mail from this "first day of service," but certainly no special identifying marks were applied by the Lundy Post Office. As this batch of mail had been held up by bad weather, the "DELAYED BY STORM" die may have been used.

Easterly winds later in the month again prevented the *Polar Bear* from sailing, and mail was flown both ways on April 27 (again no special markings applied). There then followed an exceptionally long period of favorable weather, and it was not until mid-October that the *Polar Bear* was again affected by the dreaded easterlies. So, coincidentally, the last day of helicopter service saw it again carrying Lundy mails in both directions. Outward mail was meter marked October 12 although flown on the 11th. No special markings were used although the "DELAYED BY STORM" meter die was used.

So, the first carriage of Lundy mails by a regular helicopter service passed without official philatelic commemoration. I have not yet discovered any private items carried on the first day, but some may turn up as the local press was fed information about the service well in advance and a very attractive poster appeared in local shops, allowing local Lundy enthusiasts time to arrange something. When information filtered through to more distant philatelists, pilot-signed items flew

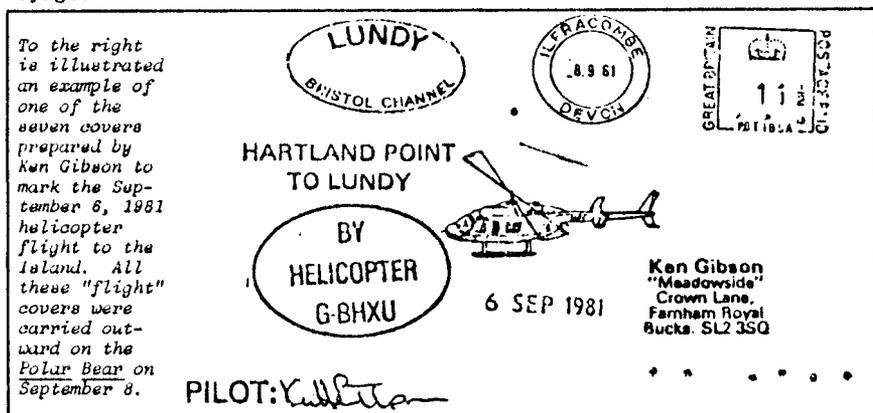
THE 1981 LUNDY HELICOPTER SERVICE (Continued)

thick and fast! The first such items were a few covers and cards (aerial views of the island) which were carried into Lundy on April 26 and posted out on the *Polar Bear* on the 28th. Roger Allen arranged these items and subsequently applied a boxed cachet "BY HELICOPTER/HARTLAND POINT/TO LUNDY." In addition, Captain Grayson signed beneath a boxed cachet "SIGNED BY PILOT." [An illustration of the cover prepared by Roger E. Allen, marking the helicopter service to Lundy and signed by the pilot, appears on page 17 of the Winter 1981 LCCPQ.]

The following items were arranged by the author with the cooperation of the helicopter staff. Five postcards were flown by G-LR11 to Lundy on May 24 and signed by Captain Grayson, subsequently being posted out on the *Polar Bear* on May 30. On June 28, eleven cards, each with Lundy and Great Britain stamps affixed, were flown to Hartland Point. The Lundy stamps were tied by a cachet "LUNDY TO/HARTLAND POINT," and some of the cards were signed by Captain Grayson. On the previous day, four of these cards had traveled to Lundy aboard the ill-fated M.V. *Prince Ivanhoe* and also received paquebot and Lundy Field Society cachets. On arrival, they were posted at Hartland village, receiving Bideford or North Devon postmarks. On the same day, ten postcards (aerial views) were flown to Lundy. They were pilot signed and carried out again on the *Polar Bear* on June 30. All items flown on May 24 and June 28 were cacheted "CARRIED ABOARD HELICOPTER G-LR11," "LUNDY TO/HARTLAND POINT," or "HARTLAND POINT/TO LUNDY" and had an additional pictorial cachet depicting the Bell Longranger helicopter.

The first day of the Bell Jetranger (July 13) was marked by eleven covers flown in by Captain Thompson. Each was pilot signed and carried an oval cachet "BY/HELICOPTER/G-BHXU."

On September 8, the author flew in with Captain Thompson and carried seven covers. (An example is illustrated below.) Each was signed by the pilot and carried outward on the *Polar Bear* on September 8. Three of these covers had traveled on September 5 to the other Bristol Channel stamp-issuing island of Steep Holm aboard the little *Ivanhoe*. There an imperforate block of the four mammal stamps issued that day were tied to the cover with the Steep Holm cancellation. The following day they were flown into Lundy, picking up the pilot's signature and the oval G-BHXU cachet. Five Lundy stamps were applied, hand cancelled September 8, and sailed out that day aboard the *Polar Bear*. The skipper added his signature and three different ships' cachets during the voyage.



On September 7, to mark their Ruby Wedding Anniversary, Lundy Islanders Ina and John Hinshelwood flew off for a celebratory night on the town. Two covers signed by the pilot and by Ina and John were carried. Two other pilot-signed covers were carried that day and left on the *Polar Bear* on September 10, accompanied by Chrys and "Dave" Davey who were returning to the mainland after 17 years of service on Lundy. These covers were suitably cacheted and signed by the Daveys.

(This article is concluded at the bottom of page 10.)

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

*THE PUFFIN JOURNAL, ISSUE NUMBER 27*, compiled and edited by Bryan F. Sherwood, printed privately by E. F. Sherwood, 65 Carshalton Park Road, Carshalton, Surrey, England, Autumn 1985 (first available December 1985), 30 pages (printed on one side only, profusely illustrated), paperback, copies available from A. F. Langham, 17 Furnzeffield Road, Reigate, Surrey, RH1 7HG, England, £3.50 each (U.K. and Europe, surface postage paid) or U.S.\$10 (elsewhere, airmail postage paid).

The present rendition of the *PUFFIN* journal (as Bryan Sherwood titles it) is smaller than the two predecessors put out by Mr. Sherwood since the journal's revival three and a half years ago. Besides fewer pages this issue, there are many illustrations and white spaces throughout and the text is typewritten rather than typeset as were the previous two issues; consequently, the result is significantly less text. Of the material included this time, 47.6 percent of the text plus illustrations has appeared in the past year's *LCCP's*. Of the remaining 52.4 percent new material, 70 percent is nonphilatelic, comprising a three-page article on puffins by L.C.C. member David Perris and a seven-page article by the Editor on various transportation tickets to and landing tickets issued by Lundy.

*PUFFIN 27* consists of a four-page "miscellany" (a 1965 L.F.S. excursion cover by Roger Allen, a notice that Ian Wilkinson is still interested in receiving information for the "tracketter register," a P.S. Waverley adhesive label, Lundy appearing on a Great Britain postage stamp, a "Sea Soap" wrapper, news of the refurbishment of the Felix Gade Memorial, "Montaga Relics," Lundy tape, availability of Tony Langham's two booklets, and a puffin item), seven one-page articles (new postal rates, meter mark changed to Bideford, 1979 "essays" FDC and 1962 Europa FDC sans Lundy stamps available on Lundy, a "W + plane" overprint constant plate variety, a Lundy cover and Christmas story, and a helicopter cover), a two-page article on 1954 Jubilee proof sheets, a three-page article on cigarette cards, and nine pages of the aforementioned nonphilatelic articles by Messrs. Perris and Sherwood. *LCCP* readers, do much of these contents look familiar to you? I found that to be the case.

My major complaint is that for me there was simply too little material present (both new and old) to justify a \$10 pricetag when only \$2.44 (at the then-current exchange rate) went toward airmail postage. Because there is not enough new philatelic material therein to support its cost, *PUFFIN 27* will probably be of interest mainly to those who possess a complete run of the *PUFFIN* journal and are striving to keep it complete. One additional note of criticism: *PUFFIN 27* is so replete with obvious typographical errors, improperly punctuated text, and misspellings that (to me) they served as a major source of distraction and aggravation during the course of my reading.

### Granddaughter of Felix W. Gade Marries Lundy Builder

We have received word that Anne Marie Squire, granddaughter of the late Mr. and Mrs. Felix W. Gade and daughter of Mr. and Mrs. (Mary Gade) Vincent Squire, married John Alford, the Island builder, in December 1985. All Lundy residents sailed aboard the *Odenburg*, the new Island supply ship, to Bideford in order to attend the wedding ceremony. After a honeymoon on the mainland, the couple returned to Lundy in time for the Christmas holiday. Mrs. Squire is the Island caterer. Members of the Lundy Collectors Club wish the newlyweds a long and prosperous marriage and life together on Lundy!

### THE 1981 LUNDY HELICOPTER SERVICE (Concluded from Page 9)

On October 11, to mark the last day of the 1981 season, six covers, signed by Captain Grayson and cacheted "LAST INWARD FLIGHT/OF THE FIRST SEASON," were flown to Lundy.

Thus ended an exciting experiment in Lundy's history, judged by all parties to be remarkably successful. During the season, 1369 visitors were carried, 287 of them being day visitors only. (These figures do not include the transport of Islanders.) Plans are for the service to operate in 1982 on Sundays only, using the four-seater helicopter.

Aen Gibson's article originally appeared in the British Private Post Study Group's *Newsletter* Number 18 (January 1982, pages 7-9) and is reprinted here in slightly altered form by kind permission of the author and John F. Holman, then Editor of the *BPPSG Newsletter*.

## Odds and Ends

### 1930s Dealer Cards For Lundy Stamps

Ian C. Wilkinson provided the two dealer's promotional cards from the 1930s that are illustrated to the right.

Ian wrote: "I don't know which is the earlier, but for the time, the markup for stamps still currently available from the Island was quite steep, particularly the 1p stamp for 6d!"

The card at the top is printed in green on white cardstock.

The "price list" to the immediate right is the reverse side of the top card.

The bottom card is printed in blue on white cardstock.

The Lundy stamps were affixed directly to both cards.

### Additional Narrow "Wright Brothers" Overprint Settings

George H. Ulrich, Jr. wrote regarding the table on page 4 of the Spring 1985 LCCPQ pertaining to the narrow (17½ mm) setting variety of the 1943 "Wright Brothers" overprint issue: "I can now confirm the following to be added. Change \* to \*\* for the following: 4p or 4p 'e' (I have a used copy); 6p on 1p 'd' and 'e' (they appear in a block of four I have); 9p on 1p 'b' and also 'd' and 'e' (the latter two also part of a block of four I have)." Since none of the *unpredicted* transfer types have been reported with narrow settings, it appears that our assumption is correct that the narrow setting appears only across row three of one or both of the lower panes for all values of the set.

### Lundy Provided Shipwreck Setting for Nineteenth Century Book Text

Paul Seybolt, an avid Lundy bibliophile and rare book collector, sent along some information about a 19th Century book that makes reference to a Lundy shipwreck, Charles Kingsley's *Westward Ho! or The Voyages and Adventures of Sir Armas Leigh, Knight of Burrough, in the County of Devon, in the Reign of Her Most Glorious Majesty Queen Elizabeth*. Paul wrote: "The earliest date we have in connection with the three-volume English (Cambridge) edition is April 12, 1855. While I can't prove it, I've always thought the correct Boston printing (Ticknor and Fields) was the true

# Harpers

(BOOKSELLERS & STATIONERS)

11, High Street, Bideford, Devon

FOR

## LUNDY STAMPS AND TOKENS



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..... PRICE LIST .....

TOKENS.	Half Puffin. ½/-	Puffin. 1/-
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STAMPS (Unused)

Half Puffin ... 6d.	Puffin ... 6d.
Six Puffins ... 9d.	Nine Puffins ... 1/-
Twelve Puffins ... 1/3	
The complete Set of 5 ... 3/6.	

(Used) Half Puffin and Puffin Stamps cancelled  
with the Lundy postmark on envelope ... 1/3.

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# LUNDY STAMPS

## COMPLETE SET

# 3/6



Sydney Harper's Sons,  
11, HIGH STREET - BIDEFORD.

ODDS AND ENDS (Continued)

*First.* Unfortunately, it is excessively scarce (I've seen but three copies). I guess we'll never know, alas." (Paul's research included this note: "The American copy for copyright was received at the U.S. District Court Clerk's Office on April 4, 1855, a Wednesday, and the first English edition was published in April 1855—I do not know the day, but it seems unlikely that it came out before the 4th of the month.")

Paul explains, "Kingsley was at his most powerful dramatically in this description of the galleon perishing on the Shutter." The following verbatim text from pages 575 and 576 of the Boston edition illustrates Paul's contention:

'Land right a-head! Port your helm, Sir! For the love of God, port your helm!'

Amyas, with the strength of a bull, jammed the helm down, while Yeo shouted to the men below.

She swung round. The masts bent like whips; crack went the foresail, like a cannon. What matter? Within two hundred yards of them was the Spaniard; in front of her, and above her, a huge dark bank rose through the dense hail, and mingled with the clouds; and at its foot, plainer every moment, pillars and spouts of leaping foam.

'What is it? Morte? Hartland?'

It might be anything for thirty miles.

'Lundy!' said Yeo. 'The south end! I see the head of the Shutter in the breakers! Hard a-port yet, and get her close-hauled as you can, and the Lord may have mercy on us still! Look at the Spaniard!'

Yes, look at the Spaniard:

On their left hand, as they broached-to, the wall of granite sloped down from the clouds towards an isolated piece of rock, some two hundred feet in height. Then a hundred yards of roaring breaker upon a sunken shelf, across which the race of the tide poured like a cataract; then, amid a column of salt smoke, the Shutter, like a huge black fang, rose, waiting for its prey; and between the Shutter and the land, the great galleon loomed dimly through the storm.

He, too, had seen his danger, and tried to broach-in. But his clumsy mass refused to obey the helm; he struggled a moment, half hid in foam; fell away again, and rushed upon his doom.

'Lost! lost! lost!' cried Amyas, madly, and throwing up his hands, let go the tiller. Yeo caught it just in time.

'Sir! Sir! What are you at? We shall clear the rock yet.'

'Yes!' shouted Amyas, in his frenzy; 'but he will not!'

Another minute. The galleon gave a sudden jar, and stopped. Then one long heave and bound, as if to free herself. And then her bows lighted clean upon the Shutter.

An awful silence fell on every English soul. They heard not the roaring of wind and surge; they saw not the blinding flashes of the lightning; but they heard one long, ear-piercing wail to every saint in heaven rise from five hundred human throats; they saw the mighty ship heel over from the wind, and sweep headlong down the cataract of the race, plunging her yards into the foam, and showing her whole black side, even to her keel, till she rolled clean over, and vanished for ever and ever.

'Shame!' cried Amyas, hurling his sword far into the sea, 'to lose my right, my right! when it was in my very grasp! Unmerciful!'

Could Churchill Have Been Thinking About Lundy?

"Our story centres on an island, not widely sundered from the Continent, and so tilted that its mountains lie all to the west and north, while the south and east is a gently undulating landscape of wooded valleys, open downs, and slow rivers. It is very accessible to the invader, whether he comes in peace or war, as pirate or merchant, conqueror or missionary. Those who dwell there are not insensitive to any shift of power, any change of faith, or even fashion, on the mainland, but they give to every practice, every doctrine that comes to it from abroad, its own peculiar turn and imprint. A province of the Roman Empire, cut off and left to sink or swim in the great convulsion of the Dark Ages; reunited to Christendom, and almost torn away from it once more by the heathen Dane; victorious, united, but exhausted...was yet capable of reappearing with an individuality of its own."

--Winston S. Churchill, Volume 1, *History of the English-Speaking Peoples*

W.S.C. was characterizing a somewhat larger island (Britain, of course), but your Editor could not help note the parallels to our beloved Lundy. My apologies go to

ODDS AND ENDS (Continued)

L.C.C. member Richard M. Langworth, Chairman of the Board of the International Churchill Society and Editor of its first-rate quarterly *Finest Hour*, for my attempt at humor. Dick, I just couldn't refrain myself from doing this to you! --RSC

The I.C.S., a nonprofit association of scholars, historians, philatelists, collectors, and bibliophiles, was founded in 1968 to promote interest in and knowledge of the life and thought of Sir Winston Churchill, and to preserve his memory. Readers are invited to join the I.C.S. at a modest annual membership fee (which includes a subscription to *Finest Hour*) of U.S.\$15, Can\$20, £13, Aus\$22, or U.S.\$19 elsewhere. Membership details and further information about the I.C.S. are available from: Richard M. Langworth, P.O. Box 385, Contoocook, New Hampshire 03229, U.S.A.

Ephemera: Additional Puffin Cards

In his never-ending search for puffin ephemera, L.C.C. member Bernard Stanley came across another cigarette card and two tea cards depicting puffins. In addition, he discovered a fourth item from B.D.V. Cigarettes—a piece of silk fabric picturing a puffin (illustrated immediately to the right). The three cards are illustrated below, and their respective texts are:

(Top, left) "A SERIES OF 20. No. 18/Frances Pitt SERIES/BRITISH BIRDS/The Puffin/(*Praterovic arctica*)/This delight-



ful personality of the snore bears many names. In addition to Puffin it is known as the Sea Parrot, Taxis Nerie, Bottle Nose and Collier Neb. Its great beak, decked out in horny plates by way of breeding season adornment, makes it look like a wee compass of the sea. Its eye has a triangular setting. Its smart black and white plumage, plus its orange feet and legs, add to the whole effect. In short the Puffin, whether on the rocks, among the pink thrift, or on the blue waves, is a joy to watch./GET A PICTURE CARD ALBUM FROM YOUR GROCER—PRICE 3d./ISSUED BY/Brooke Bond & Co. Ltd./World wide tea merchants and grocers"

(Bottom left) "BIRDS AND/THEIR EGGS/A SERIES OF 20/No. 9/PUFFIN/Standing in an upright position, the Puffin resembles Razorbills and Guillemots, but it is shorter and more thickset. It may be seen in large numbers all round the coasts of Britain, especially in the West. The Puffin dives and swims under water for the fish which are its staple diet./ISSUED BY/GLENGETTIE'S TEA/32-32 ST. MARY-AT-HILL, LONDON, E.C.3"

(Bottom right) "COLOUR IN NATURE/A SERIES OF 50/34/Courtship Colours/Birds (B)/Frigate Birds and Puffin's Beak./The brilliant colours of most birds are due to their feathers; the Frigate Bird, however, is a remarkable exception. The male of this species develops during the breeding season a throat pouch of scarlet skin. Air-sacs

ODDS AND ENDS (Continued)

are present in the necks of most birds, but only in very few are they enlarged and distended with air for display. During flight the air is allowed to escape. The hen bird (also in the picture) has no development of the air-sacs. Another curious example of courting colours is seen in the beak of the Puffin (inset). Both sexes develop brightly-coloured horny plates on the beak, and also above and below the eyes. These plates scale off when the breeding season is over./ISSUED BY/OGDEN'S/ BRANCH OF THE IMPERIAL TOBACCO CO./OF GREAT BRITAIN & IRELAND), LTD."

St. Helena Church 10-Puffin Perforation Variety

(This item appeared in the 1980-81 issue of The Private Post, an annual publication of the Cinderella Stamp Club for the British Private Post Study Group. It is reprinted here by kind permission of its author, Ian G. Wilkinson, and then Editor of The Private Post, John R. Holman.)



Errors amongst the recent issues from Lundy have been almost nonexistent—but when you look at the calibre of the printers employed, that is not surprising. However, there has been a variety which, in my opinion, has never been given the recognition it deserves. This is on the 10-puffin value of the set issued to commemorate the 75th Anniversary of the Consecration of the Church of St. Helena on Lundy. Although issued on June 7, 1972, it was not until early 1975 that some thirty sheets among the stocks still held by the Lundy Philatelic Service were found with what was thought to be a missing perforation hole. This occurred on all five right-hand margin stamps, and closer examination shows that none of the perforation holes is missing, but the right-hand vertical row is misplaced 1 mm to the right. The result is that the five right-hand stamps are 1 mm wider than the other 45 stamps in the sheet. This is quite noticeable when compared with the normal stamp.

It is not known if any sheets were printed like this other than those found in 1975, but if not, this means that only 150 of these wide stamps exist. As they were sold to collectors only in complete sheets (at face value), it could mean that all these 150 stamps are in the hands of no more than 30 collectors. But check the copies in your collection—particularly if they are right-hand margin copies—as other sheets may have existed.

Want to Rent a Cottage on Lundy for a Holiday/Vacation?

*Fat Heret sent an article entitled "Cottages of Character" from the London Traveller of December 1985. The following verbatim excerpts might be of interest to anyone who desires renting a cottage on Lundy or elsewhere within the United Kingdom.*

The Landmark Trust has a handbook containing photographs and details of what are undoubtedly the most unique holiday properties in the British Isles. The majority of charities are started to rescue people or animals in distress; the Landmark Trust is a charity that was started to rescue buildings in distress. But once rescued, re-roofed, repaired, and renovated, they needed life and a future. Renting them out for holiday "lets" is the Landmark Trust's way of giving back a life to historic and important buildings which, because they are small, might otherwise fall through the preservation net. They are without doubt part of Britain's history, but one whose original function has, in most cases, disappeared...

The Landmark Trust has been gradually rehabilitating the buildings on Lundy, a small island only three miles long in the approaches to the Bristol Channel. You can stay on the island at various prices and comfort levels ranging from a small hotel with 12 beds and three baths to cottages and hostels. There are no "attractions" bar the birds, the sea, and the silence, but it is a rich experience for those in tune with the natural world around them. Lundy is reached by boat and the electricity is partly dependent on the wind...

Renting. Landmark Trust properties are available all year round: there are no extra charges of any kind and gas and electricity are free, even in winter. Furnishings—like the majority of the houses—are unpretentious but in keeping with the character and period of the house, and you will find a shelf of books in almost every one of them that will add to your appreciation of the area. Sheets, pillowcases, and towels are supplied at the small hotel in Lundy but in all other places guests are required to bring their own. The Landmark Trust, however, will make special arrangements to supply bed linen and towels in the case of overseas visitors.

ODDS AND ENDS (Continued)

Booking is best done by telephone (Monday-Friday only 9:30-5:30) so that your questions can be answered without delay and alternatives discussed if your first choice isn't available. Write for an illustrated catalogue to: The Landmark Trust, Shottesbrooke, Maidenhead, Berkshire, Tel (062882) 5925 (enquiries) or (062882) 5920 (reservations). Price £2. Sent to USA £4 (surface) or £9.10 (airmail).

Update on the "Bring a Puffin Home" Project

Robert Ausubel, Editor of the Club of Channel Island Collectors quarterly journal *The Reporter*, sent a clipping of an article that appeared in the Tuesday, December 24, 1985 edition of *The New York Times*. This article, which is reprinted verbatim below, is a follow-up of the National Audubon Society's "Bring a Puffin Home" Project's efforts to reestablish the puffin on Eastern Egg Rock Island off Southern Maine. The story of this project was serialized in the Summer, Fall, and Winter 1981 issues of the *LCCPQ* as an article entitled "The Puffins Come Home," and a follow-up report appeared on page 11 of the Spring 1985 *LCCPQ*.

PUFFIN COLONY RESTORED IN GULF OF MAINE

Twenty pairs of Atlantic puffins, the penguinlike birds with sad clown eyes, have nested this year on Eastern Egg Rock, a seven-acre island in Maine. It is the largest number nesting there since the colony of puffins was reestablished in 1981, according to Dr. Stephen W. Kress, director of the Fratercula Fund of the National Audubon Society.

Attempts to reestablish the puffin family on Eastern Egg Rock started in 1973. The birds disappeared from the area and other islands in the Gulf of Maine in the late 1880s after fishermen started trapping them and using them for food, Dr. Kress said.

The restoration of the colony involved removing birds from burrows on Great Island in Witless Bay, Newfoundland, when they were approximately two weeks old and transplanting them to Eastern Egg Rock. They were raised on a diet

of smelt and vitamin supplements, Dr. Kress said.

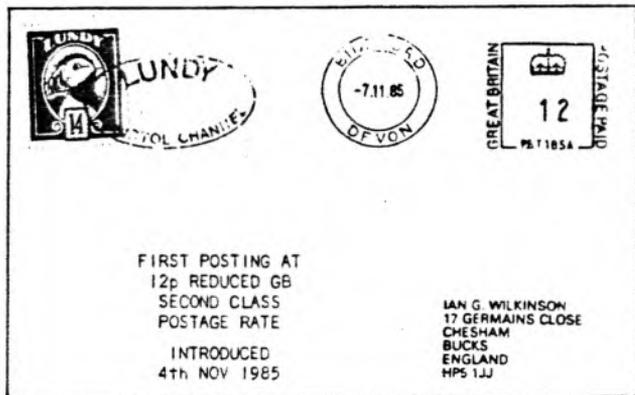
In 1981, five of the transplanted pairs bred in the same rock crevices where the original population nested on Eastern Egg Rock about 100 years earlier, Dr. Kress said. The colony slowly increased to 14 breeding pairs in 1984 and "made a major gain this year as it grew to 20 nesting pairs," he said.

Thirty-three of this year's breeding puffins wear colored leg bands identifying them as Newfoundland transplants, he said. Six others are unbanded, which suggests that they are native birds from either Matinicus Rock or Machias Seal Island, two other Gulf of Maine puffin colonies.

With the total puffin population now identified at 45, the numbers suggest "that most of them in the Egg Rock colony are now members of the breeding population," Dr. Kress said.

Postal Rate Decrease for British Second Class Mail

Ian Wilkinson pointed out that Monday, November 4, 1985 was a remarkable day in that the G.P.O. actually reduced the postal rate for second class mail to 12 pence from the 13-pence rate that had gone into effect on September 3, 1984. As a result of this rate reduction, *puffinage* for second class mail from Lundy decreased from 15p to 14p. Ian took advantage of this saving by mailing some postcards to mark the happy occasion, but since there were no sailings from Lundy on the 4th, the first mail out at the new rate was dated November 7, 1985. One of Ian's "first posting at the reduced rate" postcards is illustrated immediately to the right.



## News of LCC Members

- Honorary L.C.C. member Herman ("Pat") Herst, Jr. captured a silver-bronze award for his exhibit of "The Ruhleben (Germany) Prisoner of War Camp for British POWs in World War I" at the Omaha (Nebraska) Stamp Show held August 30-September 1, 1985. Pat was the author of an article in the October 1985 ("Silver Jubilee") issue of *The Cinderella Philatelist* on his "Shrub Oak Local Post," a local delivery service he began in 1952 while residing in Shrub Oak, New York. Mr. Herst wrote about a British "Registered" wrapper in the September-October 1985 issue of *Postal Stationary*, the bimonthly publication of the United States Postal Stationary Society, and about the philatelic history of "Boston" in the October 1985 issue of *Museum Post Rider*, the publication of the Cardinal Spellman Philatelic Museum. In the November 1985 issue of *The American Philatelist*, Pat penned the Commentary entitled "Fewer Young Collectors? Don't Worry About It." Mr. Herst had articles entitled "Nicholas F. Seebeck—For the Defense" in the December 1985 issue of *The American Philatelist*, "U.S. Stampless Covers: Once Philately's 'Ugly Ducklings'" appear in the January 1986 issue of *The American Philatelist*, and "Research—An Opinion" in the third quarter 1986 issue of *The News Bulletin's Journal of Writers Unit No. 30 of the American Philatelic Society*. Pat's election as a member of the Board of Directors of the American Stamp Dealers' Association was announced November 22, 1985 at the annual meeting of the A.S.D.A., and he serves as a Trustee for the Tonga/Tin Can Mail Study Circle, affiliate number 128 of the American Philatelic Society. Another busy quarter for the "retired" Mr. Herst!

- L.C.C. Auctioneer Austin Dulin (L.C.C. #066) was awarded a silver medal for his exhibit of "The Reestablishment of Germany Airmail after WWII" at CHICAGOPEX '85, the annual show sponsored by the Chicago Philatelic Society and held November 8-10 in Rosemont, Illinois. Austin was elected Vice President of the Chicago Philatelic Society for 1986. Congratulations, Austin, for both honors. He was also the featured speaker at the Chicago Air Mail Society's January 28, 1986 meeting, giving a presentation on paper, preservation, and mounting.

*Illustrated to the right is the silver-bronze medal awarded to Roger Cichora and the Lundy Collectors Club in the literature competition at CHICAGOPEX '85. The medal Austin Dulin received for his exhibit of "The Reestablishment of Germany Airmail after WWII" is similar in appearance.*



- The stamp business of Michael H. Bale (L.C.C. #161) merged with Negev Holyland Stamps Ltd., effective November 10, 1985. Mr. Bale stressed that the only difference this will make with his customers is a change of name and address. All new issue and want lists will now be serviced by Negev Holyland Stamps Ltd., Box 1, Ilfracombe, EX34 9BR, England, and the Israel and Palestine catalogues previously published by Mr. Bale will be published by Negev Holyland Stamps Ltd.
- Roger E. Allen (L.C.C. #046), peripatetic world traveler, was the author of an article entitled "Singapore: Revenues and Bus Pass Stamps" that appeared in the January 1986 issue of *The Cinderella Philatelist*. During a recent stay in Hamburg, Germany, Roger wrote:

"I enclose a little doodle of mine (illustrated immediately to the right) which I produced when I was in Taiwan during the 700th Anniversary of Marco Polo's first visit to Kublai Khan and China. I thought it would be a suitable occasion also to commemorate the introduction of the puffin to Europe (and subsequently to the United States) from China by Marco Polo! I am sending this from Germany where I am now working again." (1/10/86)



- Tony Langham (L.C.C. #113) posted some "Martin Coles Harman Centenary" (August 30, 1885 was M.C.H.'s date of birth) memorial covers prepared by Roger Allen and printed in Singapore while Roger was there on bank business. Roger missed Tony on Lundy this past August as he was delayed in Singapore; consequently, Roger's proposed "crawway" and "rocket mail" covers will have to wait until he and Tony are back on Lundy again this Spring. Yes, they had planned to carry mail on the little North End Tramway and had even built a trolley for that purpose! John Dyke (L.C.C. #135) told Tony that he had produced designs for a possible 1986 Lundy stamp issue for the 40th Anniversary of the wreck of the HMS *Montagu*, but, according to Tony in an August 1985 letter, "whether these will be kept by The Landmark Trust with other designs John has been commissioned to do over the years, or whether they will appear as stamps, is anyone's guess." (News of more Lundy Collectors Club members appears on the following page.)

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

- Forrest W. Calkins (L.C.C. #078) was reelected to the Board of Directors of the War Cover Club, American Philatelic Society affiliate number 19, for a term ending in April 1987. Congratulations, Forrest! He also continues to serve as the Secretary of the Korea Stamp Society, affiliate number 113 of the American Philatelic Society.
- Four Lundy Collectors Club members were active in PARFOREX XXVI, the Park Forest (Illinois) Stamp Club's annual stamp show held February 22-23, 1986. L.C.C. President George Fabian (L.C.C. #001) served as the cachet chairman, indicating this year's cachet saluted the return of Halley's Comet. L.C.C. Vice President Jim Czul (L.C.C. #002) was the refreshments chairman (*pizzac again this year, Jim?*), L.C.C. Art Director Dick Barnes (L.C.C. #004) was the facilities and flyers chairman, and Les Winick (L.C.C. #037) was the chairman for dealers, judges, and awards.
- Sanford W. Fields (L.C.C. #030) captured a vermeil award for his exhibit of "Lundy Island, The Early Years" at POWFEX '85, held October 26-27 in San Diego, California. Sandy also entered a noncompetitive exhibit entitled "Lundy Island." When queried about his vermeil exhibit, Sandy remarked:

"The display was just taken directly out of my album of Lundy, as it was, with no additions. I had a number of exhibiting 'errors' (which were kindly pointed out to me by the judges), including such gems as 'those Atlantic airmails that look like movie tickets had no place in the exhibit' and 'well done, but you should have had more commercial covers during the period prior to 1929!' These were qualified American Philatelic Society judges, so I really felt good about the award, despite more than a little chagrin..."

Congratulations, Sandy! But next time how about leaving out the *movie tickets* and including some of your pre-1929 commercial covers!

- Nildo Harper (L.C.C. #151) received a silver-bronze award for his exhibit of "Bhutan: An Eccentric Postal History" and a bronze award for "Self-Adhesives Gumming Techniques" at the American Stamp Dealers' Association National Postage Stamp Show held November 21-24, 1985 in New York City. Congratulations, Nildo!
- Chris McGregor (L.C.C. #054) captured the grand award for his exhibit of "Greenland" at SUNPEX 1985, the annual show of the Sunnyvale Stamp Society held November 9-10 in Sunnyvale, California. In addition to the grand award, Mr. McGregor's exhibit won the American Philatelic Society 1900-1940 medal of excellence and the Scandanavian Collectors Club medal, and it is now eligible to compete in the 1986 American Philatelic Society's World Series of Philately competition at the A.P.S.'s 100th Annual Convention and Exhibition, STAMPSHOW 86, to be held August 21-24 in Washington, D.C. Congratulations, Chris, for such a fine showing!
- Robert W. Gesell (L.C.C. #143) had an inquiry letter appear in the "Collectors Forum" feature of the January 20, 1986 issue of *Linn's Stamp News*. Robert cited two 1923 semi-postal issues of Tunisia having a crosslike medal-of-decoration and "AFF? Oc" overprint (Scott numbers B20-21) and wondered if there are any other issues within the worldwide philatelic community that are overprinted with a "zero"? His inquiry: "Could this be the very beginning of a zero overprint society? And by way of curiosity, is there a society already in existence that collects worldwide overprints?"

*[Linn's Stamp News said there is no overprint club they know of. There is a Great Britain Overprints Society, American Philatelic Society affiliate number 72, and Francie E. Kiddle, Punch Tree House, Reading Road North, Fleet, Hants. GU13 8HS, England, serves as that organization's A.P.S. representative. If readers can provide additional information, please write Robert W. Gesell, Box 8248, Ann Arbor, Michigan 48107, U.S.A. --RSC]*

LUNDY COLLECTORS CLUB MEMBERSHIP NEWS

Welcome to these new members:

- 170 Thomas V. Hardee -- Cheney, Washington
- 171 Daryl Fredine -- Sauk City, Wisconsin
- 172 Nicholas C. Giles -- Bromsgrove, Worcestershire, England
- 173 Pat Dennis -- Redcliff, Alberta, Canada
- 174 Paul Blake -- San Jose, California
- 175 Robert C. Ernst -- Barrie, Ontario, Canada

*Membership summary:* As of February 1, 1986, the Lundy Collectors Club had 137 members in good standing. The geographical distribution of the membership is as follows: United States (70), United Kingdom (42), Canada (10), Australia (5), West Germany (3), Sweden (2), Norway (1), Iceland (1), Lebanon (1), New Zealand (1), and Japan (1).

# Lundy at Auction

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

## Cinderella Stamp Club Members' Auction

Lundy lots performed well in the November 16, 1985 Cinderella Stamp Club members' auction held November 16, 1985 at the Victory Services Club, 63/79 Seymour Street, London W2, England. Of the 140 Lundy lots offered in this auction, 118 sold, realizing 2078.70 pounds against reserves and estimates of 1731.50 pounds—or 20.1 percent above the preauction estimates. While 27 of these lots sold for less than their estimates and 17 sold right at their reserves, the balance (74 lots) exceeded their estimates or reserves.

The following are the realizations on lots I had mentioned in my Winter 1985 column (pages 19 and 20) as being among the better offerings [estimates in pounds followed by the realizations in pounds are given in parentheses immediately after the descriptions]: ACAS 4d "tramticket" from roll #7 on cover (it turns out the "tram" was not postmarked nor tied to the cover in any fashion, and since there were only four "mint" examples recorded by Ian Wilkinson in the *Tramticket Register* (Winter 1982 LCCPQ, page 8), the buyer plans to remove it from the cover and place it in his collection as an "unused" example!) (20/33), mint set of seven "Red Cross" issue (100/105), two mint examples of the "Red Cross" 2p "Pnffin" variety (30/52 and 25/50), mint "Red Cross" 12p overprinted "SPECIMEN" (50/40), "V + plane" mint set of eight with the 9p value having offset printing on gum side (25/46), used "V + plane" 4p overprint in violet (6/8), mint 4p "IX Anniversary" proof overprint in green (25/21), same but 6p value (25/21), same but 9p value (30/24), mint 4p "IX Anniversary" with double overprint (unlisted in "Chinchen") (25/38), 1951 8p revaluation double black overprint (Newman #17a) (30/36), mint 1957 R.S.P.C.A. se-tenant imperforate block of four (45/40), and 1972 proofs of the Lundy Philatelic Service's proposed 40-puffin booklet cover black on thin yellow paper and black on thick orange card (10/16). The star attraction (the six lots of artwork for the 1955 birds millenary issue airmails) was sold as a single lot, fetching a whopping 420 pounds against a cumulative estimate of 240 pounds.

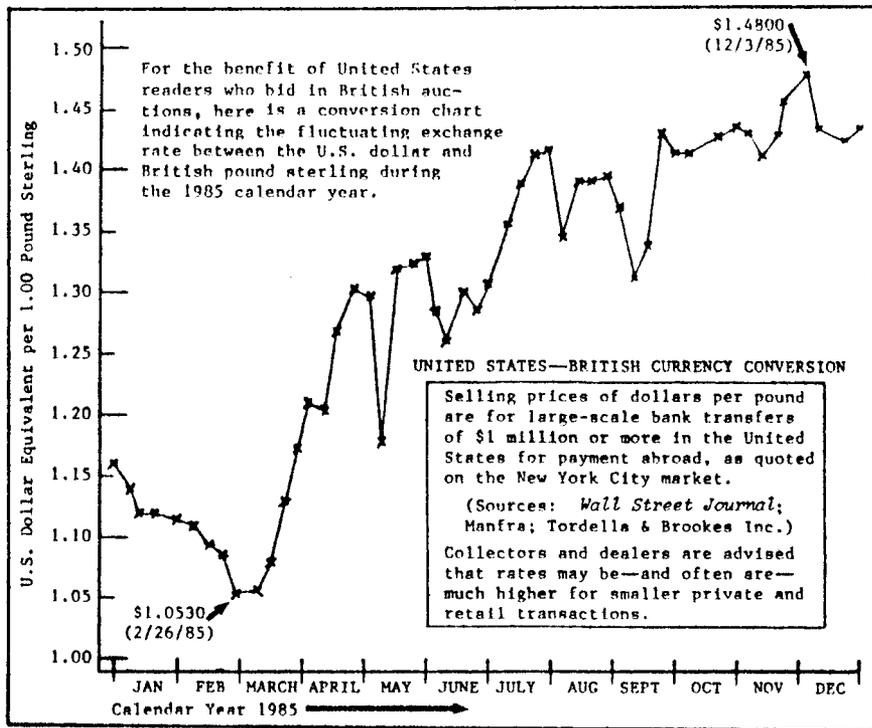
Of the 74 lots that exceeded their estimates or reserves, 12 sold for more than double their consignors' estimates. These lots consisted of the following items [with estimates in pounds followed by the realizations in pounds given in parentheses immediately after the descriptions]: a mint ACAS "large map" 3d value and two other non-Lundy items (4/9, but the lot probably sold for the non-Lundy items), a mint 1950 "BY AIR" overprint set of eight all narrow settings except for the 1p value (12.50/26), a 1952 two-page typewritten letter from Mr. Gade giving details of the Lundy postal service plus inward and outward covers with the 1951 4p definitives tied by boxed "Lundy Air Post" type J datestamps (5/22), a mint 1961 Europa cream paper souvenir sheet (3/6.50), a 1951 8p revaluation provisional with grossly misplaced black overprint—one "8" in margin (8/18), a 1967 R.S.P.C.A. se-tenant block of four in its official presentation pack (2/5.50), a 1969 "40th Anniversary of the Lundy Post" set in its official presentation pack (2/141), a 1977 Great Britain 3p definitive and airmail label each embossed with a puffin by the Lundy Philatelic Service (8/17), a L.P.S.-puffin-embossed airmail label (4/8.50), a used "V + plane" 4p blue overprint (printing unknown) (1.50/3.40), a mint strip of four "V + plane" 1p orange-red fourth overprinting (6/14), and mint examples of all six transfer types of the first definitive 6p value (1/5.50). Your guess is as good as mine why the first definitive 6p lot and 1969 presentation pack lot fared so well.

After a lengthy hiatus, the Cinderella Stamp Club's annual members' postal auction apparently has been revived by C.S.C. auctioneer Francis Kiddle as catalogues for the 1986 auction with a closing date of March 17 were distributed to members with the January 1986 issue of *The Cinderella Philatelist*. This marks the second consecutive year a Spring postal auction has been conducted in addition to the annual members' auction held in the Fall in London (the 1986 auction is scheduled for September 20). The present postal auction has 92 Lundy lots with a cumulative estimate of 1113.50 pounds. The Lundy lots are the properties of four consignors, but the majority (85 lots) come from a continuation of one owner's "superb collection" (Mr. Kiddle's description), different portions of which had been offered in the previous two C.S.C. auctions.

Some of the better Lundy items in the postal auction include (the estimate in pounds is given in parentheses after the description): a letter card having a superb G.P.O. "Lundy Island" October 16, 1917 c.d.s. that was sent from Berkshire to Lundy and

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redirected back (25), various mint and used 1940 "Red Cross" issue ½p to 9p values (3 to 15 each), various mint and used 1943 "V + plane" issue ½p to 12p values (3 to 9 each), various 1943 Lundy Philatelic Bureau imperforate 10p and 30p *canaya* (from the descriptions, these could be Rigby-Hall 1970s reprints) (20 each), mint 1950 "BY AIR" narrow-setting 12p value (4), "BY AIR" wide-setting 12p value with offset overprint on reverse (15), 1978 unofficial F. W. Gade sheetlet in souvenir booklet (12), and mint 1979 unofficial 9p and 11p definitives plus leaflet (20). The star attraction from the collection is a lot consisting of six 1951 "flying birds" definitives (1½p-7½p values) as imperforate black "photographic" proofs (Newman #80-85PR) conservatively estimated at 25 pounds. I got a laugh at two lots consisting of FDCs of the 1979 unofficial 9p and 11p definitives estimated at 10 pounds and 20 pounds, respectively, in two different sections of the auction catalogue—when these have been selling at the Island Shop for a mere 50 pence each!

Harmers of London

Harmers of London (20 Wildcroft Manor, Putney Heath, London, SW15 3TS, England) offered four Lundy lots in its September 16-17, 1985 auction. The first lot was a "collection of locals, labels, etc. in two albums including Lundy, covers, blocks, miniature sheets, etc., mint and used" that was estimated at 150 pounds and fetched a whopping 396 pounds. (I wonder what was in it?) The other three lots were hoards of WHAS "tramtickets" that were badly underestimated. The first consisted of 118 ½d examples from roll 10 (#s 05165 to 05923), was estimated at 40 pounds, and sold for 115 pounds. The second was a partial roll from roll 1 of the 1d value consisting of 42 examples (#00657 to 00698) which was estimated at 44 pounds and realized 352 pounds. The third was two strips of the 3d value—20 from roll 2 (#00921 to 00940) and eight from roll 5 (#02863 to 02870)—which was estimated at 20 pounds and sold for 198 pounds. Thank you, George Ulrich, for supplying the information about this auction.

Peter Kenedi of California

In its public auction number 304 held October 30, 1985, Peter Kenedi of California (17200 Ventura, Encino, California 91316, U.S.A.; telephone 818-986-5990 or 818-986-5962) offered one Lundy lot consisting of two Pitman-prepared outward airmail covers

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to Braunton, each having affixed a Lundy definitive and an ACAS ½d "tramticket" on the reverse side and appropriate British franking on the front. One cover had "tram" #00121 tied by an indistinct (August ?, 1935) type Bb datestamp, and the other had "tram" #00579 tied by an August 19, 1935 type Bb datestamp. Peter Kenedi gave this lot an "estimated cash value" range of \$75-100, and it sold for \$82.50 (\$75 hammer price plus a ten-percent buyer's premium).

Auction Odds and Ends

• Gary W. Fentress sent a photocopy of a Phillips-prepared *inward* airmail cover he purchased for a "paltry \$26" in the November 26, 1985 auction held by Joe Merman (P.O. Box 920247, Davie, Florida 33329, U.S.A.; 305-475-8666). This cover has a G.B. KGV 1935 Silver Jubilee ½d tied by a 10/26/35 Newport, Mon. c.d.s. and is addressed to A. Phillips, c/o ACAS, Barnstaple. A Lundy ½p definitive and ACAS ½d "tramticket" from roll 1 (#00374) were both affixed to the front of the cover and cancelled with type Bb October 25 (1) datestamps. For this to be the case, either the British stamp had to be added to the cover and favor cancelled at Newport after delivery to Phillips or the cover actually saw GPO service from Newport to Barnstaple and the Lundy and ACAS adhesives were affixed and cancelled after 10/26/35 with the predated datestamp.

• The three lots in the Christie's Robson Lowe Bournemouth auction of October 2, 1985, mentioned on page 18 of my Winter 1985 column, sold. The first lot (the *mixed bag* collection) realized 54 pounds against its estimate of 30 pounds. The second lot (the 1929-1977 collection) sold for 81 pounds against its estimate of 100 pounds. The third lot (the 1929-1954 collection) fetched a whopping 103 pounds against its estimate of 45 pounds, bearing out my assessment that this was the best lot of this group. My thanks go to Allen Hoffman for providing the "prices realized" for these lots.

• Sandafayre (The Post Office, Knutsford, Cheshire, WA16 6DW, England; telephone 0565-53214) offered one Lundy lot in its January 15, 1986 postal auction. The lot, described as "1947 interesting cover ex-USA (FDC) addressed to Lighthouse Keeper with US and pair ½-puffin stamps cancelled s/r Lundy—Lundy cds obverse addition, ½ puffin on reverse similar cancel," was given an estimate of 15 pounds.

• The 170th public auction of Jacques C. Schiff, Jr., Inc., held November 22-24, 1985 at the ASDA National Show in New York City, featured a September 29, 1933 Zeppelin flight cover from Great Britain to Rio de Janeiro, Brazil. Paul Seybolt pointed out this cover has a KEVII 10d definitive tied by a Southend-On-Sea machine cancellation and is typewriter addressed to "Frederick G. Foley, c/o Mr. G. T. Tiplady, Caixa Postal, Rio..." According to Paul's expert friend the typewriter used to address this cover was an English Remington, vintage 1920—the same machine used for the remarkable 1934 Lundy Zeppelin cover (also addressed to "F. G. Foley") that now resides in Paul's collection. (See Summer 1985 *LCCPQ*, page 20 for details.) Information from readers on the identity of Mr. and Mrs. Foley and Mr. Tiplady is still being solicited.

Loddon Auctions

Loddon Auctions (15 Wessex Gardens, Twyford, Berkshire, RG10 0BA, England; telephone Reading 340663 and 883650) offered 24 Lundy lots with a cumulative estimate range of 161 to 206 pounds in its January 25, 1986 auction and mini-fair. The Lundy material fared well as 22 lots with a cumulative estimate range of 150 to 191 pounds sold for 229 pounds. (Loddon uses estimate ranges for most of its lots.)

There were ten lots of old postcards estimated from as low as 3 pounds (a postally-used—but not from Lundy—Hiorns & Millers *Montagu* card that sold for 3 pounds) to a high of 7 to 9 pounds (an unused Swiss multi-view of Lundy that fetched 10 pounds). Realizations for the postcard lots were *mixed*; for example, an unused Domino Series No. 5796 "Beach Road" sold for only 1.50 pounds against its estimate range of 6 to 8 pounds while an unused Domino Series No. 5795 "Marisco Tavern and Church" fetched a whopping 53 pounds against an estimate range of 6 to 7 pounds! (Can anyone explain why?) I purchased a 1925 postally-used Swiss T 108 "Lundy North End Lighthouse in a Storm" for 7 pounds against an estimate range of 6 to 8 pounds. Other lots of interest (with estimate ranges in pounds followed by realizations in pounds given in parentheses after the descriptions) include: a one-puffin coin (8-10/7); four Lundy Cruise commemorative cards and two cards by John Dyke stamped but unused (3-4/7.50); a "bundle of FDCs, presentation packs, etc." (34 items, some duplicates) (15-20/26); 16 postcards, all with Lundy stamps but not postally used (12-14/17); another lot of 15 postcards (12-14/7—why ten pounds less than the previous lot?); and another lot of 75+ postcards (all stamped but not all postally used and much duplication) (15-20/31).



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