

# PHILATELIC QUARTERLY

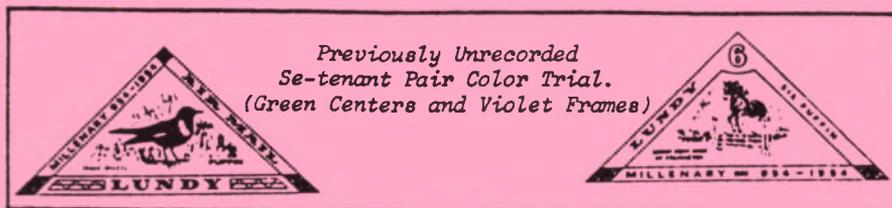


FIGURE 1. Plate Flaw Varieties.



Stamp 4:  
"white blob  
where Great  
Shutter Rock  
should be"  
(constant)

Stamp 10:  
"white circle  
with triangle  
shape in its  
center"  
(constant)

Stamp 29:  
"white patch  
in left-hand  
plane engine"  
(nonconstant)

For Discussions of These  
Items and More, Read the  
"Questions and Answers"  
Feature on Pages 4-9!

Additional 1940 "Red Cross"  
Type b "Broken Cross" Variety



## SPRING 1994

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

SPRING 1994 LCCPQ

(Volume 16, Number 1 — Whole Number 61)

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# L.C.C. PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 16, Number 1 (Whole No. 61)

Spring 1994

## LUNDY COLLECTORS CLUB

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

### L.C.C. Officers:

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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\$12.50 per year (U.S., Canada, and foreign surface rate) or of US\$18.75/£12.50 (overseas airmail) include subscriptions to the *Lundy Collectors Club Philatelic Quarterly* and the *L.C.C. British Newsletter*.

## Letters to the Editor

### Quantities of 1957 Definitive Die Proofs

We entered some of the die proofs of the Lundy 1957 definitives into our current Lundy Postal Bid Sale and they went very well. For record information purposes, we were originally in possession of the following quantities of the die proofs of the 1957 definitives: 1p orange/yellow (8), 1p red (3), 2p green (6), 3p blue (2), 4p black (3), 4p blue (2), 6p brown (8), and 9p violet (3).

A bit of good news is that we are hoping to build a new wing on to the Ilfracombe Museum, largely to call it a LUNDY ROOM. We will consult an architect and in due course of time we will be appealing for any materials that would be suitable for display in the museum, either as a gift or on loan. What we would really be after are artifacts plus old prints, old photographs, etc. I hope to shift part of my own collection of this kind of material down there when it is established.

--Michael H. Bale, Ilfracombe, Devon, England  
(December 21, 1993)

*The chronicle of Michael Bale's acquisition of these die proofs at the Christie's Robson Lowe April 21, 1993 Auction was given in my "Lundy at Auction" column in the Fall 1993 LCCPQ (pages 9-12). Six of these items were offered in Negev Holyland's Seventh Lundy Postal Bid Sale, which closed November 11, 1993, and realized £1350 against estimates totaling £1335 (Winter 1993-1994 LCCPQ, page 14). Readers, if you have any Lundy memorabilia for the Lundy Room at the Ilfracombe Museum, please contact Michael Bale (P.O. Box No. 1, Ilfracombe, Devon, EX34 9BR, England; telephone 0271-862857, Fax 0271-867161) for more details. Michael will keep us apprised of progress as more information is forthcoming. --RSC*

LETTERS TO THE EDITOR (Continued)Clovelly—a Current Port of Transit for Lundy Mail

Have you noticed that in Stanley Newman's postal history book (*Postal History, Postmarks & Cachets of Lundy Island*, 1991), he does not mention Clovelly as a scheduled port of transit? As you know, when the *Oldenburg* is in dry dock, the *Islander* takes and collects the mail from Clovelly, and in the current shipping time table, Clovelly is scheduled from January 14–February 8, 1994. I can confirm this as I received a letter from Lundy posted on January 29, and it was cancelled with an "EXETER DISTRICT" machine slogan.

--Jim Mullett, Watlington, Oxfordshire, England  
(February 6, 1994)

*Thanks, Jim, for bringing this to our attention. Readers, look for the "EXETER DISTRICT" postmarks on Lundy covers—an indication that the Oldenburg was in dry dock at the time (modern postal history)! --RSC*

Recent News About Lundy

I have been helping with the refit of the *Oldenburg*. She spent a fortnight in dry dock down the river at Appledore and returned to the quayside at Bideford to be finished, hopefully in time for her first scheduled trip on February 12. No major defects came to light during the survey, so it has been a simple task of replacing worn parts and applying several coats of paint to everything that does not move. My main task has been to renew some of the woodwork on board but also to help with the painting.

Lundy is playing host to a company called "Nicotinell" later this month. They sell nicotine patches for smokers who wish to kick the habit. They are selling ten-day breaks on the Island with a full medical back-up and help for a further three months afterwards. The first session is fully booked and the second is being well supported. If smoking is stress-related, then Lundy must be the best place possible for giving it up. Two of the reasons that helped me give up were to save money so I could afford to go to Lundy and the other to spend money on my Lundy collection. Also, Lundy is currently advertising for someone to run their shop.

--John Lavington, Bideford, Devon, England  
(February 6, 1994)

*John kindly provided two related newspaper articles from the February 3, 1994 edition of the North Devon Journal. Excerpts follow. --RSC*

• **Wanted**—someone entrepreneurial to take over Lundy's shop and expand its business dramatically. The Lundy shop not only supplies the 14 residents for all their essentials, but also the 23 self-catering cottages, a camp site, and the 17,000 day tourists scheduled to visit this year. The ideal candidate for the job will hopefully have retail experience and will be expected to use his or her initiative to develop the business. Those interested in working and living in the environment of no cars and no pollution can get an application and job description by telephoning The Landmark Trust on 0628-825925.

• Lundy supply vessel *MS Oldenburg* will be back in service on February 12 following her annual re-fit and survey in dry dock at Appledore. The Lundy launch *Islander* has been running a regular service from Clovelly to keep the inhabitants supplied.

## News of L.C.C. Members

- Roy Bently (#330) recently returned to his home in Newport, Gwent, Wales after working in Libya for three years. Roy reported:

When I came home on leave in late 1992 from working in Libya, I entered a general Lundy collection in a competition organized by the Federation of South Wales Philatelic Societies. The competition was judged after I returned to my work in Libya, and I was pleased to hear from my wife that my Lundy entry was given a Bronze Award. She was asked if the display could be sent to Heidelberg, Germany, where it was to go on display with several other collections from Wales. I agreed to this, off went my collection, and after two months my collection returned, having been on display in several other German towns.

- Randy L. Neil (#300), publisher of the quarterly magazine *U.S. Stamps & Postal History*, is offering a special to new *USS&PH* subscribers: a one year's subscription plus a free extra half year (6 issues) for \$15, or a two years' subscription plus a free extra year (12 issues) for \$28. In addition, Randy will send your first *USS&PH* issue by first class mail. *USS&PH* is a slick periodical, printed on high-quality paper with liberal color, profusely illustrated, and essential reading if you are a collector of U.S. stamps/covers or just interested in any aspects of U.S. philately. Order subscriptions by toll-free telephone 1-800-382-4018 (MasterCard or VISA), or mail your order (include payment by check or credit card) to: *USS&PH*, 10660 Barkley Lane, Shawnee-Mission, Kansas 66212-1861, U.S.A. Please mention you read about this special offer in the *LCCPQ*.
- Richard E. Drews (#199) was awarded a Vermeil Medal for his exhibit of "Lundy Island Local Issues" at Chicagopex 93, held November 12-14 in Rosemont, Illinois. Congratulations, Richard! Austin Dulin (#066) was a member of the six-man panel of judges for the philatelic exhibits and Les Winick (#037) chaired the four-man panel of judges for the philatelic literature exhibits at the Chicagopex 93 show.

Richard Drews took over the weekly "U.S. Stamps Facts" feature in *Linn's Stamp News*, beginning with the column in the January 31, 1994 issue. Richard, a Chicago-area stamp dealer (under the name "Stamp King") and auctioneer who collects, studies, and exhibits U.S. 1861-1867 issues, will be providing stamp facts up to the U.S. 1869 issues. The idea for the "U.S. Stamps Facts" feature in *Linn's Stamp News* is to present its readers with detailed information about 19th Century U.S. stamps in a handy 5-inch-wide column format that can be saved as reference material.

- Wim H. G. Ros (#183) of Schagen, Holland, wrote that he produced sixty color slides of Lundy stamps and covers for a display and talk on Lundy that he presented to the Postzegelclub "West Friesland" in North Holland on January 9, 1994. Wim indicated that he has difficulty in Holland in finding new Lundy collectors or in getting others interested in Lundy. That's difficult to believe since Wim is such an enthusiastic publicist for and supporter of Lundy philately!
- Honorary L.C.C. member Herman ("Pat") Herst, Jr. is the author of an article titled "Flight of the *Vin Fiz*" that appears in *The 1993 Congress Book*. *The Congress Books*, published annually by the American Philatelic Congress (APC), are compilations of scholarly philatelic articles. *The 1993 Congress Book* is priced at \$40 postpaid (\$30 postpaid to APC members) and available from Russell V. Skavaril, APC Secretary-Treasurer, 222 E. Torrence Road, Columbus, Ohio 43214-3834, U.S.A.

## ?... Questions and Answers ...!

### 1930 6-Puffin Definitive "Variety" Explained

The flaw reported by David Perris on the 1930 6-puffin definitive (refer to the Spring 1993 *LCCPQ*, page 15, for the illustration and discussion) is a common transient printing flaw that is known as a *donut* or *hickey*. Typically, these flaws occur when a tiny bit of dust, dried ink, or other foreign matter gets on the printing plate. Trapped between the printing surface and the paper, this intrusive matter prevents complete inking from taking place. If the foreign matter is absorbent, as in the case of a fleck of dust or paper, it will actually absorb some of the ink that is applied, drawing it from the area immediately around it and creating a small circle as in this instance.

Flaws like these do not last long because such material is usually scraped away, along with the excess ink, with each pass of the press. Sometimes the pressure of the printing process actually bonds the foreign matter to the stamp, and the drying of the ink keeps it there. Unless they are massive and greatly affect the appearance of the finished stamp, short-lived flaws such as David's example are unlikely to interest most collectors. These short-lived flaws should not be confused with plate flaws, where the printing variety is caused by an actual problem on the printing surface and will be reflected in many or even all the panes of stamps in a complete print run.

Thanks go to the Editor of the "Collector's Forum" column in *Linn's Stamp News* for providing a more complete explanation for this flaw. --RSC

### "Front" and "Back" of a Picture Postcard

With the issuance by Lundy during 1993 of the picture postal cards having imprinted stamps, I am curious which is the "front" and which is the "back" of a picture postcard?

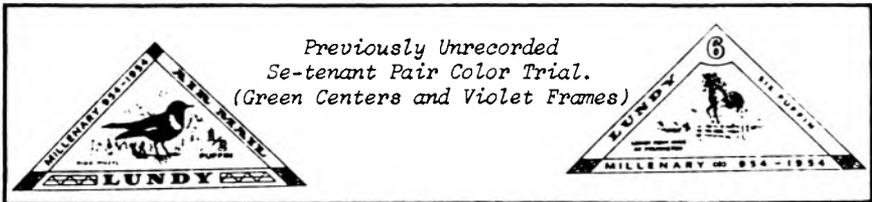
Philatelists and deltiologists (postcard collectors) disagree on the answer to this question. Philatelists, with their postal interests, say the address side with the stamp (and postal markings) is the *front*, while deltiologists consider the front to be the side with the picture! In his column in the December 3, 1993 issue of *Mekeel's Stamp News & Market Report* (page 9), David Kent writes:

News from the Vatican Post Office brings information on a set of picture postal cards (ones with both a picture side and an imprinted stamp) for the 2000th Anniversary of the Death of Horace, the ancient Roman poet. The Vatican Post Office's description drew my attention: "Front—colored imprint stamp represents the poet Horace... four dotted lines for the address... description of the illustrations. Back—various portraits of Horace and documents give living witness of how the works...were preserved through the centuries.

Who would dare question the Vatican (with its doctrine of papal infallibility)?! So, take that, deltiologists! --RSC

### Previously Unrecorded Se-tenant Pair Color Trial Reported

Michael H. Bale reports finding an unusual item among a small lot of Lundy 1955 airmail triangular imperforate color trials in large blocks that he acquired during 1993. The item (*a cropped version of which is illustrated at the top of page 5*) is an imperforate sheet (measuring

QUESTIONS AND ANSWERS (Continued)

255 mm wide by 182 mm long—approximately 10 inches by 7-1/8 inches) on the same type of gummed paper as used for the stamps. However, both stamps in the se-tenant arrangement on this sheet have green centers and violet frames and inscriptions; that is, the 1/2-puffin denomination is identical to the color trial mentioned after numbers 119-126 in *Newman*, but the 6-puffin value is a totally new color combination. The impression of the 1/2p on this sheet is approximately 2 mm lower than the position of the impression of the 6p. Michael wrote: "I have a very good range of imperforate color trials of this issue but have never seen nor heard of anything like this one. Perhaps you could publicize it in the *LCCPQ* and see if anybody else can come up with anything similar."

I checked Barry N. D. Chinchin's *A Catalogue of Lundy Stamps* and all issues of *The Puffin Journal*, saw no mention of this item, and concluded it has not been previously recorded. Issue No. 18 of *The Puffin Journal* (April 1969, pages 20-26) contains a report by D. C. D. Potter titled "Lundy Find" about a "suitcase accumulation of printers' trials and similar material, much of it completely unknown hitherto" of the Millenary and other contemporary issues. This article includes a complete listing of the material Potter was able to examine, but the item above reported by Michael Bale (or even the 6-puffin value by itself in green and violet) was not among the items in that hoard! This just goes to show that there are still major Lundy "finds" to be made! How about it, readers, do you have one, or have you seen such an item before? --RSC

Additional 1940 "Red Cross" Type b "Broken Cross" Variety

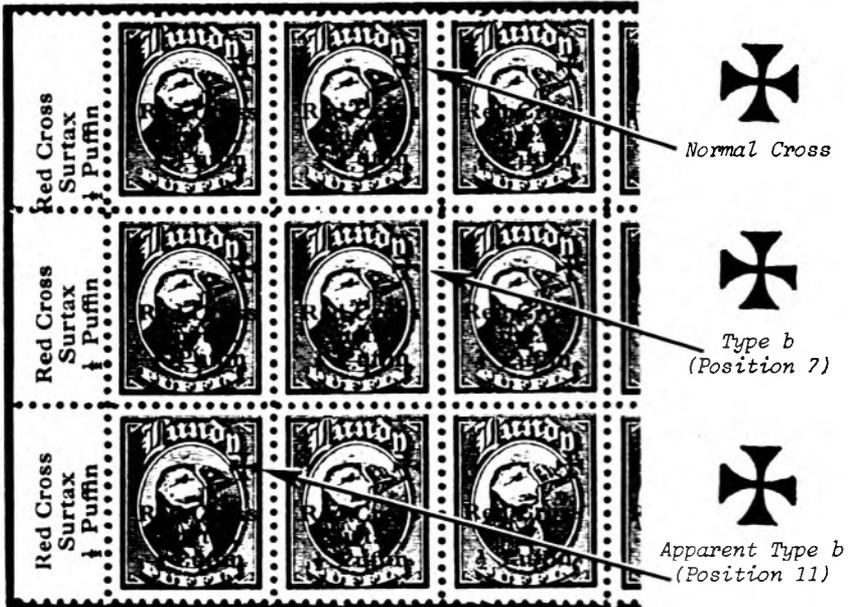
Austin Dulin sent a photocopy (*shown left*) of a margin pair of "Red Cross" 1/2-puffin stamps with the left-hand stamp having what appears to be the "broken cross" in the 3 o'clock position that *Chinchin* describes as the type b flaw. Austin asks:

What is the field position of the type b "broken cross" of the Red Cross overprint? Chinchin lists the position as field 7 on the lithographed issues and field 12 of the recess-printed issues. The illustration shows a margin pair of the 1/2p stamps with the type b broken cross on the left-hand stamp. The basic stamp is lithographic transfer type a. This cannot be field 7; it has to be 1, 6, 11, 21, or 26. Does someone have a large

QUESTIONS AND ANSWERS (Continued)

enough multiple of the  $\frac{1}{2}$ p, 1p, 6p, 9p, or 12p stamps to pin down the exact location? Was Chinchén incorrect, or is there more than one position (possible rearrangement of the overprints during the print run)? While we are at it, the same question for the 2p, 3p, or 4p stamps?

Barry Chinchén was correct in that the type b "broken cross" (nick at the top of the 3-o'clock-positioned arm of the formée cross) occurs at position 7 (hence all the  $\frac{1}{2}$ p stamps having this flaw should be transfer type b). However, another type b "broken cross" also occurs at position 11 (transfer type a for the  $\frac{1}{2}$ -puffin value), but it is not as dramatic the flaw as that occurring at position 7, and Barry either failed to recognize it or chose to ignore it. Austin's stamps are from positions 11 and 12; consequently, the left-hand stamp with the apparent type b flaw has to be a transfer type a. This apparent type b "broken cross" flaw is also a constant plate variety and can be seen in the illustration below of nine stamps (positions 1-3, 6-8, and 11-13) cropped from a multiple of 15 (top half of a bottom pane, thus stamps 1-15). Because of the positioning of the lithographic transfers on the printing plates, the 6p, 9p, and 12p stamps will show the Chinchén type b flaw on c and d transfer types and the apparent type b flaw on type e transfer types.

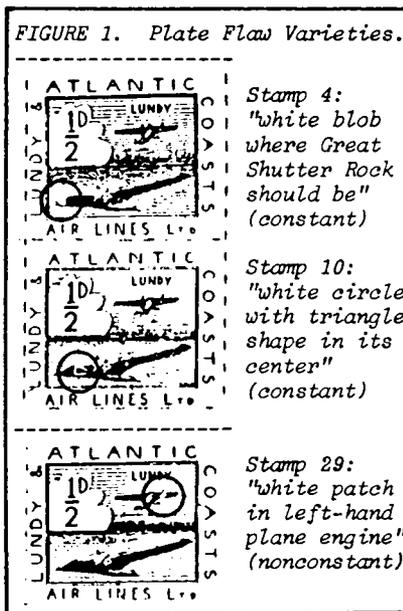


The apparent type b flaw should also occur at some setting (possibly stamp position 21) for the recess-printed 2p, 3p, and 4p "Red Cross" stamps as well, but I lack a multiple to check this out. The Chinchén type b "broken cross" and apparent type b "broken cross" varieties on the recess-printed stamps will only be distinguishable from one another by the magnitude of the nick in the arm of the cross since lithographic types are not involved. Perhaps a reader who is fortunate enough to possess a multiple or full pane of the recess-printed stamp(s) could confirm the existence of this apparent type b "broken cross" and determine its position on the pane, so we can answer Austin's second question! --RSC

QUESTIONS AND ANSWERS (Continued)

Notes on Plate Flaw Varieties of LACAL ½d "Air View" Stamps

David Perris sent a photocopy of a block of 30 (stamp positions 1-5, 7-11, 13-17, 19-23, 25-29, and 31-35) of the LACAL 1939 red "air view" ½d stamps and pointed out three plate flaw varieties: Stamp 4 ("white



blob where Great Shutter Rock should be"), Stamp 10 ("white circle with a triangle shape in its center"), and Stamp 29 ("white patch in left-hand plane engine" but right-hand as we view it). The flaws on Stamps 4 and 10 are constant plate varieties, but the flaw on Stamp 29 is not always present, according to David.

Barry N. D. Chinchen, in his second of a series of articles titled "Under the Magnifying Glass" (*The Puffin, Newsletter of the Lundy Specialists' Society*, Number 14, December 1965, page 10), lists the following constant plate flaw varieties for the "air view" stamps:

- Stamp 1 ("white spot in sky" to the left of the "A" in "COASTS") [*Newman* #19(c), the "setting sun" variety]. [Editor's note: Stanley Newman's 1984 (First) Edition of *Stamps of Lundy Island* does not list this variety as existing for the 1937 violet "air view" stamp (#17)

and incorrectly shows a photograph of the "broken cloud" variety #19(b) as #19(c), but the latter is corrected in the 1993 (Second) Edition.]

- Stamp 9 ("two marks in cloud") [*Newman* #17(b) and #19(b), the "broken cloud" variety].
- Stamp 10 ("white ring in South coast").
- Stamp 18 ("two marks in cloud"—one colored and the other a white break in the horizon that makes the cloud appear to be dipping into the sea) [*Newman* #17(a) and #19(a), the "cloud extending into sea" variety].
- Stamp 19 ("three marks in cloud"—one white spot below the cloud to the right of the "N" in "LUNDY").
- Stamp 26 ("dot in cloud").
- Stamp 35 ("broken 2").
- Stamp 42 ("white spot in sea"—the major "sunspot" variety) [*Newman* #17(d) and #19(e) in the 1989 *Supplement* and 1993 (Second) Edition].
- Stamp 43 ("spot in cloud").
- Stamp 47 ("mark after tail of 2").

In fact, Barry Chinchen concludes his article with the statement: "I think I could identify any (½d 'air view') stamp by its sheet position; there are so many minor blemishes on these stamps. The varieties above are some of the more obvious ones." Because the violet (#17, July 20, 1937) and red (#19, March 31, 1939) issues were printed from the same plates, these varieties should be noted in both stamps.

In addition to these varieties occurring in the design portion, there are minor differences in the border letters of some of the stamps.

QUESTIONS AND ANSWERS (Continued)

Barry Chinchon did not mention any of these as varieties, but the Newman 1989 Supplement and 1993 (Second) Edition lists the variety "missing left leg of 'A' in 'ATLANTIC'" as #17(e) and #19(f). This is a constant plate variety for Stamp 23 in which a break occurs in the left-hand side of the second "A". There are other "letter flaws" that are constant for the following plate positions: Stamp 17 (a "flattened" head on the ampersand, giving it the appearance of & instead of &) and Stamps 25, 27, and 29 (a "flattened" top of the first "A" of "ATLANTIC"). I agree with Barry's observation that one should be able to plate every stamp on the sheet by knowledge of the four lithographic transfer types and their positions on the sheet, the major flaws, minor blemishes, and variations in the border letters. "Flyspecking" the entire sheet of 48 is beyond the scope of this article, but if anyone possesses a full sheet or sufficient multiples to reconstruct a sheet, you could probably do the task in an hour or two with the differences in the stamps being as obvious as they are.

I have examined photocopies of full sheets of 48, both imperforate and rouletted, of the unissued essays without the border printing [Newman #18(e)], and of the "5-line overprint" issue of November 1, 1938 (Newman #18) [#18 being the previously printed and rejected borderless essays #18(e) overprinted for issue]. Neither of these "borderless lettered" sheets have the plate flaws mentioned for the two "border printed" issues, except for the beginning of the "white circle" flaw at Stamp position 10 (but not nearly as pronounced), so I concluded that most of the aforementioned design flaws developed after the initial printing [of #18(e)], either through plate wear after the first use, or, more likely, through carelessness during the subsequent storage period and the handling of the plate during its alteration (when the "LUNDY & ATLANTIC COASTS AIR LINES LTD" border inscriptions were added). No doubt some additional wear took place and flaws developed during the printing of the red stamps, explaining why some (like David Perris' Stamp 29 with the white-patched plane engine) are not constant and only show up on some (the later-printed) sheets. --RSC

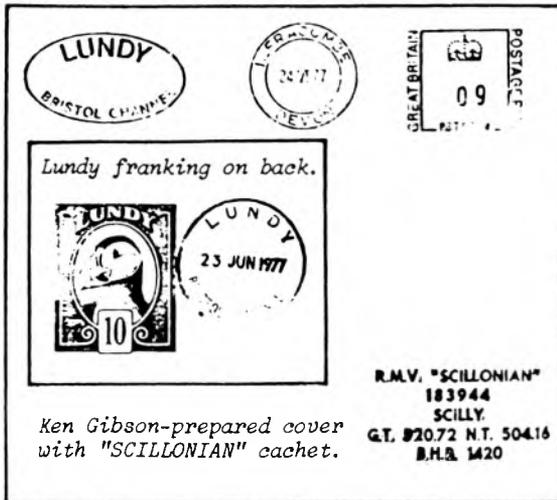
Information on the Scillonian

I possess an ordinary cover from Lundy (shown at the top of page 9) with an additional black "R.M.V. 'SCILLONIAN'" cachet (inset below right) on the front. This description came with the cover: "1977 simple outward cover carried by mv *Devonian* with rubber cachet of the vessel's previous name (RMV *Scillonian*) on front. Very rare, ship awaiting scrap, only 12 serviced!" Stanley Newman's *Mailboats to Lundy* mentions the s.s. *Devonia*, but not the *Devonian/Scillonian*. Also, the ship cachet is not listed in Newman's *Postal History, Postmarks & Cachets of Lundy Island*, nor in John Holman's supplementary article titled "Lundy Postal Markings Since 1950—Part 3. Unofficial Cachets" that appears in the Summer 1991 *LCCPQ*, pages 9-20. Can you provide some information about this cover and the ship?

<p><b>R.M.V. "SCILLONIAN"</b>  <b>183944</b>  <b>SCILLY</b>  <b>G.T. 970.72 N.T. 504.16</b>  <b>B.H.R. 1420</b></p>
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This cover was prepared by Lundy stamp/cover dealer Ken Gibson, who was producing interesting Lundy "ship" covers during the mid to late 1970s. Apparently, Ken prepared only 12 of this cover, and none have appeared in

QUESTIONS AND ANSWERS (Continued)



Ken Gibson-prepared cover with "SCILLONIAN" cachet.

any of Stanley Newman's 21 I.P.P.A. and C.I.L.A. Lundy auctions, so it is not surprising that the cachet is not listed nor the ship mentioned in either of his two books. However, this cover is "philatelic" in the sense that the *Devonian* (actually, previously named the *Scillonian II*) was not connected with Lundy service nor in the delivery of Lundy mail, so even if Stanley was (or is) aware of this ship and its cachet, he is correct in omitting them as they are outside the scope of his books.

As apparent by its cachet and its name, the R.M.V. *Scillonian* operated in service of the Isles of Scilly off the southwest tip of Cornwall. I asked Gwyneth White, who keeps a diary of her longtime travels and information about Lundy, what she knows of the *Scillonian/Devonian* (a completely different ship entirely from and no relation to the *Devonia*), and she kindly provided the following historical perspective. --RSC

A friend, Mr. G. H. Palmer, was with us that day (June 24, 1977), arriving at Minehead on our first trip by the *Scillonian II*, which had not long before been superseded on the Penzance-Scillies service by the *Scillonian III*. The vessel (*Scillonian II*) had been bought by Mr. Smith Cox, then managing director of P&A Campbell's White Funnel "fleet," seeking to augment *Balmoral*, whose consort *Westward Ho* had gone out of service, I think in 1976, with severe engine damage. His idea was to run it in the winter in the North Sea, servicing oil rigs, then in the summer season use it in the Bristol Channel as a pleasure steamer giving passengers day trips in White Funnel tradition. I recall she had brought the aroma of the oil with her! The deck space was cramped, and she was slow compared with *Balmoral*, so she was not a great success; but with the company on its last legs, we were ready to board anything that moved and floated! I can't recall now if she serviced one or two seasons as a White Funnel renamed *Devonia* after the lovely double-funneled "P&A" paddler of that name that was lost at Dunkirk in 1940 while evacuating our troops from the beaches after the fall of France. But when the company folded in 1979-80, she was up for sale, with *Balmoral*, in Bristol Docks, where (my late Brother) Gwilym and I saw them, sadly. Mr. Smith Cox got rid of *Devonia* to a Weymouth buyer who began using her in running cargo and some passengers to the Channel Islands and did quite well out of her at first, and it was he who renamed her *Devonian*. What eventually became of her I shall have to consult more-knowledgable P.S.P.S. members about, but this answers your identification query.

# Lundy at Auction

By Roger S. Cichorz  
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## Lundy Collectors Club Mini Mail Sales

The twelfth L.C.C. mini mail sale, which closed January 21, 1994, was the largest and most successful sale conducted by Jon Aitchison since he began these L.C.C. mini sales in 1990, both in terms of the number of lots offered and sold and total reserve value of the material offered and sold. Of the 210 lots offered, 176 (an amazing 83.8 percent) sold, realizing £2929.75 against a cumulative reserve of £2518.50 for an exceptional 16.3 percent over reserves. Furthermore, the 83.8 percent of the sold lots represented 89.2 percent of the total auction reserves of £2825, indicating that the unsold lots were among those with lower reserves. That the majority of the more expensive lots sold is borne out by examining the individual lot realizations—only six unsold lots had reserves of greater than £10. A summary of this auction by category is given in Table 1 immediately below.

TABLE 1. Summary of L.C.C. Mini Mail Sale #12 (January 21, 1994).

Category	Lots Offered		Lots Sold			
	No.	Reserves	No.	Reserves	Realiz'ns	%R:*
stamps	147	£2412.00	125	£2143.50	£ 2462.50	114.9
unofficial	11	87.00	11	87.00	105.00	120.7
L.C.C. souvenirs	9	18.00	6	14.00	17.75	126.8
bogus	14	19.50	12	25.50	42.25	165.7
postal history	21	186.50	17	166.50	210.75	126.6
ephemera	6	32.00	3	22.00	30.50	138.6
literature	2	60.00	2	60.00	61.00	101.7
Total (all lots)	210	£2825.00	176	£2518.50	£ 2929.75	116.3

\*%R:R is the ratio of realizations to reserves on the sold lots.

The three most expensive stamps lots in terms of reserves (1982 definitives from the archive master printers sheets in dual-value horizontal and vertical gutter strips and in se-tenant multi-value interpaneau cross-gutter blocks of nine) sold for their respective reserves of £120, £100, and £400. If these three expensive lots are subtracted from the stamp lots, the remaining 122 lots sold for 20.9 percent above reserves, favorably comparing to the 21.7 percent above-reserves figure for the adjusted totals (less the three aforementioned lots) for the auction as a whole.

The 1940 "Red Cross" material fared extremely well against reserves, probably because the reserves were considerably below (generally 40 to 60 percent of) *Newman* valuations. A remarkable 14 of the 15 "Red Cross" stamp lots sold, realizing £573.50 against reserves totaling £481 (but *Newman* valuations of £969.50). The lot comprised of proof sheets of 12 of the 1964 Churchill issue fetched £106 against a modest reserve of £60 (and *Newman* valuation of £168+). Only five of 41 stamp lots having reserves in excess of £10 did not sell.

There was only one noteworthy postal history lot in this sale—the October 12, 1940 letter from Brian Rigby-Hall on official stationery for the Philatelic Assistance for the Red Cross Society to the Reverend R. F. Cheney of Massachusetts, U.S.A., which detailed data about the 1940 "Red Cross" issue—and it realized £126 against its £100 reserve. An unused postcard on thick cardboard showing fishermen hauling nets into an open

LUNDY AT AUCTION (Continued)

boat at sea that is dated 1913 and rubber-stamped "FROM LUNDY" on the reverse fetched £11 against its £5 reserve. A photograph postcard showing a diver in full gear aboard a boat, signed "L. Smith" with an inscription on the reverse indicating the card was signed and given to the recipient by the diver whom she met on Lundy (undated but circa 1920s), fetched £16 against its £10 reserve. The "Last Date of Use" souvenir cover for Felix Gade's canceller (only 20 produced—see Spring 1990 *LCCPQ*, page 16) realized £11 against its reserve of £10.

In the "unofficial" category, the lot comprised of 1989 "Barry Chinchén" souvenir sheetlet proofs in black on four different colored papers in full uncut sheets of six sold for £36 against its reserve of £30. A "Chinchén" souvenir sheetlet on C.T.O. FDC with an additional circular "LUNDY PHILATELIC SERVICE" cachet and autographed by Barry sold for £13.50 against a modest reserve of £5.

In the "bogus" category, an unusual Lundy 1953 Coronation publicity sheet with rubber-stamped overprinting "1952-1977 Silver Jubilee/25 Glorious Years" in red at the base realized £10.50 against its £4 reserve. A set of three "Merry Xmas" labels, based on the design of the Lundy 1974 definitives, in brown, black, and blue and perforated to resemble stamps, realized £10.50 against its reserve of £5.

In the ephemera category, a large brass valve salvaged from the H.M.S. *Montagu* mounted on a slab of Lundy shale with an engraved, descriptive brass plate attached, sold for £21 against a reserve of £15. In the literature category, an original of B. N. D. Chinchén's 1969 *A Catalogue of Lundy Stamps* only realized its modest £50 reserve. Jon's lot description indicated "most recent copies offered in auction have achieved in excess of £80"—a quick check through the past few years' catalogues revealed that a professionally bound copy with a gray hardback cover sold for £85 against an estimate of £50 in the C.I.L.A. Lundy Postal Auction Number 17, which closed January 21, 1992. "Original" *Chinchén*s do not come up for sale very often, and this is only the fourth one I can recall being offered at auction.

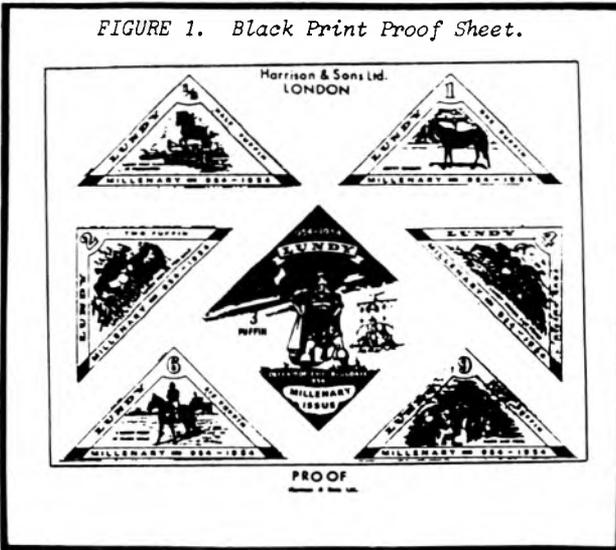
The thirteenth L.C.C. mini mail sale, which closed March 1, 1994, was a relatively modest effort when compared to the two previous L.C.C. sales. In this auction, there were 57 stamp lots with reserves totaling £433 and five cover lots with reserves totaling £63.50. There were only 14 (12 stamp and two cover) lots with reserves of £10 or greater, and several of these were "unsolds" from the previous sale. Chief among these was the 1940 "Red Cross" 12p from the bottom right-hand corner of the sheet with both margins and a lesser "broken cross" variety that was reoffered at a £50 reserve (reduced from £60).

A complete mint LH set of twelve 1943 "Wright Brothers biplane" overprints in the 18½ mm wide-setting was offered at a modest reserve of £55 and 1993 *Newman* valuation of £131. (A mint LH set of "Wright Brothers biplane" overprints, setting unspecified but presumably the wide, offered in the previous sale fetched £56 against a reserve of £50.) A "mixed" mint NH set of both vertical and horizontal gutter pairs of daul values of the 1982 definitives from the printer's archive proof sheets was offered at a low reserve of £80. The best cover lot was a scarce FDC for the 1988 first Lundy booklet (only 20 produced) at a reserve of £35 against a *Newman* valuation of £40. At the time of writing this column, this sale had not yet closed, so a fuller discussion and summary of realizations will appear in a future column.

LUNDY AT AUCTION (Continued)Glass Slipper Auctions February 5, 1994 Sale Revisited

An overview of the 52 Lundy lots offered in the postal bid sale closing February 5, 1994 conducted by Glass Slipper Auctions (P.O. Box 62, York, YO1 1YL, England; telephone/Fax 0904-701505) was given in my previous column (Winter 1993-1994 *LCCPQ*, pages 18-19). Glass Slipper Auctions Manager Andrew Hall kindly provided me with the realizations. Only 14 of the Lundy lots sold, fetching £233 against estimates totaling £231.

The outstanding lot was the black proof of the 1955 Millenary miniature sheet (*Figure 1 below*), which sold for £50 against its estimate of £30. As the lot description correctly states, this item is unrecorded in



*Newman*, although it was previously reported by Sandy Fields in the Fall 1982 *LCCPQ*, page 11. This proof example appears identical to the Fields "discovery" copy, except that it is imperforate, lacking the rows of pin perforations that occur on the right side of the Fields example. Contrary to the Glass Slipper lot description for this item, the proof is printed on white paper, not card stock.

As is generally the case, the lots comprised of bogus material were in demand as five of the six lots offered sold, realizing £61 against estimates totaling £55. Among these was a lot consisting of 15 crude puffin head fabrications (*Figure 2 right*) that fetched its £10 estimate. This is the first time I have seen these for sale anywhere, though examples of these bogus stamps were first reported in detail by Larry Dodson in *The Puffin, Newsletter of the Lundy Specialists' Society*, Number 19, October 1969, page 21. All of the bogus material offered in this sale consisted of the vintage varieties created before the 1970s, which are seldom seen or offered these days, but all of which had been reported in several issues of *The Puffin*.



FIGURE 2. Bogus Lundy Stamps.

I am pleased to report that I was the successful bidder for the copy of D. Green's *Priced Catalogue of Lundy Island Stamps*, which sold for its estimate of £10, but I would hardly term it a "catalogue"! It turns out to be a simple 8-inch by 10-inch sheet of bond paper, folded in half and printed on both sides to form a 4-page, 5-inch by 8-inch price list. The

LUNDY AT AUCTION (Continued)

dealer, D. Green, J.P.S., had the address 37 Bulwer Road, Clarendon Park, Leicester (*England*), and advertised himself as "The Lundy Specialist" (a Ken Gibson forerunner!). The price list is fairly basic, covering the 1929-1930 definitives through the 1943 "Wright Brothers biplane" overprints. but with no varieties, covers, or other specialist material (as the Rigby-Hall Bureau essays) appearing on the list. All the listed stamps were offered both mint and used (with a used stamp generally priced at one penny higher than a mint stamp), except for the "1929-1939" overprints which were only available as the complete mint set of five (priced at 7 shillings/6 pence). The 1940 "Red Cross" stamps are mentioned in the listing as "...not available for Postal use and I therefore do not list them." The airmail stamps are also mentioned but not listed ("Prices of the Lundy Airmail Stamps issued by Lundy & Atlantic Coasts Air Lines Ltd. may be had on application.") I would guess this price list was produced in the mid-1940s (1950 at the latest). I may include more information about this list at a later date in the "Odds and Ends" feature, but if readers are interested, I will be pleased to send photocopies on request (U.S. readers please include a SASE; U.K. readers please include about 40p in mint G.B. postage stamps but no envelope is necessary). [If any old-timers are familiar with or had Lundy stamp dealings with D. Green (male or female?), I would appreciate more information about this person. What do the initials "J.P.S." stand for?]

Let's get back to the February 5, 1994 Glass Slipper auction. The two postcards with "LUNDY ISLAND" *thimble* postmarks that were estimated at £110 each failed to sell as did most of the WWII overprint material. Two "V + plane" overprints (the 9p emerald and 12p purple-red) were the exceptions, fetching their £10 estimates. A mint complete set of six ACAS 1936 "large map" stamps realized £28 against its estimate of £40, and a mint complete sheet of 48 of the LACAL 1939 1d "lighthouse" stamps sold for £25 against a modest estimate of £30.

Channel Island Stamp Company Postal Bid Sales

Postal bid sale no. 111 conducted by the Channel Island Stamp Company (C.I.S.C., Havilland Street, St. Peter Port, Guernsey, U.K.; telephone 0481-725560, Fax 0481-711012), which closed February 28, 1994, contained six Lundy lots at a cumulative estimate of £67.50. There was no particularly noteworthy material offered this time, with the most expensive lot being five sheets each of the white and cream paper varieties of the 1961 Europa miniature sheets offered at an estimate range of £10-20.

C.I.S.C. Auction Manager Derek Tomlin kindly provided the realizations for C.I.S.C.'s postal bid sale no. 110, which closed January 31, 1994 and was mentioned in my previous column (Winter 1993-1994 *LCQPQ*, pages 19-20). All but one of the 15 Lundy lots sold, realizing £275 against estimates totaling £239. The unused Ingram Clark & Co., Ilfracombe, postcard of "H.M.S. *Montagu* on the Rocks at Lundy, August 1906" sold for £16 against an estimate of £12.50, while the 1980s accumulation fetched only £8 against its £12.50 estimate. Bidders must have agreed with me on what I described as the "best" lot in this auction as the used complete set of twelve 1943 "Wright Brothers biplane" overprints realized £61 against its modest estimate of £45.

Other lots (with £ estimates/£ realizations given in parentheses after brief descriptions) included: mint 1929  $\frac{1}{2}$ p and 1p definitives in imprint strips of five with selvage and  $\frac{1}{2}$ p definitive gutter block of four (£7/

LUNDY AT AUCTION (Continued)

£12), 1929 mint lp definitive as a pane of 30 with selvage and imprint (£16/£17), complete set of five mint LH "1929-1939" overprints (£20/£24), 1939 LACAL ½d "air view" in mint block of 30 (ever notice how many blocks of 30 are offered?—this seems to be a common multiple, while full sheets of 48 are relatively scarce) (£17.50/£19), a pair of 1939-1940 "rather grubby" outward covers to the U.S. with proper Lundy frankings on the reverse sides (£15/£9), a complete set of eight mint LH "V + plane" overprints (£30/£33), four used "V + plane" overprints (*Newman* #s 37B, 37E, 39A, and 39B) (£9/£12), the short set of mint LH 1950 narrow-setting "BY AIR" overprints (less the 2p and 6p but having the rare lp) (£17.50/£22), a "mixed" lot of four 1954-1989 covers (£13.50/£14), a mint LH 1957 lp definitive (£9/--), and mint 1977 1½p unofficial essay (£11/£10).

Sandafayre and The Warehouse Postal Bid Sales

Apparently only one of the seven Lundy lots sold that were offered in the December 15, 1993 mail sale conducted by The Warehouse (Sandafayre, Marlborough Close, Knutsford, Cheshire, WA16 8XN, England; telephone 0565-653214, Fax 0565-651637). This was the lot comprised of 25 covers that was estimated at a hefty £80 (see my previous column, pages 17-18), Winter 1993-1994 *LCCPQ*, for details about these lots and my commentary about the estimates). The other six unsold Lundy lots from the December sale were offered again at their same (exorbitant) estimates in The Warehouse mail bid sale no. 58, which closed February 9, 1994. In addition, one other Lundy lot was added to this sale—a 1938 inward flown cover from the U.S. with a LACAL "five-line" overprint ½d "air view" and Lundy ½p definitive tied by respective LACAL and Lundy cancellations, incorrectly described as an "incoming mail rarity... SCARCE COVER" (it isn't, being typical of LACAL-flown inward covers of the time) and given a hefty estimate at £55.

The Warehouse's "parent" firm, Sandafayre Ltd. (Parkgate, Knutsford, Cheshire, WA16 8XN, England) offered two Lundy lots in its sale no. 159, which closed February 23, 1994. One lot was interestingly described as a "1958-59 incoming cover hoard (25) as genuine commercial mail as you can get!" These 25 covers are all addressed to Old Light Lundy, Lundy Field Society, or Lundy Bird Observatory and all bear G.B. 2d or 3d definitives and Lundy 1957 lp stamps; the lot was offered at a hefty estimate of £75. The other lot consisted of a melange of complete sheets of the 1954 Silver Jubilee regular and airmail issues (but no complete sets)—a "wallpaper" lot of 990 stamps estimated at £45 (again, way too high in my opinion). Thanks go to Pat Herst for sending me the auction catalogue clippings from these sales.

Auction Odds and Ends

• Although I summarized the Lundy offerings in the Cinderella Stamp Club Members' January 30, 1993 auction (Winter 1992-1993 *LCCPQ*, page 17-18), I neglected to present a follow-up summary of this sale. Recently, in going through the auction catalogue, I discovered a handwritten summary that follows—my apologies for not including this in an earlier column. The Cinderella Stamp Club held what was supposed to be the annual 1992 members' auction on January 30, 1993 at the YMCA on Great Russell Street in London, England. A remarkable 54 of 55 Lundy lots sold, realizing £663.90 against a cumulative estimate of £687, for a 96.6 percent ratio of realizations to estimates. The big surprise was that the 36 lots of Rigby-Hall's 1943 Bureau 10p and 30p essays sold for only £360 (£10 per

LUNDY AT AUCTION (Continued)

lot) despite a "reserve" of £540 (£15 per lot)—no doubt agreed to by private treaty arrangement after no attendees were willing to venture bids at the reserve price. If one excludes these essays from the sale analysis, the other 18 Lundy lots fetched £303.90 against estimates totaling £147, for a remarkable 106.7 percent above estimates! One lot estimated at £2 was withdrawn, otherwise all the Lundy lots sold.

● Seven of the ten Lundy lots sold in the January 22, 1994 auction conducted by Western Auction Ltd. (Bank House, 225 City Road, Cardiff, Wales, Great Britain; telephone 0222-484934)—see my previous column for details of the lots (Winter 1993-1994 *LCCPQ*, page 17). The six sold lots given estimates realized £239 against estimates of £235, and the lot not given an estimate (the two 1929 copper coins in very fine condition) sold for £10. The literature lot comprised of issues 1-15 of *Illustrated Lundy News and Landmark Journal* realized £45 against its estimate of £40. The pilot-signed 1936 inward flight cover that I thought was estimated too high at £35 sold for £36. The lot consisting of a mint block of 30 of the LACAL 1939 ½d "air view" and a complete mint sheet of 48 of the 1d "lighthouse" issue realized only £33 against a modest estimate of £40. David Perris, who was kind enough to send the realizations for this auction, remarked that Western's next sale (April 23, 1994) will include a few more Lundy lots. Thanks for the information, David.

● David Donald reported that the lot comprised of the Lundy collection of the late David Waters, founder member of the Cinderella Stamp Club (London), which was offered at the Phillips Auction of September 30, 1993, sold for £290 against its £200-250 estimate. (This auction and lot were mentioned in my column in the Fall 1993 *LCCPQ*, page 18.)

● David Donald reported that two fine Pitman-prepared flown covers were offered in an auction conducted by a local stamp shop (Robert Murray, 5 & 6 Inverleith Gardens, Edinburgh, Scotland) on September 27, 1993. The first was an inward cover mailed from the Empire Exhibition in Glasgow on October 29, 1938, franked with G.B. KGVI 1d definitive tied by an Exhibition P.O. machine cancellation, a LACAL "five-line" overprint ½d tied by a scarce circular "AIR/L.A.C.A.L./POST" postmark, and Lundy ½p definitive tied by a type Bb postmark. It sold for £55 against a modest £20 estimate. The second cover had an "Orkney-Inverness Air Mail/*The Orcadian*" cachet and was posted from Kirkwall, Orkney, Scotland March 30, 1939 and arrived on Lundy November 1, 1939; it realized £30 against a modest £15 estimate. David mentioned that these two covers came from a G.B. airmail collection rather than a Lundy collection as Mr. Murray generally does not offer Lundy material in his auctions.

## Errata

In my review of Stanley Newman's Second Edition of *Stamps of Lundy Island* (Winter 1993-1994 *LCCPQ*, page 8), I mistakenly indicated the die proof of the 1965 Churchill set consists of impressions of the three stamps in issue colors on a single sheetlet. In fact, there are three die proofs, each comprised of an impression of one of the stamps in issue colors to a sheetlet. Only two sets are purported to exist—one (*ex-Ulrich*) in Michael Bale's collection and the other apparently in the Chinchon Lundy Collection of the British Library. These proofs are illustrated on page 7 of the Winter 1981-1982 *LCCPQ*. Also, I neglected to mention that copies of the Second Edition of *Stamps of Lundy Island* are available to U.S. residents for \$20 each (airmail postpaid) from Stanley Newman, who will accept personal checks in U.S. funds for payment. --RSC

## Book Reviews By Roger S. Cichorz

*Editor's preface:* I had written several of these book reviews some time ago with the intention of publishing them sooner, but lack of space over the past several issues precluded their more timely appearance. Since all of these books are still available and will be of interest to *LCCPQ* readers, I decided to publish the backlogged reviews in this issue along with more current reviews. Good reading—I hope you will enjoy! --RSC

*LUNDY — An Island Sketchbook, by Peter Rothwell, ISBN 0 9521413 0 2, published by Westwell Publishing, Friendship, Guineaford, Marwood, Barnstaple, North Devon, EX31 4EA, England, 1993, 78 pages (unpaginated), illustrations throughout, hardbound (500 individually numbered and signed copies), £14.95. [Available from Anne Westcott at Westwell Publishing's Barnstaple address; telephone 0271-42259/Fax 0271-43686.]*

This is a book comprised entirely of sketches (primarily pen-and-ink, but a few done in pencil or charcoal) by Peter Rothwell, a talented Devon artist. There are two nonsketch pages—the title frontispiece that gives acknowledgments and publishing information and the closing page that has a strike of the Marisco Tavern cachet (see Fall 1992 *LCCPQ*, page 10). There are 36 sketches presented (29 vertically and 7 horizontally) across the two pages that measure 16 inches in length when the book is opened. It is unfortunate that the book was published in an 8-3/8-inch-across by 6-inch-deep format because the sketches are cut in half by the center binding. If the book were published in pages 16 inches across, this seam across the middle of the sketches could have been avoided. (Perhaps the resultant 16-inch long book would have been unwieldy and not as handy for bookshelves as the published book; still, many "art" books are published in odd sizes to accommodate the drawings.) That criticism aside, Rothwell's sketches of Lundy are marvelous and enjoyable, with some of the vistas simply breathtaking.

Most of the sketches are done in black or Indian red ink. Various earth tone color washes (slates, browns, and reds predominate) accentuate many of the penned sketches, with the resultant drawing appearing as a water-color painting. The sketches are printed on high-quality, buff-colored artist paper and could easily pass for "originals"! The only text in this book consists of Rothwell's handwritten diary-style notes appearing at the bottom of each sketch. These provide the viewer with information about the sketch—primarily location, but sometimes include weather reports, past history, the artist's impressions and/or feelings at the time the sketch was executed, and ancillary bits and pieces not directly related to the artwork. Another minor criticism of the book is that in several instances the handwritten notes were partially cropped out, no doubt to make the sketch fit into the allotted space.

The book is an art book, but it is not completely devoid of philatelic content. Besides the aforementioned strike of the Marisco Tavern cachet, the book's title page consists of an outward cover franked with a Lundy meter strip dated March 31, 1993 for 64 pence and six Lundy stamps that total 80 puffins (strategically placed lower left) tied by three March 20, 1993 Lundy postmarks. Perhaps this book is not for the die-hard Lundy stamp collector, but it is a welcome sight for anyone with a love of the majestic nature of the Island, which is well represented in Rothwell's sketches. The second to the last page in this book has the handwritten note by the author "'till the next one—!", which implies there will be another one. I hope it's soon!

BOOK REVIEWS (Continued)

*SABINE'S NOTEBOOK*—In Which The Extraordinary Correspondence of Griffin and Sabine Continues, written and illustrated by Nick Bantock, ISBN 0-8118-0180-2, published by Chronicle Books, 275 Fifth Street, San Francisco, California 94103, U.S.A., 1992, 48 pages (but unpaginated), profusely illustrated, hardbound, \$17.95.

*THE GOLDEN MEAN*—In Which The Extraordinary Correspondence of Griffin and Sabine Concludes, written and illustrated by Nick Bantock, ISBN 0-8118-0298-1, published by Chronicle Books, 275 Fifth Street, San Francisco, California 94103, U.S.A., 1993, 48 pages (but unpaginated), profusely illustrated, hardbound, \$17.95.

Nick Bantock's second book about a stamp designer from a small island and a postcard artist is explained on the inside of the dust jacket:

Once again, the story is told in strangely beautiful postcards and richly decorated letters that must actually be removed from their envelopes to be read. But *Sabine's Notebook* is also a sketchbook and a diary, filled with delicately macabre drawings and notations, adding just another layer to the visual intrigue that haunted visitors of *Griffin & Sabine* [reviewed on page 19, Summer 1992 LCCPQ] and welcoming new readers to an even more complex and mysterious world.

*Griffin and Sabine* and *Sabine's Notebook* both appeared on the *New York Times* "Top 10" list of fiction best sellers during 1993 and together sold more than one million copies—attesting to their popularity with readers. *The Golden Mean* (an allegorical title for the harmony of perfect balance—what the two principals seek), released in September 1993, finishes Nick Bantock's "Griffin and Sabine" trilogy and seals the fate of Griffin Moss and Sabine Strohem with a final peek at the lovers' letters. This time, however, the plot thickens when Griffin receives a postcard (an "LL" to boot—Stanley Newman, please take notice!) from a sinister (?) interloper, one Victor Frolatti.

*The Golden Mean* is a selection of the Book-of-the-Month Club, Camp Hill, Pennsylvania, which assures it of "best seller" status, and despite its finality, *The Golden Mean* will not be the last word on Griffin and Sabine as a movie version is in the works! If you are into cinderella philately and art, or read and enjoyed *Griffin and Sabine*, *Sabine's Notebook* and *The Golden Mean* are heartily recommended. Surely, Nick Bantock must be a philatelist, postal historian, and/or deltiologist! I just wonder how the "Griffin and Sabine" book trilogy will translate to the big screen?

*FUNDAMENTALS OF PHILATELY*, Revised Edition (1990), by L. N. Williams, ISBN 0-933580-13-4, American Philatelic Society, P.O. Box 8000, State College, Pennsylvania 16803, U.S.A., 862 + xv pages, hardbound, profusely illustrated, \$60 (or \$48 to A.P.S. members).

If a serious stamp collector were to become stranded indefinitely on a deserted island because of a shipwreck and could choose only one book about stamps to accompany him or her, *Fundamentals of Philately* would be the universal choice. With the first (1971) edition long out of print and copies realizing \$125 and up in philatelic literature auctions, the American Philatelic Society wisely published a revised edition in 1990.

Although the publication hype indicated the "original edition of this monumental classic took more than 15 years to complete [and] this revised edition represents an additional eight years of research and writing,"

BOOK REVIEWS (Continued)

there is scant new information that has been added, and holders of the original edition need not feel compelled to purchase the revised edition. The revision, however, has been extensively rewritten and completely reset in larger, modern typeface to make it more readable.

This book is the best and most readable book available for a collector desiring to learn about the production methods used for postage stamps over the years—its 15 chapters being veritable treatises on papers, watermarks, design, printing methods, inks and color, gum, and separation methods. Most stamp chapters contain glossaries ("related terms defined"), which give detailed definitions and explanations of the alphabetical entries included. The first two chapters on philatelic trends and aims of collecting serve as a primer leading into the rest of the chapters on stamp production. This book, however, is not a guidebook for a beginner who is hoping to learn some basics of stamp collecting, as it is too technical and overwhelming to serve that purpose.

The author of this tome, Leon Norman Williams (known as Norman) should be well known to U.K. readers as he has collaborated with his late brother Maurice (1905-1976), to whom this revision is dedicated, on more than thirty separate books about stamps. Norman Williams is a prolific writer for both British and North American stamp periodicals and serves the Cinderella Stamp Club (London) as the longtime Editor of its fine quarterly journal, *The Cinderella Philatelist*. As a consequence, *Fundamentals of Philately* represents a decidedly British viewpoint of philately even though it is aimed at North American collectors. But despite the British leanings, the information provided is international in its relevance, and this book is truly indispensable for all stamp collectors. If you do not yet have a copy of either edition of *Fundamentals of Philately*, be sure to purchase one as soon as possible and begin reading it—do not wait to get marooned on a deserted island! One additional note, the 20 percent purchase discount to A.P.S. members should be a sufficient inducement to get you to join that organization, as the discount is just one of the membership benefits. (If you would like A.P.S. membership information and an application, contact the LCCPQ Editor. The offer for a free Lundy-related gift that will more than cover the postage costs of your inquiry, which was made in the Spring 1993 LCCPQ, pages 6 and 7, is still good! --RSC)

*PHILATELIC LITERATURE — Compilation Techniques and Reference Sources*, by James Negus, ISBN 9963 7624 3 3, published by James Bendon, P.O. Box 6486, Limassol, Cyprus, 1991, 293 + viii pages, hardbound, U.K. £27.50/U.S. \$50 (postpaid from James Bendon).

From the dust jacket of *Philatelic Literature*: "Philatelic research could not be carried out were it not for the foundations of literature on which it rests. Philatelic bibliophiles will welcome this book's publication, but its practical nature will appeal to writers, librarians, editors, and indexers, whether potential or practicing."

Obviously, this book is not for the casual stamp collector, but written rather for philatelists with a serious desire for research, writing, and/or publishing. The author (who should be well known to U.K. readers) is a recognized international authority on philatelic literature. James Negus served as Catalogue Editor at Stanley Gibbons Ltd. after a professional career in publishing. He began writing a series of articles on "good bibliographic practices" in 1969 when he was an Associate Editor for the U.S. journal *Philatelic Literature Review*, but these were hardly

BOOK REVIEWS (Continued)

circulated in Great Britain and are now largely out of print. This book not only represents an updating of these bibliographical articles, but includes further articles on writing, publishing, and indexing that were previously published elsewhere but now thoroughly revised and rewritten to give more substantial treatments to these subjects.

*Philatelic Literature* consists of four major parts ("Practical Bibliography," "Methods of Work," "Tracing Published Information," and "Writing and Publishing") that are subdivided into four to seven chapters each. Five useful Appendixes and Subjects and Citations Indexes are included in addition to 34 pages of extensive "Notes and References." Despite the universality of its topic, the text has a distinctly British flavor, and while listing many Lundy-related references such as *The Puffin Journal*, Stanley Newman's *Stamps of Lundy Island*, *The Cinderella Philatelist*, *British Private Post Study Group Newsletter*, *Off-Shore*, *The Private Post*, and even the now-defunct, U.S.-based *The S. Allan Taylor Society Journal*, there was no mention whatsoever of the *LCCPQ* after a successful then-run of 12 years! (Where have I failed?!) Despite this obvious omission (albeit the list was compiled from *The Stamp Lover's* "Index to Current Philatelic Literature" and the L.C.C. does not send sample copies of the *LCCPQ* to that publication for review), I will still recommend this indispensable reference book to anyone with a love for philatelic literature or who wishes to advance philatelic scholarship through research, writing, and publishing. (That's why I purchased it for my philatelic library. *LCCPQ* readers can decide if it has been of any help! --RSC)

*THE PRIVATE SHIP LETTER STAMPS OF THE WORLD, Part 4: The Letter- and Parcel- Stamps of the Finnish Shipping Companies*, by G. W. Connell, ISBN 952-9677-22-7, published by the Finnish Philatelic Federation, P.O. Box 257, SF-00101 Helsinki, Finland, 1993, hardbound, 174 pages, profusely illustrated. [Available for \$47.50 postpaid to U.S. addresses from Leonard H. Hartmann, P.O. Box 36006, Louisville, Kentucky 40233, U.S.A.; or for \$50/£32 (postpaid to all addresses) from James Bendon Ltd., Box 6434, Limassol, Cyprus.]

This book is a comprehensive presentation of stamps used for letter and parcel services offered by Finnish coastal ships and lake steamers in the 19th and early 20th centuries. The history of each shipping company is covered in detail, along with all the available information on proofs, color trials, stamps, covers, and cancellations. The author, Dr. G. W. Connell of Lytham, St. Anne's, Lancashire, England, also lists ship company labels whose primary function was clearly that of freight stamps or where surviving covers and cards testify to the fact that in the period after WWI the issuers of these labels were known to use freight stamps as franking on mail. This book represents the first study of these stamps to be published since *Priced Catalogue of Local Postage Stamps* by E. F. Hurt and L. N. & M. Williams appeared in the 1940s, and, despite the "Part 4" designation in the title, it is a stand-alone edition as the other three volumes are not related to the Finnish Shipping Companies.

This book is a high-quality production that matches the standard set by the first three volumes of the series—it has 16 pages of remarkable color plates of the stamps, which appear in the center, in addition to the hundreds of black-and-white illustrations of stamps, covers, route maps, and photographs of Finnish ships that carried letters and parcels,

BOOK REVIEWS (Continued)

which are interwoven throughout the text. This book will appeal to postal historians who collect ship mail, cinderella enthusiasts who are interested in parcel stamps, collectors of Finland stamps and covers, Scandinavia specialists, and bibliophiles who merely want to add an informative book to their libraries. Potential buyers should not be deterred by price as this well-written and beautifully produced treatise is well worth its cost!

**A HISTORY OF SHIP LETTERS OF THE BRITISH ISLES** (*An Encyclopaedia of Maritime Postal History*), by Alan W. Robertson, ISBN 9963 579 60 4, 1993 Authorized Reprint Edition, Two Volumes (boxed set), published by James Bendon Ltd., Limassol, Cyprus, 1993, 1136 pages, profusely illustrated, hardbound in slipcase with plastic 80-percent scale, \$195. [Available from the publisher, James Bendon Ltd., Box 6484, Limassol, Cyprus, for \$195 postpaid. Major credit cards purchases accepted for easy monetary conversions in all currencies.]

This is the long-awaited reprint of the classic work published serially during 1955-1964 and since long out-of-print. Original editions of *A History of Ship Letters of the British Isles* seldom come up for sale in philatelic literature auctions, and when they do, they are hammered down at such exorbitant prices that the reprint price of \$195 is actually quite inexpensive by comparison! Although the reprint appears in size at only 80 percent of the original, a plastic scale is provided to make accurate size conversions of the illustrations. This two-volume set is an indispensable reference for collectors (and bibliophiles as well) who are interested in mails of the British Isles. Of potential interest to Lundy postal historians, postal markings are shown for Barnstaple, Bideford, Bristol, Cardiff, Ilfracombe, and Swansea, but Appledore, Clovelly, Instow, and Minehead are not included. James Bendon is to be praised for once again making this classic work readily available to collectors! [Postscript: If you are interested in Great Britain and Commonwealth philatelic subjects, it might be worthwhile to write James Bendon Ltd. and request the firm's latest list of book titles and prices. I have ordered several books from James Bendon Ltd. over the past few years, and the service has been efficient and reliable. --RSC]

**STILL MORE STORIES TO COLLECT STAMPS BY**, by Herman Herst, Jr., ISBN 0-9635526-0-0, published by Mekeel's Weekly Stamp News, P.O. Box 5050, White Plains, New York 10602, U.S.A., 1993, paperback, 200 pages + 7 frontispages, illustrations, \$10. [Available from Mekeel's Weekly Stamp News (postpaid to U.S. addresses) at the address above; or from the author (postpaid), c/o The Book Depot, 1098 S.E. Spanish River Road, Boca Raton, Florida 33432-1619, U.S.A.]

Pat Herst's thirteenth book consists of 75 "stories" about stamps, stamp collecting, stamp collectors, and his personal experiences—in other words, still more of the same that we have come to expect from this doyen of American philatelic writers. Regular readers of Pat's columns in various U.S. philatelic periodicals will recognize many of his stories, although some have been updated and others are new but variations of a theme. Written in his usual casual narrative style, Pat's stories will not provide any great depth of understanding of a particular philatelic subject as they are not intended to be research papers, but readers will gain some useful insights while they are being entertained. *Still More Stories to Collect Stamps By* can be read in bits and pieces over a period of time as the stories are independent of one another—an ideal book for one's commutes to or from work or during one's coffee or lunch breaks.

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