

# The New Puffin Journal



**SPRING 2008**

Published by the Lundy Collectors Club

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# EDITORIAL

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It is amazing how fast a year goes by. It was only this time last year that we were planning our weekend meeting on Lundy and I was asking for help with the *Journal*. Sadly, as I perhaps expected, I received no offers to take the reins and here we are 12 months later with the status quo. I received many complimentary comments which were very welcome and made me feel good. However, my work burdens have since eased slightly which has put me in a better position to continue as Editor, but I really do need the support of each and every member with a continuous supply of Lundy related articles to be able to continue.

Last year was another very busy year with two meetings, one weekend meet on Lundy, a summer day trip to the island, three auctions, three Journals and many quality souvenirs which included the limited edition publication titled "A Selection from the Harman – Stanard Letters 1938 – 1947" which was presented to each person who attended the Spring 2007 meeting. Mike Thompson published what is probably the definitive work on the stamps and postal history of the Lundy to Devon air mail service which is a must for any Lundy Collector's library and all of this from a small handful of Lundy enthusiasts – I think we did very well.

This year is to be a respite year with just the usual meetings, Journals, Auctions and day trip, in readiness for 2009 which is planned to be another big year – oh no, what am I letting myself in for!

This year will be a busy year for the Landmark Trust and the Lundy management as they plan to issue a new stamp set to commemorate the Oldenburg's 50<sup>th</sup> birthday but more importantly they have to raise the remaining funds to pay for the Beach Road repairs. To help with this Landmark have launched a Spring Raffle with tickets costing just £1 each with the chance to win some fabulous prizes – First prize is £3,000 worth of Landmark holidays. If you all could buy a ticket or two to support Lundy it would be much appreciated, after all Lundy supports our stamp collecting. If you wish to buy some tickets please contact the Lundy Shore Office direct on 01237 423233 or e-mail [admin@lundyisland.co.uk](mailto:admin@lundyisland.co.uk)

Best wishes

*James*

# **LUNDY NEWS**

Information supplied by Lundy

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## **Lundy Emergency Appeal Update**

Lundy's General Manager Derek Green is delighted to inform everyone that they have accrued £130,000 for the Beach Road so far. Although donations have slowed down a little, they are still coming in. If you would like to make a donation – Lundy would be delighted to send you an Appeal Pack – remember that by signing the Gift Aid form that some of the tax will go to the Appeal too. For more information please go to:-  
[http://www.landmarktrust.org.uk/lundy\\_fund\\_appeal](http://www.landmarktrust.org.uk/lundy_fund_appeal)

The landing craft "Pont Menai" belonging to Anthony Glover (Severn Seas Shipping) is still engaged in loading sand and other materials for the Lundy Road repairs. She also carries other cargo for the island including taking and bringing back a tractor for repairs.

## **The 2008 Lundy Calendar**

Lundy still has 2008 calendars on sale on the island and in the Shore Office, Bideford and at £6.99 it is very good value. Month by month there are stunning photographs of views, wildlife, birds, people, properties, Oldenburg and much more. A wonderful reminder of everyone's favourite island and is ideal as a gift or to keep for yourself. You can order direct from Lundy either by writing to the Shore Office in Bideford or placing an order on line.

## **Tavern Staff**

The Polish Chef and his wife who cooked in the Tavern during the past year have left Lundy and the Landmark Trust is busy looking for replacements. Meanwhile the other island staff are filling in at the Tavern kitchens.

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## m.s. Oldenburg

The m.s. Oldenburg has spent the best part of the winter in the Seawind/Barclay Carle dry-dock in Appledore undergoing extensive maintenance. It is not just her annual MOT but a five year service and every metal plate is being examined.

On 10<sup>th</sup> May 2008 the m.s. Oldenburg will celebrate her 50<sup>th</sup> Anniversary. This is remarkable for a cargo ship as they are normally scrapped before reaching that age. The Landmark Trust are planning a stamp issue for the occasion, if possible for the exact date of her anniversary. It will be an issue of four to six values and will include photographs of the ship both before she was purchased by the Landmark Trust and from then to date. No doubt more news will be forthcoming in due course.

The m.s. Oldenburg is not just the ship that takes supplies to Lundy, she is also a great venue for parties, exhibitions, presentations, wedding receptions and much more. She doesn't have to sail and can be hired for use alongside at Bideford. If you would like to know more about chartering the m.s. Oldenburg please ring 01237 423233 or e-mail [admin@lundyisland.co.uk](mailto:admin@lundyisland.co.uk)

## A Voyage to Lundy on Radio 4

Between 28<sup>th</sup> January and 1<sup>st</sup> February 2008, Radio 4 broadcasted five 15 minute programmes titled 'A voyage to Lundy'. Writer and poet Gwyneth Lewis visited Lundy as she contemplated a change in direction in her life and considered the satisfaction of adventure close to home.

[thenewpuffinjournal@tiscali.co.uk](mailto:thenewpuffinjournal@tiscali.co.uk)

# ***LETTERS TO THE EDITOR***

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## **Lundy Appeal**

Thank you very much for your recent donation for the emergency appeal to fund essential strengthening of the Lundy Beach Road. Please also pass on our thanks to all members of the Lundy Collectors Club for their donation of £50.00. We are extremely grateful to you all for your support.

Your donation is particularly important due to the urgency of undertaking the works to ensure the full length of road remains serviceable. Your contribution will help us to be on site this winter.

The Beach Road is the lifeline to Lundy, used to transport food, fuel, farming and building materials onto the island. It also provides access for day trippers and visitors staying in our 23 Landmarks. The benefit of your donation will therefore live on by ensuring that Lundy's unique environment can remain accessible to all who want to experience it.

We look forward to reporting on the funds raised and to seeing you on Lundy in the future.

**Derek Green.**

## **The G.P.O. "Lundy Island" Thimble Datestamps Up-date**

I have received lots of new data related to the Lundy "Thimbles". No earth shattering revelations but several "clarifications" and should have a revised listing and summary to you early in 2008.

**Roger Cichorz.**

*This is very good news. Many members have helped Roger with additional date related information and Martin Evans has supplied information about the British Postal Regulations of that period. Thank you to all who have helped and I await Roger's up-date with interest. Ed*

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## Malaria Collection

Club member Larry Fillion is a thematic collector who specialises in stamps and postal history relating to the subject of Malaria.

Larry is interested in buying all kinds of Malaria related material as well as researching the subject and has asked if anyone has any information about the island's postage rates.

If you have a record of Lundy Postage Rates over the years I would like to hear from you.

In the meantime Larry has produced a malaria display which has been exhibited in an American stamp show and is posted on the the following websites:-

[http://www.malariastamps.com/lundy\\_140\\_145.asp](http://www.malariastamps.com/lundy_140_145.asp)

[http://www.malariastamps.com/lundy\\_buildups.asp](http://www.malariastamps.com/lundy_buildups.asp)

## ***YOUR CLUB NEEDS YOU!***



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To be able to keep the *Journal* going I need your help with Lundy related articles. If you have any Lundy related item that you would like to have published please send it to the Editor at the address shown at the front of this journal or e-mail it to [thenewpuffinjournal@tiscali.co.uk](mailto:thenewpuffinjournal@tiscali.co.uk)

The Club also needs your support at the Spring and Autumn meetings, so please make the effort and come along. The 2008 diary is printed on page 16 of this issue and Meeting details complete with maps are always shown on the back cover of each issue.

I look forward to seeing you soon.

*James*

# ***HARD AT WORK IN 2007!***

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*Lars Liwendahl and Michael Bale preparing souvenirs in Square Cottage, Lundy for the Spring 2007 meeting on Lundy. (Photo - Bronnie Bale)*



*James Thomas preparing souvenirs on board the m.s. Oldenburg for the Summer 2007 meeting and watched on by (l-r) Roger Allen, Margaret Chadwick, Graham Chadwick and Bob Harper. (Photo - Diana Keast)*

# ***1985 FIRST BALLOON FLIGHT FROM LUNDY***

By James Thomas

Material supplied by Wim Ros

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It was the week of 19<sup>th</sup> to 23<sup>rd</sup> June 1985 when John Albury and Peter Sarreti planned to fly from Lundy to the mainland with the first ever Lundy Balloon Post. Originally the very experienced Phil Dunnington was to pilot the flight but at the very last minute had to pull out and John Albury took over despite being uneasy about flying over the sea. The weather this week was variable with mixed wind conditions, occasional rain and low cloud and then on Wednesday 19<sup>th</sup> June at 4.00pm the all clear was given. A weather front that was predicted from the North East did not materialise and the Chivenor Met office suggested that the flight should go ahead now as the weather forecast for the rest of the week was bad and likely to worsen.

A quick telephone call to the retrieving team at the Lundy House Hotel in Morteheo and then at 5.15pm it was all systems go.

The balloon, a Cameron V77, flew at 350 feet above the Bristol Channel and carried 2500 special postcards designed by John Dyke inside the envelope bag, which hung over the side of the basket throughout the flight and was only pulled inside for landing to prevent damage to the mail.

Flying at 12 knots the trip took just 2¾ hours with touchdown at 8.00pm at OS reference 669282 which is in fact the Castle Hill country house at Filleigh, North Devon.

The stamp used on the postcards was a Lundy 20 puffin from the 1974 definitive set which had been overprinted in red with the words "1<sup>st</sup> BALLOON FLIGHT FROM LUNDY – 1985" by Armour-Print of Reading.

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Cards commemorating the flight and bearing one of the special stamps were prepared by the Landmark Trust and were sold on the island and by the Lundy Philatelic Service based at Eastleigh in Hampshire for £1.20 or £2.20 for one of the 500 cards signed by the pilot although the signature was that of Phil Dunnington and not of his last minute replacement.

In a note written by Barry Chinchon to Ken Gibson at the time Barry states:-

*"Dear Ken,*

*I now have the quantities of the balloon stamp issue – 5,580. I am not supposed to do C.T.O. but have made them on request when I had a canceller. I assume someone at Landmark Trust did the cancelling, but I cannot bother them with such a matter. C.T.O. stamps were not offered for sale.*

*I have just had it pointed out that the signature on the covers is not that of the person I was told was pilot. I will let the Lundy Collectors' Club have the answer to this problem when I get it. I cannot write to collectors individually.*

*Best wishes,*

*Barry"*



*Block of four 1985 Balloon stamps*

## ***M.C. HARMAN'S FIRST VISIT TO LUNDY – PROBABLY***

By James Thomas

Material from the Harman Archive

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During 2004 Diana Keast worked very hard behind the scenes supplying me with photographs and information in preparation for the 75<sup>th</sup> Anniversary of Lundy stamps, however, one very interesting item was not used at the time. The photograph below has an inscription on the back which is in M.C. Harman's own hand and reads "M.C. Harman (R) & Bert Rockett (L) – Lundy 1903". Diana assumes that this is a picture of her father's first visit to Lundy at the age of 18 or 19 years depending on whether the photograph was taken before or after his birthday (30<sup>th</sup> August 1885). However, Diana thinks that he was 18 years old as she considers the picture to have been taken during the Spring or Summer.



# **AUTUMN 2007 MEETING REPORT**

By James Thomas

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The Autumn 2007 meeting of the Lundy Collectors Club was held on Sunday 21<sup>st</sup> October 2007 at the Crestwood Community Centre, Eastleigh.

In contrast to previous meetings stamps and collectables did not dominate the event. First off was the showing of a 30 minute film produced by James Thomas of the Spring 2007 Club meeting on Lundy. The film was made over the three days and toured the island taking in many of Lundy's landmark views and buildings. It also included the fun scenes of Mike Thompson conducting the auction in the Marisco Tavern and Roger Allen compeering the Lundy pub quiz. Following this was the hearing of a very rare and quite forgotten BBC sound track from 1966. The tape originally formed part of a television programme made by the BBC about Lundy and featured many well known names such as Albion Harman, Felix Gade, Arthur Strick and John Ogilvie.

The morning was rounded off with three displays. The first was 14 sheets presented by Bob Harper of the 1929 issue showing all of the transfer types and the positions that they originally appeared in the sheet. This was followed by John Wright who exhibited five sheets of various material which included a sheet of the 1929 issue proofs.

After lunch Mike Thompson assisted by Julie Lester and Bob Harper held the Club Auction which attracted many bids above there estimates.

The day was rounded-off with a huge 31 page display by Mike Thompson of Lundy Airmail and included a very rare if not unique registered letter postmarked Wrafton as opposed to the usual Barnstaple.

With no further business and following afternoon tea the meeting closed at 4.00pm.

[thenewpuffinjournal@tiscali.co.uk](mailto:thenewpuffinjournal@tiscali.co.uk)

# 1929 LUNDY COIN PROOF

By Roger Cichorz

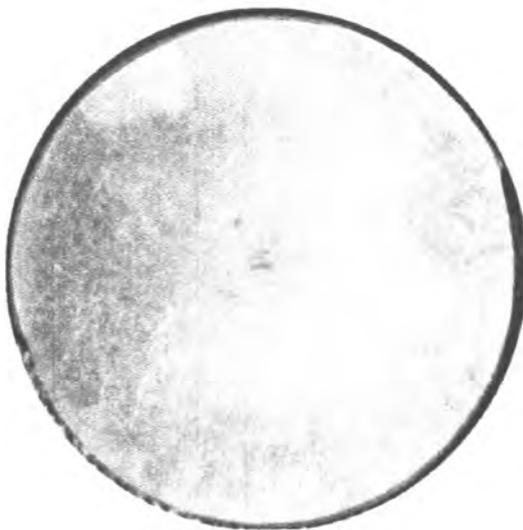
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Most of us are familiar with Martin Coles Harman's Lundy coinage—the half puffin and one puffin coppers of 1929 and the proof re-strikes (set of four) of 1965. In its auction held on 28<sup>th</sup> September 2007, Heritage Auction Galleries of Long Beach, California offered a uniface die trial for the Lundy 1929 one-puffin coin that was struck in aluminum. The existence of such a die trial was new to me, and I am unaware that it had ever been reported before. I do not get Heritage Auction catalogues and became aware of this trial piece only because Heritage had also listed it on eBay about ten days before the close of the auction.

This trial piece was described by Heritage Auctions as: "**Martin Coles Harman Aluminum Trial Strike 1929, type of KM-XTn2, Puffin, uniface die trial for the token coinage of 1929. AU58 ICG, plain edge, 4.26 grams. Very rare and the first we've seen. Larger 31 mm flan noted for KM-X\_Pn1.**"

This trial piece had been graded and "slabbed" (encased in a protective holder) by Independent Coin Grading (ICG), one of the "big four" of reliable coin-grading services in the United States. Only the obverse of the Harman profile shows on this trial; the reverse (puffin) side is completely blank. At a diameter of 31 mm, it is slightly larger than the copper puffin coin, which measures 30 mm diameter. The item was estimated at US \$500-700, offered on eBay at a starting bid of US \$125, and ultimately sold to a floor bidder at the live auction for US \$360 (\$300 bid + 20% buyer's fee), or approximately £178 at the time of the sale.

This item was assigned eBay item number 170152656228, so *New Puffin Journal* readers can look it up and view it on eBay simply by entering the item number into eBay's search (title and description) vehicle.



The two sides of the aluminium coin proof.

# HOUSE OF QUESTA PROOF FOLDER

By Jim Mullett

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## COMMENTS

This is a standard House of Questa Proof folder combining imperforate proof copies of the 1994 750<sup>th</sup> Anniversary of the Marisco Castle issue and the 1994 Landmark Trust Silver Jubilee on Lundy souvenir sheet.

This is probably the only time that a Lundy proof card has contained two different issues.

Note the position of the m.s. Oldenburg which Lars Liwendahl had changed for the production sheets.

THE LANDMARK TRUST



SILVER JUBILEE ON LUNDY  
1969 - 1994

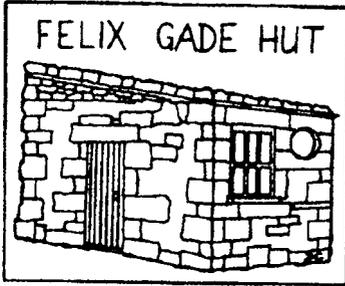


# LUNDY'S LATEST LETTERBOX STAMPS

By Roger Allen

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Recently four Lundy Letterbox Stamps were introduced by Derek Cheeseborough to the island and the m.s. Oldenburg. I think no more description is required to establish their location.



Drawn by Derek Cheeseborough



Drawn by Derek Cheeseborough



Drawn by Roger Allen



Prepared by Derek  
Cheeseborough from a print  
provided by David Stewart,  
Purser, m.s. Oldenburg.

## **DIARY 2008**

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- |                               |  |
|-------------------------------|--|
| 1 <sup>st</sup> March 2008    | Lundy Field Society General Meeting,<br>Exeter, Devon.             |
| 16 <sup>th</sup> March 2008   | Lundy Collectors Club Spring Meeting<br>Eastleigh, Hampshire.      |
| 26 <sup>th</sup> July 2008    | Lundy Collectors Club day trip to Lundy from<br>Ilfracombe, Devon. |
| 27 <sup>th</sup> July 2008    | Lundy Collectors Club Summer Meeting<br>Ilfracombe, Devon.         |
| 19 <sup>th</sup> October 2008 | Lundy Collectors Club Autumn Meeting<br>Eastleigh, Hampshire.      |

# ***S.S. CARMINE FILOMENA – A LUNDY SHIPWRECK***

By Tom Baker, Shipping Correspondent

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Just another shipwreck on Lundy but many questions went unanswered until recently when Diana Keast discovered in the family archive an accumulation of letters between Martin Coles Harman and Felix Gade.

At 7.30am on 2<sup>nd</sup> July 1937, a 3200 ton cargo ship hit the rocks near surf point in dense fog. The ship was the Carmine Filomena, an Italian registered vessel carrying coal from Cardiff. Luckily there was no loss of life which was probably helped by the calm sea.

In the report to Lloyds the insurance contractors, it states that the number one hold was filling with water. During the afternoon Lloyds sent the salvage ship "Florence" and later at 9.00pm the tug "Seafalke" arrived. An attempt was made to tow the ship off the rocks but the divers inspection stated that it was impractical to proceed due to numbers 4 and 5 holds being full of water, so the tug master decided to wait until the next day for further examination.

The master of the "Seafalke" ferried the crew to Instow except for the master and officers who remained on board with the engine room staff.

The captain of another ship on the scene the "Ranger" wanted to sell the coal for 10/- a ton but Felix Gade refused and exchanged three lobsters for a single load.

On 21<sup>st</sup> July an official tender for salvage was sent to John Bovey and Co., who was Lloyd's agents at Cardiff. A letter from Martin Coles Harman sent on 6<sup>th</sup> July 1937, offered a tender of £50 for the ship and a further £50 for the coal. In addition to the offer to buy, M.C. Harman presented a claim of £15 per week for rent for the duration the ship was stranded on the island. He also asked for a bond of £2,000 to ensure the wreck was satisfactorily removed.

An estimate from the London Welsh Iron and Steel Co., quantified and valued the ship's disposal as shown over leaf.

- 
- ❖ 1200 tons – 75/- (£3.75) per ton = £4 500 less the cost of balancing and cutting
  - ❖ 1200 tons – 17/6d (87.5p) per ton = £1,050 less the cost of the freight to the N E. coast of Scotland.
  - ❖ 1200 tons – 7/- (35p) per ton = £420

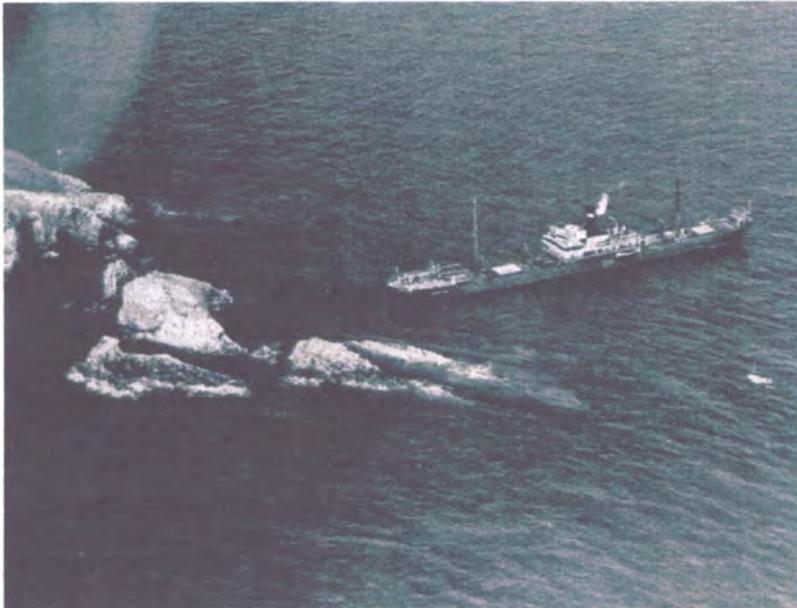
Then the ship and its cargo were quantified for weight which is listed below:-

- ❖ 3,200 tons of iron and steel.
- ❖ 45 tons of brass, copper and bronze.
- ❖ Engines estimated weight 300 tons.
- ❖ Contents of hold number one - 1627 tons.
- ❖ Contents of hold number two - 1789 tons.
- ❖ Contents of hold number three - 1029 tons.
- ❖ Contents of hold number four – 1645 tons.
- ❖ Contents of hold number five – 1224 tons.
- ❖ Contents of the bunkers - 500 tons.

On 19<sup>th</sup> July 1937, the Italian captain of the Carmine Filomena authorised the captain of the "Ranger" to sink the vessel and Felix Gade sent M.C. Harman a letter confirming the day's actions and that the islanders had removed as much as they could before the sinking.

The crew released the ships cats on Lundy and for some unknown reason a Policeman came on a Campbell steamer to investigate the actions. Felix Gade told the officer that he had no right to enter Lundy and that he would shoot the cats when an opportunity presented itself. Bad feelings were present throughout the whole incident and nobody knew who informed the Police about an incident that didn't warrant Police time.

*On the following two pages are aerial photographs  
Of the stricken ship on the rocks*

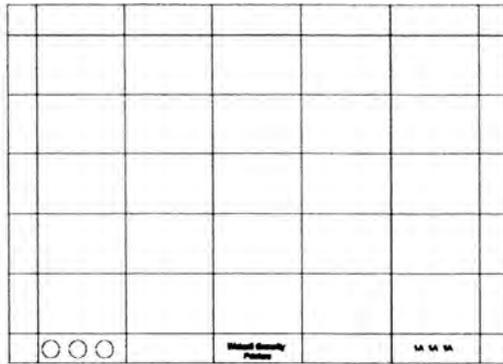


# 1978 25<sup>TH</sup> ANNIVERSARY OF THE CORONATION ISSUE

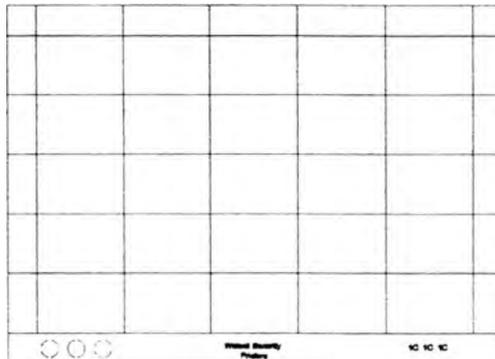
Information supplied by Barry Chinchon and images by James Thomas

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On 2<sup>nd</sup> June 1978, Lundy issued four stamps which formed the 25<sup>th</sup> Anniversary of the Coronation set. The large John Dyke designs measured 51x38mm and all had a perforation size of 11. Walsall Security Printers produced the stamps in sheets of 100 which were cut-up and issued in sheets of 25. The printer's imprint appeared along the bottom of the sheet in the margin.



*Sheet layout for the 8p and 10p values showing the control numbers 1A to 1D*



*Sheet layout for the 12p and 20p values. The 12p sheets showed the control numbers 1A to 1D and the 20p value showed the control numbers 1A to 1C.*

---

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

8p red & brown	44,000
10p blue & brown	44,000
12p blue & brown	44,000
20p violet & brown	44,000

These figures have been confirmed by both Newman and Bale in their four versions of "Stamps of Lundy Island".

In the bottom selvedge to each sheet of 25 stamps can be found the colour signals, the printer's imprint and the control numbers. The control numbers comprise of 1A, 1B, 1C or 1D, however, there is no sheet 'D' for the 20p value.

There were three identical rubber cancellers used on the First Day Covers and on mail posted on the first day of issue which Newman referred to as type EE. These cancellers were only used with black ink.



Two Souvenir packs were issued, one was printed in brown and yellow and the other in red and yellow.



*The issued set of four stamps showing the colour signals for each sheet. Also note that the perforations in the 8p and 10p sheets extend into the bottom margin where in the 12p and 20p sheets they do not.*

# BOOK SHELF

By Roger Allen

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## Devon Shipwrecks

In 1974, David and Charles of Newton Abbot published a hardback book by Richard Larn, with the above title. It included a chronological listing of all known Lundy wrecks up to 1952, together with a background to the history of the island, regarding the dangers of its shores and its isolation. The author also gives some general background information about Lundy itself, its cliff formation, history and population. There was the inference that many wrecks off Lundy were not reported, particularly in the 17<sup>th</sup> and 18<sup>th</sup> centuries.

The chapter on Lundy is twenty pages long and the chronological list of ships is included as part of this chapter. Details in the list include the name of the ship, its type and size where known, numbers of the crew and how many were saved, plus any other known details. It also gives the location of each wreck on a map, drawn by the author in 1973, which forms part of this chapter.

There are five relevant photographs in this book; the Carmina Filomina off Rat Island, the Maria Kyriakides off the Quarries and two shots of the catwalk leading to the Montagu, one of which also appears on the dust wrapper. The final photograph is the most interesting and is of the condensers of the Montagu being removed by members of the Western Marine Salvage Co.

The largest section of the Lundy chapter is, of course, on the Montagu. There are many small facts given in this book that Jill Davis has left out of her excellent book dating from 1981 entitled "The Loss of HMS Montagu". In particular Mr. Larn gives additional details about the salvaging of the guns and the reasons for the blowing out of a portion of the ship's side in order to achieve the operation. There are many details concerning Captain Young of the 'Ranger', who was in charge of the salvage operations, his crew members and their work, which may not have been written up elsewhere in Lundy literature.

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There is also an interesting comment about the shoddiness of some riveting and caulking aspects during the initial construction of the Montagu. Apparently part of the defence of Captain Adair at his trial was that the fog signals from the Lighthouse were not clearly audible. Later Trinity House steamed around the island to check up on this. Altogether there is much to learn from this well researched chapter.

In 1996, Richard Larn produced a second copy and much shorter version of his book of Devon Shipwrecks in paper back form, now entitled "Shipwrecks of the Devon Coast" and published by Countryside Books, Newbury. He has virtually rewritten the Lundy chapter, now only eleven pages long, leaving out much of the general background history of the island and controversial matters such as the comment by Chanter that there were a million annual passings by Lundy and that three hundred ships were in sight off Lundy at one time.

Instead of simply listing all wrecks with their details within the body of this chapter, he has expanded on the major shipwrecks, giving extra interesting facts, and writing up each ship as a separate paragraph. A complete list of all the wrecks, including the Kaaksburg, is given, under a Lundy heading, in the index of ships at the back of the book. The section on the Montagu remains virtually unchanged, although the comment on the poor workmanship in the original construction of the ship has been omitted. Richard Larn's map of Lundy with all its shipwrecks has been up-dated in the second edition and is now dated 1996. Many years ago, this map was enlarged and printed on vellum type paper and sold on Lundy.

In the second version of this book, there are only four photographs from Lundy. One of the Montagu catwalk shots and the Carmina Filomina off Rat Island are the same. The shot of the Maria Kyriakides is a different photograph and the interesting shot of the condensers has been dropped. There is a cover photograph but not Lundy related.

Although the main body of the information in these two versions is virtually the same, each book contains significant details that the other does not and both are worthy to be included in a Lundy library.

# LUNDY ARCHIVE

By Michael Bale

I came across this old invoice of mine when I was going through some old papers. It was one of my earliest Lundy invoices, dated May 19<sup>th</sup> 1954 (I was 21 then!) and casts an interesting slant on prices in those days. These items came from the original stock ex Boyd that I bought in about 1952 and which was my first major purchase of Lundy stamps.

Note – the invoice is priced in Pounds, Shillings and Pence.

<u>INVOICE/ORDER</u>		181
<b>MICHAEL H. BALE</b>		
STAMP DEALER		
41 HIGH STREET - ILFRACOMBE		
ENGLAND		
May 19 <sup>th</sup> 1954		
Mrs H. Wadsworth, Canada.		
Lundy 2 <sup>x</sup> mp sheet	10	0
ditto 3 <sup>x</sup> sheet	15	0
1937 2 <sup>x</sup> red sheet	1	2 6
ditto 1 <sup>x</sup> black	1	7 6
1951 Birds, pane	5	0
Part postage	4	10 0
	4	3 0
	4	13 0
Defect returned	5	10 0
Balance to your CREDIT	7	0

# **AUTUMN 2007 AUCTION REPORT**

By James Thomas

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The Lundy Collectors Club's 32<sup>nd</sup> auction was held on Sunday 21<sup>st</sup> October 2007 at the Crestwood Community Centre, Eastleigh, Hampshire. Mike Thompson was Auctioneer ably assisted by Julie Lester and Bob Harper. The proceedings started with the sale of two 'The Puffin Isle of Lundy' booklets for Club funds, a French edition and an English edition, which together sold for £7. With approximately half of the lots being sold, the highlights of the auction are as follows:-

<b>Stamps</b>	<b>£</b>
1936 Large Map proof in violet (no value) on gummed paper.	27.50
1936 Large Map 1/- value N15. LMM.	17.00
1939 "1929-1929" 1P value in block of 6 with top margin UMM.	27.50
1943 "IX Anniversary" 6p value marginal block of 4 UMM.	38.00
1943 Wright Bros. 7p value with missing strut to tail and 4 & 3 of 1943 touching. LMM.	27.50
1951 "BY AIR" Red overprint ½p & 1p in marginal blocks of 4.	44.00
1951-53 Black overprint 8p in corner marginal block of 4. UMM.	34.50
1953 "BY AIR" Red overprint 8p in marginal block of 4. UMM.	48.00
1961 Europa miniature sheet with missing brown. UMM.	55.00
1972 Trinity House set of 4. UMM.	25.00
1989 RSPB Centenary Sheet. 1 <sup>st</sup> printing imperforate with "PROOF" overprint on un-gummed white paper.	35.00
1989 RSPB Centenary sheet 1 <sup>st</sup> printing type B. UMM.	55.00
1991 John Dyke souvenir card.	18.50

## **Postal History**

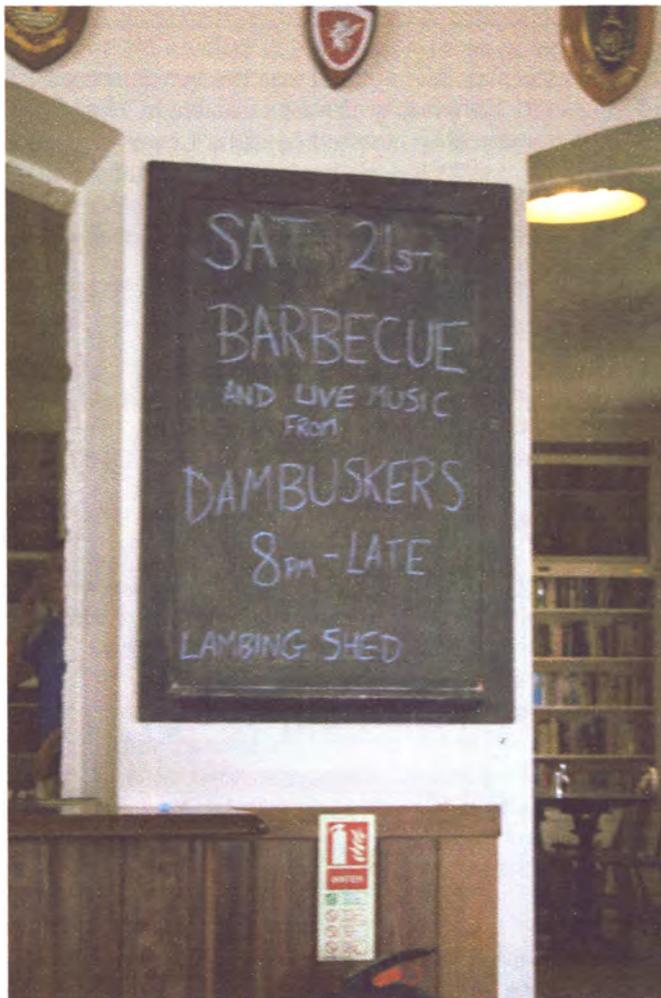
1940 cover to Glasgow with on reverse 1929 ½p N1 cancelled with the "LUNDY LIGHTS AND LEADS" Fa cancel dated 19 <sup>th</sup> October 1940.	19.00
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## **Books**

1947 'Some Account of the Island of Lundy' by G. Steinman - H/B signed by M C Harman – faults	49.00
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# PHOTO PAGE

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*You know that you are in the countryside when the Saturday night entertainment is held in the lambing shed!  
The Marisco Tavern, Lundy on 21<sup>st</sup> July 2007  
(Photo – James Thomas)*



**ROGER HUDSON**

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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.*

# OUR NEXT MEETING

The Spring 2008 Meeting of the Lundy Collectors Club will be held on Sunday 16th March 2008 at the Crestwood Community Centre, Shakespeare Road, Eastleigh, Hampshire - commencing at 10.30am. The Programme will be as follows:-

10.30 am	Registration and Reception
	Bourse Opens
11.15 to 12.30 pm	Members Displays
12.30 to 2.00 pm	Lunch (not provided)
2.00 to 2.30 pm	Auction Viewing
2.30 to 2.45 pm	Secretary's Announcements
2.45 to 3.45 pm	Club Auction (Auctioneer - Mike Thompson)
4.30 pm	Bourse Closes

The Bourse is open to dealers with stocks of Lundy material and Members with surplus material for sale.

The Crestwood Community Centre can be approached by leaving the M3 Motorway at junction 13. Travel along the A335 (Leigh Road) and take the 1st left into Woodside Avenue, after the roundabout take the 1st right into Shakespeare Road.

