

PHILATELIC QUARTERLY



THIS IS GREEK TO ME!

LUNDY "PENTOTHAL" CARDS IN LANGUAGES OTHER THAN ENGLISH?
 ONE WITH FRENCH TEXT SELLS AT AUCTION — SEE PAGE 10

SPRING 1996

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

SPRING 1996 LUNDY COLLECTORS CLUB PHILATELIC QUARTERLY

(Volume 18, Number 1 — Whole Number 69)

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PREVIEW of Items Coming in the next two LCCPQs:

- ? Questions and Answers! (Previously Unreported, Mysterious Lundy 1953 Coronation Sheet Probably a Forgery, Comments About the "LUNDY LIGHTS AND LEADS" Slogan, Newman Catalogue Lists Nonexistent Proofs, Origin of Bogus "Puffin Head" Stamps, Barry Chinchin Provides Information on "Defaced" G.B. Stamps Used on Lundy Mail, Information on 1953 "BY AIR" Stamps Given and Sought, "Pentothal" Advertising Cards from Lundy in Languages Other Than English, and the Pitman Cachet on Lundy Covers)
- Odds and Ends ("Tramticket Register" Project Needs Your Information and Canada Post Issues 1996 Stamp and Postal Stationery Depicting Puffins)
- Feature Articles (Stanley Newman Reports on a "Forerunner" Item for the 1978 ½-Puffin Definitive Produced by the Lundy Philatelic Service, Jon Aitchison Gives Evidence the "Bogus" Black Overprint on the Tighearna Sheet is an Official Reprint Ordered by M. C. Harman, and Roger Allen Discusses Tony Langham's Memorial Seat on Lundy and Event Covers for the 95th Birthday of Her Majesty Queen Elizabeth the Queen Mother on August 4, 1995 and the Fourth Lundy Golf Tournament on August 28, 1995)
- Book Reviews (Too Many Backlogged to List, But They Will Appear Soon!)
- News of Members (Two LUNDY Exhibits Win Big at Prestigious U.S. Show!)
- Lundy at Auction (C.I.L.A.'s Silver Jubilee Lundy Postal History Sale, Puffin Stamps' Inaugural Lundy Postal Sale, and Western Ltd. Auction)

L.C.C. PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

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Spring 1996

LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society (APS)
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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 / GB£12.50 (overseas airmail) include subscriptions to the *Lundy Collectors Club Philatelic Quarterly* and the *L.C.C. British Newsletter*.

Letters to the Editor

A Chance Meeting and Storm Batters Lundy

A few weeks ago I was at a local postcard fair when I found a series of Lundy cards by Friths, five in total. It appears one card is missing from the set. Later in the day when asking a dealer for Lundy postcards, a lady introduced herself to me as Jill Davis who issued some cards a few years ago and wrote two books about the wreck of the *Montagu*. Needless to say, we had a long chat and exchanged addresses, and I expect to see her again.

Lundy was on television news last week when rain and winds caused part of the cliff path to slip away. Here in Wales we have had some of the worst weather in 50 years, with many people being cut off by snow one meter deep. In the Welsh valleys, 20,000 homes were without electricity for up to five days as the weight of ice on cables caused them to come down. In places, the temperature dropped to minus 17 degrees, too cold for me.

--Roy Bentley, Newport, Gwent, Wales (February 10, 1996)

Small world! Jill (Gillian M.) Davis (#090), author of The Loss of H.M.S. Montagu - Lundy 1906 and Trial of Error - The Court Marshall Arising from the Loss of H.M.S. Montagu, is a former L.C.C. member who occasionally contributed to the LCCPQ. Jill and her husband, Roger, are antiquarian booksellers in Atworth, Near Melksham, Wiltshire, England. For additional news about the storm's effect on Lundy, read on. --RSC

News About STAMPEX

I just completed STAMPEX in London. There was no "official" posted-from-Lundy cachet as there was a foul-up regarding the new cachet from Jon Aitchison. But as a few people handed cards into the stand expecting the service, I thought it sad to disappoint them, so I used the "Teddy Bear" cachet again in red. With now an alternative show available to dealers

LETTERS TO THE EDITOR (Continued)

in the form of STAMP 96, a Gibbons-backed enterprise in London, and another on my doorstep at the Birmingham National Exhibition Centre, I am seriously thinking of not attending each and every STAMPEX show. It is already apparent that collectors are thinking twice before visiting London shows both because of the expense of travel (particularly by early morning rail fares) when very often it is hard for them to always fall on something new and exciting for their collections. There really is much work and effort in attending these shows, and although I do enjoy them once there, I am beginning to question whether I can achieve what I need with less effort! No doubt a sign of impending age?

--Roger Hudson, Coventry, England (February 12, 1996)

Longtime L.C.C. member Roger Hudson (#095) has kindly provided at his own expense the venue for the L.C.C. members' meetings at the semiannual STAMPEX shows in London from their inception in 1988 through 1994. The L.C.C. meetings at STAMPEX were abruptly terminated in Spring 1995 when the STAMPEX Organizing Committee inadvisedly prohibited bourse activities at the venue, the principal reason for having the members' meetings! Roger has served as the Lundy Postmaster at STAMPEX since 1988, kindly providing a mail drop at his "Coverboys" stand for Lundy-routed mail. Covers posted at STAMPEX traditionally have received a special "POSTED AT STAMPEX / ROUTED VIA LUNDY" cachet, and a complete listing of these from October 12, 1988 through November 2, 1993 is given on page 20 of the Fall 1993 LCCPQ. The "teddy bear" cachet Roger refers to above is the Type 5 "STAMPEX" cachet first used November 2, 1993. It is pictured on page 20 of the Fall 1993 LCCPQ. Thanks, Roger, for providing the Lundy Postal Service with such nice publicity at STAMPEX, and for providing our members with the STAMPEX meeting venues—much appreciated!

Roger Hudson did not mention that he holds a significant stock of Lundy stamps and a constantly changing store of Lundy postal history items that may be of interest to readers. For more information and a current Lundy price list, write Roger Hudson, P.O. Box 172, Coventry, Warwickshire, CV6 6HU, England. Please be sure to tell him you are an L.C.C. member who read about him in the LCCPQ as Roger deserves our support. --RSC

More News About the Storm's Effect on Lundy

It was ironic that on January 24, having just posted you my previous screed in which I wrote I'd heard nothing of Lundy since Christmas, I called in at a neighbor's for something or other, and as she opened the door to me, she exclaimed, "I've just heard on a TV news bulletin that your Lundy's in trouble—the landing stage has been smashed by the gale!" I wasn't exactly surprised as an absolutely searing wind from the east had been blowing here for three days and I'd been visualizing very bleak conditions on the Island. Next day I heard from other neighbors who'd seen on TV that the road had been damaged by huge seas. Soon, John Brown, up in the Cotfold village of Winchcombe near Cheltenham, who takes the *Western Daily Press* newspaper and feeds me any Lundy news that appears in it, came up with the snippet I enclose with its reference to Reg Lo-Vel's illness and the implication that it was the road up to the village involved, whereas I'd been hoping and thinking it more likely to have been the lower-level, new causeway to the cove and jetty.

I had a telephone installed on Saturday, February 4, and one of the first places I rang the next day was the home of John and Joan Dyke in Bideford,

LETTERS TO THE EDITOR (Continued)

It was Joan who answered and she confirmed it was the causeway that had been breached, the waves battering and sucking out the shale foundation at a point near the Sentinel, the pointed rock with a notch in it. Reg and Jilly had been staying with them for the previous three weeks while he had an examination at the nearby hospital for gallstones that were giving him much pain. The medics wouldn't operate then because of too much inflammation, but after some palliative treatment until the operation can take place later, Reg and Jilly had returned to the Island via Clovelly on the small craft *The Islander* on Friday, February 3, in a relatively calm spell.

Since then, I've been sent the further cutting about the Army volunteering help in restoring the road and I've been told that on St. Valentine's Day the Chivenor "chopper" dropped emergency supplies together with a giant card intended for the woman warden, Emma Humble-Smith. Incidentally, when I tried to ring Myrtle Ternstrom that weekend, an operator said the line was temporarily "out of order"—lines down in the snow probably. The Lundy Field Society annual general meeting takes place in Exeter March 2. Oh for some real Spring warmth!

--Gwyneth White, Penarth, South Glamorgan, Wales
(February 16, 1996)

Honorary L.C.C. member Gwyneth White is a keen observer of Lundy people and events, and the contents of the newspaper articles she refers to are included in the "News of Lundy" feature that begins on the following page. Reg Lo-Vel (#345) is our Resident L.C.C. member on Lundy and the son-in-law of John and Joan Dyke. We wish Reg a speedy recovery! --RSC

News of L.C.C. Members

- Roy Bentley (#330) and his wife are involved in humanitarian activities for underprivileged Soviet children. Roy explains their latest endeavor:

My wife and I had two children from Minsk (*Belarus*) come to stay with us for one month. These children are suffering from the aftereffects of Chernobyl. Some are terminally ill, others come over for holidays and rest. Here in Newport, 36 children came to stay with families, and we are now trying to raise funds to buy medical aid to take over to Minsk this year. I will be driving a lorry over in September. In all, we hope to take 14 vehicles all full of medical supplies. We do not realize just how lucky we are and take so much for granted. In some hospitals in Minsk, they do not have any pain-killing medicines at all and some of the children die in some of the worst conditions you could imagine.

[*Editor's note:* Roy did not solicit any help when he wrote this, but if you would like to contribute monetarily to this worthwhile, humanitarian effort, I'm sure it would be welcome. Write: Roy Bentley, 56 High Cross Road, Rogerstone, Newport, Gwent, NP1 9AD, Wales, U.K. Thanks! --RSC]

- The Reverend Ralph Harpell (#365) is an active contributor to *Biblical Philately*, the quarterly journal of the Biblical Topics Study Unit of the American Topical Association. Ralph lists the new issues with biblical themes from 11 countries in the October-December 1995 issue. Membership dues for the Biblical Topics Study Unit, which include a subscription to *Biblical Philately* are \$7 (\$10 overseas) annually. For more information, write Frank Pieper, P.O. Box 169, Emden, Illinois 62635, U.S.A.

News of Lundy

Report on Lundy's Damaged Access Road

During the week of January 21-27, 1996, a succession of high tides driven by gale-force easterly winds smashed a breach in the road linking Lundy's tiny jetty with the access route to the clifftop community, 400 feet above sea level. The road, cut through shale cliffs about four years ago, is now unusable. Until it can be repaired, all supplies will have to be landed laboriously straight onto the beach, an operation that is impossible in rough weather. The 12 full-time staff members are currently marooned on Lundy as the Island's supply ship, *m.s. Oldenburg*, is in dry dock for annual overhaul and conditions are too rough for smaller craft to make the 12-mile crossing from the mainland.

Officials from The Landmark Trust say it could cost as much as £250,000 to rebuild the road itself. The cost will put a huge strain on the Trust's resources, and it already has launched an appeal for £250,000 in monetary donations in a bid to rebuild the route. Since then, Territorial Army volunteers have offered to help rebuild the access road, and RAF Lyneham says it is ready to airlift in construction equipment to Lundy. A group of territorial army volunteers, including civil engineers and geologists, is planning to visit Lundy next month to assess the damage and see if they can help repair it. Landmark Trust spokesman Rebecca Morgan said: "These offers of help are fantastically good news. Obviously, we are still looking at considerable costs, but this could take large chunks of them away!"

Source: "Lundy Airlift Bid — Forces to the Rescue After Storm Severs Island Lifeline," by Chris Rundle, *Western Daily Press*, January 31, 1996.

Slick from Oil Spill Threatens Lundy Marine Reserve, Seabirds

Beaches in the West Country were threatened by oil from the super tanker *Sea Empress* last night (February 16, 1996) as conservationists mounted a rescue operation for oil-stricken birds on Lundy, 12 miles off the North Devon Coast. The Island, a nesting ground for thousands of seabirds, was ringed by an oil sheen which had drifted 50 miles from Milford Haven. Devon Wildlife Trust was working with RSPCA and English Nature to retrieve guillemots that had been washed up on its beaches. Oiled birds had also begun to appear on the Devon coast.

More than 100,000 tons of crude oil is believed to have leaked from the *Sea Empress*. Salvors were due to start pumping the remainder off the ship today. The slick was estimated to be more than 100-miles long yesterday. Brian Pawson of the Countryside Council for Wales, the Government's wildlife adviser in the Principality, said yesterday that oil had reached Strumble Head on the north coast. Mr. Pawson indicated the wildlife crisis was worsening as thousands of breeding pairs of auks, guillemots, and razorbills had begun returning to the nature reserve of Skomer and Skokholm Islands off the Pembrokeshire coast.

Lundy was the first area to be designated an official marine reserve and is home to a number of rare species, such as the red bank fish, as well as an important breeding site for seabirds. The Marine Conservation Society said: "The fact that the second of only three statutory marine reserves in the United Kingdom is now falling prey to this pollution is deplorable. We are absolutely appalled that oil has spread this far south." Devon Wildlife Trust said it was deeply concerned for Lundy: "Thousands of seabirds are at risk."

NEWS OF LUNDY (Continued)

The RSPCA has set up a first-aid center for birds near Milford Haven. It will rehydrate birds before taking them to a rehabilitation center in Taunton, Somerset. Emergency teams were towing booms into place along the Pembrokeshire Coast yesterday to keep oil out of sensitive inlets and rivers. There was concern that the strong westerly winds were forcing more pollution onshore. Mr. Pawson said: "Deflection booms are being tested on the Carew and Pembroke Rivers. They push the oil to the other side of the channel so it can be swept out to sea by the tide.

Stephen Dennison of Cory Salvage said that the winds, which have reached force four, had delayed pumping the remaining cargo onto the tanker *Star Bergen*. That is now expected to happen today. There was speculation that the *Sea Empress* had grounded because it came in on a tide too low for its draft. Experts believe that the falling tide and unusual barometric pressure, which meant that the tidal level was several feet below that which the Captain and Pilot had expected, contributed to the tanker grounding in the Western Channel, losing its ability to steer.

A February 20 report indicated that since it ran aground six days ago *Sea Empress* is now believed to have lost a third of its 140,000-ton cargo, which includes the 20,000 tons more of crude oil feared spewed out from the grounded vessel the previous night. Extensive salvage efforts were being drawn up to move the stricken *Sea Empress* to prevent further major environmental disaster off the South Wales Coast. Attempts to salvage the vessel and the remaining oil were hampered by one of the strongest tides of the year. Meanwhile, while massive cleanup efforts mounted, conservationists called for the British Government to declare a state of environmental disaster off the Pembrokeshire Coast.

Sources: "100-Mile Slick Threatens Devon Coast," by Nick Nuttall, *The Times*, February 17, 1996; "New 20,000 Tonne Slick," by Amanda Baillie, and "Greens Say Coast is a Disaster Area," no by-line, *South Wales Echo*, February 20, 1996.

Follow-up Reports to Sea Empress Oil Spill

Conservationists called in three helicopters and a fleet of boats on the afternoon of February 24 to rescue puffins, guillemots, and razorbills from the Lundy Marine Nature Reserve, as lethal oil slicks from the ruptured tanker *Sea Empress* swept across the Bristol Channel. Lundy is 50 miles from Milford Haven, Dyfed, where the *Sea Empress* ran aground ten days ago, spilling an estimated 100,000 tons of crude oil. Conservationists were surprised at the speed with which the oil was swept across the Bristol Channel, polluting beaches at Woolacombe Sands, Croyde, and Shipload Bays. Environmentalists estimate that the total area contaminated by the spill now exceeds 500 square miles. By February 24 more than 300 oiled birds had been discovered on land, with thousands more floating nearby. The rescued birds were fed, placed in cardboard boxes, and taken to "hospitals" in Devon, Cornwall, Somerset, and Avon.

Those investigating the accident are concentrating on why the oil tanker apparently went off-course, ending up on the notorious Middle Channel Rocks. Statements given by those on board indicate the ship appeared to cut a dangerous corner at a point where the channel makes a sharp turn, and hit the rocks on the starboard side. A combination of over-correction, falling speed, and the rush of sea water into the damaged tanks caused a loss of steering control and sent it aground on the other

NEWS OF LUNDY (Continued)

side of the Channel. Despite being refloated within two hours of going aground, the damaged vessel had to be dragged into deeper water where it became trapped in "The Hole"—a small area of deep water that left it exposed to the full force of tides and weather. Inevitably, it broke loose and hit the rocks again. "With hindsight, we should have left it where it was," said Captain Mark Andrews, the Milford Haven harbormaster and the man in overall command of the salvage operation.

By February 26, at least 20,000 birds and 45 seals had been contaminated by oil from the *Sea Empress* tanker, eleven days after it ran aground outside Milford Haven. More than 1000 birds are being treated by the RSPCA, which is planning to open up more bird-washing centers in West Wales. Its three wildlife hospitals are almost full. Coastguard reports from the response center coordinating the clean-up efforts say there is still an area of heavy oil in the mouth of Milford Haven and around Carmarthen Bay. Patches of very light and broken oil sheen stretch from Skokholm Island to Caldey Island and six miles to the south, with small patches of light sheen in St. Bride's Bay to the north of the spill. The agency also states there are no reports of oil off the North Devon Coast or Lundy. But on February 25, conservationists reported finding a hundred oiled seabirds on Lundy, with many more feared trapped on cliffs and coves. Stephen Mulholland, head of the RSPCA in Wales, said: "Tens of thousands of birds are now likely to need treatment, and the survival rate will drop markedly over the coming weeks."

Sources: "Oil Slick Spreads to Lundy Puffins," no by-line, *Sunday Times*, February 25, 1996, and "20,000 Birds Now Hit by Slick," no by-line, *South Wales Echo*, February 26, 1996.

John Puddy and Cait Scanlan Reunited on Devon Mainland

Cait Scanlan is back with John Puddy, former Lundy Agent who now works as a lorry driver, living in Devon, after their original attempt to begin a new life on the mainland floundered and Cait left for Ireland to "sort herself out"! A friend of John Puddy explained: "They are trying to put their relationship together again. Cait was not as bad as she was made out to be. She's very lovely, but a very modern woman." Wendy Puddy, former Lundy Postmistress and John's estranged wife who left Lundy to become a teacher and now looks after their two children, said: "I thought they were still split up. I'm coping on my own now as best as I can in these circumstances. I have a son and daughter; they are my priority now."

Source: "Cait Back with Lord of Lundy," no by-line, *Daily Express*, March 4, 1996.

Lundy Agent Tony Blackler Resigns Landmark Trust Position

It must look like one of the country's plum jobs: running your own island 12 miles off the North Devon Coast. A chance to get away from it all and be paid for it. To lord it over an empire consisting of three miles of magnificent, rocky scenery, with breathtaking views in every direction—and its own pub. But the attractions of Lundy have, it seems, proved all too shallow for accountant Tony Blackler. After just seven months as the Island's Agent, he has thrown in the towel. He marched into the Maidenhead offices of The Landmark Trust on Monday, March 18, 1996, to announce he was quitting—and he will not be going back to the Island. And now for the second time in a year, the Trust, which runs the Island on behalf of its owner, The National Trust, is looking for a new commanding officer.

NEWS OF LUNDY (Continued)

When Tony Blackler's appointment from more than 500 applicants was announced last Summer, it seemed the Trust had at last found the safe pair of hands it was looking for. Those of his predecessor John Puddy had been wandering too freely—over Cait Scanlan, the flame-haired barmaid at the Island tavern with whom his torrid and very public affair led to the break-up of his marriage and his resignation. But Lundy's troubles were far from over. Drought forced the evacuation of all its livestock to the mainland and came perilously close to making the Island uninhabitable. In January the worst easterly gales for years smashed huge breaches in the only access road to the Island's landing jetty. That left Mr. Blackler looking at a £250,000 repair bill to be recovered from visitor income. And there was a further blow last month when Lundy caught the fallout from the *Sea Empress* oil spill and contaminated seabirds began coming ashore. The actual damage caused by oil was slight, but when Mr. Blackler returned from holiday in India, he walked straight into another crisis as holiday bookings for this Summer began to slump on the back of the adverse publicity.

Although the Trust insists he and his wife Cherry have left for personal reasons, it seems Mr. Blackler is now more intent than ever on getting away from it all—back home in Cornwall to pursue his accountancy practice in Launceston. Trust spokesman Rebecca Morgan insisted it was Mr. Blackler's own decision to go and admitted the news took the Trust staff by surprise. "It probably comes down to Island life being tougher than he thought," she added, as "living in a small and isolated community on a permanent basis can be tough." Miss Morgan stressed that morale on Lundy was "very good" and said: "They are a very good team over there."

Until a new agent is appointed, the Island will be under the management of deputy Reg Lo-Vel, who has turned down the offer of the agent's post. The Landmark Trust indicated that people shortlisted with Mr. Blackler last year would probably be reinterviewed for the position.

Being the agent on Lundy is a simple enough job—as long as you are the jack-of-all-trades. The job involves looking after the Island's finances, arranging sailings to and from the mainland, ordering stores for shop and pub, and keeping an eye on the farming operations. The agent needs to be a combination of accountant, land agent, personnel officer, and agony aunt. A basic knowledge of building and construction skills is an advantage as is some skill in first-aid and radio procedures. It will help if he is good with people as there are more than 120,000 day visitors to the Island each year. And he will need to get on with a close-knit, 12-strong community, encourage staff to work over and above their stipulated hours, and still be able to enjoy a pint with them in the Island tavern. There is, after all, nowhere else.

Source: "It's the Island of No Return," by Chris Rundle, *Western Daily Press*, March 20, 1996.

Lundy Field Society 50th Anniversary Celebration Week

The year 1996 marks the 50th Anniversary of the Lundy Field Society. To commemorate this, the Lundy Field Society will host a special week on Lundy beginning June 8, 1996. The week will be informal in nature, with short and extended guided walks over the Island with field specialists, lectures on L.F.S.-covered subject areas, social events, and a concluding buffet supper in the Marisco Tavern. Booking for this week will open June 1, 1996 at 9 a.m. directly with The Landmark Trust on 01628-825925.

Lundy at Auction

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

C.I.L.A. Lundy Number 23 and 24 Postal Auctions

The 23rd Lundy auction conducted by L.C.C. member Stanley Newman and 16th under the aegis of his Channel Islands and Lundy Auctions firm (C.I.L.A., Gemini Business Centre, 136-140 Old Shoreham Road, Hove, Sussex, BN3 7BD, England; telephone 0273-732464, Fax 0273-732342) closed March 1, 1995. This sale—one of the "Postal History" auctions that alternate with the "Stamp" auctions—contained 468 lots of postcards, postal history, first day covers, ephemera, and literature, which had a cumulative estimate of £3732.50. Only 173 lots (37.0 percent) sold, but these realized £2056 against estimates totaling £1787, for a hefty ratio of realizations to estimates of 115.1 percent. The 173 lots that sold represented 47.9 percent of the cumulative estimate, indicating that the better (more expensive) material was that pursued by bidders. A summary of this sale, with the breakdown of lots by major category, is given in Table 1 below.

TABLE 1. Summary of C.I.L.A. Lundy Auction Number 23 (March 1, 1995).

Category	Lots Offered		Lots Sold				
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
postcards	128	£ 827.00	38	29.7	£ 292.00	£ 323.00	110.6
ephemera	48	303.00	21	43.8	162.00	178.00	109.9
literature	69	535.50	27	39.1	253.50	318.50	125.6
postal history	180	1531.50	69	38.3	801.50	923.00	115.2
FDCs	38	437.50	18	47.3	278.00	313.50	112.8
bulk cover lots	5	98.00	0	--	--	--	--
Total (all lots)	468	£ 3732.50	173	37.0	£ 1787.00	£ 2056.00	115.1

*%R:E is the ratio of realizations to estimates for the sold lots.

Next to the five lots of cover accumulations/collections (none of which sold), postcards fared the poorest in terms of the percentage of lots sold. However, the lots sold represented 35.3 percent of the category's cumulative estimate, indicating that the more expensive postcards were the ones that attracted bids. The best postcard was a Batten photocard of "Lundy, The Bridge to *Montagu*," which, according to its description, is "believed to be the only published postcard that shows a close-up of people on the suspension bridge." It realized £27 against its estimate of £25+. A postcard with a "philatelic" theme apparently was the most highly sought-after item among the postcard lots as a modern L.C.C. card picturing "Lundy Postmaster F. W. Gade and Pilot Maurice Looker handling the Mail" fetched £12, or a whopping 150 percent of its £8 estimate.

The percentage of ephemera lots that sold is deceptively low since this category included 13 cigarette card lots (only one of which sold). In general, the realizations for the ephemera lots stayed close to their estimates with one noteworthy exception—a Lundy Christmas card depicting a snow-covered Marisco Tavern and St. Helena's Church and signed by "Gi" (Felix Gade's nickname) fetched £11, nearly twice its £6 estimate.

Although the percentage of literature lots that sold was only slightly greater than the auction as a whole, they were among the more competitive items, realizing 25.6 percent above their cumulative estimate. The most hotly contested item was a first (1960) edition of *Lundy, Bristol Channel*

LUNDY AT AUCTION (Continued)

by A. and M. Langham, which fetched a whopping £48 against an estimate of £35. However, the literature lot with the highest estimate—a 1947 reprint edition of G. S. Steinman's *Some Account of the Island of Lundy* signed by M. C. Harman—realized only £38 against an estimate of £40+. Among the periodicals, a series of six issues of the *Lundy Review*, published by Stanley Smith between 1959 and 1961, sold for £20 against an estimate of £15+. The best philatelic literature lot was a 30-page book published in the late 1970s titled *The Puffin Hunter*, which realized £12 against an estimate of £8. I am not familiar with this book—is it a bound edition of George Fabian's columns of the same title which graced the first two volumes of the *LCCPQ*?

Although 47.3 percent of the first day cover lots sold, these represented 63.5 percent of that category's cumulative estimate, again indicating the more expensive items sold. Some of the better FDCs (with estimates/£-realizations given in parentheses following brief descriptions) included: an inward July 20, 1937 for the LACAL violet ½d "air view" stamp (£32/£32), a beautiful Pitman-prepared inward November 1, 1938 for the LACAL "five-line" overprint stamp tied by the scarce type Da "AIR/L.A.C.A.L./POST" postmark (£95+/£100), a Phillips-prepared inward March 31, 1939 for the LACAL red ½d "air view" stamp (£28/unsold), a Phillips-prepared inward April 25, 1939 for the LACAL 1d "lighthouse" stamp (£32/unsold), a cacheted and pilot-signed November 8, 1950 inward for the ½p "BY AIR" stamp (£40/£36), and a C.T.O. for the Philatelic Service 1979 9p and 11p essays (£22/£32).

As indicated in Table 2 below, the postal history (cover) lots performed relatively consistently across time periods in terms of the ratio of realizations to estimates. The 38.3 percent covers that sold represented 52.3 percent of the category's cumulative estimate, once again indicating the bidder interest towards the more expensive items. Pre-1960 covers outperformed the more modern covers in terms of percentage sold, but the post-1979 covers that sold realized a relatively high 23.5 percent over their cumulative estimate. This statistic was somewhat surprising to me, but then (in preparing this auction write-up) I read my discussion of C.I.L.A. Lundy Auction No. 21 (Summer 1994 *LCCPQ*, pages 10-12) and noted that I recommended purchasing these items while they are still relatively inexpensive, as in the near future they are likely to become the scarce, sought-after items of modern postal history and topical/thematic interest that should appreciate in price. (Was this just a coincidence, or do collectors actually read this column and heed my advice?)

TABLE 2. Cover Lot Performance in C.I.L.A. Lundy Auction Number 23.

Cover Lots Time Period	Lots Offered		Lots Sold				
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
1930-1939	21	£ 317.00	12	57.1	£ 222.00	£ 248.00	111.7
1940-1949	12	282.00	8	66.7	245.00	277.00	113.1
1950-1959	19	198.00	9	47.4	87.00	103.50	119.0
1960-1969	26	151.50	9	34.6	64.00	80.00	125.0
1970-1979	33	213.50	11	33.3	77.00	83.00	107.8
1980-1990	42	239.00	14	33.3	76.50	94.50	123.5
1990-1994	27	130.50	6	22.2	30.00	37.00	123.3
All covers	180	£ 1531.50	69	38.3	£ 801.50	£ 923.00	115.2

*%R:E is the ratio of realizations to estimates for the sold lots.

LUNDY AT AUCTION (Continued)

The best and most interesting of the cover lots was a weathered and worn January 5, 1942 outward cover from Felix Gade to Stanley "Lundy" Smith while Stanley was stationed in the army near Glasgow. This excellent piece of "personal" postal history has affixed to the rear a complete set of 1942 "V + plane" overprint stamps (four days after issue), so it is also valuable in terms of the stamps involved. The late Stanley Smith came to Lundy as a teenager in 1931 to work as a laborer, got married in 1938 at St. Helena's Church, and left the Island shortly thereafter to serve in the British military service. In subsequent postwar years, Stanley was a frequent visitor, eventually returning to Lundy as an employee in 1956 and publishing an interesting chronicle of Island events (*Lundy Review*) between 1959 and 1961. This cover, which up to now had remained with his family, was estimated at £65+ and realized £92.

Another interesting cover lot was an unaddressed (was the mailing label removed?) 1962 "Pentothal" card with its advertising text in French that sold for £25 against a modest £15 estimate. This is the first Pentothal advertising card from Lundy I have seen with text in a language other than English, and, unfortunately, I was the underbidder for this item. Fortunately, the purchaser kindly provided photocopies of this item and another with its advertising text in Greek, so I could illustrate both of them in the "Questions and Answers" feature in a future issue.

Some representative better covers in terms of their cost and/or ratio of realizations to estimates (with f estimates/£ realizations given in parentheses following brief descriptions) included: an inward August 1933 (£22/£25), an inward October 1935 Phillips-prepared with ACAS ½d roll 1 (#00315) "tramticket" and Lundy 1p definitive (£58/£48), a similar inward October 1935 Phillips-prepared with ACAS ½d roll 1 (#00379) "tramticket" and Lundy ½p definitive (£48/£45), an outward with G.B. KGV 2d tied by an Appledore December 22, 1944 postmark but with no Lundy franking (thereby unusual) from Felix Gade to Mr. Blackwell, the mainland agent (£28/£26), an inward from Canada with Appledore December 28, 1946 receiving postmark and Lundy franking (£30/£35), an outward routed via Bristol—according to the lot description, perhaps carried there for posting by a visiting ship while the *Lerina* was in dry dock for a post-season overhaul (£30/£35), and a 1981 outward Ken Gibson-prepared, pilot-signed helicopter flight cover adorned with several relevant cachets (£12/£16).

C.I.L.A. Lundy Auction Number 24, which closed June 16, 1995, was one of Stanley Newman's "Stamp" sales that alternate with his "Postal History" sales. It contained 904 lots of stamps, bogus items, L.C.C. souvenirs, and first day covers, which had a cumulative estimate of £12,635. Even though only 371 lots (41.0 percent) sold, they realized £6258.50 against estimates totaling £5425, for a hefty ratio of realizations to estimates of 115.4 percent. The 371 lots that sold totaled 42.9 percent of the cumulative estimate, indicating that the sold lots were representative of those in the auction as a whole (i.e., neither a disproportionate amount of expensive nor inexpensive material sold at the expense of the other). A summary of this sale, with the breakdown of lots by major category, is given in Table 3 on the following page.

In analyzing the results of this auction, I cannot avoid comparing it with the previous C.I.L.A. Lundy "Stamp" Auction, Number 22, which closed June 27, 1994 (summarized in the Winter 1994-95 *LCCPQ*, pages 15 and 16). C.I.L.A. No. 24 was about the same magnitude as No. 24 in terms of number

LUNDY AT AUCTION (Continued)

of lots and the cumulative estimate of the material offered, but 60.5 percent of the lots sold in No. 22 in contrast to only 41.0 percent in No. 24. However, No. 24 far outdistanced No. 22 in terms of the ratio of realizations to estimates of the lots sold as No. 25 realized 15.4 percent above cumulative estimate compared to only 5.5 percent for No. 22. Stamp lots from various time periods varied in performance. For example, only 101 of the 290 lots (34.8 percent) of WWII stamps sold in No. 24 compared to 160 of 262 lots (61.1 percent) of WWII stamps that sold in No. 22. In contrast, recent (post-1968) material continued to be in strong demand without much decline as 54 of 87 lots (62.1 percent) sold in No. 24 compared to 65 of 96 lots (67.7 percent) in No. 22.

TABLE 3. Summary of C.I.L.A. Lundy Auction Number 24 (June 16, 1995).

Category	Lots Offered			Lots Sold			
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
1929-39 definitives	26	£ 218.00	10	38.5	£ 125.50	£ 159.50	127.1
ACAS "trams"	24	488.00	4	16.7	71.00	65.00	91.5
ACAS "large maps"	25	229.00	16	64.0	141.00	146.50	103.9
LACAL issues	27	377.50	14	51.9	254.50	256.00	100.6
1939 issues	28	411.00	14	50.0	143.00	150.50	105.2
1940 "Red Cross"	21	805.00	11	52.4	320.00	342.50	107.0
1942 "V + plane"	58	1106.50	26	44.8	702.50	806.50	114.8
Tighearna s/s	28	227.00	8	28.6	89.00	102.00	114.6
"IX Anniversary"	39	345.50	11	28.2	64.50	62.00	96.1
1943 provisionals	10	151.00	4	40.0	56.00	66.50	118.8
Bureau reprints	86	604.00	13	15.1	108.00	112.00	103.7
"W. B. biplane"	48	702.00	28	58.3	374.50	411.50	109.9
1950/53 overprints	56	924.00	24	42.9	380.00	387.00	101.8
1951-57 issues	116	1856.00	40	34.5	445.50	515.00	115.6
1961-69 issues	49	323.50	15	30.6	97.00	107.50	110.8
1969-72 provis'ls	18	423.50	11	61.1	334.50	361.00	107.9
1971-79 issues	47	656.50	30	63.8	336.50	404.00	120.1
1982-92 issues	40	546.50	24	60.0	305.50	389.00	127.3
Stamp lots	746	£10394.50	303	40.6	£ 4348.50	£ 4844.00	111.4
collections	9	£ 1176.00	2	22.2	£ 595.00	£ 815.00	137.0
bogus/oddities	49	375.50	20	40.8	184.00	235.00	127.7
L.C.C. souvenirs	48	335.00	25	52.1	144.00	177.00	122.9
miscellaneous	13	78.00	10	76.9	63.50	81.50	128.3
first day covers	39	276.00	11	28.2	90.00	106.00	117.8
Nonstamp lots	158	£ 2240.50	68	43.0	£ 1076.50	£ 1414.50	131.4
Total (all lots)	904	£12635.00	371	41.0	£ 5425.00	£ 6258.00	115.4

*%R:E is the ratio of realizations to estimates for the sold lots.

Collections fared much better in this auction than previously even though only two of the nine lots sold. One of these was the lot described as a large stockbook containing many mint NH Lundy issues ranging from the 1929-30 definitives to the 1991 definitives and embracing many rarities; it fetched a whopping £760 against an estimate of £550 and *Newman Catalogue* valuation exceeding £1000. A second Lundy collection ("beautifully written up and mounted on sheets housed in a Whitfield King album") failed to attract a bid at its estimate of £500+ against an approximate *Newman*

LUNDY AT AUCTION (Continued)

Catalogue valuation of £850. The next largest collection offered was a "junk box" containing hundreds of Lundy stamps ("unchecked for varieties" according to its description) that sold for £55 against its £45 estimate.

As is generally the case in C.I.L.A. auctions, material offered in the section titled "Bogus Overprints, Essays, and Oddities" proved popular, but most of the 20 lots that sold realized right about estimate. The exception was an Ian Wilkinson-prepared card depicting an engraving of "The Castle in the Isle of Lundy" with his "Lundy Island Essays" sheetlet mounted on the back and tied by a "Lundy Collectors Club" puffin-head cachet in red, signed by Ian, and dated Christmas 1984; this item was estimated at £20 and fetched a whopping £54. I find this realization incredible when one considers that an identical item sold for only £15 in Negev's May 4, 1995 sale and another in the Lundy Philatelics First Postal Bid Sale of November 9, 1995 sold for £12 against an estimate of £12.50! In fact, the November 9, 1995 sale also had another one of these cards in the "Lundy Island 'Essays' Souvenir Sheet" section of the "Lundy Collectors Club (G.B.) Material" that sold for £10 against an (even more moderate) estimate of £9. The lesson here is that sometimes it pays to keep your eyes open and shop around!

The section titled "Lundy Collectors Club Items" was an eclectic mix of everything from the puffin-themed L.C.C. labels produced in the late 1970s by Chicago members to the "semi-official" Barry Chinchon souvenir sheet produced in 1989 by Jon Aitchison. All these lots sold within £3 of their respective estimates and all but four of the lots sold for less than £10. About the same can be written for what I termed the "miscellaneous" lots in Table 3; these consisted of the section titled "Puffin-Related Items," two lots of *Balmoral* and *Waverley* ship labels, and one lot of Lundy coins, all of which proved popular among bidders.

First day covers did not fare as well as in the previous "postal history" auction (C.I.L.A. No. 23), but the 11 of 39 lots (28.2 percent) that sold represented 32.6 percent of the category's cumulative estimate, indicating at least some of the more expensive FDCs were sought after. An example was a Phillips-prepared inward July 20, 1937 FDC for the LACAL violet ½d "air view" stamp that realized £30 against its £32 estimate. A Phillips-prepared inward March 31, 1939 FDC for the LACAL red ½d "air view" stamp, which was offered at an estimate of £28 in C.I.L.A. No. 23 but remained unsold, once again did not attract any bids at an estimate of £28.

The best "stamp" lot in and star performer of this auction was an exceedingly rare set of the eight values of 1942 "V + plane" overprints with an additional "SPECIMEN." overprint. These were the highest-priced Lundy items listed in Michael Windeatt's *Priced Catalogue of Lundy Island Locals* published July 1957, which indicated only 20 sets were produced. The only other "V + plane" specimen set I am aware of is that from the exceptional Stanard Collection, which passed through George Ulrich, Jr. on its way to the present owner, Michael Bale. The "Newman" set was compared with and found to be identical with Michael's set, so it "can be certified as genuine" according to the lot description. (A detailed, first-person account of Stanley Newman's acquisition of this set, an illustration, and details about its pricing are given in the Spring 1995 *LCCPQ*, page 6.) This set was offered at an estimate of £500+ and realized a princely £600!

Some representative better stamps in terms of their cost and/or ratio of realizations to estimates (with f estimates/f realizations given in

LUNDY AT AUCTION (Continued)

parentheses after brief descriptions) included: a mint pane of 30 1930 6p definitive (£20/£25), example of a blue 1930 6p definitive (in my opinion, a color changeling!) (£25+ /£46), 1936 ACAS "large map" mint set of six (£48/£52), mint set of five "1929-1939" overprints (£40/£45), mint 1940 "Red Cross" 6p (£65/£72), mint 1943 "V + plane" 4p "damaged V" and "missing tail" varieties (£22/£26), mint 1943 "IX Anniversary" black overprint (previously believed to be bogus, but now evidence that M. C. Harman ordered this "reprint" overprinting) on a **perforated** "Tighearna" sheetlet (£30/£36), mint 1943 2½p on 6p wide-setting provisional (*Newman* #56B) (£20/£27), mint 1943 "Wright Brothers biplane" narrow-setting 6p (£22/£26), mint "Wright Brothers biplane" narrow-setting 9p (£25/£37), mint 1953 "By Air and 8 + 2-bar" red overprint (*Newman* #78B) (£20/£26), mint 1953 Coronation ½p and 1p "wrong color" overprints (£65/£76), mint set 1954 Silver Jubilee surface issue imperforate proofs in frame color only (*Newman* #93PF-99PF) (first set offered by C.I.L.A. according to the lot description) (£36/£51), mint imperforate 1954 Jubilee surface 12p imperforate proof (green frame, black center, and red puffin, dates, and denomination—*Newman* #99A) (£11/£18), mint imperforate 1954 Jubilee surface 12p imperforate "printer's waste" (no central vignette and rest doubly printed in trial blue-green frame and red puffin) (£15/£19.50), mint 1969 "APPEAL" overprint (£160/£185), 1978 Philatelic Service "Felix Gade" souvenir sheet in official presentation folder (£105/£120), mint 1989 first-printing type A RSPB sheet (*Newman* #250A) (£27/£42), and mint 1989 RSPB imperforate (overprinted) "PROOF" sheet (£75+ /£95).

In summing up this auction, on the whole there was quite an interesting range of stamp lots offered here, and bidders reacted favorably to the better material. The 111.4 percent ratio of realizations to estimates experienced in this auction and 115.3 percent ratio of realizations to estimates experienced in the inaugural Lundy Philatelics auction, which closed November 9, 1995, indicates that the Lundy stamp market was strong during 1995 and collectors were willing to pay for choice items when they were offered. A general rule appears to be that the higher-catalogued Lundy items sell for much closer to (and even exceed) their current *Newman* valuations, while lower-catalogued material often can be purchased for sizable discounts. This probably can be said for most collecting areas, and Lundy does not appear to be the exception.

Lundy Philatelics First Postal Bid Sale (November 9, 1995)

The first and only Lundy auction conducted by Michael H. Bale (L.C.C. member #161) under the name "Lundy Philatelics" (P.O. Box 1, Ilfracombe, Devon, EX34 9BR, England; telephone 1271-862857, Fax 1271-867161) closed November 9, 1995. As I mentioned in my previous column (Winter 1995-1996 *LCCPQ*, page 10), Lundy Philatelics was established as a trading company partnership to accept the transfer of extensive Lundy stock from Negev Holyland Ltd. so that Negev could deal exclusively in Holy Land stamps and postal history as was the original intent when it was established in 1978. The name **Lundy Philatelics** was subsequently changed to **Puffin Stamps** in acquiescence to an objection by a principal of The Landmark Trust to the use of "Lundy" in a business name. Consequently, the second auction of this new trading company, which closed May 9, 1996—the 12th Lundy postal sale conducted by Michael Bale since 1988—was termed by him Puffin Stamps Lundy Island First Postal Bid Sale. A discussion of Puffin Stamps inaugural auction will have to wait until my next column.

LUNDY AT AUCTION (Continued)

Lundy Philatelics Lundy Island First Postal Bid Sale, as it was named on the front page of its well-produced 48-page catalogue, had 1024 lots with a total estimate of £14,733. This sale had more lots at lesser estimates than the past several Negev Holyland Ltd. Lundy auctions (note that the *statistical mean* Negev sale offers 702 lots at a total estimate of £14,904). It featured a preponderance of less-expensive, modern "unofficial" items within two catchall categories titled "Lundy Bogus Items, Reprints, Fantasies, Forgeries, etc." and "Lundy Collectors Club Material." Overall, this auction fared poorly compared to past Negev Lundy sales as only 38.7 percent (396) of the lots sold. The lots that sold represented only 32.4 percent of the total auction estimate, indicating that the more expensive material failed to sell. However, as will be shown in the following text, much of the aforementioned preponderance of the modern "unofficial" items within the two catchall categories also failed to sell, and the conventional material (that is, the categories of stamps, proofs, postal history, presentation packs, postcards, ephemera, and literature) sold about what is "normal" for a Lundy auction conducted by Michael Bale (using the aggregate results from the past ten Negev Lundy sales as a benchmark).

TABLE 1. Summary of Lundy Philatelics First Auction (November 9, 1995).

Category	Lots Offered		Lots Sold				
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
stamps	224	£ 6080.50	125	55.8	£ 1687.00	£ 1945.00	115.3
proofs	72	2211.00	25	34.7	561.00	554.10	98.8
postal history	156	1210.00	77	49.4	749.50	966.25	128.9
presentat'n packs	24	197.50	14	58.3	87.00	109.25	125.6
bogus, etc.	148	1310.00	42	28.4	228.50	237.25	103.8
postcards	36	231.50	18	50.0	133.50	141.25	105.8
ephemera	56	345.00	25	44.6	175.00	213.00	121.7
L.C.C. souvenirs	225	1824.50	32	14.2	155.50	153.50	98.7
literature	73	634.00	28	38.4	311.00	398.50	128.1
other (non-Lundy)	10	689.00	10	100.0	689.00	441.50	64.1
Total (all lots)	1024	£14733.00	396	38.7	£ 4777.00	£ 5159.60	108.0

*R:E is the ratio of realizations to estimates for the sold lots.

The lots that sold fetched 8.0 percent above their estimates, right about at the mean of 7.5 percent for the previous ten Negev Lundy auctions. One category that I labeled "other" in the summary of this auction (Table 1 above) was extraneous non-Lundy material that Michael appeared anxious to sell despite the bids—as witnessed by all ten lots being purchased but realizing only 64.1 percent of their total estimates. If we ignore these ten lots and the lots in the two aforementioned catchall categories, the adjusted totals for the conventional Lundy material in this sale are 641 lots offered at a total estimate of £10,909.50 and 312 lots sold (48.7 percent of those offered—right at the mean for all ten Negev Lundy auctions!). The lots that sold had a cumulative estimate of £3704 (34.0 percent of the adjusted total auction estimate of £10,909.50) and realized £4327.35, or an admirable 16.8 percent above the cumulative estimate. The fact that 48.7 percent of these lots represented only 34.0 percent of the adjusted total auction estimate indicates that the more expensive lots in these categories did not sell well. However, it is "normal" for some

LUNDY AT AUCTION (Continued)

of the more expensive material in Bale-conducted Lundy auctions to remain unsold as indicated by the statistic that even though 48.6 percent of all lots sold in the first ten Negev Lundy sales, these represented only 43.6 percent of the total auction estimates. (Note: The statistics cited above for all ten of the Negev Lundy auctions are derived from Table 3 in my previous column, Winter 1995-1996 *LCCPQ*, page 9.)

There were many expensive stamp lots offered, and generally the results were poor for the higher-priced lots. The telling statistic that the 55.8 percent of the stamp lots sold represented only 27.7 percent of the category's total estimate indicates that many of the expensive items failed to attract bids. For example, of the 16 stamp lots with estimates of £100 or greater, only two sold; however, one of these lots (mint full sheets of the 1991 "puffin" definitives set of 14) realized a whopping £250 against its estimate of £150. The other (a mint pane of 30 of the "1929-1939" 1p stamp) realized only £85 against its estimate of £110.

Of the 13 stamp lots with estimates in the range of £50 to £99, only four sold, with three of them realizing less than their estimates. Of the 38 stamp lots with estimates in the range of £25 to £49, only nine sold, but six of them realized more than their estimates. Many of the expensive stamp lots are either multiples of relatively costly stamps or full panes (or sheets) of complete sets, and these do not appear to be as much in demand as a rare single stamp. By contrast, of the 57 lots in the £10 to £24 range, only 18 did not sell, with 28 selling for more than their estimates, six selling at estimate, and only five selling for less than their estimates. Many of the stamps in the £10 to £24 range sold for substantially above their estimates as evidenced by four lots realizing £133, almost double their cumulative estimate of £70! Many of the stamp lots estimated at under £10 also fared similarly with some selling for double their estimates. Despite the lack of expensive stamp lots selling in this auction, the overall realizations of 15.3 percent over estimate for the stamp lots that sold had to please the auctioneer as they surpassed by almost 10 percent the meager figure of 5.5 percent over estimate experienced by the stamp lots that sold in Michael Bale's previous Lundy sale (Negev No. 10)!

There were few stamp rarities offered in this sale, but there was a nice representation of all issues from the first definitives through the 1994 "Lundy Castle" commemoratives. Somewhat surprisingly, some of the lower-priced modern material fared extremely well, which indicates to me that there must have been several (at least two) new Lundy collectors (or perhaps lighthouse and/or bird topicalists/themists) who were prepared to go to battle over these items! Some representative better stamp lots, primarily in terms of the ratio of realizations to estimates rather than scarcity (with estimates/realizations given in parentheses following brief lot descriptions), included the following: a mint LH 1943 1½p on 12p provisional with wide setting (£20/£32), a mint 1953 wide-setting "BY AIR and 8 + 3-bar" on 12p provisional (*Newman* #78D) (£7.50/£11), eight mint 1961 Europa souvenir sheets (types a through h) (£12/£30), and three mint sets of 1962 Europa issue plan an additional 1p stamp—13 stamps in various color shades (£7.50/£11).

Proofs did not fare as well as stamps as fewer lots (only 34.7 percent) sold at slightly less than (98.8 percent of) their total estimate of £561, which represented only 25.4 percent of the category's total estimate.

LUNDY AT AUCTION (Continued)

Of the 24 proof lots estimated in the £25 to £100 range, only ten sold (six below estimate, one at estimate, and three above estimate). Six proof lots were estimated above £100, but none sold. Better performers in this category (f estimates/f realizations given in parentheses after brief lot descriptions) included: an imperforate 1939 LACAL 1d "light-house" proof in black on blue paper (£25/£40), a mint set of 11 1982 definitives as "printer's waste" (totally misperforated singles showing portions of three to four stamp designs on each stamp) (£40/£60), and a mint set of 11 1982 definitives in horizontal pairs as imperforate color trials ("wrong sequence of issue colors" on denominations) (£100/£105).

There were fewer cover/postal history lots in this auction than in the previous (No. 10 Negev) sale, but they fared better as a greater amount (49.4 percent) sold at a higher ratio of realizations to estimates (128.9 percent). In addition, the lots that sold represented 61.9 percent of this category's total estimate, indicating that the more expensive covers were the ones that attracted bids. In addition to the traditional postal history/cover lots that were interspersed chronologically among the stamp and proof lots in this sale, there were four additional groups of covers in a separate section following the "Bogus" section. These consisted of 11 "Delayed by Storm" lots, 28 "Illegally or Improperly Used" lots, four "L.C.C." lots, and nine "Lundy Philatelic Service" covers.

There were 12 cover lots that stood out in terms of their realizations over estimates, fetching £511 against a cumulative estimate of £355.50, or a remarkable ratio of realizations to estimates of 143.7 percent. These items (with f estimates/f realizations given in parentheses after brief lot descriptions) were a C.T.O. (no G.P.O. service) outward March 22, 1943 FDC for the "IX Anniversary" overprint set (£70/£76), a C.T.O. outward June 6, 1945 cover with a set of 12 "Wright Brothers bi-plane" overprints (£100/£115), an outward June 9, 1951 FDC for the set of eight "flying birds" definitive issue (£60/£72), four different 1953 Coronation C.T.O. FDCs (£10/£17), a December 3, 1968 outward cover with rare transit "Cardiff" postmark (£20/£45), an August 29, 1964 inward cover with "puffins" cachet sent to Felix Gade from London (£4.50/£8), a June 28, 1981 outward Ken Gibson-prepared, pilot-signed helicopter flight cover adorned with several relevant cachets (£6/£15) (note: one of these estimated at £12 sold for £16 in C.I.L.A. Lundy No. 23, so bidders are cognizant of the market), a Jon Aitchison-prepared "Last Use of Felix Gade's Cancellor" souvenir cover (only 20 produced for those subscribers donating £10 to purchase this datestamp for the British Library *Chinchen Lundy Collection* in 1989) (£16/£33), a collection of 40 Lundy commercial covers and cards from 1964 to 1992 (£10/£22), a FDC for the June 1, 1988 booklet (*Newman* #B246) (only 20 produced by Jon Aitchison) (£37/£70), a Lundy-franked December 19, 1961 cover from Germany with "Helicopter Mail" cachet and type P "DELAYED BY STORM" cachet (prior to first date of use cited by *Newman*) (£14/£23 despite a missing back flap), and three outward 1977-89 commercial covers with "DELAYED BY STORM" meter slugs (£8/£15).

There were many other worthwhile covers too numerous to mention in this (already lengthy) write-up. Many modern (1970s and 1980s) commercial and collector-prepared covers of a scarce nature were offered at and sold for (modestly) in the £2 to £7 range. Many others did not sell and will no doubt be offered in future Puffin Stamps sales. I look forward to their reappearance because they give collectors an opportunity to acquire some nice examples of modern postal history at modest prices.

LUNDY AT AUCTION (Continued)

This auction had more lots of scarce, seldom-seen items than usual in the section titled "Lundy Bogus Items, Reprints, Fantasies, Forgeries, etc." as the offerings represented a break-up of what Michael Bale described as "probably the best Lundy Bogus, etc. collection that we have handled"! In general, bogus items are in demand and sell fairly well (for example, 46 percent of these lots sold for 112.3 percent of their cumulative estimate in the Negev Lundy No. 10 Sale), but in this auction they fared poorly. The 28.4 percent of the lots in this category that sold (for only 3.8 percent above estimate, below the auction average) represented only 17.4 percent of this category's total estimate of £1310. In retrospect, there probably was too much good material of this kind offered at one time to be absorbed by interested collectors!

Most of the "bogus" material that sold realized about estimate. There were two exceptions on the low side: a block of four ACAS "large map" 1d reprints in red on gummed white paper that sold for £9.50 against an estimate of £13 and an undenominated ACAS "large map" vertical pair reprint in violet on ungummed blue paper (the lower example inverted and doubly printed) that fetched £6.25 against an estimate of £10. Three items fared well to compensate: a 1989 outward cover from Holland with a *forged* "large map" (actually a collector-prepared label to publicize Lundy) realized £4 against its £2.50 estimate, a Ken Gibson-prepared "Puffin Peculiar Post" label fetched £8 against its £5 estimate (which I thought was way too high to begin with!), and a neat inward cover from Flatholm with Flatholm local, G.B., and Lundy frankings sold for £4.50 against its modest £2 estimate. The Flatholm cover was apparently misplaced in the "bogus" category and probably should have been counted as a legitimate cover. The competitive bidding for it bears this out.

The failure of the cheaper, modern "unofficial" items within the catch-all category of "Lundy Collectors Club Material" to sell was probably simply another instance of way too much at one time to be absorbed by interested collectors. In Michael Bale's previous Lundy auction (Negev No. 10), 44.5 percent (61 of 137) of "L.C.C. Souvenir" lots (representing 43.6 percent of the category's total estimate) sold for a respectable 9.8 percent above cumulative estimate. In this sale, only a few of these lots sold (14.2 percent representing a meager 8.5 percent of the category's total estimate), realizing only 98.7 percent of their cumulative estimate. Michael Bale once again divided up this material into U.S.-produced and U.K.-produced categories. Of the 134 lots of U.K.-produced material, only 17 (12.7 percent) sold for 96.8 percent of their cumulative estimate; however, the sold lots represented only 7.0 percent of this category's total estimate, indicating that the more inexpensive material sold. Of the 91 lots of U.S.-produced material, 15 (16.5 percent) sold for 101.6 percent of their cumulative estimate; these lots represented 12.7 percent of this category's total estimate, indicating that more of a cross-section of material in this category sold.

Ephemera lots outperformed the auction as a whole as 25 of 56 lots (44.6 percent) sold for 21.7 percent above cumulative estimate. Moreover, the ephemera lots that sold represented 50.7 percent of the category's total estimate, indicating that the more expensive material sold. The best ephemera lot was a "nonpaper" item—a boxed set of four Lundy proof coins struck in 1965—which realized a remarkable £55 against an estimate of £35. The two best items among the "paper" lots were an August 12, 1977 *Bideford and North Devon Gazette* clipping that detailed the visit of Her

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Majesty QEII to Lundy, which fetched £10 against an estimate of £4.50, and a lot comprised of a photocopy of Jon Aitchison's September 6, 1989 letter to potential subscribers asking for donations to purchase "Felix Gade's Lundy Cancellor" for the British Library plus an associated blue "Last Use of Felix Gade's Lundy Cancellor" label, which sold for £12 against an estimate of £7.

The 58.3 percent of the "Presentation Pack" lots represented only 44.5 percent of the category's estimate, but the competitive bidding on the lots that sold was apparent by the fact these realized 25.6 percent above their cumulative estimate. Both official (Lundy-produced) and unofficial (miscellaneous "souvenir") packs were grouped into this category, and although the official material sold better, the star performer of this category was more of a combined "ephemera" and "stamp" lot in nature than a presentation pack or unofficial pack. This lot comprised an original glassine packet (containing the 6p, 9p, and 12p "1929-1939" overprint stamps) with "10th Anniversary - 56 Cents" typed on it, accompanied by a printed label issued by Donald T. Heaysman, Lundy Agent during the post-WWII years Felix Gade was on the mainland, and sold for £16 against an estimate of £10 and catalogue value of £15 for the stamps. Surprisingly to me, a recent official presentation pack—the green pack with the 1994 Landmark Trust Silver Jubilee souvenir sheet—realized £7.50 against an estimate of £3.50. (Can't these still be ordered from Lundy today?)

Exactly half the postcard lots sold and represented 57.7 percent of the total estimate for the category. Five of the six postcards estimated at £10 or greater sold, realizing £80.50 against their cumulative estimate of £77. The most expensive postcard lot was a vertical-format photocard of the "V.C. Quarry, Lundy, Showing Memorial to John Pennington Harman, V.C." with no publisher name and plain back (possibly privately produced from a photograph?), which realized £36 against an estimate of £35. One postcard with a "philatelic" theme—a modern reprint, black-and-white photocard titled "Lundy's Agent Prepares Sets of Puffin Stamps for Stamp Collectors Everywhere"—fetched £13 against its estimate of £10. A W. Cooke photocard titled "H.M.S. *Montagu* Ashore on Lundy Island" (with a serrated edge at left suggesting it originally sold in a booklet of post-cards) realized only £8.50 against its £12 estimate.

Literature lots in this sale outperformed Michael Bale's previous Lundy auction (Negev No. 10) in which 37.0 percent of the lots (but representing a respectable 43.9 percent of the category's total estimate) sold, but realized a dismal 78.7 percent of their cumulative estimate. In the present sale, an almost identical 37.4 percent of the literature lots sold, but these represented a more respectable 49.8 percent of the category's total estimate and they realized a healthy 128.1 percent of their cumulative estimate. There were 34 philatelic literature lots, of which 13 lots (38.2 percent but representing 53.7 percent of the philatelic literature's total estimate) sold for a hefty 152.6 percent of their cumulative estimate. The nonphilatelic literature lots did not fare as well as the philatelic literature lots as 15 of 39 (38.5 percent but representing 44.6 percent of the nonphilatelic literature's total estimate) sold for a much lesser 100.3 percent of their cumulative estimate.

This auction offered more literature lots than any of the previous Negev Lundy sales, and competition for some of the scarcer philatelic-related material was keen. For example, five of the seven originals of *The*

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Puffin Journal sold, fetching £86 against a cumulative estimate of £56. The star performer of the literature lots was a "superb run of 37 LCCPQ issues between 1982 and 1994," which fetched double its £25 estimate. *A Catalogue of Lundy Postal History* (1974) by A. F. Langham and B. R. Sherwood realized £17 against its estimate of £10. Among the nonphilatelic literature, the most expensive item was a lot consisting of 19 *Lundy Field Society Annual Reports* that fetched £44 against an estimate of £45. A 1938 hardcover book by S. P. B. Mais, *Light Over Lundy*, sold for £13 against its £9 estimate.

All ten of the non-Lundy stamp lots sold, although the statistics for the category's realizations are skewed by the fact that a "superb" collection of local stamps and covers from Rattlesnake Island (Lake Erie, U.S.A.) realized only £127 against its £300 estimate and \$1000+ valuation. The other nine lots sold for £314.50 against an estimate of £389, for a more respectable 80.8 percent ratio of realizations to estimates, with both Herm Island lots and an Alderney Commodore Shipping Company mini-collection selling for slightly above their respective estimates.

Western Auctions Ltd. February 24, 1996 Sale

The February 24, 1996 sale of Western Auctions Ltd. (Bank House, 225 City Road, Cardiff, CF2 3JD, Wales, Great Britain; telephone 01222-484934, Fax 01222-450522) offered 15 Lundy lots at a total estimate of £686. There was a good range of Lundy material, starting with a postally used photograph of "The Cheeses Rock" having a G.B. KGV ½d tied by a March 31, 1915 "LUNDY ISLAND" *thimble* postmark (estimated at £85 and sold for £75) and ending with *A Catalogue of Lundy Postal History* by Tony Langham and Bryan Sherwood (estimated at £8 but unsold).

Of the six cover lots, one at an estimate of £40 (but unsold) appeared intriguing. From the lot description ["1947 cover from South Africa bearing 1929-39 12p gutter pair Waghorn cover bearing 4p definitive block of four (some age staining) canceled black Lundy Lights... (worn state), also picture postcard with pair of 3p canceled July 7, 1948"], I am not sure if the lot consists of two covers or three, but it might have been a worthwhile gamble at the £40 estimate since, if for nothing else, a used gutter pair of the "1929-39" 12p stamps is difficult to acquire, let alone on cover! The best of the seven stamp lots was a complete bottom half of a mint sheet of the 1943 "IX Anniversary" ½p issue, estimated at £120 against a *Neuman* valuation of £180; however, it also went unsold.

The most intriguing stamp lot was the one described as 13 items of "1936 large maps proofs/reprints: 1d including blocks of four (2), 2 singles—one perforated with sewing machine, other imperforate printed double, 2d in green, 1/- (2), and colored papers with 6 and no value shown, one double printed." If these items are actual contemporary reprints rather than privately done, posthumous reprints, this lot is worth substantially more than its modest £25 estimate! Even if some of the items are posthumous reprints, this lot might still be worth a gamble at £25.

It turns out that I made a gamble on this "large map" lot by entering a bid of £25 sight-unseen and getting it for that amount. The lot proved to be a great buy as I will attempt to indicate in the following text. It consisted of 14 items (not 13 as indicated in the description). Ten of the items were the following contemporary reprints: two imperforate blocks of four of the red 1d value (one on the smooth white gummed paper

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characteristic of that used for the issued stamp and the other on a thin, off-white to cream, un gummed, watermarked bond paper, but not the vellum mentioned in the *Newman Catalogue*), two imperforate singles of the 1d value (one doubly printed and the other a margined example unusually pin-perforated as done on a sewing machine—a trial perforation type?), four imperforate undenominated singles (in yellow-green, red, and violet on un gummed vellum and a second violet example on gummed vellum), and two more imperforate undenominated singles (in violet, one doubly printed, on un gummed, thick blue paper). Although these ten items have a total *Newman* valuation of £92, I am particularly pleased with this "bargain" lot for having several varieties previously missing from my collection!

Two of the remaining four "reprints" in this lot were two imperforate 2d values printed in emerald on bright white paper. These have been around for a while as the late George Ulrich had examples in his collection and believed them to be contemporary (rather than posthumous) reprints. The last two items in this lot were imperforate 1/- values in black ink on dull blue and dull green paper that I would classify as modern and bogus (probably photocopier reproductions made during the 1970s). I was going to pose the question about the provenance/legitimacy of the imperforate 2d emerald proof/reprint on bright white paper in a future "Questions and Answers" feature, but if readers could provide me with information (or even strong opinions) about what this item actually is, I will send all respondents some posthumous "large map" items for their efforts.

The next sale by Western Auctions Ltd., which closed June 1, 1996, has 32 Lundy lots with a cumulative estimate of £1615. The majority (all but two) of the lots are in the 1939 to 1951 time period, ranging from several ACAS "large maps" in either complete sheets of 12 or in reconstructed sheets of 12 that show the various plate positions to a bottom part of a sheet (block of 25) of the 1951 "flying bird" $\frac{1}{2}$ p stamp. There are some interesting 1943 "Wright Brothers biplane" and "IX Anniversary" overprint varieties ("printer's waste") and what I suspect will be the most highly contested lot in this auction—a 1950 "BY AIR" narrow-setting overprint 3p stamp with a missing "A" in "AIR" (according to the lot description, "only one other known!") at a modest estimate of £60.

Auction Odds and Ends

- Channel Island Stamp Company (C.I.S.C., 4 Havilland Street, St. Peter Port, Guernsey, Channel Islands; telephone 0481-725560) offered only one Lundy lot in its postal bid sale no. 137, which closed April 30, 1996. This lot was a 1929-1979 collection of mainly mint complete sets and some miscellaneous stamps including 1943 "Wright Brothers biplane" and "IX Anniversary" overprint values; it was estimated at £30.
- Warwick & Warwick Philatelic Auctions (Warwick & Warwick Ltd., Pageant House, Jury Street, Warwick, CV34 4EW, England; telephone 01926-499031, Fax 01926-491906) offered one Lundy lot in its public auction sale no. 430, which closed May 1, 1996. The lot consisted of a 1965 outward cover to Cornwall with a "DELAYED BY STORM" cachet and a 1965 outward postcard to Devon; it was estimated at £20 (way too high in my opinion).
- The May 15, 1996 Spring Sale of S. Serebrakian, Inc. (P.O. Box 448, Monroe, New York 10950; telephone 914-783-9791, Fax 914-782-0347) offered one Lundy lot—an ACAS 3d "tramticket" at a modest estimate of \$10. No roll number was given, so I was tempted to bid on it to find out!

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