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SUMMER 1987

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LUNDY COLLECTORS CLUB

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

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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 on Lundy Air Service Planes

"I am sending this note I received from James Mullett of High Wycombe. It refers to the L.A.C.A.L. company which operated during 1934-1939; however, by reference to Mr. Gade's *My Life on Lundy* and to Tony Langham's chapter on the stamps in *Lundy*, I cannot tell exactly which of the planes used by the pilot, R. T. ('Bob') Boyd, this certificate refers to. Could you please reproduce the 'form' as written out by Mr. Mullett, explaining what it is (as per his letter) and adding the 'P.S.' to show that the certificate does not refer to the two Short Scions or to one of the Moths. Neither should it refer to the Monospar (see Mr. Gade's book, page 191), which was in use in 1934, because the plane on this certificate seems only to have been registered in 1938. It is possible that Mr. Gade has wrongly remembered which planes were in use when, but I doubt it."

--Roger E. Allen, Harrow, Middlesex, England (April 28, 1987)

"I have been researching the history of air transport between Barnstaple and Lundy Island, in particular L.A.C.A.L., and the Civil Aviation Authority has kindly shown me the Certificate of Airworthiness for the General Aircraft 'Monospar' aircraft that was operated by L.A.C.A.L. on the route. Details may be of interest to our readers.

P.S. Registration numbers of the two Short Scions also operated are G-ACUW and G-AETT and the DH60X Moth is G-AAIM."

CA FORM 113.

Description of Aircraft: G.A.L.4 Four-seater monoplane

Registration Mark: G.ACCP

Constructors No.: 10

Certificate of Airworthiness No.: 3807

Category: Normal. Sub-Divisions: (a) (b) (c) (d) (e)

Certificate No.: 8923

Name and Address of Owner: Lundy & Atlantic Coast Airlines Ltd.
Bridge Buildings
Barnstaple. N. Devon

Usual Station: Barnstaple

Date of Registration: 1-12-38

Date of Destruction or Permanent Withdrawal from Use: 1-1-46 (Census 1945)

--James Mullett, High Wycombe, Bucks., England (April 9, 1987)

Please refer to the Editor's notes on the following page.

LETTERS TO THE EDITOR (Continued)

Roger Allen questions the 1938 date on the certificate-of-airworthiness information for the Monospar provided by Mr. Mullett because Felix Gade in My Life on Lundy indicated that the Monospar flights to Lundy occurred only early on (during 1934) in the airline's existence. Furthermore, Mr. Mullett's information points out there were two Short Scions and one Moth associated with L.A.C.A.L., but Mr. Gade's account of the early Lundy air service indicated two Moths and one Short Scion were the planes in Mr. Boyd's operation. The following is relevant excerpted verbatim text about Bob Boyd's Lundy operation taken from F. W. Gade's My Life on Lundy:

"Mr. Boyd had not yet, in 1934, purchased an aeroplane which he considered to be ideal for landing on and taking off from Lundy. He owned two De Havilland single-engined twin-seater Moths and a strange-looking, low-winged monoplane called a Monospar. What aircraft company produced this machine I never learnt. It had a carrying capacity of four and was easy to get in and out of as there was a kind of conservatory roof panel which hinged behind the back seats and was made fast to the windshield; it had side pieces and therefore was quite snug. Later I learnt that neither Bob Boyd nor his pilot, Tommy Nash, liked this aircraft, because it was not an easy machine to fly in all circumstances. Bob made several flights to Lundy in the Moths during 1934, and perhaps half a dozen flights with paying passengers in the Monospar... I think it was in May 1935, by which time Bob Boyd had purchased a De Havilland Dragon eight-seater, that the first trip of the regular service took place. [The Dragon crash-landed on Lundy during its inaugural Lundy flight, and Mr. Gade gave details on pages 192 and 193 of his book.] ...This incident of course curtailed the air transport for that summer, and it was not resumed until Bob had purchased the Short Scion six-seater, twin-engined aircraft. ...With the acquisition of the Short Scion, the service began in earnest. [Mr. Gade recounted on pages 206 and 207 of his book another incident in which the Short Scion was seriously damaged on Lundy during a windstorm. The year of this incident was not mentioned but was prior to 1938.] ...This accident was a considerable disaster, and Bob Boyd had to hire an aircraft from an air operator named Spratt; Mr. Spratt himself also had to be hired because he would not allow the sole aircraft he owned to be piloted by others. The machine was a D.H. Dragon, and Mr. Spratt made many trips quite successfully during the time that the Short Scion was out of action..."

I think there is a simple explanation for these seeming contradictions. The airworthiness certificates probably had to be renewed periodically, and perhaps James Mullett's information simply reflected the latest certificate issue for the Monospar. Alternatively, Bob Boyd could have acquired a second Monospar, or traded in the first plane on a newer model. As for the disparity between Mr. Gade's account of the service having two Moths and a Short Scion and Mr. Mullett's mention of one Moth and two Short Scions, Mr. Gade's account reflected the early state of the service while Mr. Mullett's information reflected later service [i.e., by 1938 other planes might have been acquired by or available to L.A.C.A.L. for flights elsewhere than to Lundy; Mr. Gade's account only concerned itself with Bob Boyd's operation to Lundy, but by 1938 Bob Boyd had founded the Barnstaple & North Devon Flying Club, and, presumably, members were flying his planes (and probably others) all over the West Country]. Incidentally, a photo postcard of the Short Scion with the registration G-ACWU and an inset of Captain R. T. Boyd are illustrated in John D. Stanard's article, "Lundy Island and the Lundy Locals" (The American Philatelist, August 1938, page 1045). Readers having additional information or other explanations are invited to write the Editor at the editorial office address. --RSC

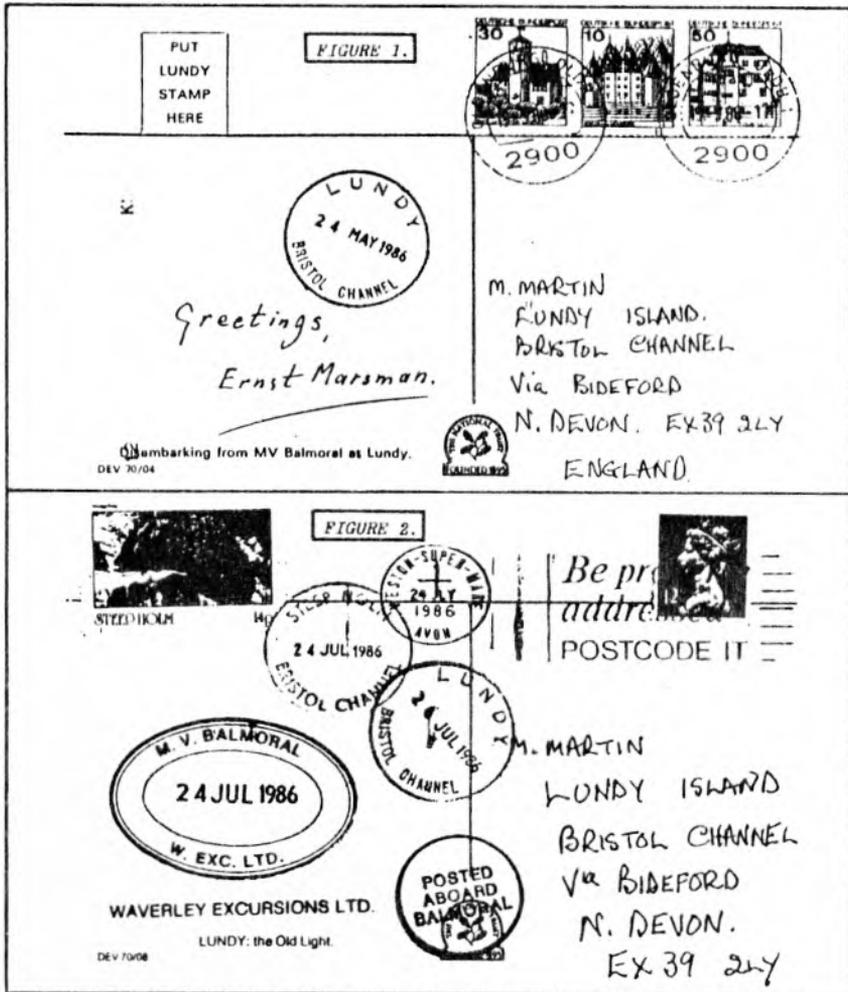
Two Interesting Postcards from L.C.C. Member's Collection

"Mike still carries on with his lighthouse-Lundy postcard collection. One postcard of special interest is a 'Disembarking from M.V. Balmoral at Lundy' (DEV 70/04) which came as a complete surprise. It was a card Mike had let one of our Dutch friends have to post from anywhere interesting he may happen to be. Of course, you will have to accept our word for it, but this Dutch friend had no knowledge of the M.S. Oldenburg or that she was due to commence operating to and from Lundy. He happened to post this card from Oldenburg, West Germany on May 19, 1986 (see Figure 1 next page), and it arrived on Lundy on May 24, 1986, just missing the maiden voyage. Mike could hardly believe his good fortune when Wendy returned this card to him under cover from Lundy. We are now wondering if perhaps this may very well be the first Lundy postal item posted from Oldenburg, carried on the Oldenburg, and addressed to Lundy. And, of course, the M.V. Balmoral had resumed service in the Bristol Channel at this time, so the choice of card was very appropriate. (Letter continued on the following page)

LETTERS TO THE EDITOR (Continued)

Another postcard, 'LUNDY: the Old Light' (DEV 70/08) (Figure 2 below), was handed to the Purser of the M.V. *Balmoral* when we attended to the mooring up of her here in Minehead harbor last year. He obligingly stamped it with the oval 'M.V. BALMORAL' datestamp in black and the circular 'POSTED ABOARD BALMORAL' cachet in red. He then carried it to and serviced it on Steep Holm with a Steep Holm 14p local stamp which was tied by a Steep Holm July 24, 1986 c.d.s., then carried it to and posted it from Weston-Super-Mare Post Office to Lundy. It arrived on Lundy on July 26—not bad service for second-class mail."

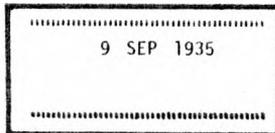
--John Martin, Minehead, Somerset, England (May 7, 1987)



John and Mike Martin are the only Father-and-Son members of the L.C.C. Both reside at Minehead Quay in West Somerset where they frequently get involved with mooring incoming vessels. John has been a frequent contributor to the LCCPQ, including feature articles on the Wreck of the *Kaeksburg*, the 1989 Lundy Appeal, and a Lundy-in-ward cover from Japan, in addition to several "Letters to the Editor." Mike had resided for a spell on Lundy as a Laborer before returning to Minehead. His light-house-Lundy postcard interests were featured in the Spring 1984 issue. John promised to get after Mike to sort out "some real beauties he has acquired over the past couple of years" and send photocopies of these for inclusion in a future LCCPQ. --RSC

LETTERS TO THE EDITOR (Continued)Another Type Ca Cancellation Recorded and Two Other Discoveries

"I have not had a lot of time for Lundy matters lately but was just reading the small piece on page 3 of the Fall 1986 LCCPQ where it mentions the sixth example recorded of the Chinchon type Ca 'dateline' cancellation. I have now discovered another example of this postmark—this time on a 3d 'tramticket' #01555—and the stamp is on the small piece of original parcel with very clear dotted lines at the base and a very clear date 9 SEP 1935. The interesting thing is that it is struck in violet and not black. I do not have the original articles in front of me, but I think this is a fairly early date. I enclose three photocopies of various strengths to show it.



Secondly, I have recently discovered the 2p value of the 1954 Jubilee 'By Air' pictorial stamp with 1929-1954 in the design (*Chinohen #102*) on cream paper. I note that Chinchon lists the same variety on the 2p without the 1929-1954 (*Chinohen #108*). I have a couple of sheets of it discovered in a large pile of sheets. Lastly, I was sorting through a fairly large quantity of the 1955 series recently and found a quantity of 4p value with very yellow gum, as against the normal whitish gum. It is really quite a strong thick yellow and distinctive. I am not sure if this has been mentioned before."

--Michael H. Bale, Ilfracombe, Devon, England (June 2, 1987)

The photocopies of the Chinchon type Ca "dateline" cancellation would not reproduce for illustration in this journal, but a typewritten approximation of the datestamp is shown in the inset above. The upper dotted line is weak on Mr. Bale's example, which is the earliest recorded strike and only the second on a 3d "tramticket"—beating out the other, a September 12, 1935 use on #01712, by three days. --RSC

Iceland Member Offers Two Corrections

"What causes me to write is to respond to Roger Cichorz's AMERIPEX '86 Chronicle and to put right the Icelandic spelling of 'Puffin Island.' It is not written 'Lundi eyja' as those two words simply mean 'a puffin' and 'an island' but not 'Puffin Island' or 'Island of Puffins.' In Icelandic, 'Puffin Island' is written LUNDEY, and I am sorry to say that the author had been misinformed by the female occupants of the Icelandic booth at AMERIPEX as far as this is concerned. It might be of interest for readers to know that there are at least two small uninhabited islands around the Icelandic coast with the name LUNDEY. One is in the south not far from Reykjavik and one in the north not far from Húsavík. Both are so small that I expect they will only be found on detailed area maps.

I shall not comment much about what Roger mentioned about Greenland; however, it is not a Danish 'colony' anymore and has not been since 1953. Roger was right about the Greenlandic language—it is not Scandinavian in origin. Geographically part of North America, the Greenlandic language, I would assume, is more probably related to the languages of the North American Indian."

--Gylfi Gunnarsson, Seltjarnarnes, Reykjavik, Iceland (June 4, 1987)

In my "AMERIPEX '86 Chronicle" (Winter 1986-1987 LCCPQ, pages 18-20), I wrote that I expected to hear from our Scandinavian members about my "research" aided by the young ladies manning the Scandinavian Governments' philatelic booths. Gylfi, thanks for setting the record straight about the proper Icelandic rendition of "Puffin Island"! Gylfi is also correct about Greenland: in 1953 Greenland shed its status as a Danish Colony to become an integral part of Denmark. --RSC

Reminiscences About Two Montagu Postcards Owned by Her Late Father

"I looked with amusement and amazement at some of the prices of Montagu cards in Stanley Newman's C.I.L.A. auction of November 1986 (page 13, Winter 1986-1987 LCCPQ). I have two old sepia ones. John Dyke's design for the upper stamp on page 3 of the Winter issue reproduces one which had been photographed in August 1906 by Twiss Brothers of Ilfracombe, which was probably where my Father bought it after having viewed the wreck itself. He had never mailed it to anyone, but jotted down on the back in his distinctive hand, 'Capt. Thos. Adair. £1,000,000 value. Thick fog.' I subsequently added a bit about two old salts I knew, P & A Campbell's crewmen, who in their youth had worked as divers on the battleship, breaking it up. And I had added the name and then address of dear old Sidney Stanmer, our Porlock Weir pal, who was a young gunner when the ship struck, as I mentioned in my 'Wrecks' article. The other

LETTERS TO THE EDITOR (Continued)

card, photographed from near the Shutter, had been published by someone named Allen, Pembroke Dock (a naval dockyard then in Pembrokeshire, South Wales), and sent by a girlfriend of my Mother's to Daddy (before they were married!) at his place of work, Taff Vale Railway Office, Cardiff. It was franked Pembroke, bearing an Edward VII ½-penny stamp, and she dated it October 28, 1906."

--Gwyneth White, Penarth, South Wales, United Kingdom (June 7, 1987)

Miss White is a longtime friend of Lundy and a frequent contributor to the LCCPQ on nonphilatelic matters. Her "Lundy Wrecks in Recollection" article appeared in the Summer 1984 issue. She promised us another article soon! --RSC

News of LGC Members

Welcome to these new Lundy Collectors Club members:

- 190 Milton de Carvalho Cabral -- Rio de Janeiro, Brazil
- 191 B. W. Rutcliffe -- East Harling, Norwich, Norfolk, England
- 192 Joachim Friedsch -- Hamburg, West Germany
- 193 Sandra J. Doudna -- Columbus, Nebraska
- 194 Barry Alan Richmond -- New York City, New York

L.C.C. Membership Summary: As of May 15, 1987, the Lundy Collectors Club had 133 members in good standing. The geographical distribution of the L.C.C. membership is as follows: United States (62), United Kingdom (42), Canada (9), Australia (6), West Germany (4), Japan (2), Sweden (2), Belgium (1), Brazil (1), Holland (1), Iceland (1), New Zealand (1), and Norway (1).

- Howard Wunderlich (L.C.C. #076) had an inquiry published in the "Collector's Forum" feature of the April 27, 1987 issue of *Linn's Stamp News*. Howard wrote: "I have been collecting the postal emissions of Biafra, Katanga, and South Kasai. I would like to correspond with other collectors of these areas. All letters will be answered." Readers with an interest in the stamps of these African areas are urged to write Howard Wunderlich, 308 Parkwood Street, Ronkonkoma, New York, 11779, U.S.A.
- Dr. Mitchell Levine (L.C.C. #025) completed his two-year tenure as President of the nonsectarian Canadian Association for Israel Philately but continues as Editor of *The C.A.F.I.P. Bulletin*, C.A.F.I.P.'s quarterly publication. The May-June 1987 issue salutes CAPEX 87, the Canadian World Philatelic Exhibition held June 13-21 in Toronto, and features "The Development of the First Festival Issue - Israel - 1948," Dr. Levine's international award-winning exhibit that was entered in CAPEX 87. C.A.F.I.P.'s purpose is to promote the study and research into the postage stamps and postal history of Israel. Annual membership dues are Can\$25. C.A.F.I.P. information and membership applications are available from Dr. Mitchell Levine, 159 Willowdale Avenue, Willowdale, Ontario, M2N 4Y7, Canada.
- The biography of Roger S. Cichorz (L.C.C. #022) will appear in the 21st Edition of *Who's Who in the West* (presumably for his professional activities as a research chemist and chemistry laboratory manager rather than for his philatelic accomplishments, which include serving as Editor of the *LCCPQ* for the past seven years). Roger is the author of an article which appears in the May 1987 issue of *The Channel Islands Reporter*, the quarterly journal of The Club of Channel Islands Collectors, Affiliate number 63 of the American Philatelic Society. Entitled "Anatomy of an Auction," the article details the September 30, 1986 Channel Island Stamp Company auction which featured the P. J. Sheppard Channel Islands Collection and other significant C.I. material.
- Honorary L.C.C. member Herman ("Pat") Herst, Jr. was the guest of honor at a party held during Stamporee '87 in Singer Island, Florida. At this event, the Hollywood, Florida Stamp Club dedicated two of its AMERIPEX-type aluminum exhibition frames to Pat's honor by permanently attaching two engraved, gold plaques. Attending the party besides Mr. Herst was his wife Ida and daughter, Gail Busch of New York.
- Eleven members of the Lundy Collectors Club have joined the American Association of Philatelic Exhibitors, a vigorous, active organization of more than 1000 members that was founded in 1986. Six L.C.C. members are A.A.P.E. Founding Members (Iester Wink, Paul Blake, Sanford Fields, Ted Handley, Austin Dulin, and Howard Wunderlich); three are A.A.P.E. Charter Members (Belva Mohle, Roger Cichorz, and J. L. Greenwood-Taylor of Argyll Etkin Ltd.); and two are more recent joiners (Raymond L. Buse, Jr. and Laurence Spindler). Membership dues of \$10 per year include a subscription to *The Philatelic Exhibitor*, the A.A.P.E.'s slick quarterly journal. For information and membership applications, write Steven Rod, A.A.P.E. Secretary, P.O. Box 12, Boys Town (Omaha), Nebraska, 68010, U.S.A.

NEWS OF LUNDY COLLECTORS CLUB MEMBERS (Continued)

- Forrest W. Calkins (L.C.C. #078 and A.P.S. #034179) recently qualified for life membership #4572 in the American Philatelic Society. Forrest is the Treasurer of the Korea Stamp Society, A.P.S. Affiliate number 113. The K.S.S. recently released its *Specialized Postal Stationery Catalog of the Republic of Korea*, covering the period from the end of World War II through 1984. Copies of this publication and information about the Korea Stamp Society are available from Forrest W. Calkins, P.O. Box 1057, Grand Junction, Colorado, 81502, U.S.A.
- L.C.C. Vice President Jim Czul (L.C.C. #002) gave a test on stamp forgeries to members of the Evanston New Trier Philatelic Society's June 17, 1987 meeting held in Evanston, Illinois.
- The Council of Philatelic Organizations (COPO) is about to launch its most ambitious and promising project to date. A COPO press release sent out in mid-May announced that it will fund a weekly column on stamps and stamp collecting to be distributed free to 7200 daily and weekly newspapers throughout the United States. The column, which will be heavily illustrated and sent out in camera-ready form, will be written by Lester E. Winick (L.C.C. #037). The Lundy Collectors Club is one of the member organizations in COPO, having joined in 1980 when COPO first came into being.

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LUNDY TRAMTICKET REGISTER (UPDATE REPORT - MARCH 1987)

by Ian G. Wilkinson

It was in 1981 that I first took on the task of keeping a Register of the Lundy *tramtickets*—the first labels issued by Atlantic Coast Air Services in 1935 for payment of airmail fees to and from Lundy. I was assisted in this by having passed to me the records that Barry Chinchin had compiled in the 1960s, and I built up from there. Letters were published in various philatelic publications, calling for details of copies held, and this resulted in a great deal of information being supplied. The collected data were then published in my report of September 1982 (Winter 1982 *LCCPQ*, pages 7-9).

Since then I have continued to record all copies notified to me plus any that I have seen in auction lists, dealer's offers, etc. This has resulted in a further 568 copies being added to the Register, and the quantities now known are shown in the accompanying table on the following page (the numbers in parentheses being those that were recorded at the time of my 1982 report).

Where the quantities now listed are less than those previously recorded, this is due to further information having been received that indicated that these were previously in the wrong category.

It will be seen that the greatest growth came in the half-penny values from rolls 9 and 10 and the one-penny value from roll 2. Much of this was the result of a large batch of tramtickets that was offered in a Harmsers auction in September 1985 (see Spring 1986 *LCCPQ*, page 19), although I gather that the condition of many of these was very poor due to gum adhesion. During 1986 a number of these inferior copies (quantities unknown) were used *philatelically* on covers from Lundy together with the appropriate current Lundy stamps. When these are reported, they will be included in the *used* columns in the same way as the three-penny values from rolls 5 and 6 that were used in a similar way in the 1949-1950 period, long after the airline ceased to exist.

The only item to turn up where no previously known copies were recorded was the three-penny value from roll 6 on an inward cover. I made a bid on this in auction, but as I was unsuccessful, I cannot give any further details.

It will also be seen from the table that I have now included the numbers used on each roll. Not only should this speed identification, it will also readily indicate which rolls contained 500 copies and which contained 1000. What I have omitted this time is the indication of geographical location of the ownership between the U.S.A. and Europe. This is due to copies recorded as being European-owned turning up in U.S.A. auctions and vice versa, and my lack of knowledge as to where these end up if and when they are sold. Also, this was really only of academic interest as it is their existence that matters, not their location.

Finally, I would once again thank those who have sent me information and to say that I would still like to hear from anyone who has copies (even the odd one or two) that have not been notified to me—it is only with your help that this project can continue. (*Lundy Tramticket Register Table is given on the following page.*)

LUNDY TRAMTICKET REGISTER (Continued)

Roll	Numbers	Unused Total	Used to Lundy	Used from Lundy	Used To/From?	Total Used	Total All
<i>Half-penny (½d)</i>							
1	00001-00500	17 (14)	23 (17)	31 (25)	18 (21)	72 (63)	89 (77)
2	00501-01000	47 (41)	0 (0)	9 (6)	0 (0)	9 (6)	56 (47)
3	01001-01500	24 (20)	0 (0)	3 (2)	3 (2)	6 (4)	30 (24)
4	01501-02000	2 (2)	0 (0)	28 (24)	5 (5)	33 (29)	35 (31)
5	02001-02500	58 (46)	6 (6)	27 (22)	17 (18)	50 (46)	108 (92)
6	02501-03000	88 (77)	4 (3)	2 (2)	3 (3)	9 (8)	97 (85)
7	03001-03500	2 (4)	7 (4)	36 (32)	7 (5)	50 (41)	52 (45)
8	03501-04000	0 (0)	0 (0)	0 (0)	2 (2)	2 (2)	2 (2)
9	04001-05000	170 (108)	17 (17)	4 (4)	3 (3)	24 (24)	194 (132)
10	05001-06000	344 (103)	8 (6)	6 (4)	8 (8)	22 (18)	366 (121)
Totals ½d		752 (415)	65 (53)	146 (121)	66 (67)	277 (241)	1029 (656)
<i>One Penny (1d)</i>							
1	00001-01000	123 (105)	1 (1)	0 (0)	4 (2)	5 (3)	128 (108)
2	01001-02000	128 (86)	1 (1)	6 (5)	8 (7)	15 (11)	141 (99)
Totals 1d		251 (191)	2 (2)	6 (5)	12 (9)	20 (16)	271 (207)
<i>Three Penny (3d)</i>							
1	00001-00500	48 (36)	3 (1)	2 (1)	7 (9)	12 (11)	60 (47)
2	00501-01000	115 (81)	0 (0)	3 (3)	1 (1)	4 (4)	119 (85)
3	01001-01500	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
4	01501-02000	105 (83)	0 (0)	11 (10)	13 (12)	24 (22)	129 (105)
5	02001-03000	242 (209)	2 (2)	3 (3)	16 (14)	21 (19)	263 (228)
6	03001-04000	49 (26)	1 (0)	5 (4)	0 (0)	6 (4)	55 (30)
Totals 3d		559 (435)	6 (3)	24 (21)	37 (36)	67 (60)	626 (495)
Total All Values		1562 (1041)	73 (58)	176 (147)	115 (112)	364 (317)	1926 (1358)

--Jan G. Wilkinson, 17 Germaine Close, Chesham, Bucks., HP5 1JJ, England.

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Announcement

Lundy Collectors Club Members to Meet at Autumn Stampex Exhibition

L.C.C. member Jon Aitchison is arranging the first-ever United Kingdom meeting of the Lundy Collectors Club at this year's Autumn Stampex (B.P.E.) to be held at the Royal Horticultural Halls in London, September 22-27. Jon has sent out notices to all U.K. members, asking them to complete and return a questionnaire that will help him establish the date and format of the meeting. Once details have been fixed, Jon will advise U.K. members of the arrangements. Jon is also trying to find out if interest exists in forming a U.K. Club Packet. Interested L.C.C. members should contact: Lundy Collectors Club, c/o Jon Aitchison, Bartholomew Fayres, Executive House, The Maltings, Station Road, Sawbridgeworth, Hertfordshire, CM21 9JX, England.

Jon's purpose in arranging the meeting was explained in the text of his June notice:

"[The meeting] will be an opportunity to meet our fellow collectors and bring Lundy collecting to the attention of a wider audience which will hopefully gain us some more converts. It is not yet clear what form the meeting will take, but a display, competition, or bourse seems likely. It is also hoped to persuade the Lundy Philatelic Service to provide stocks of stamps which can be sold at face value at the exhibition. A souvenir cover will also be produced. If this year's event is a success, it may be repeated at future exhibitions leading up to a major event to celebrate the diamond jubilee of Lundy posts in 1989. The cost of running this event is generously being met by Roger Hudson (L.C.C. member #005) who will be exhibiting at Stampex on the Coverboys stand. Roger always has a good stock of Lundy, so if you get a chance, please try to buy something from him to make it worth his while."

Jon and Roger, good luck on this endeavor! L.C.C. Officers are hoping this meeting will be well attended by U.K. L.C.C. members (and others who might happen to be at Stampex) and become a regular event. Come on, U.K. members (who complain that most of the L.C.C. Lundy "happenings" occur on the U.S. side of the Atlantic), this is your opportunity to start your very own special event. [Jon, please send a full report of the meeting for inclusion in a future LCCPQ. --RSC]

Offers

Lundy Coin, Postcard, Book, and Photograph Offerings

L.C.C. Member Ian T. Arnold of Market Coins (21 Tennacott Heights, Bideford, Devon., EX39 4DN, England; telephone 023 72-75056) is offering several Lundy items in his June 1987 List Number 3:

- 1A - 1929 Lundy one-puffin coin, v.f. to e.f. condition, £8 each.
 1B - 1929 Lundy half-puffin coin, v.f. to e.f. condition, £8 each.
 2A - Myrtle Langham's *A Lundy Album*, 1980, 60 pages, paperback, £6 each.
 2B - W. S. Bounty's *Bushell and Harman of Lundy*, 1961, 95 pages, hardback, £3 each.
 2C - Rosemary Anne Lauder's *Lundy Puffin Island*, 1984, 60 pages, paperback, £2.75 each.
 (Other paperback books in stock: G. M. and R. C. Davis *Trial of Error*, 1983, 39 pages, £1.50 each; G. M. Davin' *The Loss of H.M.S. Montagu Lundy*, 1980, 50 pages, £5.95 each; A. F. Langham's *The Shipwrecks of Lundy*, 16 pages, £0.50 each; A. F. Langham's *The Pirates of Lundy*, 16 pages, £0.50 each; and J. N. Dymond's *The Birds of Lundy*, 1980, 80 pages, £3.50 each.)
 3A - Mint postcard (limited printing of 250), multiview of the M.S. *Oldenburg* (ship at anchor in Lundy Roads, the bar, the lounge, and Captain Denver Scolls on the bridge), £0.25 each.

3B - "First Day Issued" *Oldenburg* postcard (50 of 250 printing above) carrying the additional printing on the reverse ("First issued 6th June 1987"); franked with a Lundy meter mark and an 18p Lundy definitive tied by a June 7, 1987 circular datestamp; also a Lundy "DELAYED BY STORM" cachet and a boxed m.s. *Oldenburg* ship cachet with Captain's signature, £1.50 each.

P - *Montagu* photographs from the original full-plate glass negatives of photographs taken by Alexander Gibson of the Isles of Scilly in 1906 (except the early view, P3, which was possibly from the postcard publishers Valentines), measuring 6 inches by 8 inches and taken as contact prints, the detail is amazing, 7 different as indicated in the following listing, £2.50 each print, or £14 for the complete set of seven. P1 distant view, P2 gangway, P3 early view, P4 dismantling gang, P5 looking astern, P6 looking forward, P7 close up, and P20 set of seven.

Terms. Postage: per order - inland 50p, overseas £1.25. Overseas payments: by International Money Order, Eurocheque, or cash notes. Private cheques please add £4!

Odds and Ends

New Discovery: A "Wingless" Variation of the A.C.A.S. Cancellor

In his *A Catalogue of Lundy Stamps*, Barry Chinchin lists four stages of the Atlantic Coast Air Services "BARNSTAPLE, LUNDY ISLAND." canceller (types Cb through Ce) used from March 1936 to November 1938.

In their respective collections, George H. Ulrich, Jr. discovered one cover and Roger S. Cichorz found two covers bearing strikes of the type Cb cancellation without a wing within the framed area that contains the date and "BARNSTAPLE, LUNDY ISLAND." wording. All three cancellations are strong and distinct with no trace of the wing, which suggests the wing portion may have been a removable slug within the cancellation device. In fact, George's cover (illustrated at the top of the following page) bears two A.C.A.S.

"large map" stamps: a 3d value tied by a normal type Cb cancellation and a ½d value tied by the wingless variant. The three covers range from April 1936 to June 1937, within the date range cited by Chinchin for use of the type Cb canceller.

Information on the three covers with the wingless-variant strikes follows:

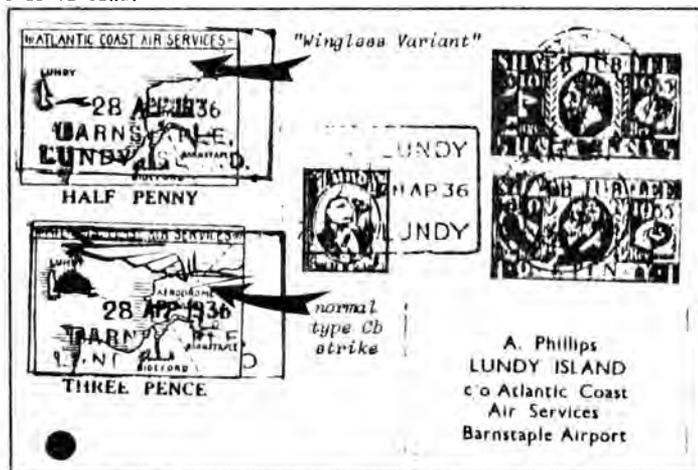
- (1) Inward cover to A. Phillips from Barnstaple dated April 28, 1936 (shown next page).
- (2) June 27, 1936 outward cover to London: Lundy ½p definitive on back tied by type Bb "27 JUL 36" strike and A.C.A.S. "large map" stamp on back (illustrated above) tied by both type Bb "27 JUL 36" strike and type Cb wingless variant "28 JUL 1936" strike (in blue); G.B. KGV ½d definitive on front tied by an indistinctly dated "BRAUNTON/DEVON" double-circle datestamp.
- (3) May 10, 1937 inward cacheted FDC from Australia addressed to "F. W. Gude, Lundy Island, c/o R. T. Boyd, Heanton Court Aerodrome, Nr. Braunton, Devon, England": Australian new 1d and 2d definitives on front tied by two "ENMORE, N.S.W./10 MY 37"

Type Cb "Wingless Variant" on Outward Cover



ODDS AND ENDS (Continued)

circular datestamps, Lundy hp definitive on front tied by "JU 16 37" type Bb strike, and A.C.A.S. "large map" hd stamp on front tied by blue "16 JUN 1937" type Cb wingless variant.



Readers, please check all your A.C.A.S. "large map" covers for additional examples of this wingless variant and report the information (including the date and color of the cancellation and if the cover is inward or outward) to the LCCPQ Editor for a future compilation. At this time, it is not known if the variant is scarce or simply had escaped scrutiny.
--N. S. Cichora

Additional Information on John D. Stanard

John D. Stanard, a notable collector and promoter of Lundy stamps during the late 1930s, was the subject of an earlier article (Summer 1981 LCCPQ, pages 1-3). Evidence indicated that Stanard played an integral role in popularizing Lundy locals and ACAS/LAGAL adhesives with United States collectors by: (1) publicizing them through his series of articles in the May through September 1938 issues of *The American Philatelist* and several other articles that appeared from June 1938 through July 1939 in various U.S. (and British) philatelic periodicals, (2) advertising to a national audience offerings of Lundy material for retail sale through the Bagby Stamp Company in his Chattanooga, Tennessee hometown, and (3) persuading Nicolas Sanabria to list the airmail issues in the *Sanabria World Air Mail Catalogue*.

The earlier LCCPQ article also discussed Stanard's prolific contributions to the American Philatelic Society during 1938. For some reason, Stanard abruptly left the national philatelic scene by 1940 (perhaps, entering into the armed services?) and was never again a factor on the Lundy philatelic scene. His impressive Lundy collection seemed to have stopped with a modest representation of the 1940 "Red Cross" issue. So, who was John D. Stanard and what became of him?

Several years ago while perusing the 1980 membership directory of the American Philatelic Society, I came across the name "CPT. John D. Stanard, Jr." with a San Diego, California Naval Training Base address. My inquiry letter to him at that address went unanswered. Last April, I decided to try again and take a more aggressive approach at making contact with Captain Stanard. I wrote Keith A. Wagner, the Executive Director of the A.P.S., for Captain Stanard's current address, explaining my reason for wanting to contact him. Lo and behold! Within a week I received a telephone call from Mr. Wagner. The purpose of his call was to give me Captain Stanard's address and to indicate that he telephoned Captain Stanard first to explain why I wanted to contact him and to seek his permission to release his address to me. Mr. Wagner said Captain Stanard would be willing to correspond with me, but he is *not* the son of the John D. Stanard of Lundy fame! Whoa...

Mr. Wagner mentioned Captain John D. Stanard, Jr., a retired U.S. Naval Captain who presently resides in Reston, Virginia, was intrigued by why I wanted to correspond with him and consented to having the A.P.S. release his address to me. It turns out Captain Stanard's 82-year-old Mother is still residing in Stanardsville, Virginia—a small town where all of the Stanards appear to have started out—and active in tracing the Stanard Family genealogy. Apparently, their immediate family met a stamp-collecting "John D. Stanard," a distant relative, sometime in the past, but I'm starting to get ahead of my story...

Mr. Wagner took the liberty of searching the A.P.S. membership archives and gleaned the following information about the "Lundy-connected" John D. Stanard from his

ODDS AND ENDS (Continued)

original A.P.S. membership application. Stanard joined the A.P.S. during 1936 and was assigned membership number 14288. At that time, he resided in Chattanooga, Tennessee, and listed his occupation as "advertising counsel." Stanard's philatelic interests were listed on his application as "20th Century Foreign" and "20th Century U.S."

I expressed my puzzlement to Mr. Wagner at Stanard's abrupt disappearance from the national philatelic scene after being so active during 1938. Mr. Wagner then advised that I should have checked into the 1939 run of *The American Philatelist* to find the answer. He explained that the April 1939 issue contained a notice of John D. Stanard's expulsion from the A.P.S. for use of "intemperate language against the President and Board of Vice Presidents!" Mr. Wagner could not find any specific details of this action in the A.P.S. files, but he guessed that someone must have submitted a formal complaint against Stanard through the A.P.S. and Stanard must have taken strong exception in his response back to the A.P.S. Officials.

I successfully contacted Captain John D. Stanard, Jr., and he provided me with the following information in an August 1, 1986 letter:

"In response to your letter, I am not sure that my information will provide you with much assistance. My family met Mr. John Dandridge Stanard in Huntsville, Alabama, circa 1940 (when it was a sleepy town of about 6,000). My late father, John Dunn Stanard, had received mail for a Mr. John D. Stanard. Since at that time there was only one hotel in town, it was not difficult to locate the correct Mr. Stanard. The unusual aspect was that to my knowledge no one in my family had ever met anyone with that surname prior to this time. At the time of this brief encounter, Mr. Stanard was about 65 years of age. Sometime later, someone sent me a relatively extensive obituary that I have saved somewhere in my archives. It seems to me that Mr. Stanard was a dedicated philatelist. However, according to your information, Mr. Stanard was only 35 in 1940; therefore, I would assume that the chap that we met was your Mr. Stanard's father.

Since it appears that your Mr. Stanard may have been actively involved in WWII, might I suggest that you contact the Veterans' Administration to determine his date and place of birth, what may have happened to him, and so forth. Sorry that I could not be of more assistance; however, since we are interested in our Stanard ancestors, we would be interested in whatever information your research might uncover."

My next step in trying to determine what ultimately happened to John D. Stanard will be to contact the U.S. Veteran Administration and the Chattanooga, Tennessee Public Library, City Hall Records Department, and/or Chamber of Commerce for additional information—but this will have to be done sometime in the future. If any reader wants to pick up the John D. Stanard trail and explore these leads, please be my guest and let us know what you find out! --Roger S. Cichora

1884 G.P.O. Circular Cites Lloyds Telegraphic Service from Lundy

Michael H. Bale of Ilfracombe, England, managed to purchase a copy of the British *Post Office Circular* for Tuesday, July 15, 1884, which cites the telegraph service from the new Lloyds Signal Station on Lundy. The verbatim text of the relevant portion of this *Circular* (No. 429) may be of interest to readers:

Lloyds Signal Stations. The Committee of Lloyds give notice they do not allow their signalmen to signal telegraph messages to passing ships unless the sender has made a previous arrangement with them. Any person tendering a message which is to be signalled to a ship should be informed accordingly, and referred to the Committee in London. The message must not, however, be refused. The notice in the "Post Office Circular" of the 13th May last should be amended as follows:—

Lundy Island. Telegraphic communication has been extended from the Postal Telegraph Office at Hartland to a new Signal Station established by Lloyds on Lundy Island, and Telegrams can be sent to the Island from any Office in the United Kingdom at the ordinary rate of charge for inland messages.

The fee charged by Lloyds for reporting vessels from Lundy Island is 3s. 6d. if the message or report does not exceed twenty words, additional words being charged for at the rate of 6d. for five words or fraction of five words. When a message is sent to the Signal Station requesting that the passing of a vessel may be reported, the sender must prepay the charge for a reply as well as the fee for reporting. These charges must be brought to account by means of stamps on the message forms.

THE "HUNDY" VARIETIES

by Stanley Newman

During one of his not-infrequent forays over "this side of the pond" in the Fall of 1985, George H. Ulrich, Jr., whilst *flyspecking* through the remnants of one of my Lundy auctions, casually asked me if I had come across any "H" for "L" varieties on the 1929 ½-puffin definitive issue. Thinking that he was suffering from either "tweezer fatigue" or a shattered magnifying glass, I professed my ignorance, mumbling to myself, "George obviously is suffering again from 'dust-spot' syndrome!"



Once he had found one of the "H" for "L" varieties (on one of the ½-puffin overprints), he took great delight in informing me that it was indeed a constant plate flaw variety on the ½-puffin stamp, occurring in stamp 1 of row 2 of the top right-hand pane of each sheet. It was only a couple of months later, when I received for auction a complete sheet of the ½-puffin definitive, that I was able to verify the variety. There, sure enough, was the flaw in exactly the correct position between the two upright strokes of the "L" of "Lundy" to turn it into an "H." (See illustration at left.) Although the variety is scarce (only one stamp in 120), during the last 18 months I have discovered three such examples of this flaw—two of them on ½p definitives on covers and one on a "IX Anniversary" overprint.

The "H" for "L" in "Lundy" on the 1-puffin stamp is an entirely different kettle of fish and was discovered in a most interesting manner. Whilst getting together the material for my last auction (C.I.L.A. Number 9 in November 1986), I had asked Ted Watkins, my colleague who assists me with the "Stamp" section of the auction catalogue, to keep his eyes open for the "H" for "L" on the ½-puffin stamps. Now Ted is an old hand at spotting varieties (amongst other things!), having been for many years an ardent collector of Channel Islands stamps, particularly Herm Island. He arrived one morning at my Office with an extra "twinkle" in his eye, announcing, "No luck with the ½-puffin stamps, but how about an 'H' for 'L' on the 1-puffin?" I replied, "Pull the other one, Ted!" But when he brandished a 1-puffin stamp (with "IX Anniversary" overprint) with tweezers and magnifying glass, there, sure enough, was another "H" for "L"—not quite as pronounced as that on the ½ puffin, but significantly in the same position between the upright strokes of the "L" to turn it into an "H." (See illustration at right.)

I immediately sent a photocopy to George Ulrich, who has kindly researched the "new" variety on the 1 puffin and has plated it (for 90 percent certain) as the third stamp in row 3 of the upper left-hand pane. George does not possess a complete sheet of the 1-puffin definitive but has been able to check all stamps on the sheet except the vertical rows 4 and 5 of the lower right pane of 30 (i.e., 12 stamps), which might contain a similar variety (but very unlikely however). Would any collector possessing a sheet of the 1-puffin, or even the lower right pane of 30, kindly check and please inform the LCCPQ Editor?



So, now that constant plate flaw "H" for "L" varieties have been discovered on the ½-puffin and 1-puffin definitives (and consequently on all the WWII-overprinted issues), we can all start searching through our stocks of the 6p, 9p, and 12p stamps to see if similar varieties can be found for those values!

[Editor's note: Barry Chinchin first reported the ½-puffin constant plate flaw variety ("large white mark joining the upright strokes of the 'L' of 'Lundy'") as stamp 6, pane 2 in issue number 17 of *The Puffin* (December 1967, pages 54 and 55). Stanley Newman's ½p "H" for "L" variety is the same stamp. Barry also identified four other 1 in 120 constant plate flaw varieties for other values in the first definitive issue, but Stanley's "H" for "L" plate variety of the 1p stamp was heretofore unreported. Barry's findings, along with an additional discovery by George Ulrich, were discussed on pages 6 and 7 of the Summer 1986 LCCPQ. As Stanley suggests, there are probably other 1 in 120 constant plate flaw varieties yet to be discovered! --RSC]

THEY BLUFFED THE PUFFINS

by Philip W. Conkling

This is another report on the "Puffin Project" that was first reported as three serial articles in the Summer, Fall, and Winter 1981 issues of the LCCPQ and as two brief follow-up notes in the Spring 1985 LCCPQ and Spring 1986 LCCPQ. This article appeared in the August-September 1986 issue of National Wildlife and is reprinted here by kind permission of the Executive Editor, Bob Strohm. (Copyright 1986 by the National Wildlife Federation.) The author, Philip W. Conkling, is Director of the Island Institute in Rockland, Maine, and has visited some 800 islands off the Northeast coast.

Stephen Kress still vividly remembers his first glimpse of an Atlantic puffin. At the time, the young biologist was working as an instructor at National Audubon's Hog Island ecology program in Maine. On this particular day in 1972, however, he was on another nearby island off the coast known as Matinicus Rock. Kress watched as the bird flew low and fast over the water, swaying and turning from side to side with its wings beating furiously against the pull of gravity.

Suddenly, the puffin shot straight down toward the island and then pulled back with an upward turn just before touching ground. "It was startling," recalls the scientist. "The bird seemed just barely to miss flying directly into the jagged rocks." That moment left an indelible imprint in Kress' mind.

Atlantic puffins have always been among the most numerous seabirds in the northern hemisphere. In the United States, however, the creatures' historical breeding range extended only to the rocky islands that dot the coast of Maine. At one time, the birds congregated by the thousands during mating season on six or seven of the islands. But by the late 1880s, the stocky members of the auk family had all but vanished from U.S. territory—victims of New England fishermen who, according to one account, dined on "everything that swims the water, flies the air, or walks the Earth."

By the time Kress observed his first puffin, only one colony of about 100 breeding pairs survived off Maine's coast on Matinicus Rock. He resolved to do something about it. In the years that followed, Kress and his assistants would not only establish a new breeding colony of puffins, but they would also devise some ingenious methods for restoring seabird populations elsewhere.

Kress knew that puffins have a strong tendency to breed in the place where they are reared, a behavior ornithologists call "natal site tenacity." He also assumed that young puffins learn the location of their natal home either toward the end of the 45-day chick-rearing period or soon after fledging. With funding from the National Audubon Society and one assistant, the biologist decided to begin hand-rearing chicks on a former puffin-nesting island called Eastern Egg Rock. In doing so, Kress hoped that the birds would return there in later years to breed. Thus, in 1973, the Puffin Project was born.

Immediately, however, Kress faced two problems: where to find puffin chicks for transplanting and how to deal with the large nesting population of great black-backed gulls—a voracious predator of young puffins—that was occupying Eastern Egg. With the help of the U.S. Fish and Wildlife Service, he tackled the gull problem first. "We knew that if gulls continued to dominate the island," recalls Kress, "we would never see puffins come back." After three years of breaking up the pesky birds' nests, firing guns into the air to make noise, and selective use of a poison, the researchers succeeded in forcing all of the aggressive gulls off Eastern Egg.

Next, Kress approached officials at the Canadian Wildlife Service, hoping to secure chicks from a part of the puffins' North Atlantic range where their numbers were not threatened. In July 1973, the mission finally got underway. Kress flew to Great Island off the coast of Newfoundland, where nearly two-thirds of the North Atlantic puffin population is found. He and his volunteers collected six eight-day-old chicks, which they packed in specially designed carrying cases made from 48-ounce juice cans. They loaded the chicks onto a waiting boat, then onto a plane at St. John's, Newfoundland, then into a car waiting at the airport in Wiscasset, Maine, and finally into another boat to make the eight-mile trip to their new home on Eastern Egg Rock that same night. "It was quite a marathon for both the puffins and us," says Kress.

The transplanting operation was a success, but then came another challenge: discovering the right method of burrow construction. Puffins normally place their nests in crannies among the rocks. Sometimes, though, the male puffin uses its specially adapted inner toenail to dig a two- to five-foot curved passageway to house the nest. "At first," recalls Kress, "we built a ceramic burrow out of

THEY BLUFFED THE PUFFINS (Continued)

chimney tiles. But we soon realized that it overheated. Then we dug holes in the soil, but they flooded and the whole thing collapsed. Finally we settled on burrows made from blocks of sod which we cut and laid on the surface of the ground." The chicks lived in the dark corners of these L-shaped burrows.

To learn more about the daily activities of the chicks, the puffin crew designed a plexiglass top for one of the burrows. They covered it with a burlap blind and installed a low-watt dark room bulb. "We discovered," says Kress, "that even baby birds have individual personalities. Some of them build little platforms out of dried grass just to sit on. Some chase flies and are very active, others are quiet. They try to stay clean and avoid their excrement. Their toilet area moves closer and closer to the entrance of the burrow as the birds get older until, when they have only two weeks or so left until fledging, they literally start squirting their excrement out the burrow entrance."

After living in the burrow for about 45 days, the chicks waddled outside and began paddling vigorously out to sea. Once they've left, they usually will not return to their native island to breed for four or five years.

As the first batch of transplants put out to sea in the summer of 1973, the Puffin Project team settled in for a long wait, occupying themselves with collecting information about the birds' biology and behavior. "You had to deal with being on an eight-acre barren island eight miles out to sea for three months," says Richard Podolsky, a scientist who works with Kress.

In 1975 and 1976, seven or eight transplanted puffins were flying back to visit each year. By 1979, the number had jumped to 54 returning birds. And while waiting, Kress had created some captivating enticements to keep the creatures coming.

Suspecting that there was not enough social stimulation on the barren expanse of Eastern Egg Rock for the highly social birds (puffins are colonial birds, nesting with other members of their species), Kress began setting out dozens of carved puffin decoys on the seaward-facing rocks to lure in prospective adult breeders. But because wooden decoys are, well, wooden, he decided to add a three-sided mirror to the decoy field hoping that an active, reflective image would provide more visual stimulation.

The puffin's colors are most brilliant during the mating season. In addition to the vivid orange-red feet and bright orange, red, and blue bill (which after mating season becomes smaller and duller), the bird's mouth and tongue become yellow during the courtship period. While breeding, puffins crowd together in the water and begin billing with one another. Some individuals rise up periodically to flap their wings while other throw their heads back to display the yellow lining of the mouth. Although billing occurs on land as well, mating occurs only in the water.

Puffin bodies are a remarkable compromise between conflicting morphological demands. Unlike some diving birds, which propel themselves through the water kicking their webbed feet, puffins extend their short powerful wings and actually fly underwater rapidly enough to catch fast-moving schooling fish such as herring. It's a biological marvel, as if a plane and submarine were packed into a single body.

On Eastern Egg the decoy and mirror tactics showed promise almost immediately. Several four- and five-year-old puffins landed and began billing not only with their wooden look-alikes, but also with their mirror images. Kress decided to try the same technique to attract nesting terns—birds that often live on the same islands as puffins and which had also declined because of the presence of the former gull population. He put out tern decoys but got few results. It was not until Kress began broadcasting tern courtship vocalizations from loudspeakers in 1980 that the terns responded. At the end of that breeding season, 80 pairs of terns had joined the decoy population.

Prior to that success with the terns, however, the crew reached a low point. In 1978, recalls Kress, who by then had about a dozen assistants, "there were no gulls nesting at Eastern Egg, but there were no terns or puffins either. We had succeeded in eliminating one population, but we had not succeeded in restoring any others." Each summer since 1973, the crew had continued to bring new transplants down from Newfoundland with excellent results. (In the ten years of the transplanting program, Kress and his crew successfully raised 96 percent of the 938 chicks they brought from Great Island.) However, the researchers began to wonder if it would all come to naught.

Then on the Fourth of July in 1981, after a decade of hard work, project member Evie Weinstein suddenly saw a puffin beating furiously toward Eastern Egg Rock, its bill

THEY BLUFFED THE PUFFINS (Continued)

crammed full of herring. "Beautiful herring," Kress would write in his log—tangible proof that for the first time since 1885, a new generation of puffin chicks had hatched on Eastern Egg Rock. By 1984, 14 pairs of adult puffins were ferrying herring back to their chicks on the island.

Around the edges of the puffin colony, Eastern Egg now supports 1,100 breeding pairs of Arctic, roseate, and common terns. Using tape recordings, the researchers have also successfully reestablished a number of small colonies of the nocturnal Leach's storm-petrel on several nearby islands. "The breeding biology of these five species of birds is clearly interdependent," says Richard Podolsky.

Currently, the 39-year-old Kress, who his friends joke is starting to look like a puffin, is planning to continue the project until at least 1990. "Our goal," he explains, "is to reestablish puffins on all the historical Maine breeding sites with suitable habitat." Last year, members of the project began transplanting chicks to Seal Island off the coast of Maine, once the site of the largest U.S. colony of Atlantic puffins. Next year, they plan to begin using decoys and tape recordings there.

The Puffin Project's achievements should serve as a model for seabird conservationists all around the world. The project's techniques are particularly useful for work with endangered species since the puffin shares many characteristics with other threatened populations: declining numbers, high mortality rate, and genetic inbreeding. Already some new projects are in the works elsewhere.

In the Hawaiian Islands, Podolsky is now using the techniques to help restore decimated populations of Laysan albatross. He may also apply them to Newall's Manx shearwater. Meanwhile, other scientists are adopting decoy and mirror tactics to lure the least tern back to some of its former breeding sites along the Eastern Seaboard.

"Hopefully, much of what we've been able to do at Eastern Egg will prove useful for other species," says Kress. "If we can't replicate our success in Maine, then what have we really accomplished?"

Editor's note: It was announced in the June 5, 1987 issue of Science that Dr. Kress was named as one of the five recipients of the 1987 Rolex Awards for Enterprise. In its announcement, Rolex stated: "Stephen Kress's innovative techniques successfully repopulated near-extinct colonies of birds on Maine islands and will soon be employed in attempted recolonizations in the south of Japan." The Rolex Awards for Enterprise were established in 1976 to underwrite the projects of enterprising individuals who are committed to advancing the common good; grants have been awarded in the fields of Applied Science and Invention, Exploration and Discovery, and the Environment. The Lundy Collectors Club congratulates Dr. Kress for his being selected as one of Rolex's 1987 Laureates. --RSC

OFFERS

Lundy Field Society Pamphlet. The Lundy Field Society produced a pamphlet entitled *An Introduction to Lundy Pond Life* which covers underwater plant life, plankton, surface and bottom dwellers, weed dwellers, and fish. Price is 20 pence each from the Island, or add 20 pence each postage cost by mail. Write: Wendy Puddy, Lundy via Bideford, North Devon., EX34 8LA, England.

Article About the Heaven Family of Lundy. In the *Report and Transactions of the Devonshire Association*, Volume 118, read in 1986 at Buckfastleigh, England, there appears on pages 93-121 an article by Myrtle Ternstrom (formerly Langham) entitled "The Heaven Family of Lundy—1836-1916." This article is a history of the Heaven Family's occupation of the Island and covers the development of the Island, the building work, the farming and industry, and the gradual decline of the Family. Roger E. Allen writes in the July 1987 B.P.P.S.C. *Newsletter* Number 39: "It makes excellent reading and is yet another production of the immense amount of research that, over the years, Myrtle has devoted to the Heaven Family." Price and availability of the *Report and Transactions*... is unknown, but interested readers are urged to inquire of The Devonshire Association, 7, The Close, Exeter, Devon., England.

Lundy Airmail Sheet. G. Fleming advertised a Lundy 2d airmail complete sheet for £1.50 in the "Wants and Offers" (classified advertisement) section of the July 1987 issue of *The Cinderella Philatelist*. Just what specific issue this is was unclear from the ad, but interested readers can inquire of G. Fleming, 15 St. Leonards Road, Stockport, Cheshire, SK4 2RD, England.

Lundy at Auction

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

Christie's Robson Lowe Bournemouth Stamp Auctions

Christie's Robson Lowe Bournemouth Stamp Auctions (The Auction House, 39 Poole Hill, Bournemouth, BH2 5PX, England) offered a Lundy accumulation in its February 5, 1987 auction. Estimated at 150 pounds, the lot was described as "Lundy Island: 1925-1969, a stock with 1930 6p (2440), 9p (211), 1/- (331), 1939 Anniversary 9p (110), 1939 (Nov.) 3p (150), 4p (420), 1951 8 on 12 puffins (823), 1957 definitive 2p (340), 3p (260), 4p (256), 6p (386), and 9p (25); also a few others in varying quantities including 1964 Shakespeare 18p (120); mainly in sheets or large part sheets; fine, mint." This lot fetched a whopping 396 pounds!

Christie's June 4, 1987 Bournemouth auction included two Lundy lots. Estimated at 150 pounds, the first lot was described as "Lundy Island: 1929-1943, a collection including 1940 Red Cross 3p, 9p, and 12p, 1942 V + plane (6), 1943 IX Anniversary overprints ½p to 12p, also extra pairs (6), one in each pair with 'No spin' variety and miniature sheet, 1½ on 12p and 2½ on 6p in corner blocks, all mint and fine; also five covers, a picture postcard (inward to Lundy), and a piece, with a variety of issues including air, with 1943 Wright Brothers (49 stamps and 7 items)." (Want to bet this lot goes for substantially greater than its modest estimate!) The second lot consisted of 100 mint stamps, comprised of "1937 LACAL ½d violet pair, 1930 (sic) air overprint pair, 1939 ½d red sheet (6 x 8), and 1939 (Apr.) 1d black sheet (6 x 8), and was given an estimate of 55 pounds.

The Lundy lot in Christie's October 2, 1986 auction that was mentioned in my Winter column (Winter 1986-87 LCCPQ, page 16) sold for a hefty 176 pounds against an estimate of 80 pounds. (Thanks to Allen Hoffman and Bernard Stanley for sending me the catalogue clippings and prices realized for the Christie's auctions.)

Channel Island Stamp Company Postal Auctions

Only four Lundy lots were offered in the April 30, 1987 Postal Auction of the Channel Island Stamp Company (C.I.S.C., 20 Smith Street, St. Peter Port, Guernsey, Channel Islands; telephone 0481-25560). Two unused ACAS "cranticketa"—a 1d (#01294) and a 3d (#00560)—were estimated at 15 pounds each. A lot consisting of the ½p, 2p, and 9p stamps from the 1943 perforated, overprinted Tighearna sheet was estimated at 7 pounds. The *best* lot was a Captain Smye-prepared inward cover from Canada estimated at a hefty 50 pounds; the front was franked with Canadian and Lundy stamps, and the back had a superfluous ACAS "large map" 2d value tied by a green Chinchin type E "AIR SERVICE..." cachet.

C.I.S.C.'s May 29, 1987 Postal Auction included 22 Lundy lots. Some of the *better* items (with estimates in pounds given in parentheses following brief descriptions) included: an album page with 1937 to 1943 issues, including eight different "V + plane" overprints and one 1939 cover, having a *Newman* catalogue evaluation in excess of 77 pounds (25); a 1937 plain cover to R. T. Boyd with appropriate Lundy, ACAS, and G.B. franking (10); a Phillips-prepared inward FDI cover for the May 10, 1947 G.B. CV1 ½d, 1d, and 2½d definitives (10); a 1937 LACAL ½d "air view" imperforate *proof* in black on cream paper unlisted in *Newman* (that I suspect is a posthumous *reprint*) (10); a 1937 LACAL ½d "air view" imperforate *proof* block of four in black on ungunned blue paper (60); a 1942 inward cover bearing a "V + plane" 1p value (*Newman* #38A) tied on front by a superb Chinchin type Fb July 27 datestamp (25); a selection of mint 1943 "IX Anniversary" ½p, 1p, 2p, 6p, and 9p values in green or brown overprints (listed in *Newman* under "proofs and trials" as "care and of considerable value" if genuine, but offered by C.I.S.C. as *1st*) (60); a 1943 Bureau "Wright Brothers" *obvay*, imperforate in brown with black biplane overprint (20); and two 1961 Europa miniature sheets with blue and inverted *bogus* 1986 "Congratulations Royal Birth of Prince Henry" overprints (?). One lot consisted of a 1939 LACAL mint ½d "sunspot" variety (position #42) overestimated at 8 pounds. The balance of the offerings consisted of seven lots of ACAS "large map" *reprints* estimated at 10 to 20 pounds each, two lots of 1943 "V + plane" overprint *proofs* on paper (not stamps) estimated at 20 pounds each, two lots of 1943 "Wright Brothers biplane" overprints estimated at 10 pounds each, and one lot of 1943 "IX Anniversary" overprints (four "missing propeller" varieties) estimated at 20 pounds. Surprisingly, there was no Lundy material among the 1158 lots offered in C.I.S.C.'s June 30, 1987 Postal Auction.

Loddon Auctions

The June 27, 1987 auction of Loddon Auctions (15 Wessax Gardens, Twyford, Berkshire, RG10 0BA, England; telephone Reading 0734-340663 and 0734-883650) offered 20 Lundy

LUNDY AT AUCTION (Continued)

lots. Five covers were among the offerings: a CTO cover with $\frac{1}{2}$ p and 1p definitives tied by a type Bb cancellation was estimated (too high) at 12 pounds; an August 16, 1935 flown outward cover with an ACAS $\frac{1}{2}$ d "tramticket" was estimated at 35 pounds; an October 31, 1936 flown inward cover with an ACAS $\frac{1}{2}$ d "large map" was estimated at 24 pounds; an August 21, 1937 outward cover with $\frac{1}{2}$ p and 1p definitives was estimated at 10 pounds; and a flown 1939 inward cover was estimated at 20 pounds. Two issues of the September 11, 1969 edition of the *Western Daily Mail Times* having a full-page advertisement for the Lundy Appeal were estimated at 20 pounds each (in my opinion, too high for such nonphilatelic Lundyana). A full mint sheet of six of the 1969 R.S.P.C.A. se-tenant blocks of four was estimated at 5 pounds, and a lot of full mint sheets of the 1976 American Independence set was estimated at 10 pounds. The final Lundy lot was a new one on me (and one that would no doubt upset Ken Thompson): a "FDC (one of only 12 produced)—arrival of Beaujolais Nouveau by parachute, November 20, 1986, signed" was estimated at 5 pounds. I'd be grateful if any reader can provide me with the "story" behind this event cover.

Royale Stamp Auctions

Royale Stamp Auctions (42 Maiden Lane, Covent Garden, London, WC2E 7JJ, England; telephone 01-836-6122) offered eleven overestimated lots of Lundy material in its March 25, 1987 postal auction. Ten of these lots consisted of ten "roughly opened" 1962 to 1964 commercial covers addressed to "The Old Light" and were given estimates of 40 pounds each. An eleventh lot consisted of seven 1963 covers given an estimate of 30 pounds. I would place an evaluation of about 75 cents per cover for these, so they were estimated too high by a factor of ten. I would be surprised if any of these lots sold, let alone come close to realizing their estimates. Royale offered one Lundy lot in its May 6, 1987 auction: the 1952 Coronation set in mint blocks of four plus a first day cover was estimated (too high) at 8 pounds.

* * * * *

LUNDY COLLECTORS CLUB MEMBERS AT CAPEX '87

The L.C.C. was well represented at CAPEX '87, Canada's third international stamp exhibition, which took place June 13-21 in Toronto. Dr. Mitchell Levine's exhibit, "The Development of the First Festival Issue—Israel 1948" captured a Silver-Bronze Award. (Congratulations, Mitch!) L.C.C. Vice President Jim Czyl was ready for Tuesday, June 16, when the Canada Post letter carriers went out on strike as he began operating a special Canadian "Strike Mail" service between Toronto and Detroit, Michigan. Jim, of course, was the Postmaster, while L.C.C. Secretary-Treasurer Duane Larson served as the Transportation Officer and L.C.C. President George Fabian served as Navigator, or, more technically correct, the "Postal Substation Locator." Jim and his crew really came prepared as they created covers with the *notorious* Czyl Penny Post *Local* stamps, bringing out a special issue depicting Canada's symbol of three maple leaves and the official CAPEX '87 logo in the design, and posted them to friends throughout the world. Michael H. Bale of Ilfracombe, England, was on hand with a large stock of Lundy material as well as his specialty dealer stock of Middle East Holyland material. L.C.C. dealer-member Argyll Etkin Ltd. of London, England, was also present, having a few G.P.O. "Lundy Island" items among its extensive Great Britain postal history stock. George Fabian and Duane Larson were on hand to attend the first-day ceremonies for the United States wildlife issue and mailed out FDC covers to friends. Duane added a *niche touch* by mailing out the Spring 1987 *LCCPQ* right from the exhibition, so readers should have received their copies with a USPS "first day of issue" show cancellation tying the newly issued U.S. wildlife stamps.

Mitchell Levine, a Toronto-area resident and the L.C.C.'s first Canadian member, had the following to say about CAPEX '87 in a June 24, 1987 letter to the *LCCPQ* Editor:

"Well, CAPEX '87 was here and gone! I personally thought it was an excellent production—not of the magnitude of AMERIPEX, but well planned and carried through. My exhibit did well, so I'm told, in receiving a Silver-Bronze. Several past exhibits that I know of were marked down at CAPEX '87 in that they had received higher recognition at previous international events. This, I'm told, is an indication that to go from Bronze to Silver-Bronze is a plus for me. I ran the Society of Israel Philately Convention, June 12-14, which was held in conjunction with CAPEX '87 and managed to keep afloat. Michael Bale was in town and had some gems from Lundy. He's really taking off with his collection and is really 'in-depth' serious about it. Well, my next thrust is to put my Lundy collection in order—you've heard that story before, and you're hearing it again. Plans call for this to be done in the Fall of '87, providing that my wife's restoration of the kitchen and den don't hold me up for space."

BOOK REVIEWS

(Reviewed by Roger S. Cichorz)

INDEX TO THE CINDERELLA PHILATELIST 1981-1986 and to THE PRIVATE POST 1977-1986, Cinderella Stamp Club Handbook Number 6, compiled by Ian D. Crane, published by the Cinderella Stamp Club, London, England, ISBN 0 9503811 2 8, paperback, 128 pages, price 6 pounds (postpaid) from G. M. Dorman, 35 Smith Street, London, SW3 4EP, England.

This important index provides a key to over 2000 pages of the first 25 volumes of *The Cinderella Philatelist*, the quarterly journal of The Cinderella Stamp Club (London), as well as to almost 300 pages of the eight issues of *The Private Post*, an annual publication of the British Private Post Study Group of the C.S.C. Listings are indexed both by subject and author, and there are more than 4000 entries under 1000 headings. If you are a member of the C.S.C. or simply have some issues of *The Cinderella Philatelist* in your philatelic library, this index should provide you with a quick means of locating elusive reference material about locals, telegraph stamps, fiscals, bogus and phantom issues, Christmas seals, registration labels, and advertisement and exhibition labels—the so-called cinderellas of philately.

* * * * *

COLLECT BRITISH POSTMARKS—A Handbook to British Postal Markings and Their Values, Fourth (1987) Edition, compiled and published by Dr. J. T. Whitney, 75 Church Street, Hasleigh, Benfleet, Essex, SS7 2DR, England, ISBN 0 9511867 0 1, paperback, 296 pages, profusely illustrated, price 7 pounds (postpaid U.K./Europe) or U.S.\$12 in currency or \$14 by check (postpaid elsewhere) from Dr. J. T. Whitney at author's Hasleigh, Benfleet address.

Collect British Postmarks is the standard reference catalogue for British postal markings and their values as postal history/cover dealers and philatelic auctioneers generally use Dr. Whitney's reference numbers and valuations to describe and price their material. In the fourth edition, coverage of pre-1840 postal markings has been greatly extended, other sections have incorporated new information, and an entirely new chapter on airmail postmarks has been added (but, alas, none of the ACAS, LACAL, or Lundy airmail cancellations are included in the listings).

Just about everything in the way of British postal markings is listed in this handy reference paperback, but it is important to realize that *Collect British Postmarks* is a catalogue of postmark *types* rather than of actual postmarks, so that behind any single entry there may be several hundreds or even thousands of variations of that cancellation type. For example, the G.P.O. "Lundy Island" thimble cancellation (or, as it is more properly termed, a very small diameter single-circle general-purpose hand-stamp), used from 1886 through 1927, is a type 178 marking having a minimum value of 1 pound; however, as an "island marking" it is specifically listed on page 207 as type 478 under "Other English Islands" and as such is given a more appropriate evaluation of 25 pounds.

Tim Whitney's monumental handbook is divided into 24 chapters of postal markings: (1) the General Post (from 1661 London Bishop Marks to early instructional markings); (2) London Local Post (from Dockwra's Post 1680 to Government Penny Post); (3) the Provincial Post (38 specific types of markings); (4) early Scottish marks (1693 through 1856); (5) early Irish marks (1670 through 1856); (6) the Great Post Office Reform markings of 1839-1840 (including Maltese Cross cancellations); (7) numerical and duplex postmarks; (8) square circle postmarks (*examples illustrated within the inset on the following page*); (9) general purpose handstamps (including single circles, *okulatus*, double circles, fancy geometric types, *arolla*, and palm handstamps); (10) machine cancellations; (11) machine postmarks with slogans; (12) special event postmarks; (13) railway postmarks; (14) maritime markings (including India letter handstamps, ship service stamps, packet stamps, paquebots, Royal Navy, sea post offices, ship letters, and wreck mail cachets); (15) airmail markings; (16) military and camp postmarks (including expeditions, wars/campaigns, censor cachets, army post offices, and camp markings); (17) island markings; (18) charge, instructional, and explanatory marks from about 1840 on; (19) newspaper, parcel, registration, express, and triangular postmarks; (20) Christmas postmarks (primarily "posted in advance for delivery on Christmas Day" types from 1902 through 1909); (21) Royalty postmarks and cachets; (22) meter marks and postage-paid indicators; (23) tourist cachets (including island cachets, but no Lundy marks); and (24) British Post Offices Abroad. Additionally, in the information section at the end of the chapters, the author includes a tabulation of the philatelic handstamps used since 1969 by a number of offices and philatelic counters. I doubt if there are any other types of postmarks, cancellations, or Post Office cachets (other than those of local posts such as Lundy that are outside the scope of this book) that Dr. Whitney could have included.

So, what's an advantage to owning this excellent reference book? One astute reader reported that he was able to recognize a fine example of the first Eng trial of 1905

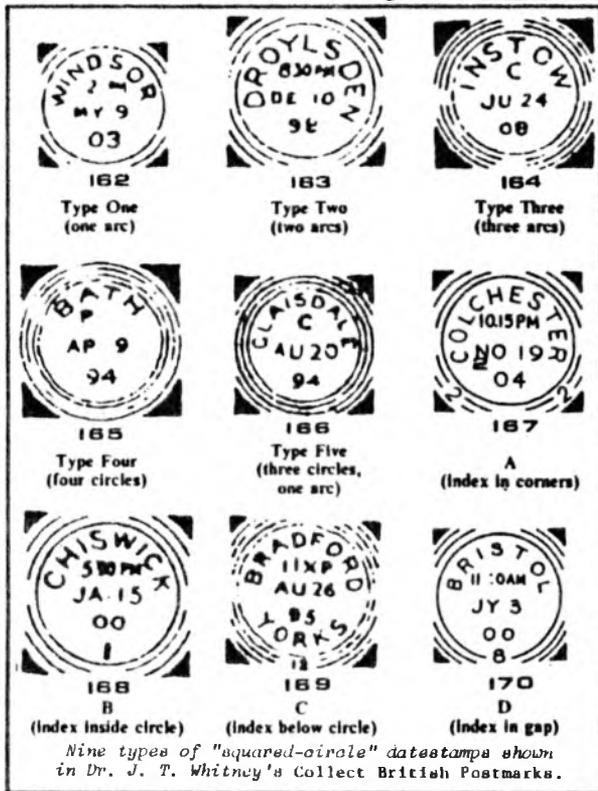
BOOK REVIEWS (Continued)

on an advertising postcard in a dealer's ten-cent box. This rather innocent-appearing machine cancellation (*continental* style with seven straight bars) is given an evaluation of 100 pounds!

How does this book aid the postal historian? Well, besides all aspects of British postmarks, *Collect British Postmarks* gives invaluable information about Great Britain

postal rates, including letter rates from 1638 through 1839, Scotland rates from 1710 through 1839, and Ireland rates from 1660 through 1839, as the year 1839 marked the adoption of the uniform rate proposed by Robert Wallace and Rowland Hill. The postal-rate information continues with all dates of start of new rates (beginning with the 1839 initial reform rates, which were in effect for a brief period before the uniform "one-penny" rate of 1840 was established) through the October 20, 1986 changes. A supplementary listing for postcards is given from 1870 through 1968 when the separate postcard rate disappeared with the advent of the two-tier post.

In addition, the back of the book is a treasury of useful information, including four pages of critical bibliographical citations, a glossary of abbreviations used in British postmarks, helpful explanations of coded time markings and British currency, and a list of 23 philatelic societies which



Nine types of "squared-circle" datestamps shown in Dr. J. T. Whitney's *Collect British Postmarks*.

are interested in aspects of British postal history. *Collect British Postmarks* is highly recommended to anyone having even a mild interest in the covers, postal history, and postal markings of any British area including Lundy and its North Devonshire environs. The price for this valuable handbook is incredibly modest, and the present edition has to be one of the best bargains in philatelic literature today. Do not pass up this one!

A GUIDE TO THE POST OFFICE ARCHIVES, by Jean Farrugia, published by the Post Office Archives, London, England, 1987, paperback, spiral-bound, 122 pages, price 5 pounds from the Post Office Archives, Freeling House, 23 Glasshill Street, London, SE1 0BQ, England.

[The following review by Frederick W. Baumann appeared on page 58 of the May 4, 1987 issue of *Linn's Stamp News* and is subject to 1987 copyright by Amos Press Inc., Sidney, Ohio. The review is reprinted here by kind permission of *Linn's* editorial staff. The book should be of special interest to anyone concerned with the postal history of Great Britain, especially readers residing in the United Kingdom who are fortunate to have access to the National Postal Museum in London. --RSC]

The archives of the British Post Office include better than one and a half miles of records, indexed in more than 100 different catalogues. The sheer mass of material, with a thousand different places for important information to hide, can discourage even the most energetic researcher. *A Guide to the Post Office Archives*, assembled by archivist Jean Farrugia, is a valuable road map through the archival labyrinth,

BOOK REVIEWS (Continued)

composed with the needs of the public in mind. The 122-page, spiral-bound text begins with a useful introduction and guide to research in the archives, and divides material into ten separate sections, with specific subjects of interest cross-referenced in a 19-page index. Individual references include a capsule summary of the material, its location, and availability.

While Britain's National Postal Museum houses most of the national philatelic treasures, a great deal of material of value to the postal historian is spread through the remaining thousands of feet of documents. This book can guide the researcher to the information he needs. A list of suggested reading, a guide to different archive facilities, and well-written directions to the main Search Room Library from virtually anywhere in London are included, with details down to the cost of photocopies. Though unlikely to top the best seller list, the commendable job this text does of making more than 300 years of information accessible ensures that those copies that are sold will be frequently consulted.

* * * * *

There is an excellent, illustrated article about conservation of paper that appears on pages 240-251 of the May-June 1987 issue of *American Scientist*, the bimonthly journal of Sigma-XI--The Scientific Research Society. Entitled "Preservation of Libraries and Archives," the article covers scientific investigations of paper, how paper ages, and conservation of paper. It was written by Chandru J. Shahani, the Research Officer at the Library of Congress, and William K. Wilson who is now associated with the National Archives and Records Administration. Even though there is nothing philatelic mentioned in the article, the relationship of the subject matter to stamp and cover collecting is evident; consequently, I recommend it to anyone with even a mild interest in paper conservation. Since most large city or university libraries probably subscribe to *American Scientist*, interested easy readers should have relatively easy access to this article.

It has been brought to my attention that the *Journal of Chemical Education*, a monthly publication of the American Chemical Society, has a regular feature section "Chemistry on Stamps" that is edited by James O. Schreck and C. Marvin Lang. The March 1987 issue's article in this section is entitled "Chemistry of Postage Stamps: Dyes, Phosphors, Adhesives" and is written by John B. Sharkey. I found this article to be more chemistry-specific (that is, it required more technical background on the part of the reader) than the aforementioned "Preservation of Libraries and Archives." Readers interested in learning more about the chemistry relationship to philately are urged to pursue this feature of the *Journal of Chemical Education*. As in the case with *American Scientist*, most large city or university libraries should subscribe to the *Journal of Chemical Education*.

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HOW TO PRICE AND SELL OLD PICTURE POSTCARDS, written and published by Roy Cor, Box 3610, Baltimore, Maryland, 21214, U.S.A., 1986, 8 1/2 by 11 inches, softbound, 64 pages, \$8.95 postpaid from the publisher.

[Although this book has absolutely nothing to do with Lundy, it was interesting enough to capture my attention from cover to cover. Since many L.C.C. members collect postcards, I felt it would be worthwhile to bring this book to readers' attention and recommend it should the subject of postcards or dealing fall within your field of interest. This is a curious book, completely unlike most works of philately. Written in a no-nonsense, father-to-son declarative style, it explains everything you ever wanted to know, or thought to ask, about the postcard business--how to buy, how to sell, how to price, insider tips, and more. An excellent review of this book appeared in the March 22, 1986 issue of *Stamp Collector*. Written by SC Editor Emeritus Kenneth A. Wood, it is reprinted here by kind permission of SC Editor James A. Magruder II, and SC publisher Van Dahl Publications. --RSC]

After reading this exceptional manual, my first reaction was to wish that the author would do the same thing for the novice stamp dealer, since it would likely become the single most valuable handbook a newcomer to stamp dealing could own. Even so, much of the wisdom and experience this book embodies is applicable, and most dealers in philatelic material will benefit from it especially since they will be involved in postcards, if only in a peripheral sense.

The book opens with a history of postcards and an overview of the various periods and types. Next comes an encyclopedia of postcards, including an assessment of the significance of the various subjects and their collectible popularity. Considerable attention is paid to the "philatelic" side of postcards, and the author evidences good philatelic knowledge. In the philatelic area, he stresses something vital to both

BOOK REVIEWS (Continued)

collector and dealer, whether in postcards or philatelic material: This is "dates." The postmark dates on older postal items can be of considerable importance, and this aspect of evaluating material is covered well and knowledgeably.

Sections are devoted to the buying and selling of material, with emphasis on bourse operations, although there is much of interest to the would-be store operator. Information and advice on costing and mark-up is particularly good. The philosophy of dealing is something that few writers are able to express. Roy Cox does it beautifully, and it would be hard to think of a better way to spend \$6.95 if one wants to know what goes on on the other side of the counter or bourse table. Highly recommended.

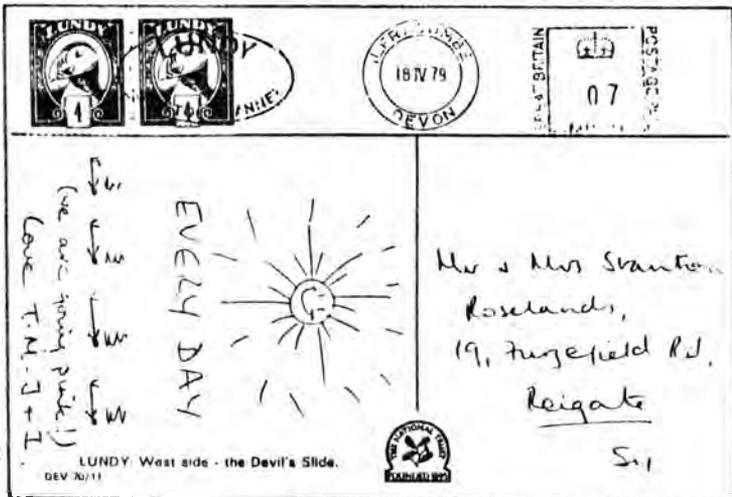
MY FAVORITE LUNDY COVER

It's Worth the Effort to Inquire (by Terry Dell)

[Editor's note: Ever read L.C.C. members' advertisements in the LCCPQ for Lundy material for sale and ask yourself if it is worth the time and effort to inquire? Well, one of our six Australian members, Terry Dell of Golden Beach, spotted Tony Langham's "Lundy Material For Sale" in the "Announcements" section of the Spring 1986 issue, wrote to Tony, and worked out a deal for an accumulation of covers and postcards. Terry, who has lamented to me in the past that little Lundy material is available on his home island, was quite pleased with the outcome of his dealing with Tony, and his article below tells the story. --RSC]

Illustrated below is the message side of one of my "favorite" postcards. It was part of a lot I bought from Tony Langham for 40 pounds. The lot included 32 postcards

used from Lundy during 1951 to 1986, 56 outward post-WWII covers, 12 Incoming postcards from 1903 to 1922, and Incoming covers, one of which was pre-WWII. As you know, the 32 postcards are worth more than 40 pounds on their own, especially when they include *Balmoral* and *Waverley* postings and a "10 IV 74" "DELAYED BY STORM" marking (only two months usage), not to mention postcard types I didn't have. The 56 outgoing covers had a great range of stamps and postmarks from 1955 to 1985, including a round "Illustrated Lundy News" cachet and a red Philatelic Service cancellation. The 12 old postcards were all sent to Miss M. Allday, c/o Postmaster, Lundy, and had Cornwall, Devon, and Wales scenes. The six incoming covers included one with a black Philatelic Service cancellation on the 1972 1p "Lighthouse" stamp. So, thank you, Tony Langham, for advertising in the LCCPQ!



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ADDENDA: Three Additional 10-Puffin Bureau Essay Types

George H. Ulrich, Jr. reports three additional types of the 1943 Philatelic Bureau 10-puffin essays listed on page 8 of the article entitled "The 1943 Lundy Philatelic Bureau Essays" (Fall 1986 LCCPQ, pages 6-9). The three are all imperforate on un gummed, lemon yellow paper in the following colors: violet and vermilion, dark brown and green, and green and violet. These items were offered as lots 778, 779, and 781 in the November 26, 1986 C.I.L.A. auction.

LUNDY

COLLECTORS CLUB

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