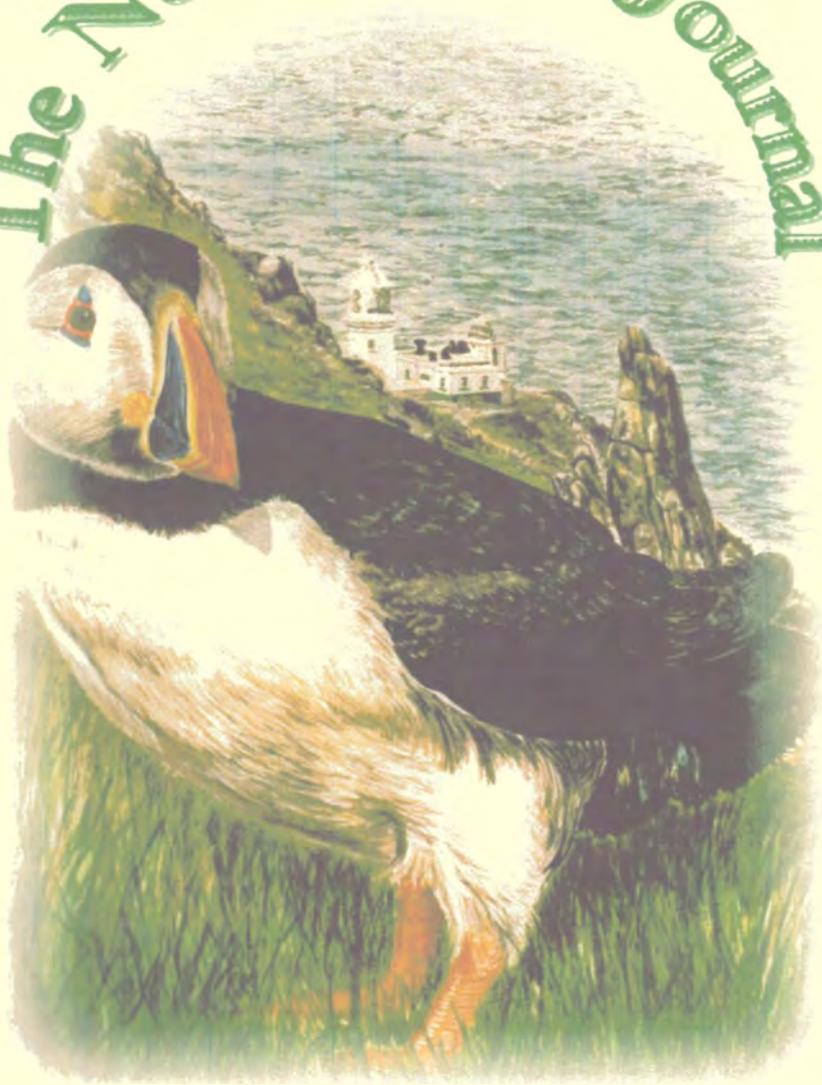


The New Puffin Journal



SPRING 2007

Published by the Lundy Collectors Club

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EDITORIAL

2007 is shaping up to be another exiting year for the Club. The Spring 2007 Club Meeting which is to be held on Lundy, is fully booked and promises to be a good one. For those unable to attend, there will be a second chance this year to visit Lundy with the Club as we will be returning to the island for a day trip in July (see the 2007 Diary). In July there will be no restrictions to numbers so we hope to see as many members over that weekend as possible.

This year commemorates the 120th anniversary of the opening of the first Post Office on Lundy. The Post Office was opened by the GPO and used British stamps which were cancelled by one of three Lundy thimble postmarks and stayed in operation until Mr Harman asked them to leave in 1927. It is planned to celebrate this momentous landmark in Lundy history with a souvenir to coincide with the Summer meeting.

At the end of last year an order was placed for 50 binders for *The New Puffin Journal*. Despite only receiving interest from four members for the new binders, I proceeded on a gamble that they would sell and to my delight orders have been placed for 45 already which have now been despatched.

The *Journal* is now in its eleventh year during which time I have worked as Stanley's Assistant, with Stanley as my Assistant and recently by myself. During this time we have worked to improve the standards of articles and the quality of production and I think that this can be appreciated if you compare recent issues with the very first. To achieve this takes considerable enthusiasm and energy and I feel that it is about time that new energy is introduced to the *Journal* to carry it forward into the next 11 years. I am therefore seeking someone who would like to take on the task of Editor of *The New Puffin Journal*. It would be nice for a volunteer to come forward by the Summer meeting, but if need be I will continue in office until the end of the year.

I look forward to seeing and hearing from you all soon.

James

AUTUMN 2006 MEETING REPORT

By James Thomas

The Autumn 2006 meeting of the Lundy Collectors Club was held on Sunday 22nd October 2006 at the Crestwood Community Centre, Eastleigh, Hampshire. The meeting opened at 10.30am with coffee and biscuits provided by Diana Keast and Julie Lester.

At 11.15am Brian Drew presented the first display to the 13 members present. He had 18 sheets containing the "King of Puffinland" sheetlets including some very difficult ones to find such as the Kenmore Stamp Company and the Littleton Stamp Company sheets of New Hampshire, USA.

John Wright followed on with 7 sheets of John Lavington cachets and then Bob Harper displayed 7 sheets of the 1989 60th Anniversary issue which included 14mm and 15mm overprint settings as well as a sheet of the 21 Puffin value in both settings.

James Thomas showed a sheet of John Dyke's original artwork which was used in the 1969 Appeal ephemera.

Brian Drew presented a further two sheets containing three 1972 'delayed by storm' green oval cachets.

Mike Thompson took the meeting up to the lunch break with a grand display of 38 sheets mainly containing Devon Air Travel Ltd stamps and ephemera.

After lunch Keith Hand reported on the 2007 meeting on Lundy and that Lundy is to produce a special official handstamp to be used over the weekend of our meeting.

James Thomas reported that subscriptions for 2007 would remain the same as 2006.

At 3.00pm sharp Mike Thompson ably assisted by Julie Lester and Bob Harper conducted the auction.

Mike Thompson finished the afternoon off with a most interesting 16 page display of Lundy Social History.

Afternoon tea was partaken by all present and with no further business the meeting closed at 4.15pm.

120TH ANNIVERSARY OF THE FIRST POST OFFICE ON LUNDY

By James Thomas

It was brought to my attention recently that this year celebrates the 120th anniversary of the first post office on Lundy.

There are many views on this subject and extensive research has been carried out by eminent people in the subject such as Gade, Langham, Chinchin, Newman and Cichorz. The results of this research present a strong case for both sides, those who believe the first post office on Lundy was opened on 4th March 1887 and those who don't.

In the late Tony Langham's book *The Island of Lundy* he states that after considerable negotiations with the General Post Office, the post office on Lundy opened on 4th March 1887. He also recorded that on that day 87 letters were sent to Cardiff on the paddle steamer *Queen of the Bay*. This ties in nicely with Mike Tedstone's book *Lundy Packets* which states that the *Queen of the Bay* was employed by the GPO and that Thomas Wright was appointed as Lundy sub postmaster in 1887.

However, the late Felix Gade states in his book *The Postal History of Lundy* that he thinks it more likely that the post office on Lundy was opened in 1892 which would have coincided with the laying of the marine cable from Croyde in North Devon to the island.

The first example in existence of the use of the Lundy thimble postmark type Aa is dated 23rd September 1889 and is on a small stampless piece. To confuse the issue even more, in the GPO records there are samples of two thimble strikes. The first one was sent to Cardiff for shipping off to Lundy and was dated 7th December 1886 and the second strike was sent to Barnstaple for shipping off to Lundy and was dated 3rd August 1893. The two strikes are clearly different and must be the record of the issuing of types Aa and Ab.

From this information I find it hard to agree with Felix Gage's suggestion because why would the GPO issue a canceller in 1886 and not open the post office until 1892? Also, why did the GPO appoint a sub postmaster in 1887 and not open the post office until 1892?

From the evidence presented so far I believe and accept the statement made by Tony Langham that the post office on Lundy was opened on 4th March 1887.

Ten years ago Roger Cichorz produced an excellent article which was published in the now defunct *Lundy Collectors Club Philatelic Quarterly* titled "The GPO 'Lundy Island' Thimble Datestamps" and included the results of a census of the three types of Lundy Thimble postmarks.

With Roger's approval I will reprint this extensive piece of work complete with the census results in a future issue, with a view of inviting members to forward information about all the thimbles acquired over the last ten years so I can produce an updated chart. Perhaps we will find a type Aa thimble used before 23rd September 1889, although I doubt this, but who knows?

The evidence so far leans more towards 4th March 1887 as being the opening date of the first post office on Lundy and based on this information, the Club will be celebrating the 120th Anniversary of the event this year.

BINDERS

As I write the number of orders placed for the new binders for *The New Puffin Journal* has reached forty-five which means I am confident that the complete order of fifty will sell.

All orders have been despatched and I hope that the new binders meet with your satisfaction.

Thank you for your support.

HOMEMADE LUNDY STAMPS

By Barry Chinchin

At the Autumn 2006 Club meeting at Eastleigh, Barry Chinchin produced a small amount of sheetlets with the accompanying note. Each member present was given a complimentary sheetlet and the few remaining will be sold in future auctions for Club funds either as whole sheetlets or will have the damaged parts removed and sold as part sheetlets or individual stamps.

In the Summer of 1974 I bought a second-hand Roto-print offset lithographic printing machine and plate-maker which was a wet chemical copier with special photographic paper and flexible metal plates.

It was not a success and only used a few times but I did produce a few sheets of Lundy stamps (about eighteen of them) printed in black on gummed paper. I have just found these, but they have become damaged as they have stuck together in places.

They were a pre-cursor of the labels and stamps produced for (but not printed by) the Philatelic Service.



LUNDY HIGHLIGHTED IN SWEDEN

By Lars Liwendahl

The Swedish Cinderella Stamp Club, Samlarföreningen Bältespännarna, celebrated its 40th anniversary in 2006. Among other activities we had a 14 day exhibition at the Postal Museum in Stockholm.

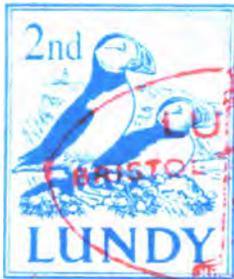
Bältespännarna has some 400 members, is one of the biggest stamp societies in Sweden (there are only 9 million inhabitants in this country!) and plays an active role in today's widening of philately. Nowadays there are not only classical issues collected, as we know, it is much more: postal history, postmarks, postcards and not least all kinds of Cinderella philately. Popular areas among others are locals, revenues, labels and freight stamps.

Being a previous long term chairman of Bältespännarna I took the responsibility for organizing our 40th anniversary exhibition. We showed some 20 different Cinderella collections, from early revenue documents (17th cent.) to modern GPO training stamps. And, of course, Lundy was also highlighted! Apart from showing parts of my collection we had a special Lundy day. I held a colour-slide presentation about the island and its postal history. With an agreement of the island, present Lundy stamps were also on sale and there was a special Lundy post box! It was possible to mail cards and letters there, which were after the exhibition sent via Lundy! This proved very popular as we had for sale one of the original Lundy postcards with an additional special print for the event. For the exhibition we also had the museum's own label overprinted for the event plus a special canceller for it.

Last, but not least Jan-Erik Wellerfors was also present who is the designer of the new Montagu set. He signed several of the Montagu maximum cards that we had for sale. Our first idea was to have the FDC for sale (and to sign), but it had already been sold out on the island!

The whole exhibition & Lundy day proved very popular. Many collectors and other island-interested persons came, so now the knowledge of "the most beautiful island in the world" is even wider spread!

For collectors who did not have the opportunity to attend the exhibition, or order in advance, the society sent some extra cards via Lundy, as detailed above. A set of 1 unused card with the special print, 1 sent card + a maximum card signed by Jan Erik Wellerfors is available for £5 including postage. Please send to Sf. Bältespännarna, c/o Wahlbom, Humlegränd 6A, SE-179 00 Stenhamra, Sweden



Sf BÄLTESPÄNNARNA
7 - 15 okt. 2006
Postmuseum

Sf. BÄLTESPÄNNARNA
The Swedish Cinderella Stamp Club
40th anniv. exhibition Oct. 2006
This card has been sent from
Stockholm to the addressee
via Lundy Island.

Mr.
30
Que
Lo

AERIAL VIEW, Lundy Island, Bristol Channel.

Lundy Island is administered by the Landmark Trust. To visit for the Bookings and Information 01271 863636 Website www.lundy

*Part of Souvenir Postcard posted from
The Swedish Cinderella Stamp Club
40th Anniversary Exhibition.*

AUCTION REPORT

By James Thomas

The Lundy Collectors Club's 29th auction was held on Sunday 22nd October 2006, at the Crestwood Community Centre, Eastleigh, Hampshire. Mike Thompson was Auctioneer ably assisted by Julie Lester and Bob Harper. The proceedings started with two of a set of 3 Trinity House postcards with views of Lundy lighthouses which were donated for Club funds. These contemporary items sold for a staggering £4.20. Just over half the lots on offer sold and highlights of the auction are as follows:-

Stamps	£
1935 ½d 'Tramticket' Roll 9 UMM	18
1935 1d 'Tramticket' Roll 1 LMM	55
1935 3d 'Tramticket' Roll 5 UMM JDS initials on reverse	27
1936 Large Map issue 3d vertical pair with flag staff on Town Hall and missing dashes varieties UMM	11
1936 Large Map issue 6d LMM	19
1939 "1929-1939" issue 1p value marginal block of four UMM	20
1942 "V+Plane" set of 8 MM	45
1953 Coronation Overprint set of 4 with reversed colours UMM	40
1953 Coronation Overprint set of 4 with reversed colours in marginal blocks of ten UMM	200
1962 Anti-Malaria complete UMM Sheets of 25	7
1974 RNLI Sheetlet UMM	23

Presentation Packs

1972 Trinity House presentation pack	29
--------------------------------------	----

Postal History

1936 Airmail cover from Barnstaple to Lundy with N1 and N11 stamps cancelled with Bb and Cb cancellers	17
1953 Coronation Overprint set of four with reversed colours on illustrated First Day Cover and Coronation K handstamp	70

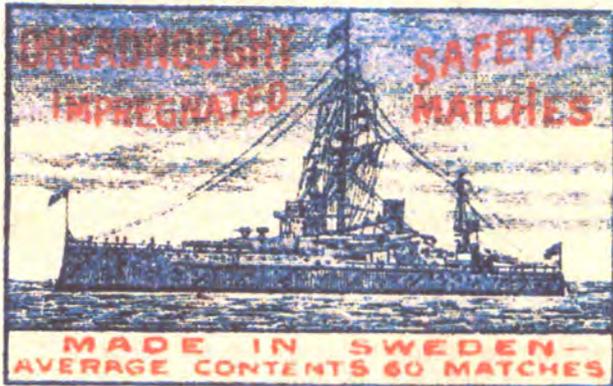
H.M.S. MONTAGU – "A VERY HANDY SHIP"

By Lars Liwendahl

Much has been written, not least last year, about H.M.S. Montagu and the stranding of her on Lundy on 30th May 1906.

From a collector-friend, Ulf Lindewald in southern Sweden, I got copies of 2 pages from "The Maritime Calendar" of 1914. They tell about the six ships in the Duncan class. The Albermarle and Montagu were identical. The page shown over is full of figures and facts! Notice the general comments at the bottom: "The ships are proving very passable sea boats. Hull without armour weighs 9055 tons. Cost per complete ship is just over £1,000,000 - very handy. Montagu of this class wrecked on Lundy 1906."

Added to this could perhaps be an old Swedish matchbox-label of that time (produced for export to Britain), which I recently found. Unfortunately it does not show Montagu, but its succeeding type of battleship, the Dreadnought class. Still it is impressive! Next to find now is the label showing "our own" ship!



(DUNCAN CLASS—5 SHIPS.)

RUSSELL (February, 1901), **ALBEMARLE** (March, 1901), **DUNCAN** (March 1901),
CORNWALLIS (July, 1901), **EXMOUTH** (August, 1901).

Normal displacement, 14,000 tons. Complement, 750 (flagships 778).

Length (waterline), 418 feet. Beam, 75½ feet. Maximum draught, 27½ feet. Length near all, 129 feet.

Guns:

4—12 inch, IX. (A.A.A.A.)

12—6 inch, VII.

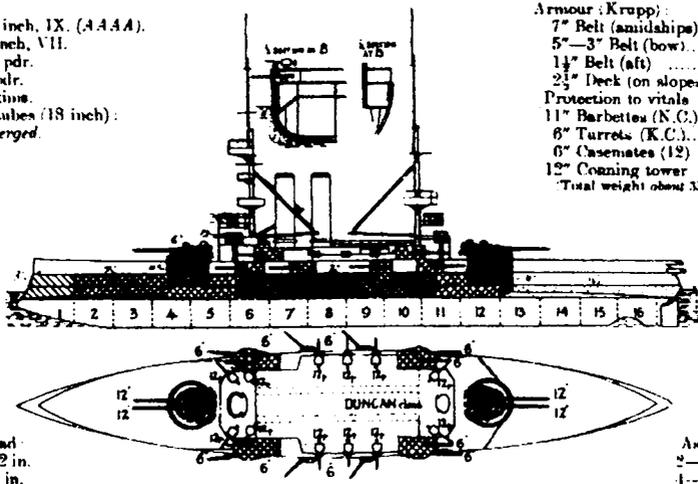
12—12 pdr.

6—3 pdr.

2 Maxims.

Torpedo tubes (18 inch):

4 submerged.



Armour (Krupp):

7" Belt (amidships)..... a

5"—3" Belt (bow)..... b-a

14" Belt (aft).....

2½" Deck (on slopes).....

Protection to vitals..... aa

11" Barbettes (K.C.)..... aa

8" Turrets (K.C.)..... aa

6" Casemates (12)..... b

12" Conning tower..... aa

Total weight about 3300 tons.

Ahead:

2—12 in.

4—6 in.

Astern:

2—12 in.

4—6 in.

Broadside: 4—12 in., 6—6 in.

Machinery: 2 sets 4 cylinder vertical inverted triple expansion, 2 screws. Boilers: 24 Belleville. Coal: normal 900 tons; maximum 2000 tons. Designed H.P. 18,000 = 19 kts. Nominal radius 7,200 at 10 kts.

Armour Notes.—Main belt is 14 feet wide by 285 feet long; lower edge is full thickness. Flat-sided turrets (K.C.)

Gunnery Notes.—Loading positions, big guns: all round. Hoists, for 6 inch, electric and hand. Big guns manoeuvred by hydraulic gear. Fire control stations fitted 1905-6.

Area of fire: 12 in., 240°; 6 in., 120°.

Engineering Notes.—Machinery, etc., weighs 1580 tons.

Name.	Builder.	Engines by	Laid down	Com- pleted.	Low dry	30 hours at 1/2 S.	8 hours full.	Boilers	Last recorded best speed.
Russell	Palmer	Palmer	March, '99	1903	—	13,695—17.5	18,222—19.3	Belleville	19.8
Duncan	Thames I.W.	Thames I.W.	July, '99	1903	—	13,717—18.1	18,222—19.11	Belleville	20.1
Cornwallis	Thames I.W.	Thames I.W.	July, '99	1901	—	13,691—17.91	18,228—18.99	Belleville	19.56
Exmouth	Laird	Laird	Aug. '99	1903	—	13,774—18	18,316—19.65	Belleville	20.0
Albemarle	Chatham	Thames I.W.	Jan., '99	1903	—	12,582—17.2*	*18,296—18.6	Belleville	19.6

*Run in bad weather.

Coal consumption averages 2½ tons an hour at 10 kts.; at 13,000 H.P. (17 kts.) about 10½ tons an hour; at 18,000 H.P. (19 kts.) about 15 tons an hour or less. All these ships are excellent steamers, and make or exceed their speeds in almost any weather. Boilers are of 1900 pattern.

General Notes.—The ships are proving very passable sea boats. Hull without armour weighs 9056 tons.

Cost per ship, complete, just over £1,000,000. Very handy. *Montagu*, of this class, wrecked on Lundy, 1906.

Duncan, *Cornwallis*, *Exmouth* and *Russell* were provided under the supplementary estimate of 1898 in answer to large additions to the French and Russian building programmes. The remaining pair were provided under the 1899/1900 Estimates. Smaller editions of *Formidable*, they sacrificed armour for high speed to match the reported fast Russian battleships. The designed load displacement was 14,000t.

The ships were actually designed prior to the *London* class and initiated improvements in protection adopted in those ships, but their construction was delayed and the first two *Londons* were laid down prior to any *Duncans*. The armour distribution was similar to that of *London* but with belt and barbettes of reduced thickness. The main 7in belt was 238ft long by 15ft deep and continued to the bow with 5in, 4in and 3in plates. The barbetstes were 10in-11in, reducing to 7in and 4in forward and 4in aft behind the belt. The decks were as in *London* except that the middle deck was 1in on the slope as well as on the flat.

High speed was provided for by increasing the machinery power by 3000hp and modifying the hull form for a designed maximum speed of 19kts and a sea speed of 18kts. Four-cyl TE engines were adopted for the first time, and these employed wind-sails instead of cowl ventilators. They were good steamers, the best of the class on trials being *Cornwallis* (19.56kts) and the best in service *Albermarle*.

Right: *Venerable* after her 1909 relit when she was fitted with high topgallant masts for wireless aerials. Note the enclosed 12 pdr battery on the upper deck amidships.

The vessels operated in the Mediterranean until 1904-05 and then returned to home waters for the remainder of their peacetime service, with the exception of *Duncan*, *Exmouth* and *Russell* which served a second term in the Mediterranean from 1908 until 1912.

DUNCAN class first class battleships

Displacement:	13,270t to 13,745t (loaded)
Dimensions:	405ft pp, 432ft oa x 32ft 6in
Machinery:	2-shaft, 4 cyl TE, 24,000hp
Armour:	Belt 7in, bulkheads 12in-1in
Armament:	4-12in BL, 2x2, 12-2in
Complement:	720

Name	Built
ALBEMARLE	Chatham Dockyard
CORNWALLIS	Portsmouth Dockyard
DUNCAN	Portsmouth Dockyard
EXMOUTH	Portsmouth Dockyard
MONTAGU	Portsmouth Dockyard
RUSSELL	Portsmouth Dockyard



Battleships

draught, 14,900t to 15,200t deep

125ft 6in x 25ft 9in (123.44 pp, 131.67 oa x 23.01 x 7.85m)

Belleville boilers, 18,000hp — 19kts

11in-7in, barbettes 11in-4in gun houses 10in-8in, casemates 6in, CT 12in, decks

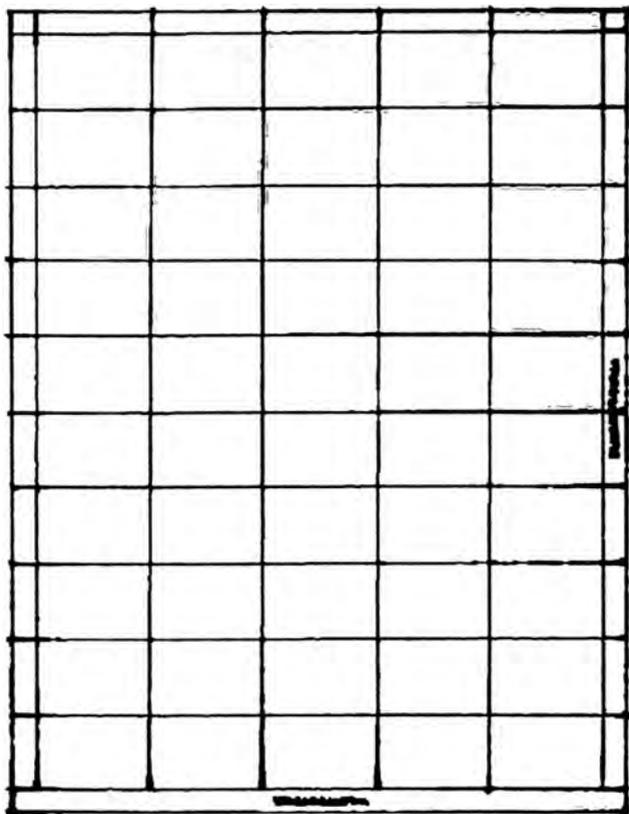
12in QF (12x1), 10-12pdr QF (1x1), 6-3pdr QF (6x1), 4-18in TT sub

Order	Laid down	Launched	Comp	Fate
Thames DYd	8.1.1900	5.3.1901	Nov 1903	Sold for BU 1919
James Iron Wks, Blackwall	19.7.1899	13.7.1901	Feb 1904	Torpedoed & sunk by U'32 E of Malta 9.1.17
James Iron Wks, Blackwall	10.7.1899	21.3.1901	Oct 1903	Sold for BU 1920
Card Donhead	10.8.1899	31.8.1901	May 1903	Sold for BU 1920
Donport DYd	23.11.1899	5.3.1901	Oct 1903	Wrecked on Lundy Island 30.5.06
Card, Blackwall	11.3.1899	19.2.1901	Feb 1903	Mined and sunk off Malta 27.4.16

1972 ST. HELENA'S CHURCH ISSUE

Information supplied by Barry Chinchen and images by James Thomas

On 7th June 1972, Lundy issued five stamps which formed the St. Helena's Church 75th Anniversary set. The large John Dyke designs measured either 50x31mm (1, 2 and 5 Puffin values) or 31x50mm (3 and 10 Puffin values) and all had a perforation size of 13½. Bradbury Wilkinson and Co. printed the stamps in sheets of 100 but issued them in sheets of 50 and the sheet layout was as shown below. The imprint appeared along the bottom margin of the sheet for the 1, 2 and 5 Puffin values and in the right-hand margin for the 3 and 10 Puffin sheets.



Barry Chinchin states that the numbers issued were as follows:-

1p brown	80,000
2p pink	70,000
3p black	50,000
5p blue	50,000
10p mauve	50,000

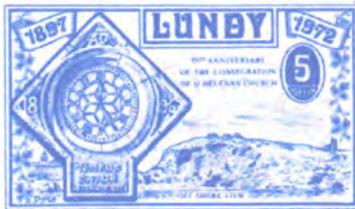
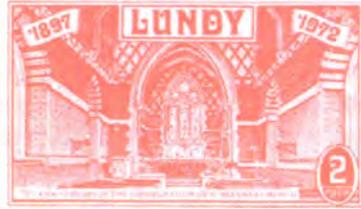
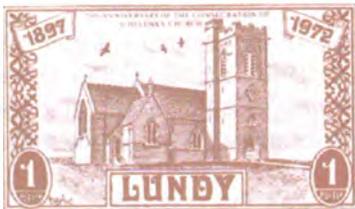
These figures coincide with Newman's first and second catalogues as well as Bale's first catalogue dated 1998. However, in Bale's second catalogue dated 2003 the following figures are quoted:-

1p brown	56,506
2p pink	15,671
3p black	16,430
5p blue	16,330
10p mauve	12,025

Because these figures do not tie in with full sheet numbers, I can only assume that as this set was issued prior to 1982, all remaining unsold stamps left on Lundy were destroyed in 2002 when the last island manager Paul Roberts declared all pre 1982 stamps no longer valid on Lundy mail.

The postmark used for the first day of issue was the one referred to by Chinchin as type 'X' or Newman type SPC-3, which was a metal canceller used with green ink as shown below.

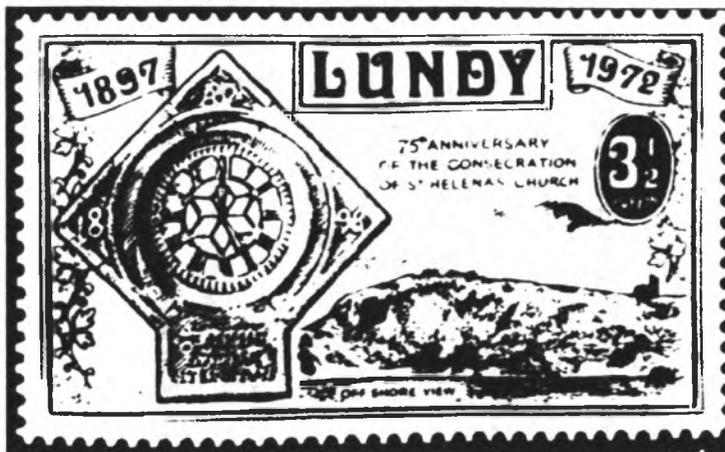




The issued set copied to actual size



On the previous page and on this one are three quite rare printer's bromide prints of John Dyke's original artwork. Your attention is drawn to the hand written notes, various slight differences in design and the different values to those used on the issued stamps. Each one is illustrated at actual size.



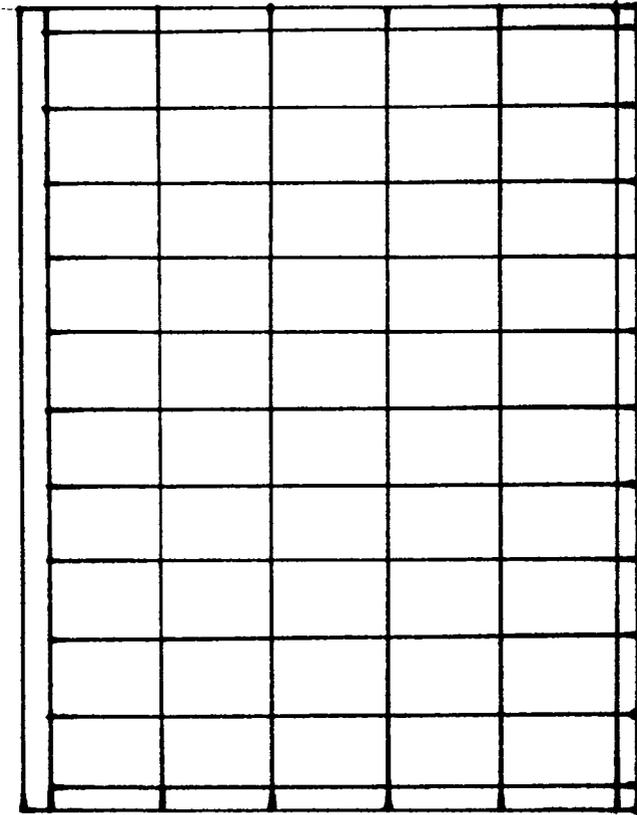
DIARY 2007

- 3rd March 2007. Lundy Field Society General meeting,
Exeter University.
- 9th – 12th March 2007. Lundy Collectors Club Meeting, Lundy.
- 21st July 2007. Lundy Collectors Club Day Trip to Lundy.
- 22nd July 2007. Lundy Collectors Club Meeting, Ilfracombe.
- 21st October 2007. Lundy Collectors Club Meeting, Eastleigh.

1972 TRINITY HOUSE (LIGHTHOUSE) ISSUE

Information supplied by Barry Chinchon and images by James Thomas

On 25th November 1972, Lundy issued five stamps which formed the Trinity House (Lighthouse) set. The 1, 2, 3 and 5 Puffin values measured 40½x26mm and the 10 Puffin value measured 26x40½mm and all had a perforation size of 14¼. Bradbury Wilkinson and Co. printed the John Dyke designs in sheets of 50 and the sheet layout was as shown below.



Barry Chinchon states that the numbers issued were as follows:-

1p blue and red	50,000
2p blue and red	30,000
3p blue and red	30,000
5p blue and red	30,000
10p blue and red	30,000

These figures coincide with Newman's first and second catalogues as well as Bale's first catalogue dated 1998. However, in Bale's second catalogue dated 2003 the following figures are quoted:-

1p blue and red	50,000
2p blue and red	29,850
3p blue and red	8,300
5p blue and red	8,200
10p blue and red	8,050

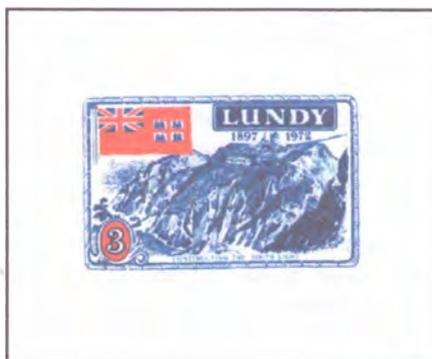
Because these figures do not tie in with full sheet numbers, I can only assume that as this set was issued prior to 1982, all remaining unsold stamps left on Lundy were destroyed in 2002 when the last island manager Paul Roberts declared all pre 1982 stamps no longer valid on Lundy mail.

In recent years this set has become very difficult to find which has been reflected in the sudden increase in value. As an example, in Michael Bale's 2003 catalogue the value of a set of mint stamps was £28 and by the time the 2005 supplement was published the same set was valued at £45.

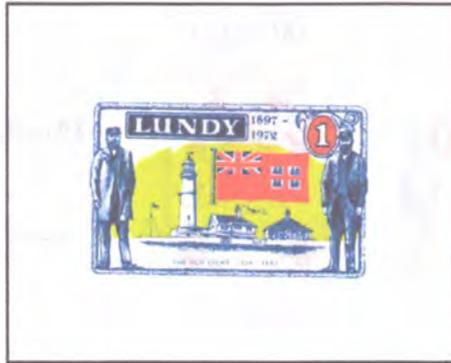
In 1983 the Landmark Trust released some archival material which consisted of three imperforate sets on thick cards, an additional set without values, imperforate proofs and imperforate colour trials. All of this material is very rare and found only in a few collections. Some examples are shown on the following pages.



A complete set of mint Trinity House stamps



An imperforate proof of the 3 Puffin value



A colour trial of the 1 Puffin value with a test background colour

This colour trial tested different background colours and the colours and numbers produced are as follows:-

1p salmon	7
1p lime green (as shown above)	12
2p beige	7
2p dark green	12
3p olive green	7
3p grey	7
5p dark green	7
5p turquoise	7

In addition to the background colour trials, there are trial stamps that used designs and colours different to the issued stamps and only a total of ten of these stamps were produced.

The imperforate proofs, as shown on the previous page, were produced in very small numbers with only seven copies of the 1p, 2p, 5p and 10p values and fourteen copies of the 3p value in existence.

LETTERS TO THE EDITOR

It may be of interest to some members that I have been invited to show my "Alternative Lundy" in completion to the Great Britain Philatelic Society in the Grosvenor Rooms (Stanley Gibbon's premises in the Strand) on 21st April 2007. It is an all-day event and my show will be after lunch about 2.00 pm or thereabouts.

Gerald King

Thanks for the Christmas card which is without doubt the worst card I have ever seen.

Darin Jackson

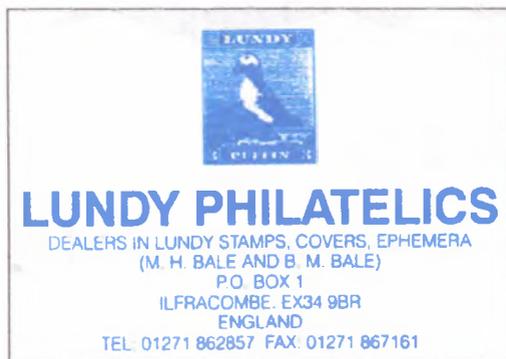
(Darin, sorry you disliked last year's Christmas card design but I thought that a piece of John Dyke's artwork would have been appreciated. Ed.)

Many thanks for an excellent publication.

Richard Clements

(Thank you Richard, messages like this makes me feel it's all worth while. Ed.)

LUNDY ARCHIVE



When Michael Bale sold Negev Stamps Ltd he retained the Lundy element and renamed his business Lundy Philatelics, however, he only held one auction before the Landmark Trust complained about the use of the name Lundy. He quickly changed to Puffin Stamps.

PHOTO PAGE



Lundy Ponies (Photo – James Thomas, July 2002)



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For all Great Britain postal history
including off-shore Islands such as
Lundy, Sark, Herm, Alderney,
Guernsey and Jersey contact.....

ROGER HUDSON



LUNDY ISLAND

*THREE MILES LONG & HALF A MILE WIDE
LUNDY LIES 10 MILES OFF THE COAST OF
NORTH DEVON WHERE THE ATLANTIC
MEETS THE BRISTOL CHANNEL.*

Lundy Collectors Club