

PHILATELIC QUARTERLY



WINTER 1987 - 1988

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

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L.C.C. PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 9, Number 4 (Whole No. 36)

Winter 1987-1988

LUNDY COLLECTORS CLUB

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

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Membership in the Lundy Collectors Club is open to any person interested in the collecting and study of Lundy stamps, covers, and postal history. Dues of \$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

Recollection of John D. Stanard

"Am I the only one who recalls personally meeting John Stanard? Seems difficult to believe. In the 1930s when he came to New York, he visited my office regularly, once or twice a year. I can still see him. He was tall and perhaps in his late 30s or early 40s. Never did know why he stopped coming, but in your summer issue his age was surmised. I regret now that I did not take him up on some of his Lundy offers, but at the time this was a topic good for a loud roar of laughter. But even then I believed people could collect whatever they wanted, so when he came to my office to use the phone or to meet someone, I encouraged it. But I always wondered why his visits stopped so suddenly."

--Herman Herst, Jr., Boca Raton, Florida (November 25, 1987)

Pat Herst's recollection of John D. Stanard was prompted by the additional information about him presented on pages 9 and 10 of the Summer 1987 LCCPQ. The text of a 1941 letter by Stanard, in which he mentions, "Due to circumstances entirely beyond my control, I am disposing of all my Lundy Island material," appears on pages 16-17 of this issue. An advertising consultant who resided in Chattanooga, Tennessee, Stanard was a member of the Collectors Club of New York and apparently made frequent business trips to New York City and occasional stops on Nassau Street. --RSC

Two More ACAS "Wingless" Cancellations Reported

"I can find but two 'wingless' chops in the albums: '2 SEP 1936' black to Pitman and '18 MAY 1936' blue to Phillips. May have missed one, but I doubt it. These must be fairly scarce since I have dozens of the others. I think you're right about it being a removable chop of some sort. Felix had a drawer full of such trinkets!"

--Paul S. Seybolt, Medford, Massachusetts (November 27, 1987)

The newly discovered ACAS type B "wingless variant" was reported on pages 8 and 9 of the Summer 1987 LCCPQ. Paul's two brings the number of these strikes recorded to five. --RSC

"HUNDY" Variety Confirmation and More Lundy Ephemera

"Regarding the item by Stanley Newman on the 'HUNDY' variety of the 1-puffin definitive (*Summer 1987 LCCPQ, page 11, and Fall 1987 LCCPQ, page 20*), I also can confirm the said variety in the stated position (*stamp 3, row 3, upper left-hand pane*). I can confirm that it only appears once in 120. I have a complete sheet of 120 and have checked the two rows that George Ulrich was unable to check as being clear. Enclosed are photocopies of four views of Lundy. They are around the size of a cigarette card and have the words 'WITH GREETINGS' on the reverse. I believe they were sold on the Island in the mid '50s."

--David Perris, Cardiff, South Wales, U.K. (December 11, 1987)

LETTERS TO THE EDITOR (Continued from Page 1)

The four view cards David Perris sent are illustrated to the immediate right. From top to bottom, the four views are "The Mail Plane, Lundy," "Landing Beach, Lundy and South Lighthouse," "The Old Lighthouse, Lundy," and "Tavern and Post Office, Lundy." --RSC

Response to Criticism of Unofficial Covers

"Due to my own stupidity in not previously informing L.C.C. headquarters of my change of address, I have only just received and digested my back issues of the LCCPQ. In the Winter 1986-87 issue, there appeared a letter from Ken Thompson concerning 'unofficial' Lundy covers, to which your reply disagreed most emphatically with some of Ken's remarks. As a 'not-disinterested party' to the publication of two of the covers in question (the 1985 'Last Helicopter Flight' and the 1986 'First Scheduled Mail by M.S. Oldenburg'), may I add my own observations on this subject, as follows:

(1) In your reply following Ken Thompson's letter, you have more than adequately covered the aspect of the miserly amount of 'official' Lundy philatelic material emanating from the Landmark Trust (compare this with the prolific output of the Jersey, Guernsey, and Isle of Man Bureaus!). In my opinion, this very factor encourages the production of the so-called 'unofficial' commemorative covers, if only to meet the very minimum appetites of Lundy collectors.

(2) Ken couldn't be further from the truth when he alludes to 'the dubious purposes of such covers.' If he is inferring that profit is the motive, then let me assure him, for example, that in producing the 'Last Helicopter Flight' covers, the cost of printing and posting them, traveling expenses to and from Hartland Point, and hotel expenses there—let alone the cost of the helicopter flight itself—amounted to over double the income received from the sale of the covers. It could never be otherwise, as there was a limited edition of covers produced. The production of covers was quite incidental to my own desire to be present on that last regularly scheduled flight!

(3) Lundy collectors are most definitely not stupid enough to buy commemorative covers unless the event commemorated is of sufficient importance to warrant the production of covers. If individuals wish to produce such 'nonevent' covers (whether commemorating the last sheep sheared on Lundy in 1986 or the arrival of the first consignment of toilet rolls in 1988), I can assure them that they are on to a hiding for nothing! Should they ever submit such rubbish to me for inclusion in a C.I.L.A. Lundy Auction, it would be returned to them posthaste, as an insult to all Lundy collectors!"

--Stanley Newman, Brighton, Sussex, England (December 15, 1987)

Stanley's letter just about exhausts the subject of the "unofficial" (i.e., not Landmark Trust-produced nor Lundy-produced) covers. Well, almost... In the Summer 1987 "Lundy at Auction" column, I mentioned a lot described as "FDC—arrival of Beaujolais Nouveau by parachute, November 20, 1988 (one of only 12 produced)" that was offered in the June 27, 1987 Loddon Auction and asked if anyone could provide the "story" behind this cover. Bernard Stanley was kind enough to send me a couple of newspaper clippings describing the event, and sure enough, such a wine drop actually took place! The November 21, 1986 Western Morning News reported: "A great deal of trouble was taken to deliver a terribly young, slightly acidic, bottle of plonk to remote Lundy Island yesterday. Skydiver Garry Lawrie leapt from a light aircraft and plummeted 2000 feet to the granite outcrop. It was almost as if the lives of the 24 islanders depended upon the bottle of Beaujolais Nouveau clutched in his hand. A crate of 24 bottles followed shortly afterwards when the aircraft he jumped from landed on the island's airstrip. It was, apparently, the first time such an unmemorable wine had been delivered to the Bristol Channel community on the day it arrived in Britain. Why so much effort? Well, it was all good publicity for the wine merchants and the TV cameramen were desperate to dream up a new wheeze to flog a rather tired and hackneyed yarn." However, someone thought enough of the proceedings to prepare a dozen covers to commemorate the event! --RSC



LETTERS TO THE EDITOR (Continued from Page 2)Potpourri of Lundy-Related Items

"Although the postal strike was averted, mail delivery seems to have slowed down to a crawl, probably now working to rule instead of striking. Adding to this with regard to mail from Lundy, the wind has been in an easterly direction for more than two weeks now, and I know from a card from Mary Squires, mail has been delayed by storm, plus the fact a week or so ago the *Islander* dory had its engine catch fire. This form of transport for mail and visitors is used in the winter months between the scheduled *Oldenburg* sailings, so it would seem there may be delays of all shapes and forms.

Here is an item which I think and hope you will find worthy of a mention. You remember Mike's cards regarding the liberation of this lovely old Dutch town on April 1, 1945, which I sent from Lochem, Holland. [*John Martin's text about the Lochem, Holland liberation appears on pages 6 and 7 of the Fall 1987 LCCPQ.*] Well, the sequel to us old soldiers going back in 1985 for the 40th anniversary is as follows. The Dutch postal authorities have decided to permit the name of this first road and first house which my company liberated all those years ago to be changed postally from 'Hoge Enk 2.' to 'Somerset. 1.' in honor to our regiment, the Somerset Light Infantry. You can imagine how proud I feel to have been part of this and honored for my old regiment. There is also going to be a monument erected and a ceremony next year. Needless to say, there will be some Lundy cards to mark this occasion, and can you blame us for doing so? It can't be too often you get to share the honor of changing a postal address in someone else's country! To my way of thinking, this certainly beats the dropping of a bottle of Beaujolais Nouveau by parachute.

...Another item which may be of interest is Mike's first Lundy card to arrive from behind the dreaded Iron Curtain. I think my Dutch friend's comments regarding this card (*see text below*) may be worth printing, as we ourselves smiled to think of Lundy as a 'capitalist' country. It's obvious, without doubt, the lady from East Berlin had read your 'Lundy at Auction' report of the latest Royale Stamp Auction estimates. I can well imagine my friend Ernst, escorting his class of school kids through the checkpoint, then penetrating into communist territory—with one of the reasons for doing so, to buy a stamp, stick it on a card purchased in the Island Shop, and post it back to Lundy, to finally find its way back here in Mike's collection. It was Ernst's own initiative to do so. We didn't even know he was going to Berlin."

[*Excerpt from letter from Ernst Nareman to John Martin:* "I was pleased to hear the postcards from Germany had reached their destination. Especially about the one from East Berlin as I had my doubts. With a school class, we visited West Berlin and paid a day's visit to East Berlin. Sometimes I think that it might be as difficult for a postcard to leave the G.D.R. as for people. In the shop in East Berlin, I asked the lady for a stamp. She wanted to know if it was for a 'capitalist' country or for a 'noncapitalist' one. It was clear there was a difference!"]

"...Back in 1975 the Birmingham Mint issued a collection of 52 Great British Cap Badges, each one accompanied with a silver medal, limited to 3000 proof sets. Mike decided at the time he was wealthy enough, interested, and would like this collection, so he wrote for particulars and placed the necessary standing order with his bank. The collection came over a period of 52 months—one badge and medal was issued each month. The badges are authentic badges as issued to the British regiments, and the medals which accompany them have on one side a design depicting a famous action or heroic deed achieved by each particular regiment.

We reached the point of the arrival of Badge No. 37. It arrived, and my wife took it in from the postman and placed it away for safekeeping, forgetting to say it had arrived, and, in fact, she forgot it had come altogether. As you may appreciate, this monthly method of issue was a long drawn-out affair, and I must admit, we did not think about No. 37 until the arrival of No. 38. Our immediate reaction was 'where and what happened to No. 37?' I knew I hadn't seen it, and over this period of 8 or 10 weeks, my wife had forgotten anything about it, so we came to the conclusion that we had not received it. Fearing this would spoil Mike's collection, I penned a message to the Mint. The Mint replied the badge and medal were presumed lost in transit and would we please accept the replacement. On opening the package, we found it was The Queen's Own Royal West Kent Regimental Badge, and to our great surprise, the scene depicted upon the medal was L/Cpl John Pannington Harman winning his Victoria Cross Medal at Kohima in 1944! The badge and medal were accompanied with an account of it on the history card."

[*The text of the history card was provided by John Martin. The verbatim text of the 1944 Defense of Kohima by The Queen's Own Royal West Kent Regiment is reprinted here. In spring, 1944, the Japanese marched on India. They crossed the Chindwin and cut*

LETTERS TO THE EDITOR (Continued from Page 3)

off Imphal, to strike at Dimapur and the Assam Railway. If Dimapur fell, India lay open to invasion. The Japanese had to be stopped. Yen Slim saw there was only one place to do this—at Kohima, a town on a steep ridge astride the all-important Imphal-Dimapur road. Without the road the Japanese attack must falter. Kohima was to be a great roadblock that would bar the way to India.

It was nearly too late. Already Kohima was surrounded and the road to Dimapur cut. To halt the Japanese advance there was only a scratch garrison of the Royal West Kents and the Assam Rifles. Despite lack of sleep, lack of water and cruel casualties, they held on. Day by day the perimeter shrank as the Japanese closed in. It was small arms war, with rifle and grenades and Bren gun—and when your Bren jammed, you picked up a shovel and killed Japs with that.

L/Cpl Harman's heroism can stand for the many gallant deeds of the West Kents during the siege. Seeing the enemy digging in under cover of machine gun fire, he charged, shooting four and bayonetting one. The post was wiped out. Mortally wounded, he staggered back to his section. "I got the lot," he told them, "it was worth it." Worth also the Victoria Cross. Five minutes later he was dead.

Finally, reinforcements broke through from Dimapur. Kohima was relieved. Out they came the "Dirty Half-Hundred" or what was left of them. For 16 days they had fought off an entire Japanese Division and prevented the invasion of India. The rest of the Regiment they left behind buried on Garrison Hill. Over them is written their common epitaph, "For their tomorrow, we gave our day."]]

"Before the collection was complete, Mike had left his employment in Watchet and gone to work on Lundy in January 1979. About a year later, my wife came upon the first No. 37 which she had taken in and put away for safekeeping—so safe, it took her a year to find it again! (*The Birmingham Mint was notified of the "extra" medal and the Martins were permitted to keep it.*) When I first realized we had two of these No. 37s, I wrote to Mike on Lundy, and his immediate reaction was that he wished the Harman Family to have this spare. He had told them of the existence of the medal, so this spare medal and badge went to Lundy, and Mike handed them over to Mrs. Ruth Harman Jones when she next came to Lundy.

To the best of our knowledge, Mike's is the only collection we know of, and Ruth Harman Jones has the only spare. Of course, there must be 3000 sets in various peoples' possession, but we have never heard anyone else mention the existence of this medal. Probably, the purchase price was a bit prohibitive, as at that time (1975) the subscription price of the 52 badges and medals was 780 pounds. The remainder of the 3000 sets was offered again about 1979 and had risen to 1027 pounds, so it is doubtful if this individual medal will ever be seen upon the market, as it would spoil a collection were it separated from the whole collection. I know this has no philatelic content whatsoever, but I thought it would be of Lundy interest."

--John Martin, Minehead, Somerset, England (December 17, 1987)

John Martin's Loochem liberation account included: a local newspaper clipping of a longtime Loochem resident's recent visit to Taunton, Somerset, and his resultant reunion with John and other WWII comrades from the Somerset infantry unit; a photograph of the new Somerset street sign in Loochem ("SOMERSET/4TH. BN. SOMERSET LIGHT INFANTRY"); and a photocopy of a December 14, 1987 cover from Lundy addressed to Ernest Marsman in Loochem. Unfortunately, none of these items were amenable for journal illustrations to accompany John's letter.

What an amazing coincidence Mike Martin's "Lost" Birmingham Mint medal turned out to be the one with a "Lundy" connection—fate?! Lance-Corporal John Pennington Harman, V.C. was the oldest son of then Lundy owner Martin Colles Harman, and many readers were already familiar with his heroism at the Battle of Kohima during WWII. The Lundy "V.C. Quarry" was dedicated on June 20, 1949 as a lasting memorial to the late L/Cpl Harman's memory. Mike's thoughtfulness in presenting the spare West Kent Regiment medal and badge to Ruth Pennington Harman Jones, the elder Harman daughter, was inspirational, and I imagine the medal has become a treasured Harman Family heirloom. It is presumed that at this late date The Birmingham Mint Ltd., the world's oldest independent mint, does not have any more of the 3000 sets of the military medals and insignia available for purchase. Perhaps one of our U.K. members could contact The Mint (Ioknield St., Birmingham, B18 6RX, England) or its collectibles-distributor subsidiary (The Birmingham Collection Ltd., 109 Hagley Road, Birmingham, B15 8JL, England; telephone 021-454-3653) to determine the availability of individual West Kent Regiment medals. Since literature from The Birmingham Mint indicated it has been striking insignia badges and medals for 200 years, perhaps individual medals could be reworked for purchase by some L.C.C. reader-entrepreneur and offered to readers should there be enough collector interest. Any volunteers? --RSC

LETTERS TO THE EDITOR (Continued from Page 4)Food for Thought

"It has been estimated that there are more than six million serious stamp collectors worldwide. It also has been estimated that there are about six hundred Lundy collectors worldwide. Therefore, one stamp collector in ten thousand collects Lundy. Next year sees the 60th Anniversary of Lundy stamps, and I think we should all aim to improve the ratio by then. If in the next year we can each convince another 9,999 people to collect Lundy, then every philatelist in the world will collect it, and even the Millenary issue will become scarce! Seriously though, try giving away a few spare Lundy stamps at your local stamp club and tell interested people about the Lundy Collectors Club—and let's see if we can double the number of Lundy collectors by next year!"

--Jon Aitchison, Quendon, Essex, England (January 19, 1988)

Lundy Collectors Club members in the United Kingdom (who presently number 45 strong) will have two opportunities to meet with one another at the 1988 Stampex shows in London. Jon suggests bringing along a stamp-collector friend to the festivities in order to stimulate more interest in Lundy philately, and he provides details of the Stampex meetings in the "Announcement" immediately below. --RSC

Announcements

Lundy Collectors Club 1988 United Kingdom Stampex Meetings

United Kingdom members of the Lundy Collectors Club will have two opportunities to meet with one another in London during 1988. On Tuesday, March 1, the opening day of Stampex, there will be an informal get-together in the bar of the New Hall, Greycoat Street, at 6 p.m. Unfortunately, there are no spare meeting rooms available at the Spring Stampex, but the informal gathering will at least present an opportunity to renew old acquaintances and make new friends. As an inducement to attend and an added attraction, Stanley Newman has kindly offered to buy everyone a drink!

At the Autumn Stampex, the L.C.C. will be meeting in the Orchid Room of the New Hall between 11 a.m. and 1 p.m. on Sunday, October 2. This will follow a similar format to the 1987 meeting, with an eight-sheet competition for the Stanley Newman Trophy, a bourse, and a souvenir cover. Stands at the bourse are free, and members wishing to book a table should contact Jon Aitchison for details (home telephone 079988 457).

Stampex is held twice a year at the Royal Horticultural Society Halls, Greycoat Street and Vincent Square, London SW1. Roger Hudson will be attending both events on the "Cover Boys" stand and once again will be paying the expenses of the October meeting. Roger will also be acting as Lundy "Postmaster," with current Lundy definitives on sale at face value and a Lundy-posting facility at his stand. Roger always has a good stock of Lundy material, so please go and see him if you get a chance. Everyone with an interest in Lundy is welcome at these meetings, not just L.C.C. members, so please try and come along and bring a friend if you can. --Jon Aitchison

Lundy "APPEAL" Stamp Register Project (by Roger S. Clahors)

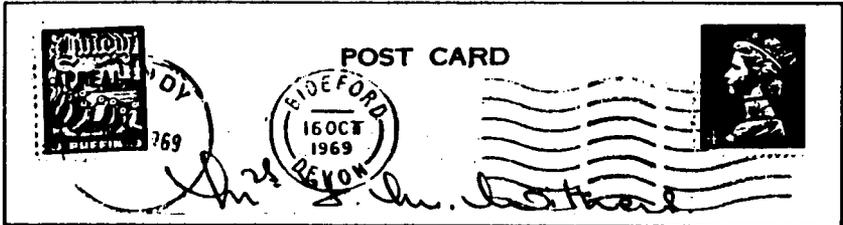
The Lundy "APPEAL"—overprint issue of 1969 remains one of the most elusive and least documented of Lundy stamps. The "APPEAL" stamps were not sold on Lundy or through the Philatelic Service and presumably were only available to donors of one pound to the Lundy Appeal, a well-publicized effort by The Landmark Trust to obtain funds to refurbish buildings on the Island. The stamp was to be affixed to a John Dyke-designed "acknowledgement" card and posted from Lundy through the G.P.O. beginning September 11, 1969 to those donors who contributed to the Lundy Appeal. However, it soon became apparent to collectors of Lundy stamps who mailed their contributions to the Lundy Appeal that something was amiss, since few actually received their "souvenir postcard" as promised. Details of the stamps and Lundy Appeal were presented by Larry Dodson and John Martin in earlier published articles (refer to the Winter 1980 LCCPQ, pages 5-9, and Fall 1983 LCCPQ, pages 10-15).

The facts are that 3000 mint "APPEAL" stamps were produced by the Atlantic Coast Studios in Bideford, Devon., by silk-screen overprinting in red 100 panes of the 12p value of the first (1930) definitives. Some 2500 "APPEAL" stamps were made available to Major Raymond F. Moore, Assistant Director of the Lundy Appeal. Presumably, very few "APPEAL" stamps were used on the acknowledgement cards, according to contemporary reports—although it is possible that many were so processed and mailed to nonphilatelist donors who did not recognize their collectibility and, upon receipt, simply discarded them. Mint examples of the stamps were virtually unobtainable until mid-1984 when 15 examples, possibly obtained from The Landmark Trust archives, appeared

ANNOUNCEMENTS (Continued from Page 5)

on the philatelic market in England (all originally through the Twyford Collector's Fare auction and some of these subsequently recycled through Stanley Newman's I.P.P.A. auction). Some Lundy philatelists are of the belief that many of the 3000 "APPEAL" stamps were not used and are still in the possession of Major Moore. If this is the case, they have never surfaced and the alleged hoard remains hidden or has been lost with time.

My preliminary census of "APPEAL" stamps in Lundy collectors' possession, based on direct knowledge from collectors who have previously written me about their holdings or on auction reports, indicates only 10 examples used on acknowledgement cards and fewer than 30 mint examples. When one considers a 3-percent "survival rate" is generally predicted for the pre-U.P.U. "classic" stamps of most "collectible" countries, one can readily see why the "APPEAL" stamps—being a modern issue with a much higher expected "survival rate"—are considered to be the rarest of all Lundy "major-variety" issues!



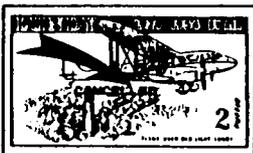
I have been requested to and agreed to begin an "APPEAL" Stamp Register (much like the A.C.A.S. "Tramticket" Register initiated by Barry Chinchin in 1967 and currently maintained by Ian Wilkinson) and am now *appealing* to members of the Cinderella Stamp Club's British Private Post Study Group and the Lundy Collectors Club to send me information on any examples of "APPEAL" stamps in your possession. What I need to know to begin the Register is the number of mint stamps you possess (transfer type and if the "thin" or normal "1" variety, if known). I presume all "used" stamps are still on the acknowledgement cards, and if you possess one or more, please supply the following: (1) date of Lundy circular datestamp; (2) date and city of G.P.O. postmark (or is the card a C.T.O. example sans British franking?); (3) destination (addressee name and address on card); and (4) any other information, such as extra postal markings, handwritten notes, etc. Of course, photocopies of any examples, mint or used, are solicited and will gladly be accepted along with the desired information. Individual information will be kept confidential, but the tabulated results of this survey will be published in the future. The success of the "APPEAL" Stamp Register depends upon your cooperation, so please send me a note today while this project is still fresh in your mind. Send information to: Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A. Thank you!

BOGUS COMPUTER-PRINTED OVERPRINTS ON LUNDY STAMPS

by Jon Aitchison

Nowadays it seems that the whole world and his brother owns a personal computer. Even people who don't know a *rom* from a *ram* or a *bus* from a *chip* vary quickly can become proficient in all aspects of their use, including how to use the printer. Suddenly, everyone's a budding Caxton, and having mastered the skill, they set out to immortalize something in print.

Such is the case with a certain Lundy collector whose identity is unknown to me. Recently, the U.K. Cinderella Stamp Club packet has been deluged by spurious "Lundy" items that have been produced or overprinted by a computer dot-matrix printer. The "Lundy Railway Company Newspaper Labels" are well known (and the subject of my article on the following page), but now bogus dot-matrix overprints are beginning to appear on genuine Lundy stamps.

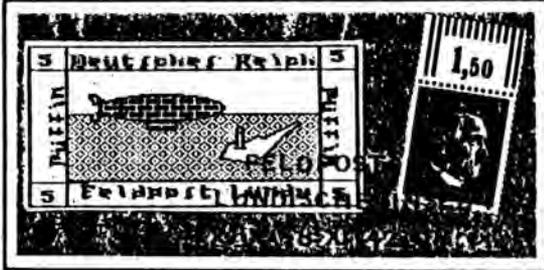


The 1954 Silver Jubilee airmail 2-puffin value is currently on offer with at least two different bogus computer overprints. It can be found with "SPECIMEN" printed in red in a typewriter-style serif face measuring 2.4 mm by 21 mm and with "CANCELLED" printed in black in a sans-serif face measuring 1 mm by 13 mm (shown above left). The former
(text continued at the top of page 7)

BOGUS COMPUTER-PRINTED OVERPRINTS ON LUNDY STAMPS (Continued)

should not be confused with the equally spurious rubber-stamp overprints on this issue which have been around for years. In the dot-matrix versions, you can easily see the individual dots that make up the letters. At least their perpetrator is not trying to fleece collectors, as these items are being sold at 20 pence and 5 pence, respectively.

Even more ridiculous is the "Deutsches Reich/Feldpost Lundy/5 Puffin" label printed in black on yellow paper showing a Zeppelin over Lundy. I have this label on an unaddressed cover with a 1941 German 3-pfennig "Hitler" stamp tied by a red "FELDPOST/LUNDISCHE INSEL/8-XI-42" cancellation (illustrated left).



Most people probably would consider this to be a harmless bit of fun and would be happy to have these items in their collections. However, Lundy stamps have a credibility problem in philatelic circles, and this sort of thing does nothing to enhance its reputation.

I am sure that whoever produced these items did so with the best of motives, but, nevertheless, I feel he should desist for the overall benefit of Lundy collecting. If not, Lundy could soon be denigrated to the level of Staffa, Eynhallow, or Nagaland!

Collectors of stamps of Spain may be interested in knowing that in the same Club books there was a bogus dot-matrix-printed Spanish overprint. "MUESTRA" ("SPECIMEN") appears in black serif letters 70 mm by 17 mm appearing horizontally across three 1954 Spain 30-centimos "Franco" stamps.

BOGUS "LUNDY RAILWAY COMPANY LTD NEWSPAPER LABELS"

by Jon Aitchison

Many Lundy collectors are familiar with the bogus "Lundy Railway Company Ltd Newspaper Labels" that first appeared a couple of years ago. These labels were printed by a comparatively un sophisticated dot-matrix printer that was almost certainly attached to someone's personal computer. Five values were produced on various colored, gummed papers. They were printed in black and were imperforate.

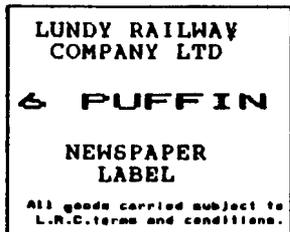
Recently, a large quantity of these labels have surfaced in the U.K. Cinderella Stamp Club packet. Upon checking them, I noticed a significant color variation in the paper when compared with the set that I purchased eighteen months earlier. This led me to believe that either there were two different papers employed for an initial printing, or, more likely, that they had been reprinted. Close examination of the label text reveals that the same program was used each time as certain inconsistencies of lettering appear in each printing.

The color variations in paper between the two printings are as follows:

Value	"Old" Printing	"New" Printing
1p	turquoise-blue	turquoise-green
3p	scarlet-red	scarlet
6p	yellow	lemon
7p	emerald-green	emerald
9p	pink	orange-yellow

In addition to the color variations, all values of the original printing are on matt paper with a shiny, translucent gum, whereas all values of the second printing are on shiny paper with matt, whiter gum. Various varieties exist, such as a double "Y" in "RAILWAY" on the 6-puffin value (shown above right), which probably resulted from bad programming or input.

I purchased my original set of bogus "Railway Labels" in auction for 6 pounds. There are now literally dozens of sets on offer in the Cinderella Stamp Club packet at only 1 pound per set. Collectors should remember that these are only pieces of philatelic nonsense of curiosity value only and that the price seems to be falling all the time!



A POSTAL HISTORY OF LUNDY

PART 5: 1945 - 1960

by Barry N. D. Chinchin

Mr. Gade left Lundy in June 1945. The philatelic business was passed to Mr. Charles Waghorn, Principal Lighthouse Keeper at the South Light. When he left, the new Agent, Mr. D. T. Heaysman, took over for him. There were no new stamp issues during this period, but an article about the Island and its stamps appeared in *The National Geographic Magazine* of May 1947.

Transport to and from Lundy posed great problems at this time. The Royal Naval service between Lundy and Appledore ceased in mid-1946, and it was not until the spring of 1947 that Mr. Harman was able to repurchase the *Lerina*. The regular service using this vessel was short-lived as the *Lerina* was badly damaged through dragging her anchor and striking a rock close inshore whilst at Lundy. It was not till January 1949 that *Lerina* resumed service. In the meantime, the Island depended on arrangements with the skippers of small Ilfracombe fishing craft. *Lerina* was eventually laid up in 1950.

That summer, Mr. J. E. Drabble obtained a concession from the Royal Airforce at Chivenor to use their aerodrome for civil flying. Arrangements were made to reestablish an air service with Lundy. Mail began to be transported by air on November 8, 1950.

Some of the original eight stamps were overprinted with the words "BY AIR" in black with the word "AIR" about 2 mm below "BY" (Figure 1). In 1950, the quantities of stamps treated in this way were given as: 4p and 1p - 24,000 each; 2p, 3p, and 4p - 12,000 each; and 6p, 9p, and 12p - 2400 each.

At a later date, 2000 of these 12p stamps were revaluated by overprinting with "8" and 3 bars, making that a scarce stamp, but for some unknown reason, the 1-puffin stamp seems even more rare, and a reprint of that value was required by 1951 when 12,000 more were overprinted with the words "BY" and "AIR" 4 mm apart (Figure 2). A new canceller was also introduced on November 8, 1950 (Figure 2).



FIGURE 1. The 1950 "BY AIR" Overprint Issue.



FIGURE 2. 1951 "Wide Setting" Overprint and Example of Air Post Cancellation.

also the fact that low values were used up far more rapidly than the rest, but this usually means that the mint stamps are scarce.

The "BY AIR" overprints were a temporary measure, and Mr. Harman commissioned a young local artist, John Dyke, to prepare designs for seven airmail stamps. The stamps showed various birds in flight (Figure 3 on the following page). They were printed by Messrs. Harrison & Sons Ltd. of London and High Wycombe. 100,000 of each value were printed in sheets with two panes of 24 each with a control letter and number in the right-hand margin.

The "puffinage" rates were revised at the time of issue (June 9, 1951), and there was an attempt to provide a complete series of values. The "BY AIR" overprints, with the exception of the 4p, remained in circulation, and it was decided that an 8p value would be required. 38,250 of the 1930 12-puffin stamps were revaluated 8 puffin, the 12 being scored out with three black bars and an "8" substituted (Figure 3).

Mr. Gade's Office was often damp, and stamps were often damaged through sheets sticking together. No records were kept of the quantities of stamps affected in this way, but Mr. Gade occasionally asked his secretary to go through the stock and destroy the stamps which were unusable. This is a possible explanation of the scarcity of some stamps when the quantity printed would have seemed adequate. There is

A POSTAL HISTORY OF LUNDY — PART 5: 1945 - 1960 (Continued)



FIGURE 3. "Flying Birds" Set and 8-Puffin Revaluation Overprint Issue of June 8, 1951.

wake; 3p, red, razorbill; 5p, orange, fulmar petrel; 7p, black, oyster catcher; and 7½p, brown, great black-backed gull.

It seems to have been in 1951 that Mr. Antoine Medawar, a stamp dealer of Gray's Inn Road in London, began to take an interest in Lundy stamps. Without his help, the many colorful issues made between then and 1962 would not have been produced. There appears to have been a lack of communication between Mr. Harman, Mr. Medawar, and Mr. Gade at various times.

"BY AIR" overprints in red on ½p, 1p, and 2p stamps (Figure 5), 8p "By Air" overprints with two thin scoring bars in red or black (Figure 5), 8p 3-bar "BY AIR" overprints with "BY" and "AIR" 4 mm apart in red or black (Figure 5), or even "BY AIR" in black and "8" in red seem to have come from Mr. Medawar and never to have been sold on Lundy. [Editor's note: Barry does not list the black wide-setting (i.e., 4 mm spacing between) "BY AIR" overprints on the ½p and 2p stamps. Also, a unique "used" (but with an "incorrect" type I o.d.s. dated "8 NOV 50") black wide-setting "BY AIR" overprint 9p stamp exists on piece, but this is listed in Barry's A Catalogue of Lundy Stamps. It is presumed that all of these were "Medawar-inspired" 1953 overprintings rather than "official" black wide-setting "BY AIR" overprinted stamp issues as was the case of the 1951 1p and 1953 12p values. In addition, a "Medawar-inspired" red "BY AIR" and "8" 3-bar revaluation overprint of the 12p stamp exists with the "8" positioned both 2 mm and 4 mm below the "AIR" (the 4-mm positioned overprint is not merely a "displacement" as both varieties occur in a vertical set-tenant pair!). In addition to these "issues," the "Medawar-inspired" overprintings exist as various printer's waste varieties, including double black wide-setting "BY AIR" overprints on the ½p, 1p, 2p, and 4p stamps; double red wide-setting "BY AIR" overprints on the 2p stamp (including a variety with one overprint inverted); an additional black wide-setting "BY AIR" overprint on the black narrow-setting "BY AIR"-overprinted 4p stamp; and double black "By Air" and "8" 2-bar overprints on the 12p stamp. Early Puffin Journal reports indicated "BY AIR" overprints (narrow or wide setting not stated) exist doubled, inverted, and misplaced for all values, but this information was never documented in later issues, and Barry's extensive research on this subject never substantiated the earlier reports. --RSC] It seems probable that Tighearna sheets with bogus 9th Anniversary overprints in black were made at this time.



FIGURE 4. August 22, 1951 "BY AIR" 8p Revaluation And January 1953 Wide-Setting "BY AIR" 12p Issues.



FIGURE 5. Examples of Overprinted "Issues" That Were Not Available For Sale on Lundy.

These were issued along with the new designs on June 9, 1951. Subsequently, on August 22, 1951, 2000 of the 12-puffin "BY AIR" overprinted stamps were additionally overprinted with the "8" and 3 bars in black (Figure 4). The overprinting was carried out by the Gazette Printing Service of Bideford.

The values and colors of the bird stamps were as follows: ½p, pink, puffin; 1½p, green, gull; 2½p, blue, kittiwake;

At the end of August 1952, Mr. Drabble's health failed and he had to give up flying, but in December, Mr. Maurice Looker, ex-Royal Airforce, who had been associated with

A POSTAL HISTORY OF LUNDY — PART 5: 1945 - 1960 (Continued)

Mr. Drabble, formed a company called Devonair Limited to continue operations from Chivenor Aerodrome.

In January 1953, there was a second overprinting of 3000 12-puffin stamps with "BY AIR" in black (4 mm apart) (Figure 4, preceding page). These were probably ordered by Mr. Gade to make up sets because of the shortage of the original overprinting.

Mr. Harman was slow to make up his mind about an issue of stamps to commemorate the Coronation of H.M. Queen Elizabeth II. By the time a decision was made, the only possibility was to ask Bradbury, Wilkinson & Co. Ltd., who still had the plates for

printing the stamps of 1929, 1930, and 1939, to reprint from these plates and overprint with the subject and date. The half-puffin plate had to be remade and the other lithographic plates re-touched, but 120,000 of each of the seven values (½p, 1p, 2p, 4p, 6p, 9p, and 12p), were printed (Figure 6). The 2p and 4p had, in addition to the inscription "CORONATION/2-6-53," the words "BY AIR." The overprints



FIGURE 6. Coronation Set and Special Cancellation.

were in black except on the 1p and 2p which were red. Mr. Medawar had a small supply of the four lowest values with alternative colored overprints. An ungummed publicity sheet showing all seven stamps in black was also printed by Bradbury, Wilkinson & Co. Ltd. and sold as a souvenir sheet.

The Coronation stamps were in use from June 2, 1953 until September 30, 1953 for both sea and air mail. After this, the air stamps were again used. A special Coronation canceller was used only on Coronation Day (Figure 8).

In 1954, 25 years after the first Lundy stamps had appeared, John Dyke was given the task of designing a series of commemorative stamps. It was more ambitious than anything which had been attempted before with Lundy stamp issues. Mr. Harman had been persuaded that there should be an issue of both airmail and surface-mail stamps together with a definitive airmail set which could remain in use after the Jubilee stamps had been withdrawn. The number of stamps and the linking of this jubilee with the 50th Anniversary of powered flight were undoubtedly part of Mr. Medawar's plan to try to make a profit from the sale of the stamps.

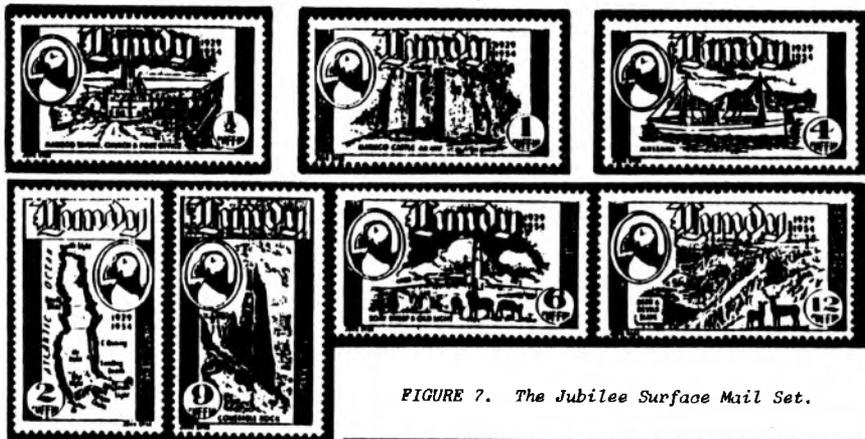


FIGURE 7. The Jubilee Surface Mail Set.

The designs of the surface-mail stamps (Figure 7) were of local interest. There was the Tavern and Shop, Mariaco Castle, The Old Lighthouse, Constable Rock, and Devil's

A POSTAL HISTORY OF LUNDY — PART 5: 1945 - 1980 (Continued)

Slide. There was also a map of Lundy and a drawing of M.V. *Larina* which, having been beached at Bideford in 1950, was broken up in 1954.

The stamps, which were printed in two or three colors, were: ½p - pink and black, 1p - blue and black, 2p - red and black, 4p - green and black, 6p - orange and black, 9p - red, black, and blue, and 12p - brown, green, and red. There were 500,000 each of the ½p, 1p, 2p, and 4p values, and 200,000 each of the 6p, 9p, and 12p values.

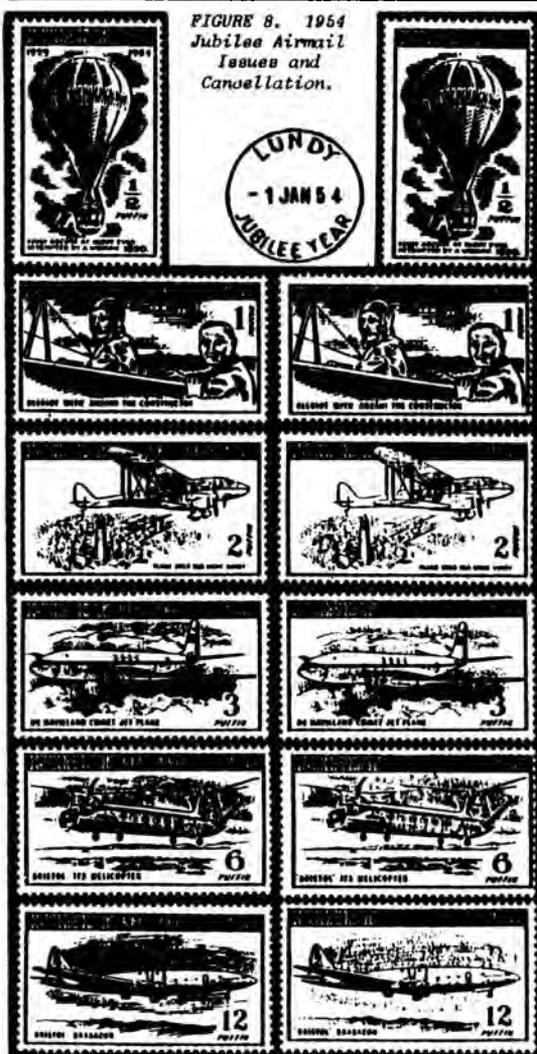
The airmail stamps (*Figure 8*) depicted Mrs. Graham's Balloon, Bleriot and Anzani, the De Havilland Rapide, the De Havilland Comet, the Bristol 173 helicopter, and the Bristol Brabazon.

The colors were: ½p - red and blue, 1p - blue and brown, 2p - green and brown, 3p - blue and violet, 6p - pink and blue, and 12p - gray and maroon.

The definitive airmail stamps (*Figure 8*) were of the same designs as the Jubilee Airmail stamps, but the dates 1929-1954 were omitted and the colors were reversed. The quantities of stamps for each set were 500,000 each of the ½p, 1p, and 2p and 200,000 each of the 3p, 6p, and 12p. All three sets were printed by Harrison & Sons Ltd. and issued in sheets of 20. They were issued on January 1, 1954. The Jubilee stamps were withdrawn from use on March 31, 1954, but the definitive airmail series was in circulation until March 6, 1955. A special Jubilee canceller (*Figure 8*) was used for these issues.

The obvious attempt to capitalize on the philatelic market was criticized in Britain and the United States. Lundy's philatelic reputation was tarnished yet again, but Mr. Medawar must have succeeded financially from the enterprise because another issue followed.

The Eric Bloodaxe Millenary issues were to have been made in 1954, but owing to the death of Mr. M. C. Harman, the date of issue was postponed until March 7, 1955. Although the horse and bird themes of the new sets were interesting and attractive, the obscure Millenary being commemorated detracts from the issue.

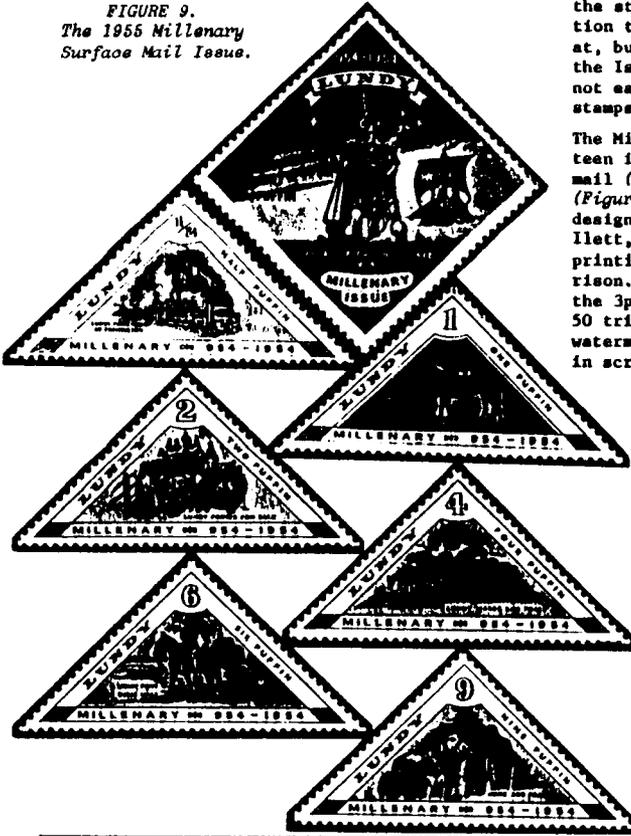


Eric Bloodaxe, an exiled King of Norway, invaded the North of England and twice ruled the Kingdom of York (948-9 and 952-4 A.D.). In 954, the Northumbrians finally expelled him and reestablished Edred (946-955) as King of all England. Thus, Eric Bloodaxe was the last Viking King of York. He is not known to have had any connection with Lundy, though it is thought that Lundy was used as a stronghold and place

A POSTAL HISTORY OF LUNDY — PART 5: 1945 - 1960 (Continued)

of refuge by the Norsemen. The name *Lundy* is said to be made up of the Norse words "Lunde"—a puffin—and "ey"—an island.

FIGURE 9.
*The 1955 Millenary
Surface Mail Issues.*



The triangular shape of many of the stamps was an added attraction to the market being aimed at, but a great inconvenience to the Island Post Office. It is not easy to separate triangular stamps without damaging them.

The Millenary stamps were fourteen in number, seven surface mail (Figure 9) and seven airmail (Figure 10, following page). The designs were done by Mr. A. E. Ilett, a London artist, and the printing was carried out by Harrison. All denominations except the 3p were printed in sheets of 50 triangular stamps on paper watermarked with Harrison's name in script. The 3-puffin values were in sheets of 25 square stamps on the same watermarked paper. There were 750,000 of each of the 4p stamps; 700,000 of each of the 1p, 2p, and 3p stamps; and 200,000 of each of the 4p, 6p, and 9p values.

Colors and designs were:

Surface mail issue— $\frac{1}{2}$ puffin, green and violet, Mr. Bertie Hill riding his pony "Lundy" at Fremington Races; 1 puffin, yellow and brown, "Betty Brown" which won at every show she entered (over 200); 2 puffin, green and brown, Lundy mares and foals at Barnstaple Market; 3 puffin, blue and

black, Eric Bloodaxe with a Viking ship; 4 puffin, red and blue, mares and foals grazing on Lundy; 6 puffin, violet and black, young woman riding a Lundy pony stallion; and 9 puffin, orange and black, Mr. Martin Coles Harman attending a sale at Barnstaple. Airmail issue— $\frac{1}{2}$ puffin, black and violet, ring ousel; 1 puffin, brown, buzzard; 2 puffin, brown and green, cormorant; 3 puffin, red and black, Eric Bloodaxe with a puffin; 4 puffin, blue and red, fulmar petrel; 6 puffin, black and violet, manx shearwater; and 9 puffin, black and orange, lapwing.

The Millenary stamps were used until 1957. This was clearly not intended as the Millenary canceller (Figure 10) did not include the year 1957.

In August 1955, the Auster Autocrat came down in the sea whilst flying from Lundy to Chivenor. Mr. Looker and his two passengers were rescued by a Danish ship, but the Ministry of Civil Aviation immediately banned all flights to and from Lundy in single-engined planes. From August 22 to October 25, mail was diverted to Ilfracombe and brought to Lundy by P. & A. Campbell's steamers. This meant that there was no mail between September 21, when the steamers ceased to call, until flights were again sanctioned.

Mr. Looker was allowed to use his single-engined machine provided that the weather conditions allowed him to fly at not less than 6000 feet. Such conditions were rare in winter, and Mr. A. P. Harman began to consider alternative arrangements. A small Scottish-built fishing boat built in 1950 but needing a new engine was found at Scarborough. The name of the vessel was changed from *The Pride of Bridlington* to *Lundy Gannet*, and the maiden voyage was on June 25, 1956.

A POSTAL HISTORY OF LUNDY — PART 5: 1945 - 1980 (Continued)

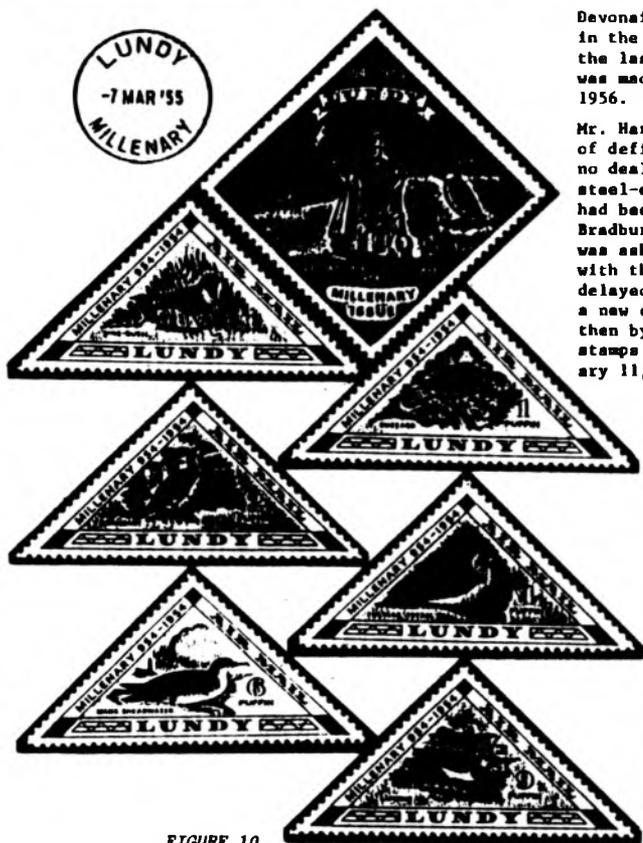


FIGURE 10.
The 1956 Millenary Airmail Issue
And Millenary Cancellation.

Devonair was unable to compete in the carriage of freight, so the last mail-carrying flight was made by them on June 15, 1956.

Mr. Harman then planned an issue of definitive stamps, with which no dealers were involved. The steel-engraved stamps of 1939 had been much admired, and so Bradbury, Wilkinson & Co. Ltd. was asked to produce six stamps with this design. The issue was delayed awaiting the arrival of a new canceller (Figure 11) and then by bad weather, but the stamps came into use on February 11, 1957.

The values, colors, and quantities were:

1 puffin red	150,000
2 puffin green	100,000
3 puffin blue	100,000
4 puffin black	80,000
6 puffin red	35,000
9 puffin violet	35,000

The stamps (Figure 12) were printed in sheets of 60 in two panes of 30, each with the Bradbury, Wilkinson imprint beneath.

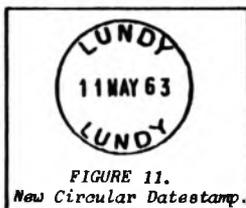


FIGURE 11.
New Circular Datestamp.



FIGURE 12. The February 11, 1957 Definitive Issue.

Parts 1 through 4 of Barry N. D. Chinochen's "A Postal History of Lundy" have appeared previously in the following issues of the LCCPQ: Summer 1980, pages 18-20; Spring 1981, pages 10-11; Summer 1983, pages 8-11; and Summer 1985, pages 5-9.

About the Author. Barry N. D. Chinochen is probably the world's foremost authority on the stamps of Lundy, author of a definitive work on Lundy philately (A Catalogue of Lundy Stamps first published in 1969), and currently the administrator of the Lundy Philatelic Service on behalf of The Landmark Trust. He served as Editor of The Puffin, Newsletter of the Lundy Specialists' Society from May 1958 through 1971, and it was during that time he performed significant research on Lundy stamps and postal history. Barry no longer collects the stamps of Lundy, and several years ago he donated his sizable and significant collection of Lundy stamps and covers to the British Library. Barry is an Honorary Member of the Lundy Collectors Club. --RSC

LUNDY INWARD COVERS WITH RECENTLY ISSUED SHIP LABELS

by John Martin

[Editor's note: The following article was abstracted from a letter dated October 23, 1987 from John Martin to me. The text provides a sequel to his July 13-15, 1987 "Letter to the Editor" about the M.V. Balmoral and P.S. Waverley "ship labels" that appeared on pages 1 and 2 of the Fall 1987 LCCPQ under the title, "Account of Two New Ship Labels and Use of One on Lundy Inward Mail." --RSC]

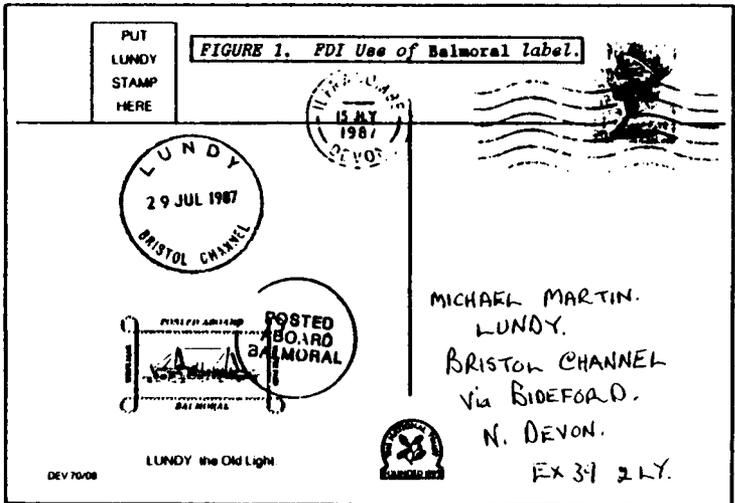
As I wrote in my previous letter, we first saw the "boat labels" for sale on June 10, 1987 in the P.S. Waverley's gift shop and were lucky to purchase some but could not make use of them at that time. The next turn of events you know from the previous letter: July 14, 1987 was the first day of issue of the M.V. Balmoral labels. Mike took three "Old Light" postcards (DEV70/08), two "self-produced" Lundy postcards, and one "Caldey Island" postcard—six cards in all—and had them posted aboard the Balmoral on July 14. As I wrote previously, this trip was an exceptionally long day, finishing back at Penarth after 23:00 hours, so no mail was put ashore that day. Overnight the Balmoral steamed down channel to start the next day's trip from Porthcawl to Ilfracombe. The mail of July 14 was dropped off and cancelled with an "ILFRACOMBE, DEVON/15 JUL 1987" c.d.s. (See Figure 1 below for an example of one of these six cards that show use of the Balmoral label on its first day of issue.)

These cards arrived on Lundy and were given a "LUNDY BRISTOL CHANNEL/29 JUL 1987" c.d.s. receiving mark. All postal markings are in black ink. It pays off to send this number, so you get at least a couple returned with good results.

The next event was when the

Balmoral docked here at Minehead on the morning of July 30, 1987. We saw Kenny Angel, an old friend of ours who is an engineer on the Waverley. He told us the Waverley had developed boiler troubles and that she was in dock having repairs. He was on relief to the Balmoral for a week or so and would be returning to the Waverley as soon as the repairs were completed. Mike asked him if he would post some cards on the Waverley, and he agreed to do so. So, Mike prepared two "self-produced" Lundy postcards and two "Disembarking from MV Balmoral at Lundy" postcards (DEV70/04), with Waverley labels affixed, and passed them to Kenny when the boat docked here again that evening. These four cards were returned from Lundy with an August 22, 1987 c.d.s. receiving mark. Kenny had posted them aboard the Waverley on Tuesday, August 18, on the Ayr to Tarbert (Scotland) trip. All four cards have the circular "Posted on board Paddle Steamer 'Waverley'" cachet applied on the boat. Of the four cards, only one "self-produced" Lundy card has the "TARBERT ARGYLL 12:15 p.m. 18 AUG 87" wavy-line machine cancellation striking both the G.B. stamp and the ship label (Figure 2 on the following page). The other "self-produced" Lundy card has just a biro scribble on the G.B. stamp to cancel it, while the other two "Disembarking..." cards passed through the mail completely free of any G.P.O. cancellations.

On one "Disembarking..." card, the "WAVERLEY" cachet clips the right-hand bottom corner of the Waverley label, and the Lundy c.d.s. receiving mark just clips the top right-hand corner of the Waverley label. On the other "Disembarking..." card, the "WAVERLEY" cachet is just clipped by the Lundy c.d.s. receiving mark. So, it was decided to repost these two "Disembarking..." cards—this time on the Balmoral with



LUNDY INWARD COVERS WITH RECENTLY ISSUED SHIP LABELS (Continued)

a *Balmoral* label added. Lucky again, as we were just in time to catch her on the last trip of the season from Minehead on August 27, 1987. This day's trip started from Minehead to Penarth, then to Steep Holm, back to Penarth, thence back to Minehead, bringing Penarth passengers here on an evening cruise to spend an hour ashore

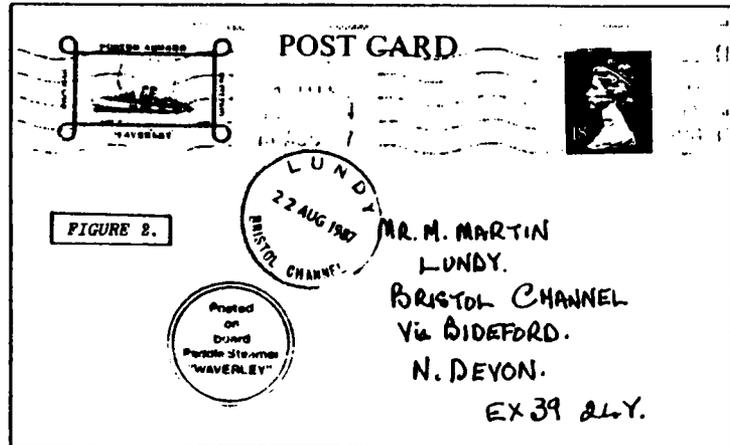


FIGURE 2.

then return them to Penarth. It was during this hour's stay in Minehead harbor that the Purser decided to drop off that day's "posted aboard *Balmoral*" mail.

The first "Disembarking..." card (Figure 3 at left) has the *Balmoral* label slightly overlapping the left side of the Lundy c.d.s. and the circular "BALMORAL" cachet in red tying both ship labels. This time the G.B. stamp was cancelled with a slogan cancel, and a "MINEHEAD SOMERSET/ 10:30 a.m. 28 AUG 1987" c.d.s. overlapped the Lundy datestamp from the previous mailing. The latter card has the *Balmoral* label just

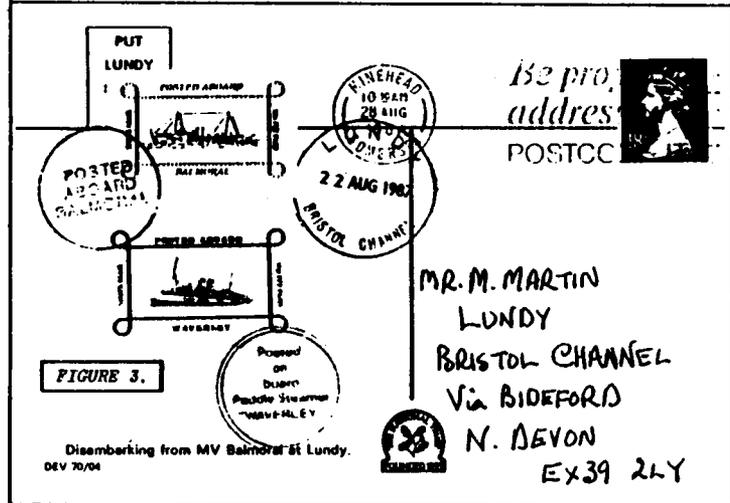


FIGURE 3.

Disembarking from MV *Balmoral* at Lundy. DEV 70/04

clipping the top of the Lundy datestamp, the red "BALMORAL" cachet just tying the bottom of the *Waverley* label, the "MINEHEAD" c.d.s. positioned more or less in the middle of the *Balmoral* label, and the G.B. stamp cancelled with the "...POSTCODE IT" slogan marking. Unfortunately, Wendy did not apply another Lundy c.d.s. receiving mark when they arrived for the second time, but the dates on the return cover had a Lundy datestamp of September 1 and a meter franking of September 2.

I hope you find these details interesting as Mike and I try to send these items through the postal channels in as natural a way as possible. Apart from asking our various friends to stick them into the different postboxes, that is the only favor we ever ask. Hopefully, this information will be helpful for future reference because I'm sure items such as these will soon be appearing in Lundy auctions. I know the new labels have nothing to do with Lundy and are only *labels*, but they are official and authentic and are sold to affix to mail to help raise funds to keep these two grand old ships cruising.

We are quite pleased with these postcards. We never thought we would manage it this year as it was more luck than judgement. First of all, we didn't notice the *Waverley*

LUNDY INWARD COVERS WITH RECENTLY ISSUED SHIP LABELS (Continued)

labels until her last trip here, and, as I said, we had to ask a passenger to buy some and send to us. Then it was our luck the *Balmoral* had to have boiler repairs and so meet Kenny Angel. Now, unfortunately, she has developed serious boiler troubles for the second time and has been taken out of service, with the prospects of having to have new ones installed at considerable expense. This is the great and everlasting problem with old ships that have to rely on public support to keep them running. Quite often the old well runs dry.

It was luck again for Mike to be on the *Balmoral* trip when her labels were first issued. We seldom get the opportunity of a trip because of our mooring contract. Then when the two cards came back from Scotland/Lundy, at first it was a bit disappointing to find they had not received G.B. cancellations. But we thought this turned out rather well in the end by being posted on board both ships. So, we are quite pleased with this year's efforts. There are a few more postings that can be made, perhaps one from the Isle of Man and maybe one from Dublin, Ireland. This will be something to figure out next year, provided the ships are in service.

We went to Bideford the other day and saw the *Oldenburg* and our old friend Denver Scoins. He was pleased to see us and asked us to go aboard and look over his new ship. I must admit she is quite a trim-looking craft. He told us she had done exceptionally good business from Bideford and Ilfracombe this year—more or less carrying full loads on nearly every sailing, and several times having to turn would-be passengers away because she had her maximum number aboard. So, she seems to be paying her way. The looks and comforts provided on her will be competition to both the *Balmoral* and the *Waverley*. We shall try and have a trip on her before too long to try her out.

A 1941 LETTER TO LUNDY COLLECTORS FROM JOHN D. STANARD

John D. Stanard, a notable collector and promoter of Lundy stamps during the late 1930s, was the subject of two earlier articles in the LCCPQ (Summer 1981, pages 1-3, and Summer 1987, pages 9-10). In a "Letter to the Editor" on page 1 of this issue, Herman Herst, Jr. recalls John Stanard's visits in the 1930s to Herst's Nassau Street stamp shop in New York City. Mention in the Summer 1987 article of Stanard's abrupt departure from the national philatelic scene about 1941 prompted L.C.C. member Bernard Stanley to submit a photocopy of a 1941 letter by Stanard in which he explains that he is liquidating his entire Lundy collection and stock of duplicate material. This letter is reprinted here verbatim to give readers a feeling for the extent of his Lundy holdings and some of the rare items he was offering for sale. It is interesting to note that Stanard did not mention the July 24, 1940 "Red Cross" set as apparently he did not have these in any quantity. After reading the letter, you'll wish you could have the opportunity today to obtain the recess-printed "puffin" die proofs at those 1941 prices! --Roger S. Ciohara

AN IMPORTANT MESSAGE CONCERNING LUNDY ISLAND STAMPS and
YOUR OPPORTUNITY TO COMPLETE YOUR COLLECTION AT FAIR PRICES.

P.O. Box 306
Chattanooga, Tenn.
March 26, 1941

To my friends in Philately:

Due to circumstances entirely beyond my control, I am disposing of all my Lundy Island material, and to those friends like yourself, who have had correspondence with me over the past five years, I am sending this notice. You will recall that you received from me the first cachet cover from Lundy Island which was sponsored by me in the fall of 1938, and your card or letter, expressing appreciation for this service, gives me your address for this letter.

Since 1938, there have been several issues of Lundy Island stamps. The most important of these, due to the fact that the issue was on sale only during the month of November 1939, was the overprint set of which only 5000 of each value was so overprinted. This series consisted of the regular one-half, one, six, nine, and twelve Puffin values overprinted "1929-1939" and the sets celebrated the 10th anniversary of postal service at Lundy Island. Of these stamps, I have a limited supply which you can purchase from me for \$2.00 per mint set of 5 values, or in blocks of 4 for \$10.00 per set. Position blocks and imprint blocks of this set are available and prices will be quoted upon request.

At the same time the overprints were issued, three new values were added to the Puffin series, these being the 2, 3, and 4 Puffin values. These stamps (the set of 3) can be supplied at 50¢ per set, or in blocks of 4 for \$3.00. Imprint blocks and gutter blocks are available at prices that will be quoted upon request.

(text continued on page 17)

A 1941 LETTER TO LUNDY COLLECTORS FROM JOHN D. STANARD (Continued)

Of the November 1939 overprints set, I have a small supply of first day covers that will be sold to the first orders to arrive. The price for a cover with complete set is \$6.00 and the price with the short set is \$3.00. Of the new values, added November 1939, I have a few first day covers which are \$1.50 each. Due to the war conditions abroad, the number of first day covers for both these issues were very limited, and it is my personal opinion that these covers will prove worthwhile property.

I also have a limited supply of all stamps listed in *Sanabria's Airpost Catalogue*, with the exception of Nos. 310 through 315 (1938 A.C.A.S. "large map" set), which I have, but which I cannot supply at *Sanabria's* catalogue prices, as these prices are not at all in keeping with the scarcity of these stamps.

I do have a limited supply of superb copies of *Sanabria's* No. 309, which is the RARE second printing of the 3d first Air Mail issue of Lundy. *Sanabria* catalogues this stamp at \$10.00, but during the past few years I have sold several copies at \$15.00 each. However, in order to close out my material, I price this stamp at \$12.50, which should dispose of my small supply within a few days.

Needless to say, as my handbook *Lundy Island and the Lundy Locals* (copies may be ordered at \$1.10 per copy, postpaid, from me) is acknowledged as the standard work on the subject, all the material which you may purchase from me is guaranteed to be genuine and equal in quality in every respect to the items in my own highly specialized collection which was exhibited throughout 1940 at the New York World's Fair and it is internationally known.

I also have available one complete sheet of *Sanabria's* No. 316A (40 stamps) [*sic*⁴] which catalogues at \$50.00 per stamp, making this sheet have a total catalogue value of \$2000.00, and this sheet is autographed by the designer of the stamps. I will be glad to entertain any reasonable offer for this sheet. [*"This is the 'air view' design without wording outside the frame (Chinohen #18e) which was prepared for use but not issued as Mr. Harman objected on the grounds that the design implied that the air service was run by Lundy. Stanard was obviously mistaken about 40 stamps in the sheet as a complete sheet contains 48 stamps—8 stamps per row by 8 rows.*]

I also have three sets of die proofs of the three new values added to the Puffin series in 1939, and these may be purchased at \$20.00 per set. I also have the only set of die proofs of the original five Puffin values issued in 1929 and I will entertain any reasonable offer for this rare item.

Naturally, I will be glad to submit any stamps ordered, on approval, provided satisfactory reference is given, and in the case of all items with the value of more than \$50.00, I would prefer to send to your bank for your inspection there.

All prices quoted in this letter are guaranteed until April 10, 1941. In the event that I am sold out of certain items when your order reaches me, your remittance will be promptly returned. I prefer to have your remittance by money order or cashier's check, and all remittances should be sent to my personal address, which is Post Office Box 306, Chattanooga, Tennessee.

Enclosed is a postage-paid envelope for your convenience, and as I am liquidating my entire collection and stock of duplicate material, I urge you to let me know of your requirements as early as possible, because once my limited supply is sold, I will have no other material to offer.

I feel sure that all of you are familiar with my research on the Lundy Island "Locals" and my articles that have appeared in all the leading American Philatelic publications, as well as outstanding Philatelic journals throughout the world. I assure you that every item sold you carries with it my unquestionable guarantee that the item is genuine, and in the case of covers, that all covers were genuinely used. Any material purchased from me may be returned by return mail for full refund if you are not completely satisfied.

If you are interested in sets of the original Puffin stamps (the 5 values first issued in 1929-30), I can supply same at \$1.00 per set, or in blocks of 4 at \$5.00 per set. Position blocks and imprint blocks are available, and prices will be quoted upon request.

My very best personal regards and although this is a mimeographed letter, I assure you that it is a personal one and that I welcome the opportunity to serve you.

Cordially yours,

(signed by)

JOHN D. STANARD

Member: COLLECTORS CLUB OF NEW YORK

News of LCC Members

- L.C.C. Auctioneer Austin Dulin (L.C.C. #066) received a Vermeil Medal for *The German Postal Specialist* in the philatelic periodicals literature competition at CHICAGOPEX 87, held November 6-8 in Rosemont, Illinois. Austin is the Editor of *The German Postal Specialist*, the monthly journal of the German Philatelic Society, Affiliate number 48 of the American Philatelic Society. Congratulations, Austin!
Congratulations are also in order for L.C.C. Secretary-Treasurer Duane Larson (L.C.C. #003) who received a Vermeil Medal at CHICAGOPEX 87 for his exhibit of "Irish Postal History, 1696-1896."
- Jack Menary (L.C.C. #061) was elected to a seat on the Board of Directors of the American Stamp Dealers' Association for the 1988-89 term. Jack trades under the name of J. O. Enterprises, Tinley Park, Illinois. Congratulations, Jack!
- Paul C. Blake (L.C.C. #174) received a Vermeil Medal and the Sunnyvale Stamp Society President's Award at SUNPEX for his exhibit of "Indochina, 1886-1939." SUNPEX, the annual exhibition sponsored by the Sunnyvale (California) Stamp Society and City of Sunnyvale, took place November 7-8, 1987. Paul continues to exhibit his Lundy material at local shows and received a Second Place Award at STAMPEX '87, held this past summer in Modesto, California. Paul wrote: "I exhibited my Lundy material for the fourth time recently. I intend to 'fight it out along this line if it takes me all summer' or something like that in the immortal words of U. S. Grant."
Persevere, Paul, and congratulations on your fine showings!
- The Collectors Club of Chicago (L.C.C. #037) established a *Cabeen Award* to honor distinguished achievement in philatelic literature. The solid gold medal which goes with the award is appropriately inscribed to the recipient and will be awarded annually in various categories to written philatelic works of extraordinary merit. Every work of philatelic literature published in the United States during the calendar year will be eligible for consideration for that year's award. Works include books, articles, columns, bibliographies, catalogues, auction catalogues, etc. Les Winick, President of the Collectors Club of Chicago, is coordinating the new award project. The *Cabeen Award* is named after Richard McP. Cabeen, a philatelic writer of great stature who lived from 1887 to 1969. Cabeen bequeathed his four-story home at 1029 North Dearborn Street to the Collectors Club of Chicago, and this serves as the Club's present location. The Collectors Club of Chicago has an extensive philatelic library that is available to all philatelists for research.
The Collectors Club of Chicago is seeking noteworthy book-length manuscripts on philatelic subjects. The Club has published a number of high-quality philatelic books and wants to produce more. The Club's Publications Committee will work with authors on editing and will arrange for printing and distribution. Authors may send a brief description of their manuscripts to the Publications Committee, Collectors Club of Chicago, 1029 North Dearborn Street, Chicago, Illinois, 60610, U.S.A.
The Collectors Club of Chicago will initiate an award, in the form of a postal history book, for presentation at all American Philatelic Society national exhibitions. The award, to be presented at the discretion of the show jury, will be for exceptional research shown in an exhibit for material issued after World War II. The only requirement is for the organizing committees to write to the Club President and request the award, stating the name and date of the exhibition. The Club will pay postage and handling charges. For further information, write to Les Winick, Collectors Club of Chicago, 1029 North Dearborn Street, Chicago, Illinois, 60610, U.S.A.
- Terry Dell (L.C.C. #124) of Caloundra, Queensland, Australia, indicates EXPO '88 is being held in nearby Brisbane. As Caloundra is only 60 miles north of Brisbane on Highway One, Terry asks any L.C.C. members who may be visiting EXPO '88 to call on him (of course, prior notice would be appreciated). EXPO '88 runs for six months with an opening day of April 30. Terry writes: "My recommended visiting month for EXPO '88 is September, our driest month and also our only 'predictable' weather month. It's also wildflower time and a good birding month. Average day maximum is 75°F." Give Terry a call [telephone (071) 922217] should you plan to be in the "Land Down Under" this year!
- Stephen R. Datz (L.C.C. #081) has improved his pioneering 1986 edition of *U.S. Errors (Inverts, Imperforates, Colors Omitted on United States Stamps)* [reviewed on page 12 of the Spring LCCPQ] with an updated and expanded 1988 edition. The new edition is more completely illustrated, and a new section on postal-stationery missing colors and inverts has been added. *U.S. Errors* has become the most reliable listing of these errors, their values, quantities reported, and those that are of suspicious origin or speculative in nature that are more properly labeled as *printer's waste*. Retail price for the book is \$9.95 in paperback with a sturdy plasticized cover, or \$25 in hardback. It may be ordered from selected dealers or directly from General Philatelic Corporation, Box 402, Loveland, Colorado, 80537, U.S.A.

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

- *Linn's Stamp News* of Sidney, Ohio, has bought the rights to reprint most of the books written by Herman ("Pat") Herst, Jr. of Boca Raton, Florida, an Honorary Member of the L.C.C. Pat explained: "Linn's will start with *Nassau Street*, which will be thoroughly revised and brought up to date, early in 1988. In its first six printings it sold 50,000 copies, but it has been out of print for more than five years. My other books will follow from Linn's presses, with the exception of *The Compleat Philatelist*. That book was commissioned by Washington Press, which owns all rights to it."
- Longtime dealer member Argyll Etkin Ltd. (L.C.C. #051) announced that Susan Worsley has joined the firm after 25 years with Robson Lowe. Worsley has been the Secretary of the Scandinavian Philatelic Society for many years and is a member of the Society of Postal Historians and the Norwegian Postal History Society. Argyll Etkin Ltd. also announced that Patrick Frost has joined the staff in its Great Britain department under the direction of James Grimwood-Taylor. Argyll Etkin Ltd. generally has some Lundy covers and postal history among its stock and Mr. Grimwood-Taylor invites inquiries from the firm, 48 Conduit Street, London, W1R 9F8, England.
James Grimwood-Taylor was the author of an article entitled "'New Dietary Concept' Isn't So New," in which his postal history sideline concerning vegetarianism is featured, in the January 1988 issue of *The American Philatelist*. Mr. Grimwood-Taylor joined Argyll-Etkin in 1979, straight from the University of Edinburgh where he obtained both an M.A. in prehistoric archaeology and a wife. Professional philately tempted him away from the academic world, however, and his own sizable collections of British postal history provide some measure of his skill at running Argyll Etkin's Great Britain department.
- Roger Hudson (L.C.C. #095) was elected to one of the seven vacancies for the 18-member council of the Philatelic Traders' Society at its annual general meeting held December 2, 1987. Information about the P.T.S., an association of retail stamp dealers, and its member services are available from its headquarters address: Philatelic Traders' Association, 27 John Adams Street, London, WC2N 6HZ, England.

OFFERS

Lundy Postcards and Souvenir Covers. L.C.C. Member Ian T. Arnold's November 1987 *List Number 4* of Lundy items features a new postcard issue and artwork by notable Lundy stamp designer and illustrator-artist John Dyke. Items on this list include: (#1A) Mint postcard showing "Lundy Harvest" (described as a "mellow view looking across Lighthouse field towards the Church"), card number 3 of an eventual series of 6, only 250 produced, 20 pence each. (#1B) "First-day issued" "Lundy Harvest" postcard with Lundy and G.P.O. frankings, only 50 cards so serviced, £1.50 each. (#2A) Lundy map drawn by John Dyke in 1949, about 10-3/4" by 8-3/4", on white glossy paper, 75 pence each. (#2B) Lundy map drawn by John Dyke in 1957, about 10" by 8", on cream matt paper, 75 pence each. (#3A) "Birds on Lundy" souvenir John Dyke philatelic cover, about 9" by 6 1/2" envelope, showing block of six 1951 "flying birds" stamp designs originally used for the cover of F. W. Gade's *The Postal History of Lundy*, general edition printed in black; also card insert by John Dyke depicting 12 varieties of birds seen on Lundy against an Island background, £1.95 each. (#3B) Limited Collectors Edition of "Birds on Lundy" cover, printed in blue, with Lundy and G.P.O. frankings, signed on front by artist, and numbered insert of "birds seen on Lundy"—only 50 covers produced and serviced (maximum of two per customer), £4.50 each.

Ian reports the "first-day issued" cards no. 1 ("Millcombe House") and no. 2 ("M.S. Oldenburg") have sold out, but he can still supply mint cards at 20p and 25p, respectively, or postally used ones (from Lundy) at 50p and 55p, respectively.

Terms: postage—please add 50p Great Britain or £1.00 overseas with each order; overseas payments—cash (sterling) or money order/cheque drawn on U.K. bank in sterling. Order from, or request pricelist from: Ian T. Arnold, Market Coine, 11 Hillcrest Road, Bideford, Devon., EX39 4DQ, England; telephone (023 72) 76056.

Puffin Label. The National Wildlife Federation issued a 50th Anniversary sheet of 50 multicolored wildlife conservation stamps for 1988. This sheet contains an example of a representative wildlife stamp issued by the NWF from 1938 through 1987, and the 1946 stamp depicts the horned puffin. The *NWF Collector's Edition Stamp Album* for 1988, which provides the original commentary about each of the 50 stamps included on the 1988 Anniversary stamp sheet, plus a complimentary sheet of the 1988 stamp issue are available as item #07880 for a modest \$3.50. Order from the National Wildlife Federation, 1412 Sixteenth Street, N.W., Washington, D.C., 20036-2266, U.S.A.

Lundy at Auction

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

Channel Island Stamp Company

Channel Island Stamp Company (20 Smith Street, St. Peter Port, Guernsey, Channel Islands; telephone 0481-25560) offered two Lundy lots in its January 29, 1988 postal auction. The first—a 1947 inward cover from Holland addressed to Donald Heayeman (then Lundy Agent) with an imprint strip of three 9p first definitives tied by a Chinchon type I "14 JA 47" c.d.s. receiving mark—was estimated at 10 pounds. The second—a plain 1958 outward cover to Bideford with black Marisco Tavern General Stores and boxed "Lundy Bristol Channel Via M.V. Lundy Gannet" cachets and a 1957 1p definitive on rear tied by a violet Chinchon type N "19 AU 58" c.d.s.—was modestly estimated at 8 pounds.

The Lundy collection offered in the C.I.S.C. December 31, 1987 auction (discussed in my previous column) fetched 64 pounds against an estimate of 60 pounds. The inward cover with the pair of 1969 provisionals realized 22.50 pounds against an estimate of 20 pounds.

Christie's Robson Lowe Auctions

The three Lundy lots that were offered in the October 7, 1987 auction of Christie's Robson Lowe Bournemouth Stamp Auctions (The Auction House, 39 Poole Hill, Bournemouth, BH2 5PX, England) sold. These were described in my Fall 1987 column on page 16. The 1929-1943 collection fetched 187 pounds against an estimate of 150 pounds, bearing out my prediction that the estimate was "modest." The 1929-1962 selection realized its estimate of 40 pounds, and the selection of 1930-1962 issues sold for 31 pounds against its estimate of 25 pounds. The *Alios in Wonderland...* "potpourri" lot offered in Christie's September 2, 1987 auction (also described in my previous column) fetched 77 pounds against an estimate of 50 pounds. Christie's offered one Lundy lot in its January 12, 1988 London auction (8 King Street, St. James's, London, SW1Y 6QT, England). Described as eleven 1935-1939 covers from Lundy with various local stamps ("some used on first day, all philatelic"), this lot (#13) was estimated at 80 pounds. My thanks go to Allen Hoffman for sending me these auction clippings and realizations.)

Roger Koerber Auctions

Roger Koerber (15565 Northland Drive, Suite 605 West, Southfield, Michigan, 48075-3008, U.S.A.; telephone 313-569-1411) offered one Lundy lot in its September 11, 1987 public auction. The lot consisted of the 1961 Europa issue in mint "full sheets with margins which Newman says commands substantial premium" [*where?*], same set also complete in blocks of 12 (2 X NH and used with first day cancel), plus 15 different 1954-1979 FDCs" and was estimated (way too high in my opinion) at \$125.

Roger Koerber offered two Lundy lots in its 153rd public auction which closed January 8, 1988. The first lot was comprised of mint examples of the 1935 ½d, 1d, and 3d "tramtickets" and was estimated at \$60. The second lot was identical to the second lot of the September 11, 1987 auction and still estimated at \$125. Readers who dealt with this firm will be saddened to know that Roger A. Koerber, its founder, died at the age of 53 of a stroke on January 1, 1988. The firm will continue in operation under his wife Margaret and his son, Charles Koerber.

Numismatic Auction: Unrecorded (?) Lundy Coins

From Jon Aitchison comes the following auction report: "This is the description of a lot in a recent numismatic auction. Someone cut it out and sent it to me but did not identify which auction house it came from."

LUNDY ISLAND "set" comprising an original bronze puffin and half puffin, 1929, issued by Martin Coles Harman; 1965 restrikes, comprising puffins and half puffins in bronze and nickel brass, together with restrike puffin (2) struck in a faulty copper/brass mix, and puffin and half-puffin stamps, caesed; proof set, 1965 in official case, with leaflet. Extremely fine or better, the faulty puffins the only two struck. Estimate £40-£50.

Jon mentioned the lot realized 140 pounds plus 15% buyer's premium plus 15% value added tax for a total of 185.15 pounds (currently over \$340 at \$1.85 to the pound). Jon added: "The description is somewhat unclear and badly written, but it seems that the copper/brass mix items may well be previously unrecorded. I am advised that they were literally divided down the middle (*one half brass and the other half copper*)."

Readers having additional information on the "faulty" puffin coins or the "encased" Lundy stamps are urged to write this columnist.

SPECIAL LITERATURE OFFERS TO LCC MEMBERS

By special royalty agreement with Barry Chinchon, I am pleased to announce the availability of his A Catalogue of Lundy Stamps as a revised, updated 77-page version, which includes all information through December 1980. The catalogue is in a photocopied, spiral-bound format and comes with handsome red vinyl cover.

Cost: \$14 to U.S. and Canadian members
\$17 to foreign members (air mailed)

Barry has provided me with 20 additional supplement pages for this revision and an erratum which has been incorporated into the text of this catalogue. For those of you who already have the basic catalogue but need the 20 pages of supplementary material covering the 1969-1980 period, I can provide these pages plus the erratum for \$5 postpaid.

Back issues of the LUNDY COLLECTORS PHILATELIC QUARTERLY are available at \$1.50 each, postpaid. (Surface rate) Volumes 1-3 (Whole numbers 1-12) are available as a unit including an index by club member Austin Dulin at the following prices:

Unbound - \$15.00, Library Bound - \$23.00

Reprints of all issues of the Puffin Journal are available to LCC members at 10¢ per page, 50 copies or more, 8¢ per page.

To order, please send check or money order in U.S. funds, drawn on a U.S. bank to:

LCC SALES DIVISION
2021 Ridge Road
Homewood, Illinois 60430

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