



SPRING 1991

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

L.C.C. PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 13, Number 1 (Whole No. 49)

SPRING 1991

LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society (APS)
Affiliate Society Number 653 of the British Philatelic Federation (BPF)
Member Organization 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 US\$10 per year (U.S., Canadian, and foreign surface rate) or of US\$15 per year (foreign airmail rate) include a subscription to the *Lundy Collectors Club Philatelic Quarterly*.

Letters to the Editor

Book Chapter Presents Account of Lundy Crash Landings

I recently read a book titled *War Over the West*, a detailed account of wartime air raids over the West of England. I was delighted to find a chapter devoted solely to the events which took place on Lundy. I have seen the old bomber engine on the cliffs on Lundy but never really knew any details of what had happened, so you can imagine how pleased I was to find this graphic account.

I am sending a photocopy of the relevant chapter, and I also thought it prudent to write to the publishers of the book in case you decided you would like to use any of it in the *LCCPQ*. Strangely, the chapter before [*the Lundy chapter*] tells of a bomber which crashed near my home town of Totnes in Devon. I can vaguely remember as a young child during the war being told of the event and later visiting the local cemetery with some school pals to view the graves of the German aircrew.

--Evan Williams, Wellington, Somerset, England
(November 11, 1990)

Permission to publish the verbatim account of the Lundy crash landings from the chapter titled "Lundy Landings" in War Over the West was kindly given by Ken Sheldon, Editor for its publisher, Amigo Books. The account immediately follows the next letter from Ken Sheldon which details War Over the West and provides a special opportunity for LCCPQ readers to purchase a postpaid copy directly from Amigo Books for less than the bookstore retail price! Thanks, Evan and Ken, for sharing this interesting book with our readers. --RSC

War Over the West: Details and Publisher Ordering Information

I am happy for you to publish the account of the Lundy crash landing in full, along with appropriate credits. The full details are as follows:

LETTERS TO THE EDITOR (Continued)

WAR OVER THE WEST, by Eddie Walford, edited by Ken Sheldon, published by Amigo Books, 18 Summerhill Road, Launceston, Cornwall, PL15 7DU, England, ISBN 1-872416-00-4, October 1989, 128 pages, perfect bound, fully illustrated, and priced at £7.95.

War Over the West is a detailed account of the Second World War as it was fought in the air over the West of England, covering roughly an area of Bristol to Land's End, and telling the stories of some of the characters involved, the air raids, and the operational fighter and bomber stations. One other story that may be of interest to American readers is that of Joseph P. Kennedy, the eldest of the Kennedy sons, who flew Navy Liberator bombers out of Dunkeswell near Exeter in 1944. Tragically, he died on a top secret mission against a German V3 rocket launching site in France. The story of that operation, details of which remained secret for more than 30 years, is told in full. And there are many other references to U.S. operations launched from the Southwest of England, bombing raids, D-Day, et al.

I can make copies available to L.C.C. members at the special price of £4.95 plus £2 to cover postage and packing, making £6.95 in all. We have another title, *Falmouth at War* by Bernard Breakell, which may be of some interest to your members. It deals mainly with the secret preparations in the buildup to the D-Day landings in Normandy in and around Fal estuary. That is priced at £2.95 plus £1.50 postage and packing.

--Ken Sheldon, Amigo Books, 18 Summerhill Road, Launceston, Cornwall, PL15 7DU, England (January 28, 1991)

"LUNDY LANDINGS" (Excerpt from *War Over the West* by Eddie Walford)

The crew of a German bomber captured after an abortive raid on shipping in the Bristol Channel were nearly lynched when they were brought ashore. It was March 1941 when a Heinkel 111 bomber brought the stark reality of war to the sparsely populated island of Lundy off the North Devon coast.

Until then, Lundy has literally been able to watch the war go by. Just days after Chamberlain's announcement of war, vast, protective minefields had been laid along the Bristol Channel, including one huge field to the west of the island which stretched right down the Cornish coast and across to the minimum distance allowable from southern Irish shores. All convoys from British ports in the west, including Belfast, were routed through St. George's Channel and eastwards along the Pembrokeshire coast. They passed between Lundy and the Devon coast and then hugged the North Cornish coast down as far as

Land's End before making their way out towards the Atlantic.

Most of the time, the beams of the lighthouses on this shipping lane were shrouded but when convoys were expected—and eventually that became an almost nightly occurrence, either inward or outward—the shrouds were removed to allow the ships a safe passage.

The Bristol Channel ports of Bristol, Avonmouth, Swansea, Cardiff and Milford Haven, where these convoys headed for or started from, were prime targets for German bombers based in Brittany. One Heinkel 111 raider, operating from a base near Brest, attacked a British merchant ship in the channel at lunchtime on March 3.

The low-level attack was met with stiff resistance and the raider was left with a severely damaged port engine for its trouble. With no hope of reaching base and not wishing to ditch in the sea, which was

"LUNDY LANDINGS" (Continued)

very rough at the time, the crew jettisoned all its equipment to gain height. For a time the Heinkel stayed in the air.

When a small island came into view, the pilot knew it would be his only chance of a crash landing on terra firma. The plane touched down but it was nearly half a mile before it came to rest. It ploughed through a marshy area, shredding portions of the cowling on the way, until it smacked into the remains of a dry granite wall, where it came to rest, lying submerged in deep heather.

Remarkably, the crew were uninjured except for one airman who had a cut lip. The crash landing did not, of course, go unnoticed. The island's land agent, a Mr. Gade, was working in his office when his eight-year-old daughter rushed in with the news. She had been out riding on a farm cart when she heard the plane approaching at a low altitude from the south.

Mr. Gade, being a member of the Home Guard, snatched up his Lee Enfield rifle and rushed off towards the landing site, accompanied by a Mr. Rosan and the then licensee of Lundy, Mr. Herbert Van Os. They were not the first to arrive at the scene of the wreckage. An ex-regimental sergeant major of the East Surrey Regiment and his sister-in-law, who worked on a farm, had arrived a few minutes earlier.

Also there, and apparently the first to arrive on the scene, was the keeper of Lundy's north lighthouse, who had been on his way to the estate office to collect mail when he saw the crash landing. Finding the crew of the crashed plane were German, he ran a mile to the old lighthouse, then an Admiralty war watching station run by an officer and six sailors.

By this time the plane was well alight. The German crew had been firing their revolvers at the pet-

rol tanks to destroy it. They then threw their Lugers into the burning wreckage. One of the German airmen could speak good English, having worked in London for two or three years before the war. He was surprised to learn that they had landed on Lundy. He thought they were on one of the Scilly isles.

The German offered chocolate to his captors but all refused. He did not believe he would be a prisoner for long. Hitler would be in London soon, he told the startled islanders, then there would be plenty of food for everyone. The airmen were under the impression that the British population were existing on a starvation diet.

It was about this time that sailors from the old lighthouse arrived to take charge of the prisoners. Later, they were put on board the auxiliary naval vessel MV Lerina and taken to Appledore, North Devon.

The news of the capture of the crew quickly spread through Appledore and a crowd of several hundred people gathered on the quay with the firm intention of lynching the German airmen. The crowd were incensed by the fact that German raids on Devonport had killed and wounded Appledore men working in the naval dockyard there.

Orders were given for the master of the Lerina to hold the ship in the middle of the river until a military guard could be assembled to protect the prisoners. When finally the Germans were landed, the crowd spat at them, tore at their uniforms and called for them to be beheaded. The airmen were taken to London, where another hostile crowd met them at Waterloo Station. They were later sent on to a prisoner of war camp in Bury, Lancashire, and then, just before Christmas 1941, moved out to Canada to sit out the war.

Three weeks after the crash, on

"LUNDY LANDINGS" (Continued)

March 25, the Ramsgate trawler Kestrel steamed slowly into Lundy Roads. The skipper, Captain Hannaford, wasted no time in going ashore to seek permission to beach his stricken trawler, which had been damaged in an attack by a German aircraft while fishing between Lundy and the Welsh coast.

Machine gun fire had punctured steam pipes but the crew had managed to keep the engine running just long enough to get to Lundy. That wasn't the least of the skipper's worries. During the attack, he and the crew had sought shelter in the wheelhouse but the bullets had penetrated the flimsy structure, seriously wounding the mate. The captain was given brandy to administer to the injured crewman but, sadly, by the time he got back to the fishing boat the mate had died.

Captain Hannaford had been advised to put out a kedge anchor as he approached the landing beach so that the trawler would not swing about from side to side should the wind suddenly increase from the light easterly that was blowing. The skipper followed the islanders' advice but the anchor wasn't strong enough and when the wind did suddenly freshen in the afternoon, the trawler broached and was lying broadside on when the tide was at its height, approaching 6 p.m.

With the sea breaking over the trawler, which was only a few yards from the shore, it was decided to lower a dinghy to leeward in order that one of the crew could collect a line from the beach, where a group of islanders had collected to try to help. The line was made fast to the vessel and those on shore hauled it the last few yards so that the rest of the crew could land.

The mate's body was left on board but, after rough weather overnight, was found the next morning under

the trawler's bilge covered in oil. The oil spillage was a big one, leaving a slick several yards wide right up Lundy's east coast.

The fishermen were given food, shelter and dry clothing by the islanders and stayed on Lundy for over a week, living with Mr. Gade, his wife and daughter. They were sitting down for tea on April 1 when the chief officer of the war watching station rushed in with the news that another German bomber had crashed on the west coast of Lundy and was on fire. They thought it was an April Fool's prank—two crashed German planes in less than a month on such a small island was difficult to believe. But he persuaded them it was no joke and Mr. Gade and the trawlermen hurried off to the crash site, near the cliff's edge and almost midway between the island's quarter and half walls.

Sailors from the old lighthouse were already on the scene. Two airmen, the pilot, UFFZ Gunther Nikolai, and co-pilot, 2nd Lt. Heinz Kunze, had been killed instantly in the crash, burnt to death as the Heinkel 111 exploded. But two other crewmen had survived largely unscathed. The Heinkel 111 bomber had struck a large granite outcrop as it attempted its crash landing. The fuselage had split in two and the aircraft had burst into flames, before rolling down a steep incline with the tail gunner trapped inside. He was thrown out before the wreckage slid to a halt right on the edge of the cliffs. Mr. Gade went down the hill to treat the injured rear gunner and, with great difficulty, the German was carried back to the top, where Mr. Van Os was waiting with a horse and cart on which he had placed a mattress and blankets. The gunner, in great pain from severe burns and other injuries, was taken to the old lighthouse and given morphine from the Admiralty medicine chest.

(Text concludes on page 5.)

"LUNDY LANDINGS" (Continued)

Little was left of the Heinkel, just the tail section, engines and propellers, but the trawlermen who had accompanied Mr. Gade were quick to spot two ships painted on each side of the plane's rudder and very quickly convinced each other that this was the aircraft that had attacked the Kestrel. When the German survivors were taken to the landing beach to be transported to the mainland, the trawlermen made a point of showing them their mate lying dead on an improvised stretcher in the fishermen's hut on the slipway. The Germans immediately understood that the fishermen were blaming them for the death of their comrade. They instantly, and vehemently, denied responsibility for the attack, though the trawlermen did not believe them.

The injured rear gunner and the two other surviving Germans were taken to Appledore in an auxiliary naval vessel. The gunner was taken to Bideford District Hospital, where he died within a fortnight.

Some weeks later the RAF lodged a protest with the islanders after learning from the Navy personnel based there that Lundyites had been helping themselves to duralumin from the remains of the fuselage and wings. Mr. Martin Coles Harman, owner of the island, disputed the right of the RAF to claim any portion of the aircraft, arguing that any plane that crashed on Lundy became his property. The dispute led to some heated exchanges and, eventually, Mr. Harman told the RAF: "As you claim this aircraft to be the property of the RAF, will you please remove it from the island without delay."

The result was that a party of aircraftsmen, headed by a corporal, were sent to Lundy with instructions to throw every remaining part of the Heinkel over the cliff's edge and into the sea. They did their job well, since little evidence of the crash can be found on the cliff top. However, some bits and pieces can still be picked up from the cliffside.

New Lundy Franking Meter Die and Rubber Cancellor Scheduled

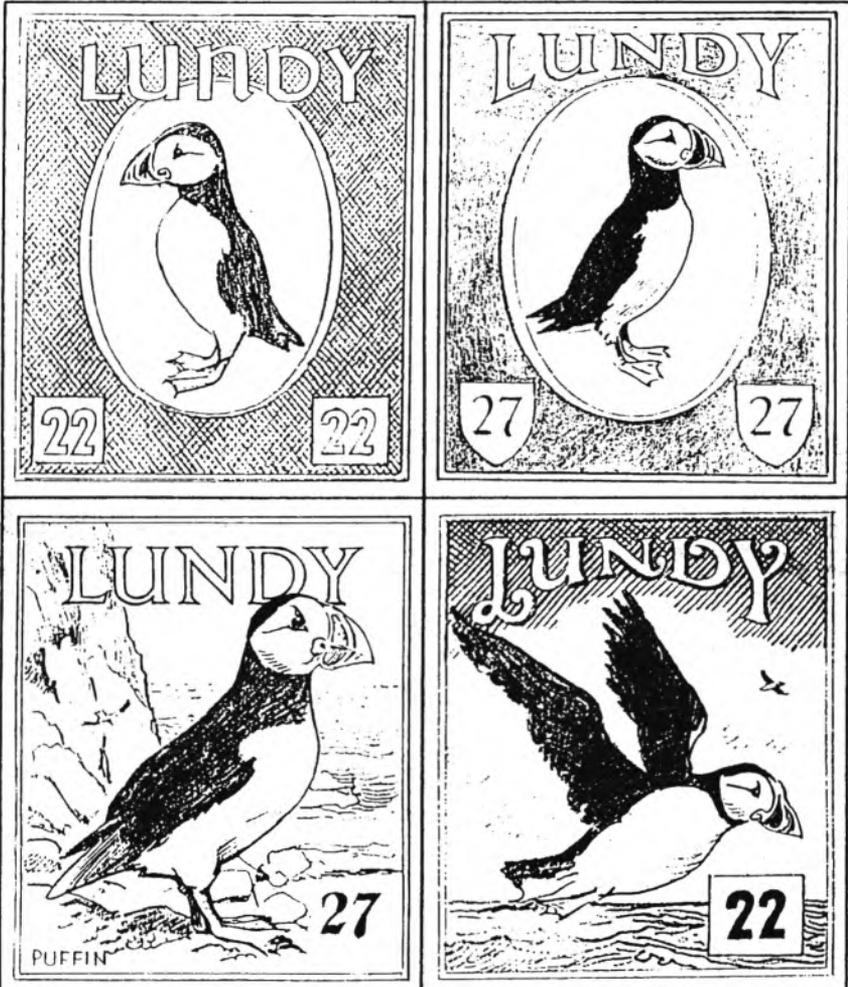
Our 21st Anniversary celebrations are now over and from the beginning of April we will use a new definitive franking meter die. In addition, as the Lundy rubber canceller which we use on Lundy stamps is now over 15 years old and slightly the worse for wear, we plan to replace this too with a new one of a similar design. The first day of use will be the same as for the franking meter die.

The Lundy Post Office has prepared a set of postcards and envelopes for the new cancels with a special cachet and printed as follows: Last day of the 21st Anniversary franking meter die and Lundy postmark and First day of the new franking die and Lundy postmark. The price for the set of four is £3 plus postage and packing. A total of 400 sets will be sent second class. We would also be happy to service the sets at the first class rate upon request at the price of £3.50. All orders will be dispatched in a covering envelope (*posted from Lundy*). Please allow up to six weeks for delivery.

I mentioned (*in a Newsletter*) the plans for a new Lundy definitive stamp set. I am pleased to confirm that this is all progressing well and we hope to issue it in the near future. We are currently discussing the sketched design proposals as well as negotiating the printing timetable. We hope to issue the new stamps in late Spring, but you will get a Newsletter with all the details well in advance in time for you to send in your order.

LETTERS TO THE EDITOR (Continued)

I would like to take this opportunity to thank Mr. Jon Aitchison and Mr. Lars Liwendahl for all the help and advice they give to me and The Landmark Trust. The philatelic world can be extremely confusing for the layman, and both Jon and Lars help unravel some of the mysteries and procedures so that we act properly and effectively when bringing out new stamp issues. Both Jon and Lars are well-known names to many Lundy



Illustrated above are John Dyke's four sketches for the proposed new Lundy definitive stamp issue. In a letter to Jon Aitchison dated December 5, 1990, Robin Evans, Director of The Landmark Trust, wrote, "I favour his design for the 27-puffin stamp with the rocks behind, perhaps with a few amendments." It will be interesting to see how the design of the issued stamps compares with the preliminary sketch. Thanks go to Jon Aitchison for providing this information.

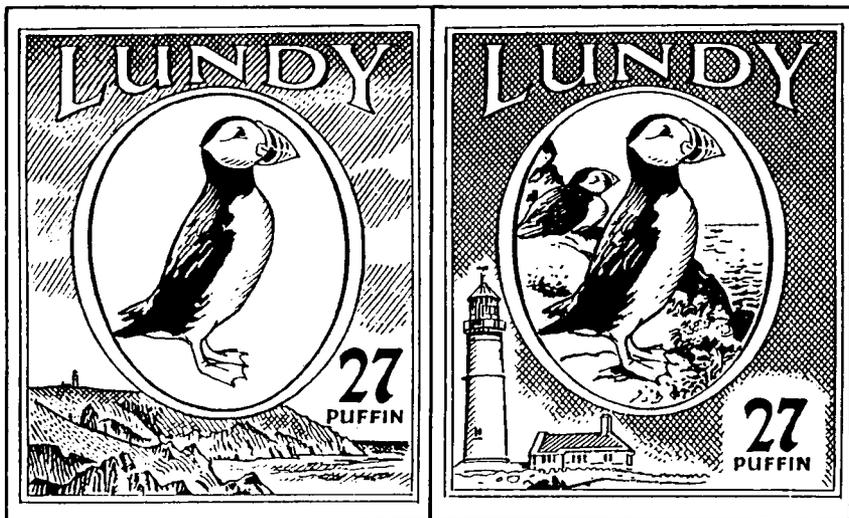
LETTERS TO THE EDITOR (Continued)

collectors. Jon is the representative of the Lundy Collectors Club in the U.K., and Lars for a long time has been the President of the Swedish Cinderella Stamp Club and also has lived and worked for us on Lundy.

As we approach the beginning of the 1991 season, we are working hard to get the Island and cottages ready for our first visitors. The *Oldenburg* is now away in dry dock for almost a month, but we are well provisioned and stocked up for all the maintenance and improvements we plan.

--Wendy Puddy, Lundy, Bristol Channel, North Devon, U.K.
(February 28, 1991)

Orders for the sets of postcards and envelopes (first and second class frankings) can be sent to The Lundy Company, Lundy, Bristol Channel, via Bideford, North Devon, EX39 2LY, Great Britain. Include postage and packing costs: Britain and EEC £0.75, non-EEC Europe £1.00, or outside Europe £1.50. Payment can be made by cheques/postal orders/bank drafts drawn on British banks, Eurocheques, international money orders, or credit card (VISA/Access or MasterCard). --RSC



Illustrated above are two additional drawings by John Dyke for the new Lundy definitive stamp issue. The latest information from two sources (Jon Aitchison and Tony Langham) indicates that none of the six designs shown on these two pages were adopted. The accepted design, also by John Dyke, is illustrated at the top of the following page. The denominations will be placed in the top left-hand corner, and the stamps should be issued and available before Autumn.

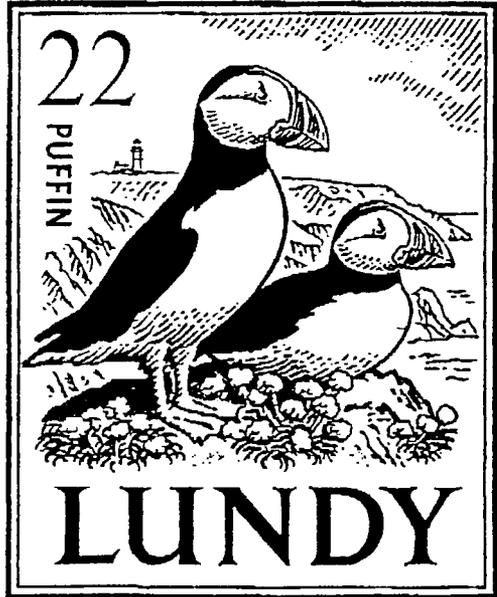
Recent News About Lundy—Philatelic and Otherwise

I delayed [*replying to your earlier letter*] until we had returned from our Easter family week on Lundy so that I could send you any latest up-to-date news. We had a great time there—bright, cloudless, but cold and very windy. The Islanders are kept busy and are already short staffed, but as bookings seem a bit disappointing, it could be a lot worse.

LETTERS TO THE EDITOR (Continued)

There are no changes to report since your last publication except that Trinity House was helicoptering in large slings of bricks with the intention of modifying the fog signal at the North Light. The plan is to abandon the North Light buildings and lantern (a future Landmark holiday cottage?), build a little room within the fog-signal building for use by visiting engineers, and to install a new lantern on the fog-signal roof.

Philatelically, Wendy and helpers were processing the covers for the new handstamp and machine cachet. I had sight of the new design for the definitives (*shown right*), and a most handsome one it is. It depicts two puffins, one standing and one seated on a tuft of seathrift, looking westwards to sea, with cliffs, sea, and Old Light in the background. The word LUNDY is across the bottom, and the value figure is in the top left-hand corner. The design is at the printers now, and they have chosen nice strong, bold colors. Delivery is expected in a few weeks. They have no samples, drafts, off-prints, etc. on the Island, so could you request readers to please do not trouble the Lundy Office as they have nothing to tell or show in advance and cannot cope with unnecessary inquiries. I understand the set will have no less than 14 values: 5, 10, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, and 100, designed to cover present values and also to be adaptable to any foreseen future increases.



Pictured above is the accepted design by John Dyke for the new Lundy definitive stamp set scheduled for issuance sometime "before Autumn" 1991.

The Paddle Steamer *Waverley* with its running partner *Balmoral* propose to make four visits and landings on Lundy—the first scheduled for May 4—but because of Island staff shortage and questions of legal responsibility for passenger safety, the two vessels will receive no assistance from the Island and will have to make their own arrangements for launches and beach landing. This may prove insurmountable and deter the visits.

--Tony Langham, Reigate, Surrey, England (April 23, 1991)

INSERTS. Readers should find two half-page inserts included with this journal issue. The first is a "free gift" from the Editor—a reproduction of a 1957 advertisement for Lundy stamps from Michael Windeatt, who founded the Lundy Specialists' Society during 1956, served as the first Editor of *The Puffin* for several months, and then abruptly disappeared from the Lundy stamp scene. The second insert comprises lot descriptions for a mini-literature auction conducted by Larry Dodson (L.C.C. #028). In case distribution of this issue is late, send in your bid(s) anyway as the closing date of October 25 will be extended accordingly.

NEWS ABOUT LUNDY

- Lundy's New Arrival. Lundy's Postmistress Wendy Puddy and her husband, John, the Island Agent, had a recent addition to their family. On January 22, 1991, Wendy gave birth to a 7-pound, 6-ounce baby boy who was christened Thomas James Oliver Puddy. Tom has a two-year-old sister, Emma Louise. Jon Aitchison has sent congratulations to the Puddys on behalf of all Lundy Collectors Club members.
- P.S.P.S. Vessels to Make Lundy Landings. Gwyneth White provided the following report in a December 12, 1990 letter: "Well, for once I can give you some Lundy news as having yesterday attended the Paddle Steamer Preservation Society's quarterly meeting in Bristol, we were all electrified when Terry Sylvester announced that there will be a few Lundy landings for our ships next season, the first tentatively fixed for the weekend of the May Day Bank Holiday (May 4, 1991). He's hoping there will eventually be more on a regular basis. We were all greatly cheered by the news but a bit nonplussed to hear that *Waverley's* Chief Engineer is transferring his expertise to the propulsion of the *Oldenburg*."
- Lundy in Print—Part 1. Mike Tedstone reviewed the history of the passenger shipping services operating to Lundy off the coast of North Devon in the Bristol Channel in a two-part feature article appearing in the March and April 1991 issues of *Ship's Monthly*. Our thanks go to Gwyneth White for providing the *LCCPQ* Editor with copies of these two issues. (Readers desiring a photocopy of the article can obtain one by request from the *LCCPQ* Editor. Please include enough mint U.K. or U.S. stamps with your request to help defray postage costs.)
- Lundy in Print—Part 2. L.C.C. member Les Winick (#037) featured Lundy in his "Stamp Market Report" in the March 1991 issue of the *Scott Stamp Monthly*. His five-page feature article includes some wonderful color stamp and cover illustrations provided by L.C.C. Secretary-Treasurer Duane Larson and gives a brief postal history of the Island as well as a plug for the L.C.C. (Readers desiring a photocopy of the article can obtain one by request from the *LCCPQ* Editor. Please include enough mint U.K. or U.S. stamps with your request to help defray postage costs.)
- "In Memoriam" Correction. The *LCCPQ* Editor "slipped a line" during the typing of the text for the "In Memoriam" for John Ogilvie that appeared on page 7 of the Fall 1990 issue. John is survived by daughters Kate and Liz. Mary (Ogilvie) Forsyth, who I incorrectly listed as one of John's daughters, is his twin sister who spent two summers (1953-1954) on Lundy as the storekeeper. My thanks go to Gwyneth White who spotted the error and suggested I correct it for the record. --RSC
- In Memoriam—Dr. William Ruddock. Dr. William Ruddock of Bideford, Devon, England—father of Penny Ogilvie, the widow of John Ogilvie—died February 20, 1991 after being in failing health since suffering a stroke in 1989. Gwyneth White reports: "For many years Dr. Ruddock served as a doctor on call for Lundy in many a medical emergency, and before the era of plane and helicopter, was never slow in enlisting the aid of an Appledore lifeboat in getting him out there, often in stormy conditions." Dr. Ruddock is mentioned in several narratives in Felix Gade's *My Life on Lundy*. Once again, our sincerest condolences are extended to members of the Ogilvie and Ruddock families.
- The New Lundy Definitive Stamp Issue. Details of the new set of Lundy definitive stamps and ordering information will be released in a June 1991 flier that is to be distributed to all Lundy collectors on the Lundy Company's current mailing list. (Contact Wendy Puddy, Lundy, Bristol Channel, Devon, EX39 2LY, England; telephone 0237-431831.)

BOOK REVIEW (By Roger S. Cichorz)

POSTAL HISTORY, POSTMARKS & CACHETS OF LUNDY ISLAND — an illustrated priced guide and handbook, by Stanley Newman, ISBN 0-9514363-1-7, published by Channel Islands and Lundy Auctions, Melbourne House, Melbourne Street, Brighton, BN2 3LH, Sussex, England, 1991, 56 pages, paperback, £7.50. [Available from the author/publisher at his Brighton address above: U.K. £7.50 + £0.75 postage and packing, Europe and overseas £7.50 + £1.00 p/p (surface) or + £1.50 p/p (air-mail), U.S.A. \$18 airmail or \$16 surface mail (postpaid).]

This illustrated price guide and handbook of Lundy postal and related markings is the companion volume to the author's *The Stamps of Lundy Island*. Stanley Newman has done an admirable job in researching, compiling information on, and evaluating practically every known postmark and cachet used on Lundy mail since the regular mail service to and from the Island began more than a century ago. This splendid book gathers information from Barry Chinchin's *A Catalogue of Lundy Stamps*, the *LCCPQ*, articles in the philatelic literature, C.I.L.A. Lundy auction catalogues, and consultant experts in Lundy postal history to give a systematic presentation of the various Lundy postal markings. Whenever possible, the author retains Barry Chinchin's lettering/numbering system of classification for the markings, but has gone far beyond those presented in *A Catalogue of Lundy Stamps* as Barry inexplicably stopped assigning designations to the postal markings used after 1972.

Postal History... opens with an excellent account of the postal history of Lundy and continues with a compilation of the various ports of transit for Lundy mail from 1886 to the present. After ten pages of introductory and explanatory text, the balance of the book is divided into twelve sections of Lundy postal markings logically grouped, organized, and designated (letter, number identification following the *Chinchin* classification system). These consist of G.P.O. circular datestamps ("Lundy Island" *thimble* postmarks), Lundy local post cancellations and datestamps, airmail services cancellations and cachets, "delayed by storm" cachets, ships cachets, philatelic bureaux cancellations and cachets, special pictorial cachets used during 1972-1974, Lundy Field Society cachets, private cachets, and *Lundy Illustrated News* cachets.

I am not going to microcritique the book's contents here since I had the opportunity to review and offer the author revisions on the first draft of the text before the book was published. I did not have the chance to preview several of the sections on cachets, however, and those are the sections that appear incomplete. The author readily acknowledges that the private "unofficial" cachets section is "probably incomplete" despite his listing all that are known to him, so let's use the *LCCPQ* as the means and a forum for documenting any additional information that comes to light, rather than to wait for a second edition of this book to appear some years in the future! [Note: An article by John R. Holman—the third part of his "Lundy Postal Markings Since 1950" series—will kick off this effort and appear in the Summer 1991 *LCCPQ*.] Undoubtedly, most quibbles from users of this book will be with price evaluations rather than its content or organization or the omission of some obscure cachet. This appears always to be the case when a new price guide, handbook, or catalogue is published, so why should Stanley Newman be immune to it?

So, despite the book's limitations, what's my overall assessment of it? This handbook is an excellent start on the subject of Lundy postal and related markings and no doubt will serve as a stimulus for collectors to

BOOK REVIEW (Continued)

examine their cover holdings and digest, use, and expand upon the information given. This book will be the definitive work and standard on the subject of Lundy postal history for some time and is a necessity for any Lundy stamp collector with an interest in acquiring covers or for anyone with an interest in Lundy postal history. In short, it is indispensable, and I suggest you purchase it if you haven't already done so!

OFFERS

- John Dyke "Lundy" Prints. The *John Dyke Lundy Collection* of six fine-grain carbon prints reproduced on high-quality, heavy-weight paper and hand colored by the Artist in Berol crayon is now available from L.C.C. member Jill Davis. Each print measures approximately 8 by 11 inches and is limited to only 250 copies. Prints are numbered individually and signed by the Artist and tipped onto contrasting colored card 10 by 14 inches, ready for permanent framing. The six prints consist of: No. 1—Lundy, Bristol Channel, 1949; No. 2—Landing Bay, South Light and Rat Island, June 1972; No. 3—Landing Beach from the Cove, August 1963; No. 4—Lundy, Bristol Channel, June 1958; No. 5—High Street, June 1948; and No. 6—Moored in the Landing Bay after a damp crossing from Bideford Quay, November 1969. These prints are available in two series: Series "A" which is fully hand colored at £60 per set or £10 each, and Series "B" which is a two-colored edition at £30 per set or £5 each. Or order sets "A" and "B" and get all 12 prints for only £80. *Terms:* Please add £2 for postage, packing, and insurance. Payment is due at the time of order. Available from Jill Davis, 6 Chapel Rise, Atworth, Nr. Melksham, Wiltshire, SN12 8JZ, England; telephone 0225-702515. Please make cheques, bank drafts, or postal money orders in sterling payable to Jill Davis. [*Editor's note:* I purchased a set of the prints and can recommend them to any Lundyphile. The scenes are reminiscent of those on the 1971 first decimal definitive stamps and show great detail. Don't miss this opportunity to obtain some artist-signed John Dyke Lundy artwork! --RSC]
- Puffin Items. The National Wildlife Federation's *1991 Catalogue of Nature Gifts* offers a 3-inch-tall, multi-colored ceramic puffin, hand-crafted (so that no two are exactly alike) by Shelley Saffer, for \$24.95. Order item #37703. Also offered is a beautiful black T-shirt emblazoned with a pair of horned puffins by wildlife artist Dan Smith. Made of 100 percent cotton and available in adult sizes S, M, L, XL, this T-shirt is item #30026 for \$14.50. *Terms:* \$3.95 shipping charge for orders under \$50, from National Wildlife Federation, 1400 Sixteenth Street, N.W., Washington, D.C. 20036-2266, U.S.A. VISA or MasterCard orders accepted: order toll-free 1-800-432-6564, 8 a.m. to 11 p.m. Eastern time, Monday through Friday. [Both items are gorgeous and worth the cost! --RSC]
- Cinderella Approvals. The Cinderella Company is offering an initial trial selection of cinderella items (seals, labels, poster stamps, etc.) for \$10 to introduce new customers to its extensive stock of philatelic specialties and paper ephemera. Approval selections are also available to collectors who request them (please specify country, topic, or interests) and can provide suitable references. Address inquiries to: Cinderella Company, P.O. Box 325, Sykesville, Maryland 21784, U.S.A.; telephone 301-795-1239. (Indicate you saw this offer in the *LCCPQ*.)
- L.C.C. Members' Listings. L.C.C. members (dealers and collectors) can use the "Offers" section to contact other members with special offers. Send your text to the *LCCPQ* Editor if you want to be included.

Lundy at Auction

By Roger S. Cichorz
3925 Longwood Avenue
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C.I.L.A. Lundy Postal Auction Number 14

The fourteenth Lundy auction conducted by L.C.C. member Stanley Newman (the seventh under the aegis of his Channel Islands & Lundy Auctions firm—C.I.L.A., Melbourne House, Melbourne Street, Brighton, Sussex, BN2 3LH, England; telephone 273-675131) closed on September 11, 1990. It contained 1175 lots (about the same as auctions #10 through #12), but the material offered was estimated at £20,531.50, about £5500 more than the average estimates of auctions #8 through #12, but some £5000 less than the previous #13 ("Roger Koerber") auction.

In Lundy #14, 445 lots sold, realizing £8306.50 against a cumulative estimate of £7711, making this Stanley's third most lucrative Lundy effort (trailing only auctions #13 and #8 in terms of the amount of material sold). The ratio of realizations to estimates on the lots that sold (107.7 percent) was the second lowest experienced in a Newman-conducted Lundy auction, but not significantly less than the overall performance (111.0 percent) experienced over the history of his Lundy auctions. Postal history/cover lots at 110.1 percent of estimates dropped significantly from the 117.2 percent of estimates experienced by cover lots in the previous auction, but perhaps that was to be expected since so much of the exceptional cover offerings in the "Roger Koerber" effort had not been seen by Lundy collectors for well over a dozen years.

Table 1 below summarizes the realizations of this auction by category and gives readers who are interested in market trends the opportunity to compare lot performance against all previous Newman-conducted auctions (see Summer 1989 *LCCPQ*, pages 16-18, and Spring 1990 *LCCPQ*, page 12, for the tables covering auctions #1 through #13 as well as a 1981 forerunner to the "Lundy Only" auctions). I apologize to Stanley and readers for being so late in presenting the results of this auction, but the amount of other backlogged auction information, accumulated *Odds and Ends*, and timed matter precluded publishing these results sooner. As a matter of fact, Stanley has since conducted a #15 Lundy auction (which closed April 2, 1990), and as I have already received the realizations for it, I intend to cover this one in detail in my next (Summer 1991) column.

TABLE 1. Summary of C.I.L.A. Lundy Postal Auction Number 14 (9/11/90).

Category	Lots Offered		Lots That Sold			
	No.	Estimates	No.	Estimates	Realiz'ns	%R:E*
postcards	172	£ 1197.00	65	£ 551.00	£ 649.00	117.8
literature	31	428.00	23	199.00	242.00	121.6
coins and ephemera	11	95.50	7	72.00	100.00	138.9
postal history/covers	297	3795.50	112	1683.50	1853.00	110.1
stamps	621	14655.50	215	5097.50	5333.50	104.6
bogus, oddities	43	360.00	23	108.00	129.00	119.4
Total (all lots)	1175	£20531.50	445	£ 7711.00	£ 8306.50	107.7

*%R:E represents the ratio of realizations to estimates.

Postcard lots, which traditionally have occupied the opening section of Stanley's auction catalogues since the January 1983 #4 effort, showed the best performance since 1985. Surprisingly to me, the *best* postcard

LUNDY AT AUCTION (Continued)

had nothing to do with Lundy scenery, life, or postal history—it was the Trent Bridge Publishing Co. colored printed card of the Lundy-crested Roman Ewer which fetched £32 against its estimate of £20+. Other noteworthy postcard performers included the Valentine & Sons #1614 black and white Lundy view which realized £16 against its £10 estimate, A. St. Claire's "The Gates of Hell, Lundy Island" which sold for £17 against its £9+ estimate, and the "V. C. Quarry, Lundy" black and white photocard which fetched a whopping £36 against its £25 estimate. Among the ephemera lots, the out-of-print "Lundy Album Catalogue" stamp pages produced by the now-defunct Lundy Stamp Bureau of Montville, New Jersey, in 1977, sold for a whopping £41 against what I thought was an inflated estimate of £25. (And to think, I gave away a set of pages in exchange for the postage it cost me to mail it to a collector in Kansas. I still have a pristine version of these catalogue pages—perhaps it's time to reprint them and offer sets to L.C.C. members at a nominal cost! Readers, would you be interested in such a proposition?)

In the postal history/cover section, the G.P.O. "Lundy Island" thimble postmarked items had mixed results with one of the two 1906 strikes selling for £10 less than its £75 estimate, the 1915 strike realizing £40 against its £38 estimate, and a third (1906) not receiving a bid. The 1906 postcard mailed by the Lundy lighthouse keeper to his Watchet, Somerset home via Pembroke-Dock, South Wales (probably carried by the Trinity House supply ship which served Lundy and was stationed in Pembroke) sold for a whopping £37 against its £25 estimate, indicating postal history collectors will pay a premium for an unusual Lundy routing. The "Allday Family Correspondence" items continued to fare well, with the three offered selling for £61 against a cumulative estimate of £40. The best "flight" cover was the 1938 piece of parcel wrapping paper addressed to Mrs. F. W. Gade and franked with an ACAS "large map" 6d, Lundy 9d definitive, and G.B. KGV 1/- and 6d definitives, all tied by appropriate postmarks. This wonderful item fetched a whopping £57 against what proved, in retrospect, to be a modest estimate of £25. Two gorgeous Pitman-prepared, handwritten-addressed covers fared well. The 1938 Orkney-Inverness cacheted flight cover sold for £46 against an estimate of £40, and the 1940 cover from Tristan da Cunha with the scarce "AIR SERVICE TO LUNDY I. SUSPENDED..." cachet realized £65 against a hefty £75 estimate. A 1942 airgraph form to Mr. Gade from his friend Capt. Dollar in the M.E.F. forces sold for £37 against its £20 estimate despite not having any Lundy receiving marks.

Among the post-WWII covers, an official inward FDC for the 1957 definitive set realized £43 against its £35 estimate. A scarce 1960 postally used, John Dyke-illustrated "Greetings from the Isle of Lundy" lettercard, franked with a 1957 1p definitive, fetched .30 against its £20 estimate. A first day cover (envelope, not the usual postcard) for the 1972 blue-surcharged provisional stamp (the first one I've seen offered) sold for £24 against a modest estimate of £21 (only £1 more than the £20 estimate for the more common postcard FDC). A Ken Gibson-prepared postcard for the Lundy Field Society's 1981 annual Lundy cruise, with three different cachets, realized £8.50 against its £6 estimate. A 1988 FDC (one of only 20 prepared) for the first Lundy stamp booklet sold for only £24 against a modest £20 estimate—a bargain! [Jon Aitchison's hoard of four all went for £50 each in the L.C.C. mini mail sale number four, and one bidder placed a bid of £206! See the L.C.C. auction section of this column for details. I believe this FDC will appreciate during the 1990s.]

LUNDY AT AUCTION (Continued)

Some of the better performers among the stamp lots (with estimates followed by realizations in parentheses after brief lot descriptions) included: a mint ACAS ½d "tramticket" from roll 3, #01413 (£24/£46), an unused (no gum, with thins) ACAS ½d "tramticket" from roll 7, #03004 (£25/£51), an unused ACAS 3d "tramticket" from roll 1, #00234 ("patchy gum, immersed?"—is this the unfortunate one that blew into your swimming pool, Stanley, while you were sorting these out?!) (£15/£31), the complete set of six ACAS "large maps" in rare mint "complete blocks of twelve" (sheets with selvage?) (£420/£450), mint vertical pairs of imperforate proofs in accepted colors of the ACAS 3d, 6d, and 1/- values—uncatalogued by *Chinchen* and *Newman* (£150 each pair/£160 each pair), mint 1937 LACAL essay, *Chinchen* #18e (£70/£105), mint NH set of five of the "1929-1939" overprints (£35/£48), an exhibition page with complete 1940 mint set of eight "Red Cross" values with five being the "broken cross" varieties (£300/£340), a mint imperforate proof of the gold overprint Tighearna sheetlet with double overprint (£40/£80), a "newly discovered" perforated Tighearna sheet with the "bogus" black overprint (£40/£43) [*Note*: Jon Aitchison researched this overprint, generally considered to be a "bogus" addition after WWII, and presents evidence that Martin Coles Harman ordered the overprinting done about 1953—details will appear soon in a feature article! I examined a photocopy of this item, courtesy of Stanley Newman, and the perforation holes exactly match those of the legitimate 1943 gold-overprinted, perforated Tighearna sheetlets, so, in my judgement, they were not a posthumous "addition"!], a mint NH 2p value with the (1953?) wide "BY AIR" double overprint in black (*Newman* #70Aa) (£25/£38), a mint NH "8 + 3 bars, BY AIR" overprint on 12p with the "BY AIR" in black and "8 + 3 bars" in red (*Newman* #78Ca) (£50/£56), a mint 1969 "APPEAL" (£150/£165), a mint 1972 1p blue-surcharged provisional (£75/£90), a mint 1975 E.A.H.Y. "error" sheetlet (£10/£15), a 1978 Felix Gade souvenir sheetlet in the Lundy Philatelic Service "official" presentation folder (£30+/£80), a 1979 C.T.O. FDC for the unissued 9p and 11p essays (£15/£23), a June 1, 1988 first Lundy booklet (£10/£18), an October 2, 1988 Stampex booklet (£25/£29), and a R.S.P.B. 3p perforated proof mint single in black (£16/£20).

Some stamp lot disappointments (with estimates followed by realizations in parentheses after brief lot descriptions) included: a complete mint sheet of 48 LACAL "5-line" overprints (*Chinchen* #18) having four examples of the rare "Attantic" error (£800/£650), a mint gutter block of eight with "Bradbury Wilkinson" printer imprint of the 1942 "V + plane" 2p value (£48/£39), the same for the 3p value (£38/£31), the same for the 4p value (£65/£52), a mint gutter block of six of the "V + plane" 6p value (£45/£36), the same for the 9p value (£50/£40), and a god-awful appearing imperforate pair of printer's waste for the 1954 9p/12p Silver Jubilee issue (£18/£15). Even more disappointing for the auctioneer and consignors are the many lots of fine, but pricey, material that failed to draw any bids. Witness various rare cross gutter blocks of the "V + plane" overprints, the mint LACAL "Attantic" error in se-tenant pair with normal, the eight values of the "Red Cross" issue that can exist as such in gutter blocks of six or eight with printer's imprint on central horizontal gutters (no takers at £1500 despite the probably uniqueness of these items), and others. The fact that only 37.9 percent of the lots offered sold indicates to me that there was simply too much Lundy material here for the present market to absorb in one shot—this despite the increasing popularity of Lundy stamps and covers! However, I will be quick to point out that, in general, the choice (seldom-offered and

LUNDY AT AUCTION (Continued)

scarcer) material is always in demand and somehow finds its way into collectors' hands.

In looking over the history of Stanley Newman-conducted Lundy auctions, I conclude that C.I.L.A.'s Lundy auctions over the past five years appear "overstocked" for the number of Lundy collectors who receive catalogues and submit bids. For example, my analysis indicates that since these auctions crossed the 1100+ lot barrier in 1986, the average amount of material sold in five auctions is relatively constant at 37.4 percent of the lots offered (actually, it's a tight range of 34.8 to 39.4 percent). Contrast these figures to before the 1100+ lot barrier when the first ten Newman-conducted Lundy auctions (which averaged 458 lots each) sold 65.5 percent of the lots offered. To illustrate my point about choice material finding buyers, exactly 50 percent of the 750 lots offered in the C.I.L.A. #13 ("Roger Koerber") auction sold.

No doubt some readers will point out there are other factors to be considered in such an analysis than just the number of lots offered in these auctions. Stanley's early auctions were once the major source of Lundy material, but since the appearance of his priced catalogue (*Stamps of Lundy Island*) in 1984, Lundy material started coming out of the woodwork. The amount offered by other dealers appears to have grown substantially in recent years, and this may be a major factor affecting his auction sales. A case in point is the fact that the C.I.L.A. #15 auction, which closed April 2, 1991, nearly coincided with another major Lundy auction held by L.C.C. member Michael Bale, which closed just two weeks earlier on March 20, 1991. I will examine this auction next.

Negev Holyland Stamps Ltd. Second Lundy Mail Auction

The second Lundy mail auction conducted by L.C.C. member Michael Bale (Negev Holyland Stamps, Ltd., Post Office Box No. 1, Ilfracombe, Devon, EX34 9BR, England; FAX 0271-867161), which closed March 20, 1991, contained 437 lots estimated at £12,990.25. A total of 202 of these lots (46.2 percent) sold, realizing £5724.29 against a cumulative estimate of £5360.50 (or 6.8 percent over estimates). My observation that some of the pricier lots did not sell is substantiated by the fact that the 46.2 percent of the lots that sold represented only 41.2 percent of the total auction estimate. Table 2 below summarizes the realizations of this auction by category.

TABLE 2. Summary of Negev Holyland's Second Lundy Auction (3/20/91).

Category	Lots Offered		Lots That Sold			
	No.	Estimates	No.	Estimates	Realiz'ns	%R:E*
covers/postal history	104	£ 1296.50	53	£ 757.50	£ 851.50	112.4
stamps	237	7533.25	95	1943.00	2162.09	111.3
proofs	58	3804.50	27	2398.00	2412.85	100.6
bogus/fakes	12	102.50	6	38.00	45.65	120.1
<u>literature & ephemera</u>	<u>26</u>	<u>253.50</u>	<u>21</u>	<u>221.50</u>	<u>252.20</u>	<u>113.9</u>
Total (all lots)	437	£12990.25	202	£ 5358.00	£ 5724.29	106.8

* %R:E represents the ratio of realizations to estimates.

Michael Bale recently purchased the considerable Lundy collection put together by the late George H. Ulrich, Jr., and after amalgamating it with his own extensive collection, he indicated he has enough excess material for three or four Lundy auctions. This mail auction was the

LUNDY AT AUCTION (Continued)

first of this proposed series of sales. Despite my observation that some of the more expensive lots did not sell, many of the pricier esoteric items found buyers—witness the overall performance of the proof material where the 46.6 percent of the lots that sold (27 of 58) represented 63.0 percent of the proof-lot cumulative estimates. Although Michael Bale gave bidders the option of enterings bids in pounds sterling or in U.S. dollars (figuring \$1.95/£1.00, the conversion rate in mid-February—but by the auction's close, the rate had dropped to \$1.77/£1.00), he reported the realizations in pounds sterling, so, for discussion purposes, I did likewise (gives me a chance to exercise my newly acquired "£" element).

Let's start the analysis of "better" lots by looking at a few of the "proof" offerings. Margined single examples of imperforate proofs of the first definitive set in issue colors on thin ungummed paper (set is ex-Stanard, ex-Ulrich and realized £190 against a £220 estimate in I.P.P.A. Lundy auction #8, March 11, 1986) fetched £200 against an estimate of £195. Blocks of four of the first-issue proofs, endorsed "J.D.S." on the backside by John Stanard, ex-Ulrich, realized only £585 against an estimate of £750. A thick white, gold-edged card, bearing a set of three stuck-down imperforate proofs in issued colors of the 1939 definitives and having the Printer's inscription at the base, realized a whopping £385 against an estimate of £300. An imperforate gold-overprinted Tighearna sheet realized £77.50 against an estimate of £80, while another imperforate Tighearna sheet with the overprint in green realized £75 against an estimate of £80. A complete set of eight of the "IX Anniversary" overprint issue with "green overprints only" (i.e., no gold pigment present) sold for £208 against an estimate of £225. A mint (but hinged) "inverted overprint and misplaced plane" variety of the "Wright Brothers biplane" ½p value (probably an *error* or example of *printer's waste*) sold for £31 against an estimate of £22.50, while an "inverted plane" variety of the 5p value realized a whopping £34 against an estimate of £25. The 1972 Trinity House imperforate proof set in issue colors, stuck down on thick blue card inscribed "Bradbury Wilkinson and Company Limited" (one of three such examples believed to exist—ex-Gibson, ex-Ulrich and originally purchased for only £35 in a May 1983 Twyford, England auction), fetched a whopping £390 against an estimate of £300.

Some of the better stamp lots that sold (with estimates/realizations given within parentheses following brief descriptions) included: an "unused" ACAS ½d "tramticket" from roll 7 (#03214 uncanceled—rare thus—but attached to a partial cover) (£20/£23.50), a complete mint NH set of eight 1940 "Red Cross" surcharges (£220/£250), a 1929 1p definitive tied to piece by a L.P.B. "Bureau Mail" cancellation (*Chinchen* type G) (£35/£50), a complete mint set of eight of the 1941 "IX Anniversary" overprints (£47.50/£60), a complete mint set of twelve of the 1943 "Wright Brothers biplane" overprints (£78/£95), a complete set of eight 1950 narrow-setting "BY AIR" overprints (£70/£75), a mint 1961 Europa ½p value with the black "Europa" overprint omitted (£45/£61), a mint 1961 Europa 1p value with the black "Europa" overprint omitted (£35/£30.50), a mint 1961 Europa souvenir sheet with the 1p value missing the brown color—a dramatic error (£45/£55), a mint 1972 blue overprint 1p provisional stamp (£60/£72), and an example of the Lundy Philatelic Service's unofficial 1978 "F. W. Gade" souvenir sheet mounted into a special folder (£70/£85).

A sampling of some of the expensive stamp lots that failed to draw bids (or possibly received bids that did not meet unpublished reserves) (with

LUNDY AT AUCTION (Continued)

estimates given within parentheses following brief descriptions) included: full mint sheets of twelve of ACAS "large map" 2d and 3d values (£60 each), 1939 LACAL "airview" ½d red as a mint horizontal strip of four with all vertical roulettes omitted (£55), 1940 "Red Cross" "broken cross" 6p value (£75), same in horizontal pair with nonflawed overprint (£125), mint 1950 "BY AIR" overprint 4p value in complete sheet of 60 (£110), mint 1953 "8, By Air, 2-bar" black overprint (*Newman* #78A) in complete mint pane of 30 (£400), mint gutter pairs of the 1953 Coronation ½p and 1p "wrong color" overprints (£165), 1954 Jubilee 12p *color trial* showing the frame in green with puffin head and value omitted in complete pane of 20 stamps (£240), a 1969 "APPEAL" stamp tied to the left-hand side of an acknowledgment card (£250), a complete set of seven values of the 1974 definitives in mint sheets of 72 or 36 as issued (£185), 1976 2p and 7½p definitives (*Newman* #183A and 198) in mint sheets of 72 (£150), and a mint sheet of 36 of the 1985 "Balloon Flight" overprint issue (£70).

In general, cover and postal history lots fared well, and some of the better items will be discussed in the ensuing text. Two of the three postcards with G.B. stamps tied by G.P.O. "Lundy Island" *thimble* circular datestamps sold: the 1905 example failed to draw a bid against its modest estimate of £40 (the c.d.s. incomplete strike and damage to the G.B. stamp must have scared off potential bidders), the 1907 example fetched £100 against an estimate of £80, and the August 30, 1927 (latest date recorded?) example realized its £80 estimate. A Pitman-prepared August 27, 1935 outward flight cover with a tied roll 1 ACAS "tramticket" ½d (#00144) fetched £31 against an estimate of £28, while a pilot-signed outward flown cover with a tied roll 5 ½d (#02304) realized £61 against an estimate of £50. Perhaps the best cover lot in this auction was a plain postcard addressed to Herts. with the G.B. stamp tied by an Instow 13 May 1941 postmark. This card had 1940 "Red Cross" ½p, 1p, 2p, and 3p values on the back tied by a May 12, 1941 *Chinchen* type Fa postmark and sold for £78 against an estimate of £75. A scarce inward flown June 9, 1951 FDC for the "flying birds" definitives and the "8, BY AIR, 3 bar" overprint issue, addressed to the contemporary airmail stamp dealer Francis J. Field, c/o F. W. Gade/Chivenor Aerodrome), fetched £58 against a modest £48 estimate. A March 26, 1959 cover with a black "Marisco Tavern" cachet (*Newman* #PC-2) sold for £19 against an estimate of £12.50.

Among the literature and ephemera offerings, a lot consisting of eleven issues of the *Illustrated Lundy News and Landmark Journal* (Volume 1, Numbers 1-6, and Volume 2, Numbers 1-5) sold for £32 against an estimate of £27.50. A hardbound first edition (1950) of *Tempestuous Isle* by Col. P. T. Etherton and V. Barlow realized £33.15 against an estimate of £30. A print of "Lundy Castle" measuring approximately 170 mm by 250 mm and "published at the end of the 1700s" (surely this must have been a reprint?) fetched £24 against an estimate of £16. The Lundy coins did not fare well as a pair of the original 1929 coinage (condition not cited) realized £17 against an estimate of £20 while a boxed set of four 1965 proof restrikes realized £26 against an estimate of £30. Among the "bogus/fake" lots, the now-infamous "forgery of British Colonial KGV 'keyplate' type stamp with 'LUNDY' at top and '½p'" in value tablet sold for £18 against an estimate of £12—these were "souvenirs" produced by the L.C.C. and given free to members attending the Club's meeting held at Ameripex '86 in Chicago, Illinois.

I'm not sure what Michael Bale's reaction was to his first "major" Lundy auction. Since he's an experienced auctioneer in Israel, Palestine, and

LUNDY AT AUCTION (Continued)

other Holyland stamps and covers through his Negev firm, he probably was not surprised by the results. Still, I suspect that he's disappointed by the less than 50 percent lot sales, even though the 46.2 percent showing exceeded the last several C.I.L.A. Lundy auctions. I would guess that he was encouraged by the performance of the better, more esoteric lots but discouraged by so many other pricey lots remaining unsold. On the "prices realized" sheet sent to bidders after the auction's closing, he discounted 194 of the unsold lots by about 20 to 25 percent from the auction estimates and offered them subject unsold at net prices to all comers on a first-come, first-served basis. I understand from several bidders that they took advantage of this offer and made substantial purchases from the "discount" list, so perhaps the sale was quite a bit more successful than the list of realizations might indicate. Michael, if you would care to send me your impressions of the auction and its aftermath, I'd be happy to include them in a future column. Personally, I look forward to future Negev Lundy auctions and the potential opportunity to purchase further ex-Stanard/ex-Ulrich material. Readers, if you are not on the Negev Lundy mailings, be sure to write Michael Bale and request your name to be added!

Lundy Collectors Club Mini Mail Sale Number Four

The L.C.C. mini mail sale number four, which closed February 28, 1991, was a rousing success judging from both the number of lots offered that sold and the total realizations. These L.C.C. members' mail bid auctions are conducted by the L.C.C. United Kingdom Representative Jon Aitchison, and the catalogues (*L.C.C. British Newsletter*) are now being distributed to all L.C.C. members regardless of country of residence, making this truly a club auction for all. Jon will gladly accept consignment material from any L.C.C. member, and he charges a modest commission only on lots that sell. There is no lotting fee or other charges, except postage for returning unsold material, if any. Jon would appreciate consignors' lotting and pricing suggestions as well as proposed lot descriptions to minimize his work. These mini sales provide L.C.C. members with an excellent opportunity to turn excess material into cash, as well as the possibility of acquiring needed items, so please support them. Auction consignment material can be sent to, or further details obtained from, Jon Aitchison, Old Tithe Hall, Start Hill, Near Bishop's Stortford, Hertfordshire, CM22 7TF, Great Britain; telephone 0279-870488, evenings or weekends.

Back to mini sale number four... This auction offered 49 lots (45 Lundy and four of other British Islands) at a cumulative reserve of £307.50. An amazing 45 lots sold (91.8 percent), fetching £358.50 against a cumulative reserve of £263, for a whopping 35.6 percent above reserves. In addition, 15 "fixed price" lots were offered (at net prices totaling £33.10) on a first-come, first-served basis, and all 15 sold. The three "ephemera" lots fared well, realizing 26 against a cumulative reserve of £16. Among the cover lots, the November 3, 1938 illustrated outward airmail cover with a reserve of £8 fetched £16.50 (with a top bid of £40—thankfully for the purchaser, nobody else placed such a hefty worth on this cover). Interspersed among the cover lots was another ephemera lot consisting of six items, including a Littleton Stamp Co. approval sheet with the 1929-30 definitives. This lot sold for £13.50 against a reserve of £8.

The most hotly contested lot in this auction (surprisingly to me) was the 1974 definitives on official FDC addressed to America with Barry

LUNDY AT AUCTION (Continued)

Chinchen's airmail label with two embossed puffins. The lot received 11 bids, selling for £9 against a reserve of £5. [I believe that Jon erred technically in the description when he wrote "this (*embossed puffin label*) caused objections from the Post Office..." The G.P.O. did not concern itself with the airmail labels but objected to the puffin-embossing of the then-current G.B. QE1 3d definitives during 1973—thereby parodying the "regional" definitives of Guernsey, Jersey, Isle of Man, Northern Ireland, Scotland, and Wales and Monmouthshire and in the process creating a unique Lundy "regional" definitive. Very few covers with puffin-embossed G.B. definitives passed through the G.P.O. mailstream before a cease-and-desist order was issued—along with mail returned to Lundy—and only rarely have any of these serviced covers come up at auction. The G.P.O. authorities apparently had no sense of humor in matters of this sort!]

The second most-contested lot in this auction was the FDC for the 1988 first Lundy stamp booklet (only 20 produced and "undoubtedly one of Lundy's rarest FDCs" according to Jon). This FDC was offered at a reserve of £30, received eight bids, and sold for £40. Two other lots each received seven bids—the 1974 R.N.L.I. issue FDC (also with a puffin-embossed airmail label and addressed to America) which sold for £8.50 against a reserve of £5, and an example of the puffin-embossed airmail on piece which fetched £8 against a reserve of £3. *Puffins prove pretty popular philatelic phare!*

Channel Island Stamp Company Postal Bid Sales

The 75th postal bid sale of the Channel Island Stamp Company (C.I.S.C., Havilland Street, St. Peter Port, Guernsey, Channel Islands; telephone 0481-725560, Telex HHDPC 4191664, Fax 711012), which closed February 28, 1991, offered 15 lots of Lundy material estimated at £332. A selection of six unused 1942 "V + plane" overprints (*Newman* #39A, 40B, 41B, 42A, 43B, and 44B), having a *Newman* valuation of £47, realized £36.50 against an estimate of £30. A lot consisting of 1943 "IX Anniversary" ½p, 1p, and 6p values with the overprint in green fetched £20.50 against an estimate of £20, while the 4p and 9p values with the overprint in brown also sold for £20.50 against an estimate of £20. A 1943 "Wright Brothers biplane" 7p value with an "extra bar of orange cancelling the 7-puffin overprint" (this is actually the stamp from plate positions 13-15 of the right-hand pane, a constant plate variety mentioned in *Chinchen* but not catalogued in *Newman*) fetched a whopping £36.50 against an estimate of £30. An unused short set of ten of the 1943 "Wright Brothers biplane" overprints (missing the 3p and 7p values) realized only £30 against a modest estimate of £30 and *Newman* valuation of £72. A plain 1969 inward cover bearing a pair of the 1969 1p provisional overprints (*Newman* #169) sold for £12.50 against an estimate of £12.

The C.I.S.C. postal bid sale #76, which closed March 28, 1991, offered only three lots of Lundy material. A small collection of 47 items from 1929 to 1962 was estimated at £10, while two other lots of 1954-1955 imperforate proof sets (Jubilee and Millenary surface) were estimated at £15 and £20, respectively. The C.I.S.C. postal bid sale #77, which closed April 30, 1991, offered only one Lundy lot—the 1955 Millenary airmail set of ten mint imperforate color trials on unwatermarked paper at an estimate of £10 against a *Newman* valuation of £16.

In the C.I.S.C. sale #74 (discussed in my previous column), which closed January 31, 1991, the 1939 inward cover to Mr. Gade from South Africa

LUNDY AT AUCTION (Continued)

realized £30.50 against its estimate of £30. The 1945 cover to France with seven of the "IX Anniversary" overprint values tied on its front fetched £58.50 against its estimate of £60, and the 1969 inward cover with a pair of 1p provisionals (*Newman #161b*) sold for £14.50 against an estimate of £15. One of the two Phillips-prepared covers—a "1939 illustrated...with G.B. KGVI 1½d Barnstaple machine cancelled January 1, 1939 on front"—apparently was returned by the purchases as being misdescribed (as I suspect it was a Stanard-prepared, cacheted outward cover) after fetching £17 against an estimate of £15. Another lot consisting of a 1940 green "v + plane" imperforate proof on thin ungummed ivory paper realized £8 against an estimate of £8.

Auction Odds and Ends

- Potential bidders must have agreed with my assessment of the 1935 Lundy outward cover offered in Warwick & Warwick's December 5, 1990 auction (and discussed in detail in my previous column) as it was offered at a reduced estimate of £50 (from £75) in Warwick & Warwick's auction of February 6, 1991.
- The public stamp auction sale no. 76 conducted by Corbitt's (5 Saint Nicholas Buildings, Newcastle Upon Tyne, NE1 1RF, England; telephone 091-232-7268), which closed April 14, 1991, offered one lot containing a Lundy cover. It was a beautiful, Pitman-prepared, handwritten inward flight cover, postmarked Bristol/April 26, 1936, and franked with G.B. KGV 1½d and Lundy ½p definitives and an ACAS ½d "large map" stamp. This lot also contained a Herm Island C.T.O. "souvenir" cover bearing the 1949 1/- Pigeon Service stamp (the "tap hole" envelope that retails about £20). The lot was modestly estimated at £30 (about what I would expect to pay for the Pitman cover itself). Thanks, Jon Aitchison, for bringing this lot to my attention.
- The Cinderella Stamp Club (London) members' auctions generally include some useful Lundy lots; however, the postal bid sale which closed May 22, 1991, had only seven Lundy lots at reserves totaling £56 among its 857-lot offering. The material ranged from an unused ACAS "large map" set of six (£20 reserve) to a mint set of the 1965 Churchill imperforate proofs (£5 reserve). Copies of *The Puffin Journal* Numbers 27 (1985) and 28 (1986) were offered as a single lot with a £9 reserve. The next C.S.C. auction will occur on October 5, 1991, and catalogues will be mailed with the July 1991 issue of *The Cinderella Philatelist* to C.S.C. members. Further details about, or membership applications for, the C.S.C. can be obtained from The Membership Secretary, G. M. Dorman, 35 Smith Street, London, SW3 4EP, England.
- Cecil Longhurst (L.C.C. #271) wrote recently, giving him impression of the Sandafayre Auctions, the firm which I mentioned unfavorably in my last column: "They also issue a catalogue here (*British version from the home office in England*). In the past I have bid successfully for lots including Lundy items but their estimates have always been high and my bids were well below these. However, in more recent times, the estimates have gone up to ridiculous heights and it looks 'fishy' to see whole pages of lots at the same estimate. I have not been bidding for some time. I am sent a fair number of auction lists and from time to time a few lots of Lundy items appear—often at very high estimates, although I have obtained some at quite fair rates. Some time ago I got (cannot remember who from) a postcard with a 'Lundy Island' thimble in good condition, cancellation fairly clear August 31, 1911, for £45. The estimate was £70, and I did not think that such a low bid would succeed."

LUNDY

COLLECTORS CLUB

**2021 RIDGE ROAD
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