



# PHILATELIC QUARTERLY

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REVIEW OF INFORMATION ABOUT THE OPENING  
OF THE G.P.O. SUBOFFICE ON LUNDY  
PAGES 2 - 5

## SUMMER 1998

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SUMMER 1998 LUNDY COLLECTORS CLUB PHILATELIC QUARTERLY

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# L.C.C. PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 20, Number 2 (Whole No. 78)

Summer 1998

## 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 rates) or US\$18.75/GB£12.50 (overseas airmail) include a subscription to the *Lundy Collectors Club Philatelic Quarterly*.

## **Letters to the Editor**

### Comments on the G.P.O. "LUNDY ISLAND" Postmarks Article And Information About the Opening of the Suboffice on Lundy

Thanks for the article. It's amazing, thorough, a superb analytical piece. I hope you get a good response to it.

—Jerry Strauss, Bloomsburg, Pennsylvania (March 20, 1998)

*Four additional responses and comments follow. —RSC*

Your G.P.O. thimble article could almost be a stand-alone booklet. The article is very good and shows a lot of research. There is one item in which I think you err in the use of dates. There is the American system (month/day/year) and the French system (day/month/year). In the U.S., we all use month/day/year all the time. You can not even buy a ribbon dater in an office supply store any other way (without special order). In France, they use day/month/year all the time. The English are not consistent now and never have been since Napoleon. Before Napoleon, the English used the French system more than the American, but today are not consistent (e.g., look at the Lundy FDC cancels for May 4, 1979, June 19, 1985, November 28, 1991, July 12, 1994, etc.). Lumping the English in with the French does not reflect reality. In 25 years when the English are speaking French, spending deutsche marks, and flying the European flag, you will be correct.

—George Fabian, Park Forest, Illinois (April 14, 1998)

*George is pointing out my erroneous terminology, "French/English" date format ("day/month/year"), in the Preliminary Findings, Observations, and Conjecture" section that appeared on page 10 of my article and was repeated in the boxed request for additional information on page 1c. I incorrectly assumed that the English consistently favored the "French" (or "European") style over the "American" style, and I probably should have designated this as "French" date format ("day/month/year"). —RSC*

LETTERS TO THE EDITOR (Continued)

Thank you for your splendid article about the G.P.O. "LUNDY ISLAND" thimble postmarks. I must really compliment you on such an excellent article, and I fully appreciate how much time and effort it takes to produce such a detailed account of this postmark. Well done! I have not studied your report in detail yet as I only received it yesterday, but, Roger, I know from the past that you give very good detailed studies of postal history, stamps, auctions, etc. I don't think we could get anybody better.

But this also brings me to the point in your piece titled "Introduction: Early G.P.O. Lundy Mail Service" (page 17). You quote an abstract from A. F. Langham's *The Island of Lundy* (Alan Sutton Publishing Limited, 1994, pages 209-211). I agree fully with you what is written in the book, but I have the script from B. N. D. Chinchin from 1974, *A New Postal History of Lundy*. I have enclosed a photocopy of page 1, and you will notice that on June 25, 1886, a Post Office official came to the Island and that the first official mail arrived on Wednesday, June 30, and that on December 8, a cancellation datestamp was registered for Lundy Island. So, I have taken 1886 as the official opening date for Lundy mail. You may think, why is this so important for me? Well, as you will notice, I have prepared with the help of Gerald King a special cover for the next L.C.C. meeting on April 25. On the cover, you will see a cachet indicating the "112th ANNI-VERSARY OF LUNDY ISLAND POSTAL SERVICE 1886 - 1998." Each cover bears one of the imperforate Lundy alternative stamps and the covers will be posted at Stamp '98 with a handstamped boxed cachet, "STAMP '98/ROUTED VIA LUNDY." I hope you will agree with the dates, but I am afraid I am too late to get things changed.

—Wim Ros, Schagen, Holland (April 15, 1998)

*The official opening date of the G.P.O. suboffice on Lundy is uncertain and subject to conjecture and interpretation as definitive records on the opening were not found during the search of the G.P.O. archives. It was most likely opened in late 1886 or early 1887 though Barry Chinchin's excellent research suggests that the Lundy suboffice may have been in operation by mid-1886. It is certain, however, that no outgoing mail was postmarked there before December as the G.P.O. records indicate the Lundy (type Aa canceller) was first sent to the Cardiff post office December 8, 1886. The date of the canceller's arrival on Lundy and its first recorded use are unknown, but the existence of a December 1886 strike on a cover would certainly establish 1886 as the year the G.P.O. opened the Lundy suboffice. The following (albeit sometimes conflicting) information on what has been published about the opening of the Lundy suboffice is presented over the following paragraphs to familiarize readers. —RSC*

*The portion of text of Barry Chinchin's script to which Wim refers reads:*

On June 25th 1886 a Post Office official came to inform the Islanders that there was to be a sub-post office at the store and that a weekly exchange of mailbags would be made on Wednesdays. This caused great consternation as no time was allowed for answering letters. The first official mail arrive on Wednesday 30th June on the *Q of Bay* from Cardiff. On 8th December a cancellation datestamp was registered for Lundy Island and sent to Cardiff. However, the service from Cardiff was so unsatisfactory that some of the Islanders seem to have made private arrangements for their letters to be sent from Appledore or Instow as they were before the Post Office intervened. The Cardiff tug had apparently taken the mail to sea and then towed vessels or trawled for fish for

LETTERS TO THE EDITOR (Continued)

periods of up to several weeks before delivering it to Lundy. It was hardly surprising that the shipping business was given priority over the mails when the remuneration for the postal service was only £13/10/4d. for the year.

*Additional information about the Lundy mails also appeared in Chinchen's review of the Heaven Family Diary (Barry N. D. Chinchen, "Lundy Diary," The Puffin, Newsletter of the Lundy Specialists' Society, Number 19, Autumn 1969, pages 2-3). Unfortunately, I did not cite this review in the bibliography as the subject of my article was the Lundy cancellers rather than the date the Lundy suboffice was established. Pertinent text from Chinchen's "Lundy Diary" review article is presented as follows:*

Between the years 1870 and 1905 a Lundy Diary was kept by Amelia A. Heaven, Marian E. Heaven, and Cecilia H. Heaven. This recorded daily events very fully. I have read the entries very carefully up to March 1878 and glanced at the 1886-1887 period, but was unable to examine the papers for the 1890s, which would have provided information about the first Post Office, as they were not available. Until 1886 it seems, letters were brought and collected by skiff under contract to the Squire, William H. Heaven. Although the skiff was mainly important for bringing supplies, the letters were eagerly awaited, and the skiff usually remained long enough to take replies to any letters away with it. At difficult times, letters were sent by handing them to men from any ship or pilot boat that called on the way to the mainland. Likewise, outward-bound ships would leave letters for posting.

Wednesday 24th March 1886

*Crusher* tug in. Captain said his owner had been having letters from the P.O. to ask about his taking mails to Lundy. Ugh!

Friday 25th June 1886

*Crusher* came in with P.O. Official. P.O. to be at store. No time for answering letters but weekly exchange of bags, Wednesdays.

Wednesday 30th June 1886

Recorded this once. *Q(ueen) of Bay* is to bring the mails.

Thursday 14th April 1887

Dark came. Fuss about letters being ordered to go to Cardiff even addressed via Instow.

Thursdays 21st April 1887 and 12th May 1887

Cardiff mail came.

If a Lundy canceller was used as early as this as G.P.O. records are supposed to indicate, then Cardiff would be the Head Post Office responsible for it. Incoming letters would not have been canceled [*i.e.*, *no receiving postmark marking applied with the Lundy canceller —RSC*], but these will be very scarce because there is an entry in the Diary that the Squire was burning letters, presumably because of the lack of combustible material on the Island at the time.

*The conflicting information in my article that Wim questions was excerpted from A. F. Langham's The Island of Lundy (pages 209-211) and is repeated below. Unfortunately, the source of the 1887 date is not footnoted nor given other attribution, so it is impossible to tell if the author got this information from a primary or secondary source and if it is in error.*

LETTERS TO THE EDITOR (Continued)

The G.P.O. suboffice on Lundy was opened March 4, 1887, on which day 87 pieces of mail were sent to the Cardiff post office. The first chartered ship was *Queen of the Bay*, but it was soon superseded by *Lord Derby*. The Lundy suboffice was established in the store (the present-day Marisco Tavern) and remained there until 1896. Prior to the G.P.O. involvement, Lundy mail was routed via the Instow post office, so when the Lundy suboffice opened and mail was routed via Cardiff, some confusion and delay occurred. The initial via Cardiff routing explains why the first G.P.O. (type Aa) canceller was issued to the Cardiff post office for use on Lundy.

*Felix Gade wrote the following in The Postal History of Lundy (Gazette Printing Service, Bideford, England, 1957, page 1):*

The first edition of the Postal History stated that the date of the opening of the sub-post office was probably 1887, but investigation has revealed it was more likely 1892, during which year the Post Office laid a marine cable from Croyde in North Devon to Lundy. It seems probable that, having laid the cable, and rented ground on Lundy for the termination of the cable, and built thereon a small hut, it would be a natural sequence to open a sub-post office and more especially as the Committee of Lloyds, who had a Signal Station on Lundy, and as a result of whose supplications the cable had been laid, backed up by the Islanders, had probably suggested that a sub-post office would be a convenience.

*I do not possess the first edition of The Postal History of Lundy to which Gade refers so I cannot check the text that details the opening of the suboffice, but, in retrospect, the 1887 date seems more accurate than 1892. Unfortunately, Gade did not provide footnotes or a bibliography, so I am unsure of which "investigation" he was referring to that supported the 1892 date. At any rate, Gade's monograph was published in 1957, well before Chinchin and others thoroughly investigated the G.P.O. records, so the information provided by Gade was largely superseded by the subsequent research of the Post Office records.*

*The only additional information on the subject of the suboffice's opening I could find was contained in the J. A. G. Watson article cited in the bibliography of my article ("G.P.O. and Lundy," Puffin - Lundy Specialist Society, Number 22, February 1972, pages 21-29). The relevant text from Watson's article, which recapitulates Chinchin's earlier research and references Gade, follows:*

A Post Office minute of 1886 goes into the whole question of establishing an office on the Island, and the adoption of a suboffice was approved on 15 April 1886. Doubt has been expressed that the service actually commenced in 1886. F. W. Gade suggests that it was most likely opened in 1892 when the post office laid a marine cable from Croyde in North Devon to Lundy. Certainly the earliest example of mail postmarked "Lundy" that I have seen so far is dated September 7, 1892. However, a study of other records shows that an office was opened before mid-1888 and probably in December 1886 or very early in 1887. Chinchin in his review of the "Lundy Diary" of the Heaven family gives the following quotations [text not repeated here—see the Diary entries given on the preceding page].

LETTERS TO THE EDITOR (Continued)

In December 1886, a canceller was issued to Cardiff head post office for use on Lundy. Post Office records show this as having been sent on December 8. Clearly the Cardiff routing was not popular, and a Post Office minute dated March 30, 1888 shows that by that date the service had been routed via Instow. This change occasioned an interesting dispute between the sub-postmaster and the postmaster at Barnstaple concerning the hours of opening of the office on Lundy and the scale of fees for meeting the boat.

I am most impressed with your article on the G.P.O. "LUNDY ISLAND" thimble datestamps. The census gives us a much more positive time scale as to the use of the various types, especially "Ac" which shows much earlier use than originally thought. The research must have cost many "man hours" of your time.

—Jim Mullett, Watlington, Oxford, England (April 20, 1998)

*It did! I began gathering the census information for this article during mid-1997 and finally finished the published version in early March 1998. Unfortunately, completing the article delayed the issuance of the Spring 1998 LCCPQ in the process. My research started as a simple reply to James Thomas's inquiry, but after the census data were compiled and tabulated, it became apparent to me that a detailed feature article needed to be developed to explain the postmark dates in the context of what is known about the postal service to and from Lundy during the time of the G.P.O. suboffice's existence. I hope readers will find the article sufficiently worthwhile and of interest to forgive the delay. Hopefully, readers will examine their covers and more information will be forthcoming. —RSC*

I have read through your article and there is just one word I can use about your skillful pulling together of material from many different sources: impressive. It is quite amazing what interest, explanations, and theories can arise from a simple datestamp of a very small post office. Hopefully, once the article is published, a few other collectors will submit information to add to the fund, but I doubt that any will add much more historical information.

—John Holman, Dartford, Kent, England (April 24, 1998)

*Readers, my article was intended to be a start of a more thorough census, so please send information about additional G.P.O. postmarks to the LCCPQ Editor for an addenda list to be published in the future. Also, if you have any information or ideas pertinent to the start date of the Lundy suboffice, please write! Because of Wim Ros's inquiry, I tried to examine all the secondary sources of information and present here what is known about the opening of the Lundy suboffice, but, not being infallible, I may have missed some references and overlooked other key information. —RSC*

A Serendipitous Discovery of "Recycled" Montagu Salvage

My wife Norma and I took a break and went to Ilfracombe for the weekend, so we took advantage of the Lundy Field Society's *Oldenburg* day charter to Lundy on May 24. The crossing was calm and chilly. When we arrived in the landing bay, we could see that the winter storm damage was rapidly being repaired with the aid of the heavy equipment moved to the Island with the help of the Royal Marines. Our transfer from the *Oldenburg* to shore was in the tender aptly named *Wendy*. The rhododendrons had been

LETTERS TO THE EDITOR (Continued)

well cut back thanks to the volunteer workers who did not find it easy on the very steep slopes. Reg Lo-vel was taking the elderly up the cliff road in his Landrover, doing a very good job.

The next day, back on the mainland, we drove to Hele Bay, a small beach just east of Ilfracombe, and we decided to go into the Bayside Cafe for refreshments. I noticed a photograph of the Battleship H.M.S. *Montagu* on the wall and immediately accosted the owner of the cafe, a Mr. Greenway, and said, "what's this photograph of the *Montagu* doing here?" He replied, "You're standing on part of the *Montagu* now." I looked down at the cafe floor, with its attractive parquet flooring, and Mr. Greenway explained that at the time of the *Montagu* wreck, Mr. William Lewis (photograph on the cafe wall), who was a master carpenter and boat builder, built boats in what is now the cafe (more photographs on the wall), and it was he who helped salvage material from the *Montagu* wreck on Lundy. He used the timbers to construct the floor that we were now standing on, and there was no sign of any wear in over 90 years! All this, when all we wanted was a cup of coffee! I could not believe it, to stumble on something like this. (Has it been recorded before?) It made my weekend!

We also visited the Ilfracombe Museum, but no sign of the Lundy Room yet. The curator says that more donations are required. Finally, in reference to the photograph of the caravan (pictured on page 4 of the Spring 1998 *LCCPQ*), John Lavington, the *Oldenburg* purser, tells me that he and his wife actually used it on more than one occasion on holiday trips!

—Jim Mullett, Watlington, Oxford, England (June 2, 1998)

## **News of L.C.C. Members**

• The *LCCPQ* editor has sad news to pass on to readers. Honorary L.C.C. member Herman ("Pat") Herst, Jr., the doyen of American philatelic writers, recently sent me, on a preprinted postcard titled "The Final Curtain," the following information about his deteriorating physical condition and his inability to no longer answer correspondence:

For 70 years I have answered every first-class letter promptly. Collectors have known that whatever the problem, they will have had my help in solving it. Now, I am not well enough to receive or to answer mail. After years of Parkinson's disease, I am in a wheelchair, suffer diminished sight and voice, and have lost dexterity of fingers—typing and writing are impossible. My friends will oblige me and spare the correspondence. May the good Lord bless you. [And you as well, Pat! —RSC]

Closed Album: The *LCCPQ* Editor learned of the death of former member Robert Dickgeisser (#332) of Derby, Connecticut. Mr. Dickgeisser was a Bermuda specialist and a principal of the Bermuda Collectors Society, Affiliate #186 of the American Philatelic Society.

• Three L.C.C. Officers fared well with their exhibits at the PARFOREX 98 show, sponsored by the Park Forest (Illinois) Stamp Club and held in Park Forest, March 28-29. President George Fabian (#001) received a Gold Award for "Local Posts of Herman Herst, Jr.," Vice President Jim Czul (#002) got a Gold Award for "Phantoms of Philately," and Secretary-Treasurer Duane Larson (#003) got a Gold Award for "Lundy — The Alternative Collection, 1853-1929+" (a Gerald King spoof of classic Great Britain "stamps" issued for Lundy). Congratulations, fellows, for the excellent showings!

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

- Stanley Newman (#082) published the new 1998 Edition of *LL Postcards of the Channel Islands*, which not only updates all "LL" listings complete with rarity guides, but also incorporates the "E.L." and "E.D." series of Channel Islands postcards and other look-alike "LL" cards. The book contains eight pages of superb illustrations and a glossy, illustrated hard cover. The book is priced at £7.50 plus postage (75p U.K. and £1.50 elsewhere) and is available from Stanley at this address: C.I.L.A. Publications, 93 Montpelier Road, Brighton, East Sussex, BN1 3BE, England. (Please tell Stanley you saw his book mentioned in the *LCCPQ*!)
- Larry Dodson (#028) has assembled a wealth of information about the depiction of computers on stamps in his new book, *Computers on Stamps and Stationery*, published by the American Topical Association (A.T.A.) as A.T.A. Handbook No. 134. Larry's book is an extension of his series of more than 40 articles that have appeared since 1983 in *Philamath*, the quarterly newsletter of the A.T.A.'s Mathematical Study Unit. In *Computers on Stamps and Stationery*, more than 2500 stamps and stationery items are grouped by subject and arranged by country, date of issue, and catalogue number. Larry carefully selected illustrations to highlight the nine major sections of the book and to show items not pictured in the *Scott Standard Postage Stamp Catalogue*. The book also contains an extensive listing, including pictures, of cancellations and meter impressions related to computers. *Computers on Stamps and Stationery* cost \$15 postpaid for A.T.A. members or \$17 for non-A.T.A. members and can be ordered from the A.T.A., Box 50820, Albuquerque, New Mexico 87181-0828, U.S.A. You can obtain membership information about the A.T.A.'s Mathematical Study Unit by sending a SASE (or IRC for non-U.S. inquiries) to Estelle A. Buccino, Secretary-Treasurer, 5615 Glenwood Road, Bethesda, Maryland 20817, U.S.A.
- L.C.C. Secretary-Treasurer Duane Larson (#003) was a successful exhibitor at Philatelic Show 98, held May 1-3 in Boxborough, Massachusetts. Duane's exhibit of "Jamaica—Transatlantic Mail" received a Vermail medal and also the British Caribbean Philatelic Study Group's Vermeil award. Congratulations, Duane, for the great showing!
- Jon Aitchison (#167) gave a display of Herm Island and 20 sheets of Smaller Channel Islands at the Channel Islands Specialists' Society's meeting held June 6, 1998 in London, England. Jon's display began with the early postcards of Herm and included a fine 1948 example of the rare Herm NEOPOST franking machine impression on cover.
- Stanley Newman (#082) is the author of a one-page inquiry article in the September 1998 issue of *Les Iles Normandes*, the quarterly journal of the Channel Islands Specialists' Society. Stanley's article describes a rare early-1900s postcard of Port-Bail (Manche) that illustrates "La Botsan de Jersey" ("The Boat from Jersey"), and Stanley speculates that the service more likely ran from Guernsey than from Jersey.
- Roger Cichorz (#022) was the featured speaker at the Boulder (Colorado) Stamp Club's meetings held June 24, 1998 and September 23, 1998. Both presentations were on the "Philately of Mexico"—with the first lecture surveying covers from Mexico's Spanish-Colonial period through World War II and the second on post-WWII stamps to the present. Roger ended his second lecture with a show-and-tell on Mexico's long-running "Exporta" definitive series, illustrating the various fluorescent and phosphorescent paper varieties under ultraviolet light. (Talk about keeping one's audience in the dark!)

# News of Lundy

## Lundy's Puffin Population at All-Time Low of 15 Pairs

The trademark puffin of Lundy Island is in danger of vanishing from its cliffs, conservationists warned. The picturesque nature reserve in the Bristol Channel takes its name from the Norse word "lund," meaning puffin. But the seabird's numbers are in drastic decline, falling from 3500 pairs in 1939 to a mere 15 today. The main causes are thought to be overfishing of the puffin's staple food—the tiny sand eel—and global warming, which has increased the sea temperature and wreaked havoc with the food chain. Rats have also taken their toll by raiding the birds' nesting burrows for eggs and chicks.

The Landmark Trust, which runs the Island on behalf of The National Trust, now is teaming up with English Nature to commission research into the population slump. English Nature conservation officer Roger Covey said, "We have been monitoring the decline in all seabirds on Lundy, which is the only statutory marine reserve in England, and we are especially concerned about the puffin." There were 3500 breeding pairs of puffins on Lundy in 1939. This fell to 400 pairs in 1954 and 66 pairs in 1965. This figure recovered to 300 pairs in 1977, but has now slumped to this year's all-time low.

The small birds with colorful beaks gather on Lundy's shores to breed between April and July and live in the Atlantic for the rest of the year. Puffins are not usually fearful of humans, and sightings of them have always been the highlight of any visit to the three-mile-long Island. But now, even keen ornithologists are lucky to catch a glimpse of its namesake resident. Lundy Warden Liza Cole said, "It's a real shame. People come to the Island expecting to trip over puffins, but it's not the case now. We do get a lot of disappointed visitors, especially day-trippers."

Large amounts of puffins can still be found at the Farne Islands in Northumberland, off the west coast of Scotland, and on Aglesey, North Wales. Peter Exley of the Royal Society for the Protection of Birds said, "Things are looking pretty bad for the Lundy puffin. The new research will result in recommendations, and we must wait to see what they are. But we would ask the fishing industry not to overfish sand eel. We do not want people to lose their jobs, but at the same time we have to safeguard the future of the puffin population."

*Source:* "Running Out of Puffin—Lundy Island is Down to Only 15 Pairs of Its Namesake Bird," *Daily Mail*, Saturday, May 16, 1998, page 30.

## Improvements Planned for Securing a Future for Lundy

More than 10,000 day visitors travel out from Bideford or Ilfracombe each year to sample the Island's delights—though not all arrive fully prepared for how much sheer nothingness they include. Apart from the pub, a tiny shop, and a huddle of holiday homes The Landmark Trust has carefully fashioned out of various buildings, Lundy remains delightfully undeveloped. And while that is the way The National Trust, its owner, and The Landmark Trust, which has leased Lundy since 1969, both want it to stay, simply preserving it in aspic is not an option.

Lundy has never been a money-spinner. The costs of running its supply ship, the *Oldenburg*, and the extra bills for humping everything from a bath tap to a bread roll over from the mainland put a high price on this Island paradise. There has been more than one occasion when it has been

NEWS OF LUNDY (Continued)

touch and go whether the 12 permanent staff would be withdrawn because of balance sheets turning a deeper red. But now £3 million in European and other grants are to be invested to put Lundy on a secure financial footing for the first time in its colorful history. It is by far the greatest amount of money ever to be spent there, but should, finally, secure its long-term future as a tourist attraction. "Financially speaking, the intention is that Lundy will be able to wash its own face for the first time," says its new General Manager, Paul Roberts.

This autumn, work should start on constructing a deep-water steel jetty in the most sheltered, southeasterly corner of the Island where the only landing beach lies. While the aesthetics may upset some, the design has been chosen to minimize disturbance to the seabed in the marine nature reserve that extends all around Lundy's rocky shoreline. And by next summer, the *Oldenburg* should be able to disgorge her day visitors in no more than 15 minutes, as opposed to the hour or more it can take to ferry them ashore 30 at a time from its anchorage. There will also be savings in staff time. "At the moment, we have five staff tied up whenever the boat comes in," explains Paul. "Next year, we can reduce that to one and release people for other jobs."

Other improvements are lined up, too. A new access roadway is being carved through the base of the cliffs to the jetty, this time heavily reinforced with concrete to prevent it being smashed into the sea like its predecessors. And a new aerogenerator and diesel generators will upgrade power supplied to the holiday homes occupied by up to 120 long-stay visitors at a time. "The infrastructure really hasn't changed much since The Landmark Trust took things over, but visitors' needs have," says Paul. "You can get people arriving now and plugging in a hairdryer, and that will use up more current than is supplied to the whole cottage." Although staying on Lundy includes the option of bed and breakfast—as long as it is booked well in advance—the vast majority of people still go just for a day. But for most, it is a frustrating day: a painfully slow crossing and the wait to go ashore leave barely enough time for lunch in the tavern and a stroll around the southern end of the Island. You can forget a chance to explore the north lighthouse and a glimpse of the seals playing close by. That's why new and faster engines are being installed in the *Oldenburg* to speed up the crossing and offer more time ashore. It's better to improve the quality of the Lundy experience for the same number of visitors, argues Paul, than to spoil the Island's charm by vastly increasing the day-tripper intake. "It means we are going to have to set some kind of figure on the number of day visitors that we can comfortably handle. It's going to be difficult, but we will not be exceeding it."

Also on the list are schemes for improving footpaths, for interpretation centers, and to help more people appreciate the delights of the marine nature reserve and its unique population of corals—possibly with a glass-bottomed boat. And all that is in addition to the general maintenance of buildings, stone walls, and other parts of the Island's fabric. "There is always going to be a need to spend money here," says Paul, "but what we must not do is to lose sight of the broader picture, of precisely what it is about Lundy that brings people here, and that is something we destroy at our peril. There is no question about it: the money we are spending now is absolutely essential. If we had not managed to raise it, Lundy would have no future."

Source: "Securing a Future for This Island Paradise," by Chris Rundle, *Western Daily Press*, Tuesday, June 16, 1998, page 7.

## *Lundy at Auction* by Roger S. Cichorz

### Channel Island Stamp Company's Postal Bid Sales

Postal bid sale no. 161 of the Channel Island Stamp Company (C.I.S.C., 4 Havilland Street, St. Peter Port, Guernsey, Channel Islands, telephone 01481-725560, fax 01481-711012), which closed April 30, 1998, offered ten Lundy lots. Two lots were badly overestimated due to erroneous catalogue valuations in their descriptions: a mint LH 1942 "V + plane" lp inverted-overprint variety was incorrectly described as *Newman* #388e (probably #38Ae) cataloging £240 and estimated at £110 (but this stamp is valued at only £20), and a mint 1953 wide-setting "BY AIR" lp double-overprint variety (*Newman* #70Aa) was given an incorrect catalogue value of £400 and estimated at £165 (this stamp is valued at only £25). I hope prospective buyers checked their *Newman* catalogues before entering bids on these two items! The other eight Lundy lots had a cumulative estimate of £180 and ranged from a lot comprised of mint 1929-1930  $\frac{1}{2}$ p, lp, and 6p definitives in imprint blocks modestly estimated at £12.50 to a 1988 green booklet cover overprinted "SPECIMEN" in red estimated at £20.

C.I.S.C.'s postal bid sale no. 162, which closed May 29, 1998, offered 13 Lundy lots at a cumulative estimate of £264. The lots ranged from a mint LH "1929-1939" overprint lp stamp estimated at £6 to a proof in brown for the first (1988) booklet cover estimated at £16. There were four lots of WWII-era overprint stamps, three lots of covers from 1945 to 1947, and four lots of 1953 to 1965 stamp issues. The three best lots in this sale were the covers (one 1945 and two 1947 inwards, all addressed to C. F. Waghorn, the South Lighthouse keeper, from non-U.K. destinations), which were given the highest estimates of all the Lundy lots (a range of £40 to £60 or cumulative £150). A mint LH set of the 1957 "puffin" definitives was estimated at £20 versus a *Newman* valuation of £26 for the mint NH lp.

C.I.S.C.'s postal bid sale no. 163, which closed June 30, 1998, had six Lundy lots at a cumulative estimate of £95. The lots ranged from a CTO (no G.P.O. franking) outward cover with the  $\frac{1}{2}$ p and lp definitives tied by an indistinct May 21, 193? postmark (estimated too high at £12.50) to a proof in blue for the 1988 £1.26 booklet cover (also estimated at £12.50). The best lot in this sale was an inward 1946 registered cover from Rotterdam, Netherlands addressed to "C. Waghorn, Lundy South Lighthouse" that was modestly estimated at £20. Only two Lundy lots were offered in C.I.S.C.'s postal bid sale no. 164, which closed July 31, 1998: a small selection of 1954-1996 items (estimated at £12.50) and a "SPECIMEN"-overprinted £1.26 booklet cover front in pink prepared for a Stampex L.C.C. souvenir (estimated at £20).

C.I.S.C.'s postal bid sale no. 165, which closed August 28, 1998, offered four Lundy lots at a cumulative estimate of £83.50. The lots were a mint LH "1929-1939" overprint lp stamp (estimated at £6), mint sheets of the 1961 Europa set (estimated at £45), a mint LH set of the 1957 definitives (estimated at £20), and a mint 1962 Europa lp stamp with a 2-mm shift of the blue color to the left ("unlisted variety" estimated at £12.50).

### Puffin Stamps Fourth Postal Bid Sale (February 4, 1998)

The fourth Lundy auction conducted by Michael H. Bale (L.C.C. member #161) under the name "Puffin Stamps" (P.O. Box 1, Ilfracombe, Devon, EX34 9BR, England; telephone 01271-862857, fax 01271-867161) closed February 4, 1998.

LUNDY AT AUCTION (Continued)

This auction featured stamps, proofs, booklets, and presentation packs, but was devoid of the postal history items, postcards, first day covers, paper ephemera, L.C.C. souvenirs, and literature lots that usually were included in past Bale Lundy sales. This sale consisted of 654 lots with a total estimate of £27,059.25, and 360 lots (55.0%) sold, realizing £12,258.50 against a cumulative estimate of £10,579.25. The lots that sold comprised only 39.1% of the total estimate (indicating some of the more expensive material did not sell), but they realized a remarkable 15.9 percent above their cumulative estimate. The total estimate of the material offered (£27,059.25) and the total realizations (£12,258.50) both marked record highs for Bale-conducted Lundy sales. A summary of this auction by lot categories is given in Table 1 below. For purposes of monetary conversion, G.B.£1.00 = U.S.\$1.66 on the date of this auction's close.

TABLE 1. Summary of Puffin Stamps Fourth Lundy Sale (February 4, 1998).

Category	Lots Offered		Lots Sold				
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
1929-30 definitive	18	£ 486.50	12	66.7	£ 359.50	£ 455.50	126.7
1935 tramtickets	16	447.00	14	87.5	384.00	537.00	139.8
1936 "large maps"	22	385.00	15	68.2	334.00	368.00	110.2
1937-39 airmails	29	1261.50	17	58.6	733.50	776.75	105.9
1939 issues	10	307.00	4	40.0	105.00	127.00	121.0
1940 "Red Cross"	17	1866.00	9	52.9	1000.00	1025.50	102.6
1942 "V + plane"	19	938.00	11	57.9	429.00	486.50	113.4
Tighearna sheets	17	266.50	8	47.1	118.50	138.50	116.9
1943 "IX Annivers."	15	673.00	6	40.0	340.00	398.00	117.1
1943 provisionals	11	446.00	10	90.9	386.00	501.50	129.9
1943 "W.B. biplane"	35	1920.00	20	57.1	953.00	1088.00	114.2
1950 "BY AIR"	14	481.50	7	50.0	187.50	228.50	121.9
1950 revaluations	7	194.00	5	71.4	59.00	69.50	117.8
1951-53 "BY AIR"	33	2297.00	21	63.6	476.00	571.50	120.1
1951 definitives	6	127.00	4	66.7	82.50	99.00	120.7
1953 Coronation	16	235.00	6	37.5	62.00	74.00	119.4
1954-59 issues	30	627.50	15	50.0	383.50	509.50	132.9
1960-69 issues	41	469.00	27	65.9	305.00	369.00	121.0
1965-74 provisionals	15	874.00	6	40.0	199.00	203.50	102.3
1970-79 issues	39	822.75	24	61.5	535.75	640.50	119.6
1980-89 issues	24	880.50	17	70.8	611.00	720.50	117.9
1990-97 issues	21	190.50	16	76.2	82.50	95.75	116.1
stamp lots	455	£16195.25	274	60.2	£ 8125.75	£ 9483.50	116.7
1929-39 proofs	14	2469.00	7	50.0	244.00	281.00	115.2
1942-43 proofs	36	1372.50	19	52.8	667.00	874.50	131.1
1951-57 proofs	35	3132.50	10	28.6	502.00	432.00	86.1
1961-67 proofs	15	446.50	10	66.7	192.00	206.00	107.3
1974-79 proofs	16	1958.00	2	12.5	50.00	59.00	118.0
1980-90 proofs	15	543.00	6	40.0	218.00	229.00	105.0
proof lots	131	£ 9921.50	54	41.2	£ 1873.00	£ 2081.50	111.1
booklets	15	628.00	3	20.0	385.00	463.00	120.3
presentation packs	24	171.50	15	62.5	120.00	143.50	119.6
packs and folders	29	143.00	14	48.3	75.50	87.00	115.2
miscellaneous lots	68	£ 942.50	32	47.1	£ 580.50	£ 693.50	119.5
total (all lots)	654	£27059.25	360	55.0	£10579.25	£12258.50	115.9

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

LUNDY AT AUCTION (Continued)

My observation that the more expensive material did not sell as well as the auction offerings as a whole was apparent in the stamps category as the 60.2% of the lots that sold represented only 50.2% of the cumulative estimate for the stamp lots. However, this statistic was skewed by only a few unsold very pricey lots. For example, the most expensive lot in the entire sale—a pane of 30 of the double wide-setting black "BY AIR" overprinted stamps [*Newman* #78D(a)]—went unsold at an estimate of £950. If this one item and three other unsold stamp lots with estimate of £300 each are ignored in compiling the statistics, then the adjusted figures of 60.8% of the lots that sold represent 56.6% of the cumulative estimate for the stamp lots, or a much closer differential than previously cited.

When I examined this statistic more closely by breaking down the stamp lots by estimate ranges for purposes of comparing how the more expensive material fared against the less expensive material, I found 54% (87 of 161) of the lots estimated at or greater than £25 sold. Surprisingly, 18 of the 38 lots (47.4%) with estimates at or greater than £100 sold, 34 of the 58 lots (58.6%) with estimates in the range of £50 to £99 sold, and 53 of the 65 lots (53.8%) with estimates in the range of £25 to £49 sold. These percentages were up considerably from those experienced in the previous Bale-conducted "stamps" auction (Puffin Stamps Second Lundy Sale held October 31, 1996) where only 41.5% (49 of 118) of the stamp lots estimated at £25 or greater sold. These upbeat sales figures lead me to conclude that more of the better (more expensive) material is now finding serious buyers—a healthy sign for the Lundy stamp market!

As is generally the case in Bale-conducted Lundy auctions, it appeared to me that many of the pricier lots that found buyers sold for substantial premiums over their estimates. However, when I examined the realizations for the 18 lots that sold whose estimates were £100 or greater, I found that these lots performed at the same level as the stamp lots as a whole; that is, they realized £3560 against a cumulative estimate of £3090, for a 115.2% ratio of realizations to estimates, little statistical difference from the 116.7% figure for the stamp lots as a whole. One example of a good performer among the pricier lots was the "original example" of the rare 6p blue stamp, acquired from Felix Gade in 1949 and sold in a C.I.L.A. auction for £230. This time around it realized a whopping £265 against an estimate of £175. [Incidentally, I am of the strong opinion that all blue-colored examples of the 6p first definitive, regardless of their provenance and expert testimony to the contrary, are *changlings* that have resulted from ultraviolet radiation exposure on the mauve color (i.e., the red component of the dyestuff fades while the blue component remains unaffected)! For anyone desiring a "blue" 6p first definitive, I will sell you a mint example for £10 (\$16) or £15 (\$24) for a spectacular mint se-tenant pair, one in blue joined next to an example in the normal mauve color. For the runners-up on the blue stamp in this auction, here is your opportunity to purchase an example at a whopping discount from the £265 realization!]

The star performer among the stamp lots occurred with one of the lots with estimates in the range of £25 to £49. A mint ACAS 1935 ½d tramticket from roll 1 (#00099—surprisingly, the first example offered by Michael Bale in any of his sales) realized £140 against its (what appears now to be too modest) estimate of £45! The poorest performer among the stamp lots with estimates of £100 or greater was a mint complete set of eight of the 1940 "Red Cross" overprint issue, which sold for £200, only 83.3% of its £240 estimate. This was indeed unfortunate because the consignor agreed to generously donate 50% of the hammer price to the Ilfracombe Museum "Lundy Room" Appeal. This amounts to £100 as Michael waived the sale commission.

LUNDY AT AUCTION (Continued)

Some representative examples of the better performing stamp lots from each of the three estimate ranges cited earlier (with £ estimates followed by f realizations given in parentheses after brief lot descriptions) included an unused ACAS 1935 3d tramticket from roll 2 (#00922) (£25/£52), a complete used set of the 1940 "Red Cross" stamps (£250/£300), a set of 20 mint LH 1942 "V + plane" overprint stamps comprising all the *Newman*-listed overprint colors for all values (except for the violet overprint 1p stamp) (£115/£160), a mint 1943 1½p provisional "missing 1½ surcharge" variety [*Newman* #55(c)] (£185/£100), a superb mint set of 12 1943 "Wright Brothers biplane" overprints in strips of three with printer's imprints at the base accompanied by an original letter with letterhead of the Lundy Philatelic Bureau at Kettering referring to these strips (£350/£385), a 1943 "Wright Brothers biplane" 3p on 9p "double plane" variety (£60/£95), a 1943 "Wright Brothers biplane" 7p on 6p "vermillion bar instead of value" (a constant plate) variety [*Newman* #65(i)] (£50/£90), a mint LH 1950 3p "BY AIR" overprint "missing 'A'" variety [*Newman* #72(c)] (£60/£90), a mint 2p wide-setting black "BY AIR" double overprint variety [*Newman* #71A(a)] (£40/£65), a mint 2p wide-setting red "BY AIR" double overprint with one inverted variety [*Newman* #71B(b)] (£75/£110), the 1955 Millenary horses and birds complete sets of normal stamps mounted in a unique presentation binder imprinted with the name of the issue and printers names (£50/£72), a complete set of six of the 1957 definitives in mint printer's imprint blocks of six with center gutters (£150/£210), a 1978 Lundy Philatelic Service unofficial Felix W. Gade souvenir sheet mounted into a descriptive folder [*Newman* #188E(a)] (£150/£200), and the 1982 definitives in a format of six mint strips of four with gutter between together with a different value of the set in each pair (£140/£210).

Compared to the previous Puffin Stamps "stamps" auction (Number 2 held October 31, 1996), performance of the lots in the proofs category was disappointing both in terms of the percentage of lots sold (41.2% versus 51.2%) and the percentage of the total estimate sold (18.9% versus 44.3%). The trend of the more expensive material not selling as well as the less costly material was extremely evident in the proofs category this time as the 41.2% of the proof lots that sold represented a paltry 18.9% of the category's total estimate. In fact, only 10% (3 of 30) of the proof lots that were estimated at £100 or greater sold. These 27 unsold lots that were estimated at £100 or greater had a cumulative estimate of £6820, or 68.3% of the total estimate of the proofs category. The three proof lots that were estimated at £100 or greater that sold demonstrated truly mixed results as evident from the discussion in the next paragraph.

A "freak" mint LH 1942 Tighearna souvenir sheet having only one row of vertical perforations going through the center of the sheet and two rows of horizontal perforations, one of which bisects the upper two stamps, described as "apparently a trial perforation sheet" and "never seen by us before," was given an estimate of £125. I considered this to be an example of "printer's waste" offered at much too high of an estimate, which just goes to show you how little I know as bidders thought otherwise and drove the hammer price up to £225! A mint LH 1943 "IX Anniversary"-overprinted Tighearna souvenir sheet with the trial gold overprint inverted sold right at its £110 estimate. I considered this item to be a more desirable item than the previously mentioned printer's waste sheet, but apparently bidders did not. The poorest performer among the three sold proof lots with estimates greater than £100 was a mint imperforate sheetlet of the 1957 4p stamp in unissued gray-blue (hence a color trial) with the serial number "0032" at the top and an (unfortunate, detracting) smudge of ink across the

LUNDY AT AUCTION (Continued)

stamp impression that originated from the printers. Although only two of these trials are known to exist in this color according to the lot description, this example sold for £240, or only 73.8% of its estimate of £325.

The most expensive proof lot in the sale was a rare set of imperforate proofs in issued colors on thin un gummed paper of the 1929-30 definitives in blocks of ten; it was estimated at £1600 and did not sell. Some of the better performing proof lots (with £ estimates followed by £ realizations given in parentheses after brief lot descriptions) included: an ACAS 1937 ½d "air view" proof in violet on white paper with airline border wording (£21/£35), an ACAS 1939.1d "lighthouse" proof in black on greenish-blue thin un gummed paper (£25/£50), a dramatic mint (but upper stamp hinged) se-tenant vertical pair of 1942 "V + plane" ½p stamps (color trials with the upper stamp red overprinted and the lower stamp blue overprinted) £40/£70), a trial green "IX Anniversary" overprinted 1p stamp (£30/£45), a complete set of 30 1970s Rigby-Hall posthumous proofs of the 15-subject "IX Anniversary" overprints on various colored papers (£30/£50), a set of eight mint NH imperforate color trials for the 1955 Millenary horse issue (£27/£35), a mint complete set of 11 of the 1982 definitives in correct colors but all misperforated showing parts of adjacent stamps (£25/£52), and a mint perforated black proof 1989 R.S.P.B. stamp (£18/£30).

The percentage of the lots that sold in the three miscellaneous categories (booklets, postal service presentation packs, and unofficial collector's packs and folders) was slightly less than the auction mean (47.1% versus 55.0%), but the percentage of total estimate sold (61.6%) and percentage of realizations to estimate (119.5%) of the sold lots both exceeded the respective auction means. In the booklets category, only 3 of 13 lots sold, but one of the three that found a buyer was spectacular. This lot was described as the "original collection of artwork, etc. for the first Lundy booklet of 1988 (*Newman* #B246) comprising the preliminary design outer and inner covers, ditto with alterations of type, etc., sample design with handwritten 'SPECIMEN,' original paste-ups on normal paper, paste-up proof on thick printers card, black-and-white negative plate from which the printing was done, and the actual printing plate on thin metal." This lot included a five-page article giving full details of this issue, and its description was accurately noted as "the definitive collection of this item." It realized £425 against an estimate of £350.

The category of official presentation packs fared well as 12 of the 15 lots that sold realized more than estimate. Of the three poor-performing lots, one realized only £1.50 less than its £12 estimate, another realized £4 against its estimate of £5, and the third realized its £14 estimate. The other lots generally realized from £0.50 to £3 above their respective estimates, but there were two notable exceptions. A black-on-gray print of the 1969 Anniversary presentation pack fetched £13, double its estimate of £6.50, and a black-on-brown print of the 1974 definitives presentation pack sold for £22 against its estimate of £15.

All 14 lots that sold in the category of unofficial collector's packs and folders realized from £0.50 to £1.50 above their respective estimates. The costliest lot in this category was a souvenir selection of three 1954 stamps mounted on a small Atlantic Coast Studios folder. Described as "new to us," it fetched £13 against its estimate of £12.

My overall impression of the results of this auction was favorable. As I pointed out throughout my discussion, much excellent and scarce material was offered, and many of the better items sold for greater than estimates. The percentage of lots sold (55.0%) and ratio of realizations to estimates

LUNDY AT AUCTION (Continued)

at 115.9% for the lots that sold were as high as I can recall for a Bale-conducted auction and well exceeded these results for the previous Puffin Stamps "stamp" auction (Number 2 held October 31, 1996). Although the percentage of the total estimate of the sold material was less than that of the previous Puffin Stamps "stamp" auction (39.1% versus 43.1%), the amount realized for the lots that sold in this sale exceeded that of the previous sale (£12,258.50 versus £12,004.15) despite an offering of 105 fewer lots.

Some of the material offered in this sale was previously unlisted in the Second Edition of Stanley Newman's *Stamps of Lundy Island*, but I suspect that Michael Bale will have everything new listed (with valuations based on their realizations) in the Third Edition of *Stamps of Lundy Island*, which Michael will publish later this year. I also suspect we will see the valuations of some previously listed items dramatically increase (for example, the ACAS 1935 ½d tramticket from roll 1) as a result of some of the realizations in this sale.

L.C.C. U.K. Chapter's Third Auction (April 25, 1998)

The third auction of the Lundy Collectors Club United Kingdom Chapter was held April 25, 1998 in conjunction with the Chapter's Spring Meeting at Stamp 98 in Wembley, London, England. This sale, conducted by Michael R. Thompson (L.C.C. #288), was the largest U.K. Chapter auction to date as it eclipsed each of the previous two sales in both number and estimated value of lots by offering 323 lots with a total estimate of £4331.90. A total of 129 lots (39.9%) having a cumulative estimate of £2115.80 (48.8% of the total sale estimate) sold, realizing £2233.40, for a ratio of realizations to estimates of 105.6%. A summary of this auction is given in Table 1 below. (Note: G.B.£1.00 = U.S.\$1.67 on the date of this sale.)

TABLE 1. Summary of L.C.C. U.K. Chapter's Third Auction (April 25, 1998).

Category	Lots Offered		Lots Sold				
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
stamps	147	£ 2200.40	63	42.9	£ 1136.30	£ 1214.60	106.9
presentation packs	15	106.00	5	33.3	37.50	38.70	103.2
covers	54	923.00	27	50.0	528.00	559.50	106.0
postcards (used)	16	226.50	6	37.5	121.50	122.00	100.4
postcards (unused)	33	277.50	11	33.3	122.50	122.50	100.0
ephemera	24	170.00	4	16.7	32.00	31.60	98.8
bogus	15	184.00	5	33.3	75.00	74.50	99.3
literature	13	144.50	5	38.5	47.00	49.50	105.3
coins and photos	6	100.00	3	50.0	16.00	20.50	128.1
Total (all lots)	323	£ 4331.90	129	39.9	£ 2115.80	£ 2233.40	105.6

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

Auction catalogues for the L.C.C. U.K. Chapter sales are automatically sent three times a year to subscribers of *The New Puffin Journal*, the magazine of the U.K. Chapter. Subscription rates for 1998 for *The New Puffin Journal* are £10 for U.K. residents and \$20 (airmail) to North America, from Stanley Newman, 93 Montpelier Road, Brighton, East Sussex, BN1 3BD, England. The L.C.C. U.K. Chapter's auctions are open to all L.C.C. members in good standing (even though the catalogues are sent only to subscribers of *The New Puffin Journal*), and the Auctioneer will accept all members' consignments. For information about suitability of material and commission rates,

LUNDY AT AUCTION (Continued)

inquire: Michael R. Thompson, 77 St. Mark's Avenue, Northfleet, Gravesend, Kent, DA11 9LN, England.

The fact that the percentage of sold lots (39.9%) amounted to 48.8% of the total sale estimate clearly indicates that buyers concentrated on the more expensive lots. Indeed, this observation can be illustrated by citing the performances of the pricier material in three of the lot categories: 13 of the 28 stamp lots with estimates exceeding £25 (46.4%) sold (including the two lots with the highest estimates—Felix W. Gade souvenir sheets), six of the eight cover lots with estimates exceeding £25 sold, and all three of the postcard lots with estimates exceeding £25 sold. Interestingly, these 22 lots realized £1201 versus a cumulative estimate of £1144, for a ratio of realizations to estimates of 105.0%, or just about the auction mean.

The prices realized for most of the stamp lots that sold were right at or reasonably close to estimates except for the seven lots mentioned in the following text. Foremost was a mint example of a 1953 "8 + 3-bar" narrow-setting double "BY AIR" overprint stamp [*Newman* #78D(b)], which realized a whopping £68 against its estimate of £40. A mint LH pane of 12 of the 1936 ACAS "large map" ½d stamps fetched £72 against an estimate of £58. The best stamp performer in the sale based on the ratio of realization to estimate was a used LACAL 1939 ½d red "air view" stamp showing part of a type Db cancellation; it sold for £10.50, or greater than double its estimate of £4. A mint LH 1938 LACAL "5-line" overprint stamp sold for £15 against its estimate of £10. A mint LH 1940 "Red Cross" 12p stamp realized £43 against a modest estimate of £35, reduced because of staining on the reverse. A mint 1943 "Wright Brothers biplane" 4p stamp sold for £16.50 against its estimate of £12, and a mint LH 1943 "Wright Brothers biplane" 3p stamp sold for £24 against its estimate of £14.

The two most expensive stamp lots in the sale were examples of the Lundy Philatelic Service's unofficial F. W. Gade souvenir sheets in descriptive folders. They realized £112 and £92 against respective estimates of £110 and £90, the cheaper example discounted £20 because of staining ("glue marks?") on the corners of its folder. Only two of the 13 stamp lots with estimates of greater than £25 that sold realized less than their estimates. A mint LH complete set of five "1929-1939" overprint stamps fetched £27 against an estimate of £30, and a mint LH complete set of eight 1942 "V + plane" overprint stamps sold for £45 against an estimate of £48. Note that among the 13 stamp lots with estimates of greater than £25 that sold, five realized greater than their estimates, six realized their estimates, and only two realized less than their estimates.

Ask any auctioneer or stamp dealer—placing estimates on covers and postal history items is a more subjective and less-straightforward task than it is for stamps! Likewise, the ways bidders view covers and the reasons they covet them for their collections are more individualistic and diverse than stamps. Consequently, one would come to expect more surprises and variance among the realizations for the lots in the covers category, especially among the scarcer, pricier material. I would predict for any Lundy auction that a greater percentage of the better cover lots would sell and those that sold would sell for a greater percentage of estimate. Let's see how this auction sizes up to my prediction. Six of the eight cover lots whose estimates exceeded £25 sold, with two realizing greater than estimates, two realizing estimates, and two realizing less than estimates. In fact, the six pricey covers realized only 104.8% of their cumulative estimate—so much for my prediction! My compliments to Auctioneer Mike Thompson (I think) for placing such astute valuations on the covers.

LUNDY AT AUCTION (Continued)

The best performer among the cover lots whose estimates exceeded £25 was an inward 1942 O.H.M.S. war economy cover (initial use) from Bideford with a "V + plane" 2p stamp tied by a type Fa cancellation; it fetched £56 against an estimate of £30. The prize (and most expensive) cover in this auction was an outward 1937 real photocard of "Puffins or Lundy Parrots" to Somerset with an ACAS ½d "large map" stamp and a Lundy 1929 ½p definitive tied by the rare straight-line "LUNDY" (*Newman* type TU-1) cachet; it sold right at its estimate of £135. An interesting inward 1959 G.B. 6d aerogramme from Sutton, Surrey, with a Lundy 1957 1p definitive and a printed, illustrated "FLOWN BY/HELICOPTER/5:12:59" triangular cachet on front, sold for £32 against an estimate of £24. I think the bargain cover in this auction was a Pitman-prepared (beautifully handwritten addressed) inward September 1935 flown cover franked with Lundy ½p definitive and ACAS ½d "large map" stamps, which sold for £23 against a modest estimate of £20. A second Pitman-prepared manuscript cover—a 1938 inward flown cover with printed show cachet posted from the 1938 Empire Exhibition in Glasgow, Scotland (franked with a Glasgow machine-cancelled G.B. KGVI 1½d definitive and appropriate Lundy and ACAS stamps on front)—went unsold against (what in my opinion was) a reasonable estimate of £38.

The two most expensive used postcards in this auction sold. A Twiss Bros. T93 "Lundy Island, Manor House" photocard, postally used with a G.B. KEVII ½d definitive tied by a fine G.P.O. "LUNDY ISLAND" "SP 7 11" *thimble* postmark and an Instow c.d.s. of the same date alongside, realized its estimate of £70. A scarce R. L. Knight "S.S. Carmine Filomena Ashore on Lundy" photocard, postally used and flown to London, franked with a damaged Lundy 1929 ½p definitive and a LACAL 1937 ½d violet "air view" on the picture side and a G.B. 1d definitive postmarked Braunton July 15, 1938 on the address side, fetched only £27 against a modest estimate of £30.

Three unused *Montagu*-related photocards were the three most expensive lots in the category of what the catalogue terms "mint" postcards. Although these sold, they realized only £52 against a cumulative estimate of £58. Two unused G. S. Reilly (Majestic) photocards showing views of "Earthquake Rock" were among the better performers in the unused (not postally used) postcards category as they each fetched £11.50 against estimates of £8. The best performer in the "mint postcard" category in terms of percent realization to estimate was a John Dyke-designed "Greetings from Lundy" Christmas card, which sold for £8, or almost double its estimate of £4.50.

Although only one third of the lots sold from what the auctioneer termed the "bogus, etc." category, the three lots with the highest estimates were among the five lots in this category that found buyers. The best "bogus" lot actually belonged in the "etc." portion of this category as it consisted of a mint LH G.B. 3p blue Machin stamp and an airmail label that were both embossed with a "puffin" by the Lundy Philatelic Service for use, but (the stamp) was banned by the G.P.O. I would have placed this lot in the "ephemera" section as technically the items are not of a bogus nature. At any rate, category classification aside, this lot sold for £30 against (what I considered too high) an estimate of £32. Two other "bogus" lots worth mentioning consisted of the 1989 3-puffin "Bureau" overprint stamp with an additional "1929-1989" overprint in black and red, respectively; these Jon Aitchison-prepared "essays" each sold for their £17.50 estimate.

The best performing lot in the literature category—described as a "good reproduction" of Barry N. D. Chinchen's *A Catalogue of Lundy Stamps* (perhaps the 1981 authorized reprint edition that I made available during

LUNDY AT AUCTION (Continued)

the 1980s?)—sold for £16 against an estimate of £12. As a category, the ephemera lots fared poorly this sale with only four of the 24 lots selling. However, the best performing lot in the ephemera category—a 1935 letter by R. T. Boyd on "BARNSTAPLE & N. DEVON AERODROME" letterhead stationery, giving information about the availability of the ACAS tramticket stamps—fetched £17 against an estimate of £15. Although three of the four photograph lots sold and all three at a premium over their estimates, neither of the two "puffin" coin lots found buyers.

L.C.C. U.K. Chapter's Fourth Auction (July 26, 1998)

The fourth auction of the Lundy Collectors Club United Kingdom Chapter was held July 26, 1988 in conjunction with the Chapter's Summer Meeting in Bideford, North Devon, England. This sale, also conducted by the L.C.C. U.K. Chapter Auctioneer, Michael Thompson (L.C.C. #288), offered 213 lots with a total estimate of £4046.60. A total of 110 lots (51.6%) having a cumulative estimate of £1751.60 (43.3% of the total sale estimate) sold, realizing £1881.80, for a respectable ratio of realizations to estimates of 107.4%. A summary of this auction is given in Table 1 below. [Two late lots were sold for £20.50, but I excluded them from the summary and discussion as I had no information about them (other than realizations).] (Note: G.B.£1.00 = U.S.\$1.66 on the date of this sale.)

TABLE 1. Summary of L.C.C. U.K. Chapter's Fourth Auction (July 26, 1998).

Category	Lots Offered		Lots Sold				
	No.	Estimates	No.	%	Estimates	Realiz'ns	%R:E*
stamps	86	£ 1655.60	42	46.8	£ 751.60	£ 760.80	101.2
covers	77	1844.50	47	61.0	732.00	836.20	114.2
postcards (used)	8	75.00	4	50.0	33.50	31.00	92.5
postcards (unused)	19	144.00	6	31.6	45.50	39.30	86.4
ephemera	9	85.00	5	55.6	49.00	66.00	134.7
bogus	7	96.00	1	14.3	10.00	10.00	100.0
literature	4	61.50	3	75.0	57.00	66.50	116.7
coins and photos	3	85.00	2	66.7	73.00	72.00	98.6
Total (all lots)	213	£ 4046.60	110	51.6	£ 1751.60	£ 1881.80	107.4

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

The fact that the percentage of sold lots (51.6%) amounted to only 43.3% of the total sale estimate seems to indicate that buyers ignored more of the expensive lots this time around. Indeed, only nine of the 28 lots in this auction with estimates exceeding £25 (32.1%) sold. However, it turns out that these statistics were largely skewed by the fact that one cover lot with an estimate of £500 did not sell. If this lot is excluded from the auction summary, the adjusted figures (51.9% of the lots that sold now represent 49.4% of the total sale estimate) indicate that a representative cross section of the items sold.

Stamp lots fared a little under the auction mean both for the percentage of lots sold and the ratio of realizations to estimates. The prices realized for most of the stamp lots that sold were right at or reasonably close to estimates except for the following three lots that exceeded their estimates by £5 each (realizations in parentheses following brief descriptions): a mint LH ACAS 1936 "large map" 1/- stamp (£25), a mint LH 1940 "Red Cross" 3p with right-side margin and imprint (£30), and the 1965 Shakespeare set of three in mint panes of 12 (£21). Many of the better stamp lots in this

LUNDY AT AUCTION (Continued)

sale went unsold, In fact, only 11 of the 29 stamp lots with estimates of £20 or greater were hammered down to buyers. However, the most expensive stamp lot—a mint 1969 "APPEAL" stamp—sold for its estimate of £140.

Cover lots fared much better than stamp lots as the percentage sold and the ratio of realizations to estimates both substantially exceeded the auction mean. This occurred despite the fact that the most expensive item in the sale—a properly franked 1969 Lundy Appeal acknowledgement card—went unsold at its £500 estimate. There was more variation in the results of the cover category this time than in the previous auction. Actually, the pricier cover lots did not fare as well as the cover category as a whole. For example, only 10 of 22 (45.5%) of the cover lots with estimates of £20 or greater sold, and these realized £435 against a cumulative estimate of £398 for a ratio of realizations to estimates of 109.3%, or about 5% less than that for the category as a whole.

The best performer among the cover lots with estimates of £20 or greater that sold was a 1943 outward cover to Kent that fetched £70 against an estimate of £50. It had on the reverse a 1943 "IX Anniversary" ½p stamp tied by a worn type Fb c.d.s., but what made this cover special was the G.B. stamp on front was postmarked with an Appledore double-circle c.d.s. The most expensive cover lot to sell was a censored 1943 cover to the U.S. with an "IX Anniversary" ½p stamp on the reverse tied by a scarce "BUREAU MAIL" (*Newman* type LPB-1) cachet; it realized £125 against an estimate of £130. The star cover lot in this sale was a 1931 outward to Brighton, franked on front with a G.B. 1½d definitive tied by an Instow c.d.s. and a Lundy ½p definitive tied by a type Bb datestamp. Despite having faults at the top, it fetched a whopping £33 against a modest estimate of £13.

Other good cover performers (with £ estimates followed by £ realizations given in parentheses after brief descriptions) included a 1939 internal to The Hotel, Lundy written by Felix Gade (£20/£26), a "Resumption of Air Transport..."-cacheted November 7, 1950 FDC for the narrow-setting "BY AIR" ½p stamp (£28/£36), an outward 1953 franked with several Lundy Coronation stamps on the reverse (£10/£18.50), a 1955 outward to Norway franked with a set of the 1951 "flying birds" definitives (£12/£16), a 1972 outward marked "Gone Away" and returned to Lundy (with two "DELAYED BY STORM" cachets and Lundy outward and inward frankings to document its round trip) (£20/£24), and a 1991 outward to Coventry with 1991 24p definitive and "DELAYED BY STORM" cachet (£8/£12).

Postcards fared poorly compared to the previous L.C.C. U.K. Chapter sale as only ten of 27 lots sold (at 90.1% of their cumulative estimate), and only two of these were hammered down in excess of their estimates. The most expensive item in the postcards category that sold was a 1952 John Dyke "GREETINGS FROM LUNDY" Christmas card that realized £10 against an estimate of £9. This time both coin lots, which were holdover lots from the previous sale, sold. The 1929 ½p and 1p coins in uncirculated condition realized the lot's £25 estimate, and the boxed 1965 proof set of four sold for the lot's £48 estimate (lowered from £55 previously).

Only one lot in the "bogus" category sold—a cover with an imperforate 9p first definitive forgery tied by an Army Signals Corps datestamp, which realized its £10 estimate. Literature fared well with three of the four lots offered finding buyers. A complete set of 15 issues of John Dyke's *Illustrated Lundy News and Landmark Journal* fetched its £40 estimate, and a bound reproduction of Barry N. D. Chinchin's *A Catalogue of Lundy Stamps* (again, perhaps an authorized reprint edition that I made available during the 1980s?) sold for £17 against an estimate of £12.

LUNDY AT AUCTION (Continued)

Ephemera lots were more hotly contested this time with four of the five that sold exceeding their estimates. The best ephemera item was a 10-inch by 7-inch 1776 engraving of the "Plan of Lundy Castle," which fetched £26 against an estimate of £18. I was amazed to see that one of my 1981 "45th Anniversary" souvenir cards with a posthumous reprint of the ACAS 1936 "large map" sold for £9 against an estimate of £5. I incorrectly termed it a "contemporary reprint" in the card's text as I intended "contemporary" in the sense of "the present" when I had the cards printed in 1981 and distributed them as "free gifts" through the *LCCPQ*, *BPPSG Newsletter*, and *The Cinderella Philatelist*. Readers then kindly brought to my attention that the reprint strike, which was made from one of the printers clichés, more appropriately should be termed a "posthumous reprint" since "contemporary reprint" means it was printed around the time of issue (i.e., 1935)! Since I am a stickler for proper philatelic terminology, I don't think I have made that mistake again, and relate this embarrassing moment to you now to demonstrate that I am not infallible—something most of you already know, anyhow. [I still have the paste-up "proofs" for these cards, so I will reprint them soon and offer them once again as a "free gift" as I hate to see anybody pay that much to obtain one. —RSC]

Warwick & Warwick Philatelic Auctions

Public auction sale 460 of Warwick & Warwick Ltd. (note the new address: Chalon House, Scar Bank, Millers Road, Warwick, CV34 5DB, England; telephone 01926-499031, fax 01926-491906), which closed May 6, 1998, offered two Lundy lots: an outward April 1, 1936 FDC for the ACAS ½d "large map" that was modestly estimated at £20 and an outward April 12, 1936 cover with a complete set of the ACAS "large maps" on that back that was estimated at £50. These covers apparently did not sell and were offered in Warwick & Warwick's sale 462, which closed July 1, 1998.

Warwick & Warwick's sale no. 461, which closed June 3, 1998, offered one Lundy lot—an unused ("all original gum with slight adhesions and other minor faults") complete set of eight 1940 "Red Cross" surcharges for a modest estimate of £70—perhaps the opportunity for a bidder to obtain a less-than-perfect set at a very reasonable price! Indeed, the lot sold for £86.50 (£75 + 15% buyer's premium), or approximately \$143 at the then-current rate of exchange.

Phil Brehaut's Channel Islands Auctions

Phil Brehaut (49 Mount Durand, St. Peter Port, Guernsey, Channel Islands; telephone 01481-710361, fax 01481-720716) began conducting periodic postal auctions of Channel Islands specialty material three years ago. In his latest Postal Auction No. 6, which closed July 30, 1998, Phil offered 18 lots of Lundy material having a cumulative estimate of £200. There were undoubtedly some bargains to be had as Phil generally estimates the lots at less than 50% of the *Newman* valuations. For example, a grouping of five used 1943 "IX Anniversary" overprint stamps (½p to 4p values) was estimated at only £10 against £33 catalogue. Perhaps the best lots in this sale were an April 2, 1936 FDC for the ACAS ½d, 1d, and 2d "large map" stamps (estimated at £20) and a 1939 FDC having a complete set of five of the "1929-1939" overprint issue (estimated at £30). One rarely seen item was a signed copy (#327 of an edition of 500) of John Stanard's 1938 monograph, *Lundy Island and the Lundy Locals*. This book was estimated at £40, which in my opinion was too steep as philatelic literature dealers in the U.S. price this item at about \$20 when they have it in stock.



**LUNDY**

**COLLECTORS CLUB**

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