



the PUFFIN Journal



PRINTED IN ENGLAND.

PUFFIN 26

DEVOTED TO THE STUDY OF THE POSTAL AND COMMUNICATIONS HISTORY OF LUNDY



The Editor welcomes MSS. and photographs for consideration. (All material sent at owner's risk with S.A.E. for a reply).



The Editor wishes to thank all those who helped in making the production of this issue of the PUFFIN possible.

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65, Carshalton Pk. Rd.,
Carshalton,
Surrey, England.

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THE LUNDY SCENE – 1982

A. F. Langham



New Building To the interested outsider the most exciting news from the island during 1982 has been the decision to push ahead with the repair of certain buildings and the alteration of others, coupled with new building works.

The Old Light The tower of the Old Light has finally been restored and work is now in hand to convert the Keeper's Quarters into two holiday flats and for work on the surrounding outbuildings. Stoneycroft cottage nearby has been re-roofed retaining wherever possible the huge original slates. Near the recently repaired Castle, the ruins of the old Coastguard Cottages have been cleared, and the surrounding area has been cleared of builders material.

Old Hotel The main centre of activity, however, is around the derelict Old Hotel. Here a mainland firm of contractors has been brought in to transform the complex into three units. The South Wing of the building, dating from the end of the last century was in danger of collapse and this has now been removed except for the Old Hotel Kitchen which now is being restored to form a small square holiday cottage. The central part of the Hotel was the old Manor House which is being repaired to form two holiday units, while the north end of the complex (which houses the Tavern) is being re-designed to become a centre for all visitors, where the Tavern and Shop will be housed providing a warm shelter for both arriving and departing visitors as well as a haven for rain-soaked campers!

A new building is rising to the east of the Hotel, at the head of Millcombe Valley and will become the home of the Island Administrator.

Wind Generator The large wind generator being placed to the east of the Old Light and Stoneycroft will be linked to all the island dwellings and will provide a generous supply of free electricity so that such luxuries as storage heaters will become a possibility and the cost of imported fuel will fall dramatically.

Transport The pattern of transport is changing -- since the loss of the large Ilfracombe-based pleasure 'steamers,' the number of day-visitors has fallen considerably and the demand for philatelic items in the Shop reflects this fall, although presentation packs of many recent issues are still available.

The Helicopter service from Hartland Point has had a good season and it is planned to continue it throughout the winter on one day a week, particularly for the convenience of the contractor's labour force. Philatelists will be interested to know that mail has been carried by helicopter, though rarely, because of the problems involved in transporting mail between Ilfracombe and Hartland.

MISCELLANY



Congratulations to all concerned and welcome to the latest attempt to provide an island newspaper.



Fig. 1

RECENT PASSINGER BOAT CACHETS

Whilst not official Lundy material some recent mail has been enhanced by the addition of cachets added by the shipping companies on mail posted on board their boats.



Fig.2a



Fig.2b



The first three illustrated are those used on the ill-fated "Prince Ivanhoe", Fig. 1 is the two line rubber stamp, Fig. 2a & 2b the dated handstamps used on posted mail.



Fig.3

Following the "Ivanhoe" disaster the cruises were undertaken by the P.S.Waverley and Fig. 3 shows their handstamp. This latter example is more rare on mail posted from Lundy as it is normally carried back to mainland ports for dispatch when handed to the purser.

½PUFFIN PERFORATION IRREGULARITIES

By A.F. Langham

Three members of the Lundy Collectors Club of the USA; George Fabian, Jim Czul and Sandy Fields visited Lundy in August 1982.

They made a careful search of the few remaining sheets of the ½p Blue of 1978 and found incomplete perforations along the upper margin of the blocks of 12 on a few sheets.

U.S. BICENTENARY ISSUE

By B. Sherwood

I have noted that blocks of this issue kept in a stock book are rapidly discolouring. All the sheets are going brown along the cut edges and on one sheet this has spread far enough to discolour the corner stamp.

WAUGH ON LUNDY - SOME CORRECTIONS AND A POSTSCRIPT

By J. Holman

Two gremlins penetrated my article 'Waugh on Lundy' in *The Puffin* No. 25 (pp 26–27). In the penultimate line of the second paragraph, the Plunket-Greene's 'eccentric daughter' is referred to as Oliver; this is of course a misprint for Olivia. In line 16 of the penultimate paragraph (p. 27), 'scanadous' should read scandalous.

Since the article was written, a Penguin edition of *The Letters of Evelyn Waugh* has appeared. Regrettably none of the letters reprinted in this book refer to Lundy, although letters sent to or from Waugh whilst he was staying on Lundy may still exist.

I referred in the article to the film made by Waugh and his friends in 1924 called *The Scarlet Woman* – I have since seen this film – a bizarre period-piece, amateurishly made and poorly acted. It is perhaps as well that no film camera was around to record the escapades on Lundy the following year.

THE PLAN OF LUNDY CASTLE

By I. G. Wilkinson

This, I understand, comes from "Grose's Antiquities of England and Wales" published around 1780 of which I believe there were a number of editions. However, I was quite surprised when I found that the drawing of the plan of Marisco Castle differed in some of these editions (*see illustrations over*).

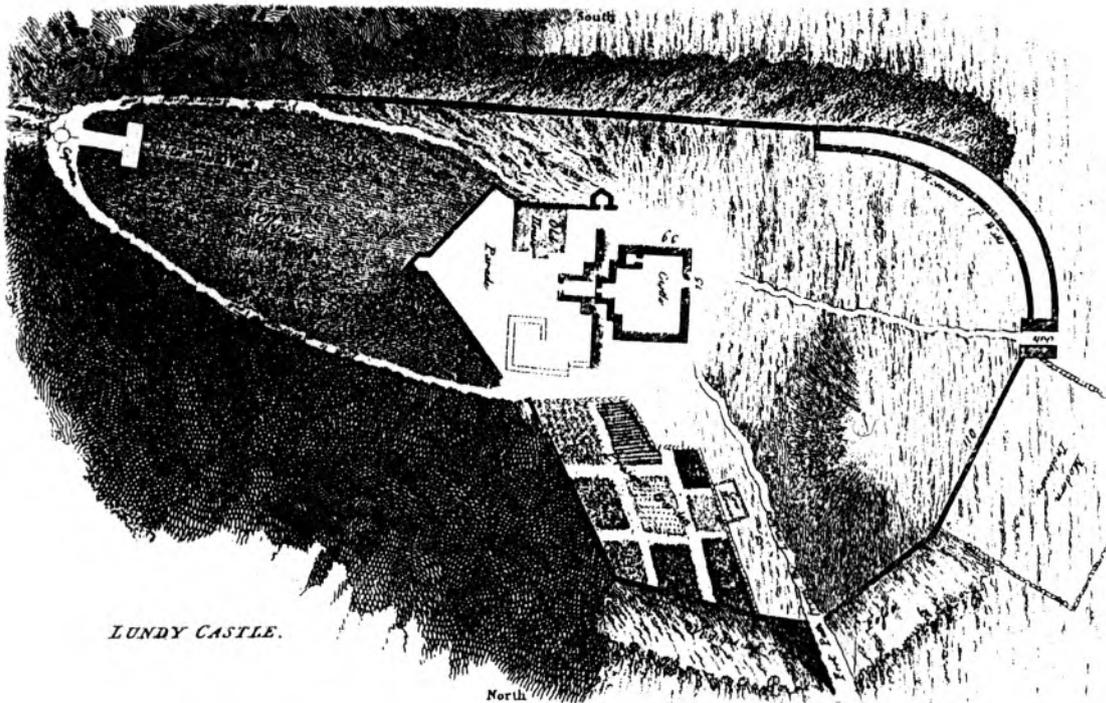
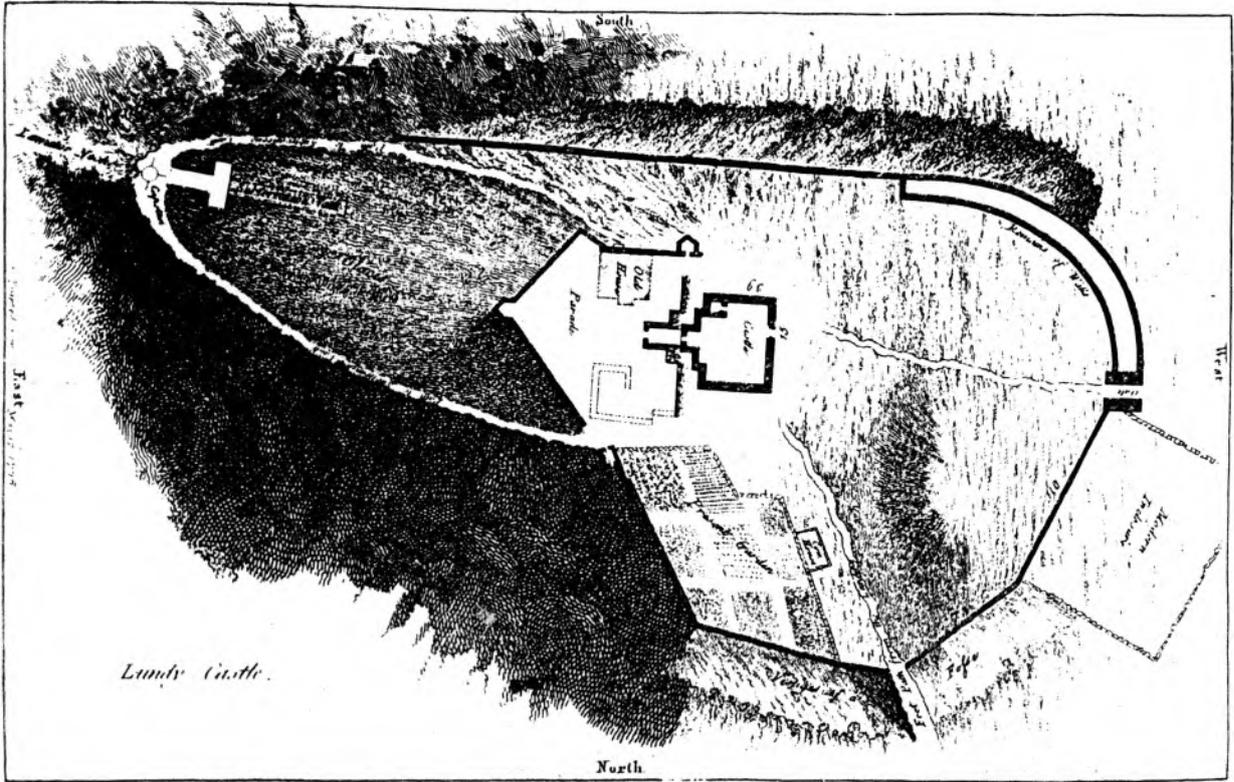
The first copy I acquired was already framed and had been hand coloured. It measures 9 3/8" across the widest part and when I obtained a second similar copy to this, I took it for granted that all copies were identical.

However, I have recently acquired a third copy and this differs from the others in quite a few respects. Firstly, its in black and white only. In my ignorance I thought they would all have been coloured when they were issued but the dealer who sold me this last one offered to have it coloured for me for a few pounds extra. I understand that a similar situation exists with the two prints published by S. Hooper of Lundy Castle (Plates 1 and 2) that appeared in this same publication – the two framed copies I bought were coloured but those offered in Ken Gibsons last auction were in black and white.

Other differences in my third copy of the 'Plan' are as follows:—

- (i) It measures 10 3/4" across and has a drawn border
- (ii) It has "Printed for S. Hooper, May 17, 1776" down the left hand side
- (iii) It has 'East' and 'West' on either side and the word 'South' has been moved about 3/4" to the right
- (iv) The title 'Lundy Castle' is in upper and lower case against all capitals on my first copy
- (v) 'Lamitor Neck' is in a single line rather than in two
- (iv) The shaded area at the top and the 'Modern Inclosure' (*sic*) are extended.

In all other respects the two prints would seem to be identical. The last copy I bought was sold as 'from the 1778 edition' and I feel sure this is the earlier and that it was reduced in size for later printings.



The two variations of the plan of Lundy Castle.

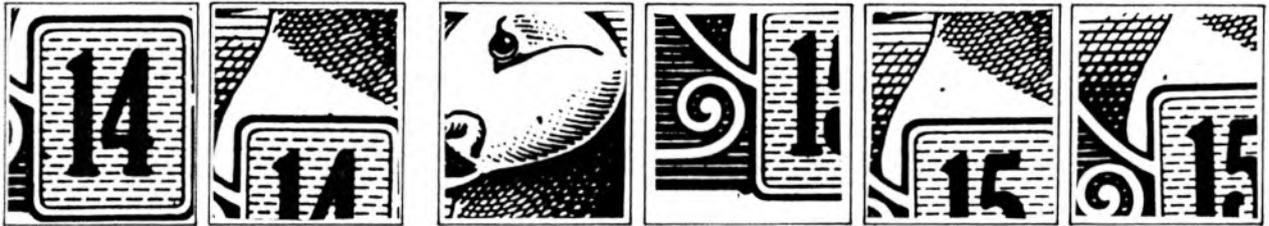
CONSTANT VARIETIES OF THE 1982 'HIGH VALUE' LUNDY DEFINITIVES

By A. F. Langham

During a wet August afternoon on Lundy in 1982, Jim Czyl of the Lundy Collectors' Club, USA, borrowed the islands stock of High Value Definitive sheets and in the quiet of his room in Millcombe examined the stamps minutely and discovered the following irregularities, as illustrated below.

10p

None noted



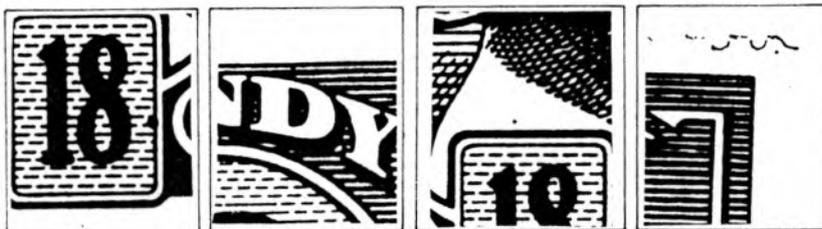
14p Row 3, stamp 7; Spur on inner value tablet, near base of the 1 in 14.
Row 4, stamp 7; Dot on upper frame line of value tablet.

15p Row 6, stamp 4; Dot in centre of Puffins face.
Row 7, stamp 1; Mark in lefthand base of numeral tablet (also noted in outer margin; a diagonal green line).
Row 9, stamp 3; Dot on Puffins chest.
Row 9, stamp 4; Dot on Puffins chest near left top of value tablet.

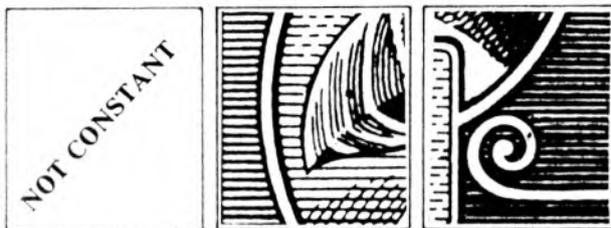


16p Row 1, stamp 4; Dot on left frame line right side. (not constant)
Row 8, stamp 1; Dot outside of circle frame under puffin beak.

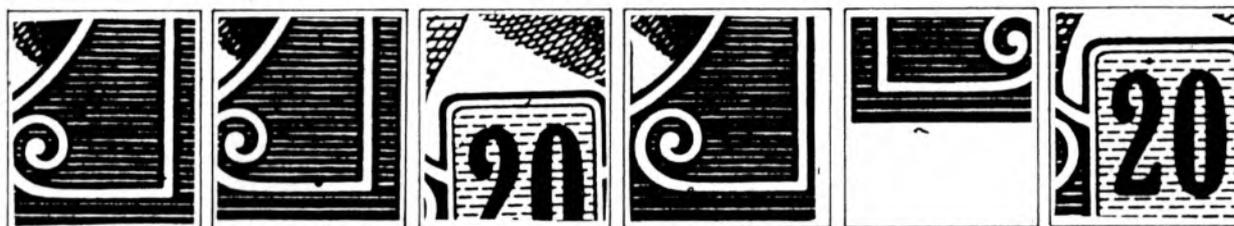
17p Row 1, stamp 2; Dot above the 7 in 17
Row 3, stamp 3; Mark behind puffins head.
Row 6, stamp 8; Break in third line upper right.



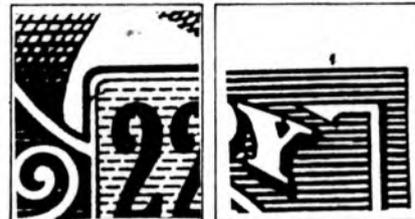
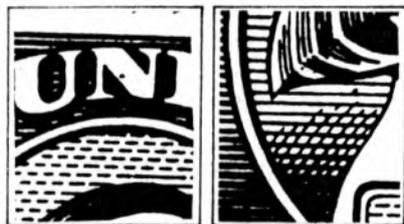
18p Row 3, stamp 5; Spur on inner of value tablet near centre of '8'.
Row 4, stamp 2; Vertical line above 'D' of LUNDY.
Row 6, stamp 5; Dot above value.
Row 7, stamp 3; Dot in upper right margin of stamp (diagonal with corner).



- 19p Row 3, stamp 8; White spot behind puffin head outside of circle (**not constant**)
 Row 7, stamp 7; Dot in centre of puffins beak.
 Row 8, stamp 6; Dot inside right hand curl.



- 20p Row 4, stamp 6; Dot near base of vertical frame on right side.
 Row 5, stamp 8; Dot in horizontal white frame line right side.
 Row 6, stamp 1; Mark in frame line above '20'.
 Row 6, stamp 3; Dot in horizontal white frame line near the curl.
 Row 7, stamp 2; Mark in lower margin on left side of stamp.
 Row 9, stamp 1; Dot above '2' of '20'.



- 21p Row 6, stamp 6; Dot in 'N' of LUNDY.
 Row 9, stamp 7; Dot under puffins beak.
- 22p Row 5, stamp 4; Scratch in inner value tablet, left hand side.
 Row 6, stamp 3; Mark in outer margin of stamp



- 23p Row 7, stamp 2; Dot above value tablet.

Please note

The Island nor the Philatelic Service
 can supply these items as single stamps.

PRESENTATION PACKS

By B. N. D. Chinchin

One of the first projects undertaken when the Philatelic Service was set up in 1972 was to produce presentation packs. John Dyke submitted the original design and 1000 folders were produced, printed in black on white card by Southern Publicity Ltd., at Eastleigh. A further 1000 were later ordered and these were handed over to the Landmark Trust several years later in an unopened package, and I doubt if they were ever used.

The first packs had the stamp details stencil duplicated, and the stamps were in black Hawid strip on a coloured insert. The pack then being wrapped in a transparent film.

There were a few trial issues made but as far as the records show the only issues made in any quantity were:

40th Anniversary	on grey paper insert
Trinity House	on blue paper insert
St. Helena's Church	on dark brown paper insert.

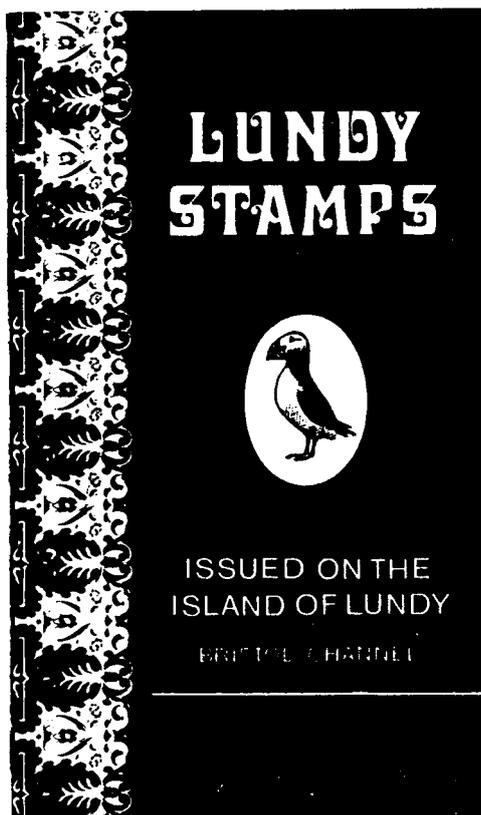
Probably between 50 and 150 of each pack were sent to Lundy for sale in the shop.

The production of these packs presented some problems. Apart from the lack of equipment which meant much of the work was done by hand and this was time consuming, the transparent film was difficult to obtain, and cut neatly. It was also found to shrink after a time which caused the packs to buckle.

As far as collectors were concerned they preferred to buy mint stamps but the packs were much more convenient for sale in the island shop, hence their continued existence.

Later a further batch of folders were produced using inserts printed by a firm of printers in Fleet Street. 500 of each were produced but most were never used.

Next the Landmark Trust asked the Philatelic Service to provide stamps neatly separated into singles which a firm (probably in London) could assemble into packs. For later packs the stamp tearing was done elsewhere and tearing is the right word for it, as several people have sent stamps back to the Service for replacement.



The Philatelic Service received some of these packs, which were, as those still in production, printed in brown on cream card. As so few of these were purchased from the Service the remaining stocks were sent to the island. These packs were produced for all recent issues and as far as I can tell 1000 of each were produced and were originally printed by the North Devon printing Works.

As far as the Philatelic Service was concerned these packs were not a very effective method of selling stamps, especially as the addition of postal and packaging costs were not favourable when selling by post.

Provisional Listing of Presentation Packs

PP	0.001	Sea-Birds Issue	(Not distributed)
PP	1.001	40th Anniversary Issue	(Stencil insert)
PP	1.002	Trinity House Issue	(Stencil insert)
PP	1.003	St. Helena's Church Issue	(Stencil insert)
PP	2.001	40th Anniversary Issue	(Printed insert)
PP	2.002	St. Helena's Church Issue	(Printed insert)
PP	3.001	Lundy Stamps (mixed selection)	(Brown folders)
PP	3.002	High Value Definitives 1939	(Brown folders)
PP	3.003	1957 Definitives	(Brown folders)
PP	3.004	Shakespeare Issue	(Brown folders)
PP	3.005	40th Anniversary Issue	(Brown folders)
PP	3.006	1st Decimal Issue	(Brown folders)
PP	3.007	St. Helena's Issue	(Brown folders)
PP	3.008	Trinity House Issue	(Brown folders)
PP	3.009	1974 Definitives	(Brown folders)
PP	3.010	R.N.L.I. Issue	(Brown folders)
PP	3.011	Christmas	(Brown folders)
PP	3.012	Jubilee	(Brown folders)
PP	3.013	25th Anniversary of Coronation	(Brown folders)
PP	3.014	Marine Reserve	(Brown folders)
PP	3.015	50th Anniversary	(Brown folders)

**LUNDY
STAMPS**



ISSUED ON THE
ISLAND OF LUNDY

BRISTOL CHANNEL



Designs

LUNDY POSTAL RATES
By Bryan Sherwood & John Holman

The postal rates of Lundy have been quite well documented – principally by Mr. Gade in his booklet *The Postal History of Lundy* (privately published in 1957 with two later supplements). Notes on the postal rates have appeared from time to time in other publications including *The Puffin* and *The Private Post*. In this article we aim to bring together all the recorded information.

TABLE I

Lundy Postal Rates 1929–1974

Weight	Dates Revaluation Occurred							
	1.11.29	1.5.43	9.6.51	1.1.54	1.8.57	1.4.64	16.3.71	1.6.72
Up to 2oz.	1/2	1/2	1/2	1/2		1		1
2–4 oz.	1		1	1				2
4–6 oz.		1 1/2	1 1/2	1 1/2				
6–8 oz.	2	2	2	2	1	2	3	3
8–10 oz.			2 1/2					
10–12 oz.				2 1/2		3	3 1/2	5
12–14 oz.								
14–16 oz.	3	3	3	3	2	4	4	
16–18 oz.								
18–20 oz.			4					
20–22 oz.								
22–24 oz.			5	4	3			10
24–26 oz.								
26–28 oz.								
28–30 oz.								
30–32 oz.	4	4	6	6	4	8	8	
2–2 1/4 lb.			7					
2 1/4–2 1/2 lb.			7 1/2					
2 1/2–2 3/4 lb.			8					
2 3/4–3 lb.			9	9	6	12	12	
3–4 lb.			12	12				
4–5 lb.	6	6			9			
5–6 lb.								
6–7 lb.			Then at 3p per lb.	Then at 3p per lb.	Then at 2p per lb.	Then at 4p per lb.	Then at 4p per lb.	
7–8 lb.								
8–9 lb.	9	9						
10–12 lb.								
12–14 lb.	12	12						
15–22 lb.	MAX.	MAX.	MAX.	MAX.	MAX.			

DECIMALISATION INTRODUCED

The initial rates in November 1929 were indeed modest and this scale of charges remained in force – with only a minor change in 1943 – until June 1951.

In all some eight sets of rates were in force between November 1929 and March 1974 when the system of affixing a British stamp to the front of the cover and Lundy stamp to the reverse gave way to the use of the Lundy stamp and meter franking, the Lundy postage charge incorporating the British rate.

Table I sets out the rates from 1929 until 30 March 1974. The minimum British P.O. rates for postcards and letters sent to addresses in the British Isles are given in Table II.

TABLE II

British Inland Postal Rates 1929–1974

Date	Postcard	Letter	
1 Nov. 1929	1d	1½d	(Rates effective from 29 May 1922)
1 May 1940	2d	2½d	
1 Oct. 1957	2½d	3d	
17 May 1965	3d	4d	
	First Class	Second Class	
16 Sept. 1968	5d	4d	
15 Feb. 1971	3p	2½p	
10 Sept. 1973	3½p	3p	

Postcards were treated as letters after the introduction of the two-tier post and could be sent by either the first class or second class service.

Notes

The 1943 Lundy increase differs from the others in that only one minor change seems to have taken place. Mr. Gade merely stated that 'To meet changes in the Puffinage rates . . . a 1½p value was added.' Usually Mr. Gade gave a full listing of rates whenever changes took place but no such listing is given on this occasion. It would seem that only the rate for letters weighing between two and six ounces was increased which probably comprised the bulk of the somewhat erratic wartime mail. Some 30 covers have been examined for the years 1935–49 to see if the stamps affixed corresponded to the known postal rates and to try to substantiate the theory that the 1½p rate introduced in 1943 applied to the 2–6 oz. letters. This sample was selected from a large number of covers from this period – the sample comprising normal commercial covers with no known specialist philatelic interest in the British, Lundy or LACAL stamps and addressed to people not known as stamp dealers or collectors.

Only three covers from 1943 and one from 1940–42 carried 1½p worth of Lundy stamps. The 1943 covers were all found to be dated after 1 May – the date of the increase given by Mr. Gade. The 1940 cover was franked with ¼p and 1p Lundy stamps and was probably sent for philatelic interest (a set of the first issue) although the addressee is not known to be a philatelist. The conclusion looking at this sample of covers would seem to indicate that the commercial post adhered very well to the rates laid down. It would be interesting to know if the same applied to parcels as well as letters. Although parcel wrappers exist there is now no way of ascertaining the weight of the contents to see if the stamps affixed corresponded to the known scale of charges.

Details of the stamps found on these covers are given in Table III below:

TABLE III

Examination of Commercial Covers 1935–1949

Years Covered	No. of Covers Examined		Air Service Charges (£.s.d)	Island Charges (Puffin)
	Inwards	Outwards		
1935–1939	10	3	10 @ ½d 1 @ 1d	10 @ ½p 3 @ 1½p
1940–1942	3	4	3 @ 1d 1 @ 3d	7 @ ½p 1 @ 1½p
1943	0	3		3 @ 1½p
1946–1949	3	3		2 @ ½p 3 @ 1½p 1 @ 2p

From 1 April 1974 Lundy stamps have been affixed at the rate appropriate to both British postage and the Lundy rate. Initially the Lundy rate was a fixed amount – 1p from 1 April 1974 until 3 February 1980, 1½p from 4 February 1980 until 25 January 1981 and 2p from 26 January 1981 until 31 December 1981. Since 1 January 1982 the inclusive Lundy/British charge has been the British rate plus 15%, rounded up to the nearest puffin (penny). Table IV below sets out the minimum rates for inland first and second class rate, all-up letters to Europe and air-mail letters to the Middle East, North America and Australasia (referred to by the British P.O. as Zones A, B and C respectively).

TABLE IV

Postal Rates Since 1 April 1974

Date	Inclusive Rate (British rate in brackets)											
	First Class		Second Class		Europe		Zone A		Zone B		Zone C	
1 Apr. 1974	4½p	(3½p)	4p	(3p)	6½p	(5½p)	7p	(6p)	9p	(8p)	11p	(10p)
24 June 1974	5½p	(4½p)	4½p	(3½p)	6½p	(5½p)	7p	(6p)	9p	(8p)	11p	(10p)
17 Mar. 1975	8p	(7p)	6½p	(5½p)	9p	(8p)	9½p	(8½p)	11p	(10p)	13p	(12p)
29 Sept. 1975	9½p	(8½p)	7½p	(6½p)	11p	(10p)	11½p	(10½p)	12p	(11p)	14p	(13p)
13 June 1977	10p	(9p)	8p	(7p)	11½p	(10½p)	11½p	(10½p)	12p	(11p)	14p	(13p)
20 Aug. 1979	11p	(10p)	9p	(8p)	12½p	(11½p)	13p	(12p)	14p	(13p)	16p	(15p)
4 Feb. 1980	13½p	(12p)	11½p	(10p)	15p	(13½p)	15½p	(14p)	16½p	(15p)	19p	(17½p)
26 Jan. 1981	16p	(14p)	13½p	(11½p)	20p	(18p)	22p	(20p)	24p	(22p)	27p	(25p)
1 Jan 1982	17p	(14p)	14p	(11½p)	21p	(18p)	23p	(20p)	27p	(22p)	29p	(25p)
1 Feb. 1982	18p	(15½p)	15p	(12½p)	23p	(19½p)	28p	(24p)	30p	(26p)	34p	(29p)

Notes

On two occasions when the British postal rates have been increased, the Lundy authorities have had to resort to a manuscript addition on postcards sold in the Lundy shop to show that the increased postage had been paid. All cards are sold with the Lundy stamps affixed and when the second class rate was increased from 5½p to 6½p in September 1975 the cards bearing the 2p and 4½p Lundy stamps were franked with a ms '1p' alongside the stamps (there was no Lundy 1p adhesive stamp available). Similarly when the second class rate was increased from 6½p to 7p in June 1977 a '½p' ms marking was used alongside the 7½p Lundy stamp (the ½p definitive was not issued until October 1978).

Some collectors like to obtain examples of cards/covers bearing the meter markings for all the different rates. A collection of British first and second class rates would probably not be too difficult to assemble, examples of all the overseas rates might present more of a problem.

FURTHER LUNDY STAMPS THAT NEVER WERE

By A.F. Langham

Since my previous essay on Lundy sketches was printed in Puffin 25 I have now discovered further material among the notes of the late Professor A.T.J. Dollar. On a scrap of paper he notes the possibility of an article on "The Designs of Lundy Stamps, including those I designed but did not publish; also M.C.H. designs and those of R. Boyd." Attached to this piece of paper was a page of three pen-and-ink sketches for a 1p Air Mail stamp (Fig. 1); and also

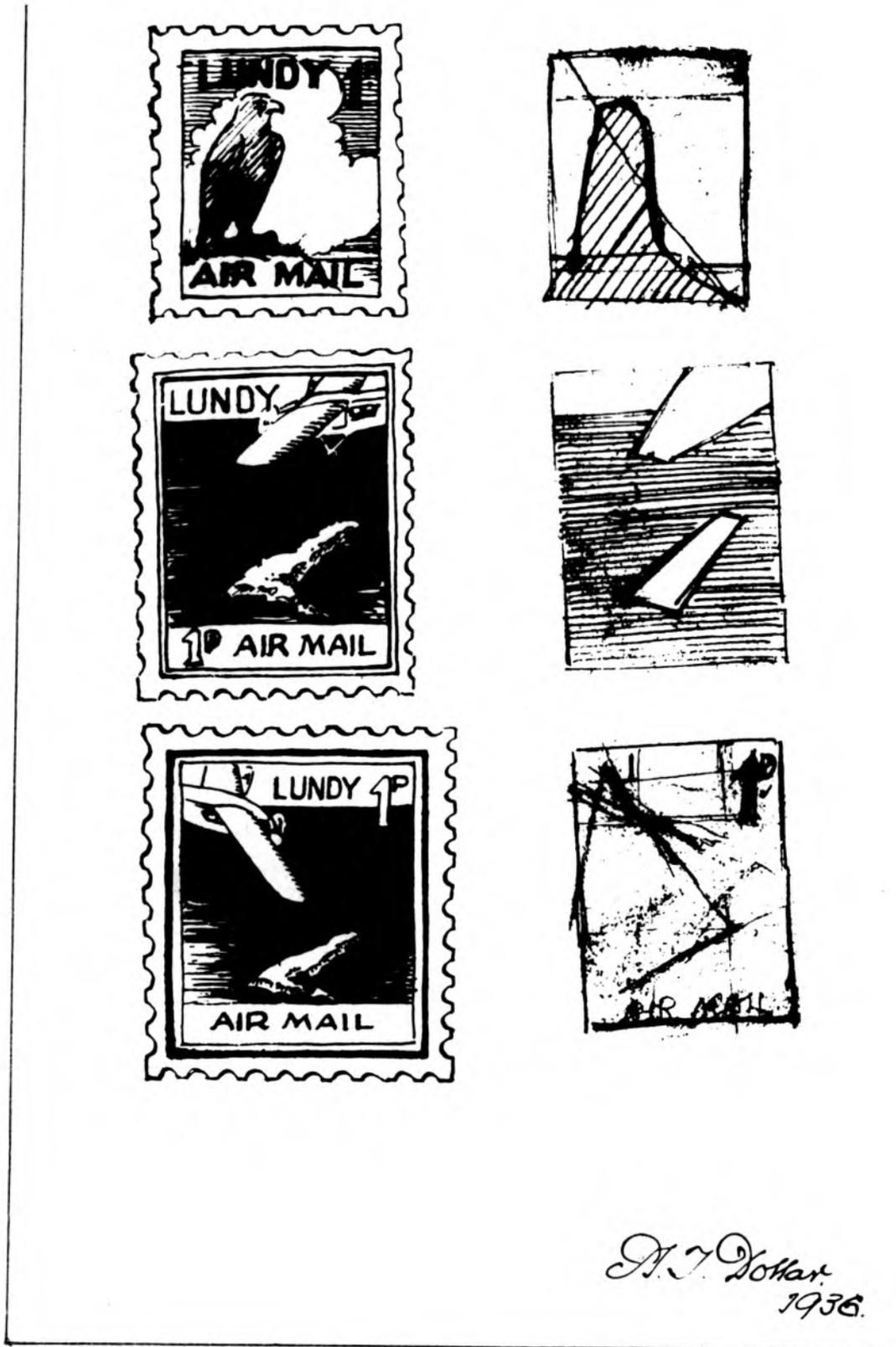


Fig 1

a card showing three designs in pencil – one triangular and two oblong, (Fig 2). One of the oblong designs is identical in design to the 1936 'Large Map' issue of the 'Atlantic Coast Air Services' which we know was not designed by Mr Harman. It was certainly not John Dollar's design and so must have been the work of Bob Boyd alone. If this is the case, was the triangular design that of Mr M.C. Harman, or was he relying on John Stanard to design something?

THE DESIGNS

Dollar's designs (Fig. 1) show an Eagle on a rock; a single-engined plane approaching the island from the east; and a twin-engined plane approaching the island from the south.

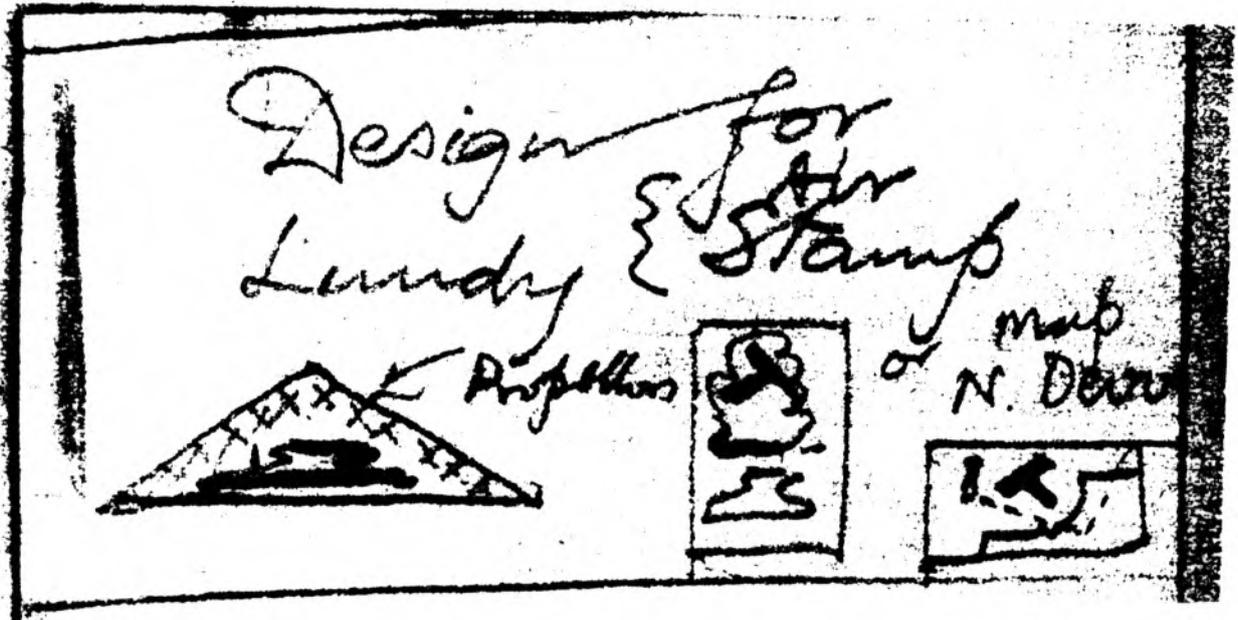
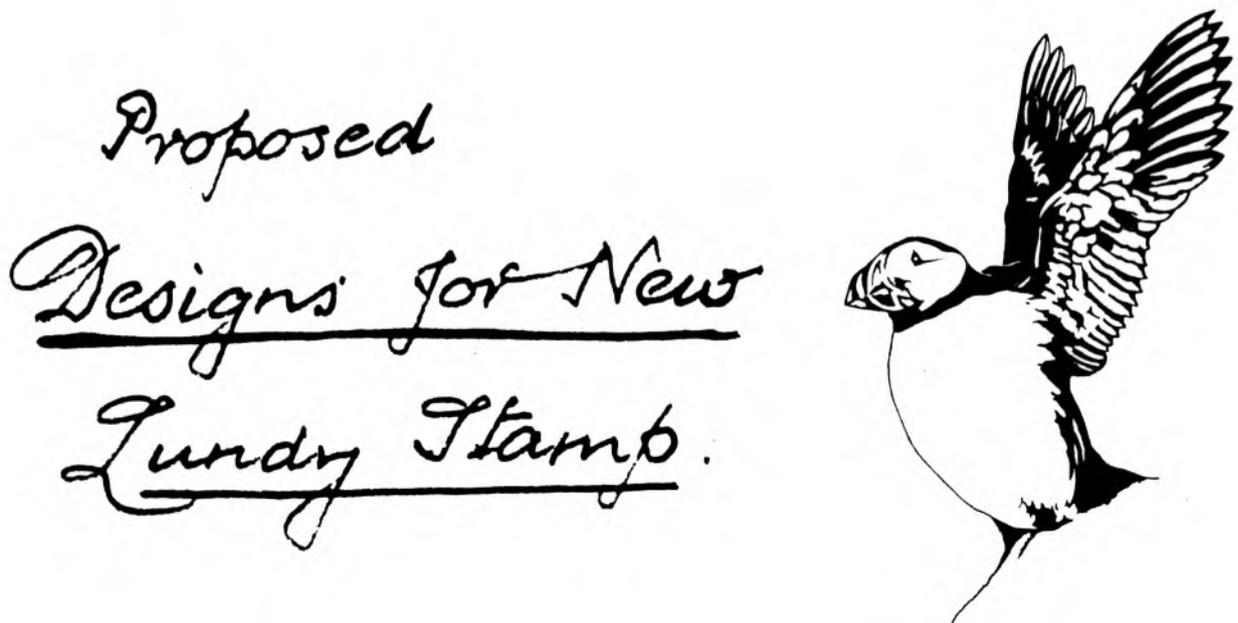


Fig 2

The triangular depicts the island as seen from the south by air with an upper border of propellers; a plane with cloud behind over the island; and the familiar map showing Lundy in relation to the mainland with an aircraft between.



DELAYED BY STORM MARKS – Further Notes

By John Holman and Ian Wilkinson

In *The Puffin* No.25 (pp.18–20) we set out a preliminary checklist of the dates of usage of the various 'Delayed by Storm' marks since January 1962. In this follow-up note we give a few corrections and several additions to the earlier listing. Reports of other dates would be welcome and should be sent to the authors c/o the Editor of *The Puffin*.

The sources of information of covers not seen by the authors is given in brackets.

Type 1 Oval Cachet (38 x 25mm)

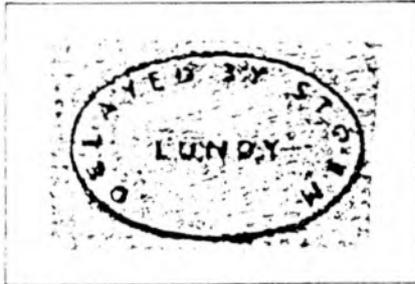


Fig. 1 (Type 1)

This is Type P in Chinchén's book *A Catalogue of Lundy Stamps* (1969, revised edition 1981).

Additions	19 February 1962	(GPO cancel same day)	Colour ?	(Gibson Auct.Cat., March 1981).
	22 November 1962	(GPO cancel 23 Nov.)	Black	(Gibson Auct.Cat.,)
	12 February 1963	(GPO cancel unclear)	Black	

Type 2 Oval Cachet (45 x 27mm)

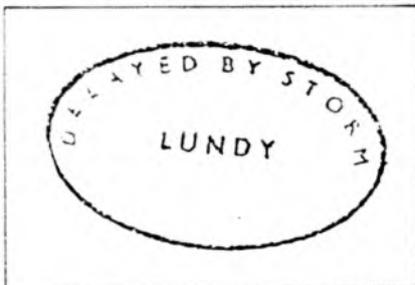


Fig. 2 (Type 2)

This is Type T in Chinchén's *Catalogue*

Additions	28 January 1970	(Date of GPO cancel)	Colour ?	(IPPA Auct.Cat., May 1982).
	20 October 1972	(GPO cancel same day)	Black	

Type 3 Oval Cachet (50 x 31mm)



Fig. 3 (Type 3)

Correction 22 November 1982, Colour should be Black, not Green

Addition 15 November 1972 (Date of GPO cancel) Green (IPPA Auct.Cat.)

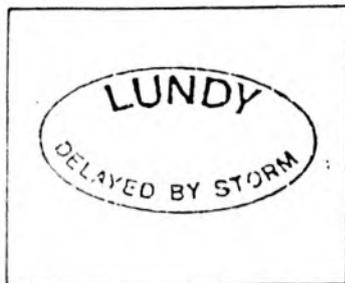
Type 4 Oval Cancellor (36 x 20mm)

Fig. 4 (Type 4)

Addition 7 June 1974 (Gibson Auct.Cat.,)

Type 5 Circular Cancellor (22½mm diameter)

Fig. 5 (Type 5)

Correction 11 November 1964 should read 11 September 1974

Addition ? December 1974 (L.C.C. Auct.Cat., June 1982).

Meter Franking (Machine P.B.T. 532W)

Correction 29 November 1975 (28 September, sic) – this entry should be disregarded.

Additions First date is meter franking, second date (in parenthesis) is date on Lundy handstamp cancelling stamp(s).

9 December 1977 (9 December) (IPPA Auct.Cat.,)

20 December 1979 (12 December) see note 1

3 July 1980 (1 July) see note 2 (IPPA Auct.Cat.,)

Meter Franking (Machine P.B.T. 185A)

Additions 2 March 1981 (27 February)

13 January 1982 (Postcard – no Lundy handstamp) see note 3

16 February 1982 (15 February)

Notes

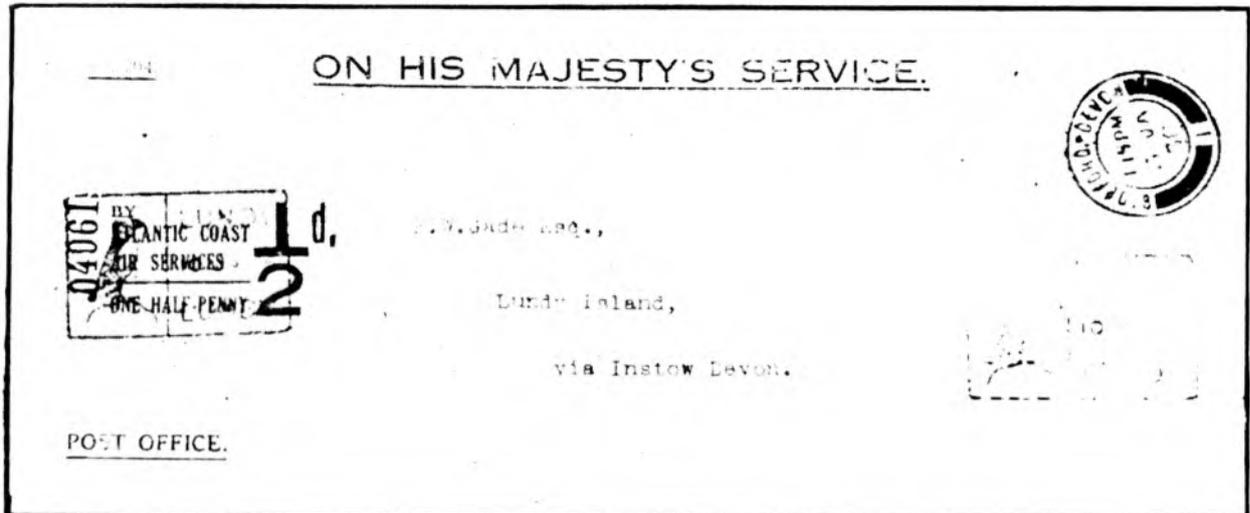
1. Also received GPO machine postmark, 21 December 1979.
2. Also received GPO machine postmark, 4 July 1980.
3. Also received GPO machine postmark, 14 January 1982.

It is believed that the meter franking dated 13 January 1982 was the first use of the 'DELAYED BY STORM' mark on the new definitives.



REPORT ON THE LUNDY TRAMTICKET REGISTER PROJECT

By Ian G. Wilkinson



Just a year ago I started requesting information about any copies held of the 1935 issue of Atlantic Coast Air Services, generally known as 'The Tramtickets'. This was to enable me to up-date the Register that was started back in the 60's by Barry Chinchin, who kindly passed on to me the record cards that he kept at that time.

The data that follows is therefore based upon (i) information supplied to me and (ii) information that was collected by Barry which was not confirmed and contained in (i).

The request for information was published in:

- (i) British Private Posts Study Group, Newsletter No. 17, October 1981.
- (ii) Lundy Collectors Club Philatelic Quarterly, No. 12, Winter 1981.
- (iii) Stamps, November 1981.
- (iv) Stamp Magazine, December 1981.
- (v) Stamp & Postal History News, December 22nd 1981.
- (vi) Stamp Collecting, January 28th 1982 (included in John Holmans Column – British Private Posts).
- (vii) American Philatelist, December 1981 (In Roger Cichorz's name).
- (viii) SPA Journal, January 1982 (In Roger Cichorz's name).
- (ix) Bideford & North Devon Gazette, February 5th 1982.
- (x) Linn's Stamp News, March 1st 1982.
- (xi) Devon Life, April 1982.
- (xii) The Aero Field, June 1982.
- (xiii) Puffin No. 25, July 1982.

With only one or two exceptions, the information supplied came from Lundy collectors (which is not really surprising) but I had hoped to gain information on copies held by those whose interest lies in early GB air-mails only. Although my request was published in The Aero Field this drew no response whatsoever and, regretfully, the British Air Mail Society refused to publish my request in their newsletter even though I offered to make the results of this study available to their members.

Information came from a total of 76 sources – 50 of these in the UK and Europe and the other 26 in the USA and Canada. I decided it would be interesting to keep separate records for these, and as I am unable to segregate the additional items taken from Barry Chinchin's records, these are tabulated separately (see Table II). It is interesting to see that despite the much smaller number of collectors in North America, they hold very nearly as many copies as those in Europe – which just goes to confirm how popular Lundy is over there.

TABLE I

Lundy Tramtickets Recorded

	Total Mint	Used To	Used From	Used ?	Total Used	Total All
$\frac{1}{2}$ d						
Roll 1	14	17	25	21	63	77
Roll 2	41	—	6	—	6	47
Roll 3	20	—	2	2	4	24
Roll 4	2	—	24	5	29	31
Roll 5	46	6	22	18	46	92
Roll 6	77	3	2	3	8	85
Roll 7	4	4	32	5	41	45
Roll 8	—	—	—	2	2	2
Roll 9	108	17	4	3	24	132
Roll 10	103	6	4	8	18	121
Totals	415	53	121	67	241	656
1d						
Roll 1	105	1	—	2	3	108
Roll 2	86	1	5	7	13	99
Totals	191	2	5	9	16	207
3d						
Roll 1	36	1	1	9	11	47
Roll 2	81	—	3	1	4	85
Roll 3	—	—	—	—	—	—
Roll 4	83	—	10	12	22	105
Roll 5	209	2	3	14	19	228
Roll 6	26	—	4	—	4	30
Totals	435	3	21	36	60	495
<i>Total all values: 1358</i>						

I was sorry to see that a strip of 20 x $\frac{1}{2}$ d's from Roll 6 recorded by Barry has been split up but unfortunately I had no confirmation of the continued existence of a strip of 10 x $\frac{1}{2}$ d's from Roll 10 and another strip of 10 x 1d's from Roll 1. The largest multiples that I am sure of is the strip of 9 x $\frac{1}{2}$ d's from Roll 9 which are in the Chinch collection at The British Library and a strip of 6 x $\frac{1}{2}$ d's from Roll 6 which are in my own collection. The largest multiples of the 1d and 3d are strips of 4 from Rolls 1 and 2 in both instances. The most prolific are the 3d's from Roll 5 with no less than 100 copies recorded between numbers 02166 and 02288 — a run of 123.

I regret to have to record that no copies of the 3d from Roll 3 or any more than the two known copies of the $\frac{1}{2}$ d from Roll 8, came to light.

On copies used on cover, it will be seen that covers used TO Lundy are much scarcer than those FROM the Island. The sequence of use seems to prove that they were affixed at the same source and there was no systematic use of the different rolls. Virtually all of the 1d and 3d values used on cover are philatelic being "used" in 1949/1950 and even as late as 1956 — long after the Air Line ceased to exist.

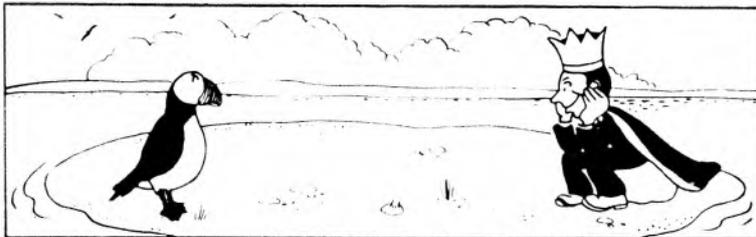
The earliest date recorded so far for each roll is as follows:

½d x	Roll 1	– April 17, 1935
	Roll 2	– August 19, 1935
	Roll 3	– May 7, 1935
	Roll 4	– April 7, 1935
	Roll 5	– September 12, 1935
	Roll 6	– January 28, 1936
	Roll 7	– September 13, 1935
	Roll 8	– Non recorded
	Roll 9	– January 1, 1936 (Tramticket not cancelled)
	Roll 10	– December 12, 1935
1d x	Roll 1	– January 21, 1936
	Roll 2	– January 4, 1936
3d x	Roll 1	– February 24, 1936
	Roll 2	– August 19, 1936
	Roll 3	– None recorded
	Roll 4	– September 9, 1935
	Roll 5	– 1949-1950 dates only
	Roll 6	– 1949-1950 dates only

I would like to hear from others who have not yet sent me details of the copies in their collections, or of additions to the collections of those who have already supplied information - who I would like to thank most sincerely as without their co-operation, this project would not have been possible.

TABLE II *Totals – By Location* "A" = Europe; "B" = North America; "C" = Unknown

		Total Mint	Used To	Used From	Used ?	Total Used	Total All
½d	"A"	171	19	73	23	115	286
	"B"	158	31	42	14	87	245
	"C"	86	3	6	30	39	125
	All	415	53	121	67	241	656
	1d	"A"	66	–	1	3	4
"B"		85	2	4	3	9	94
"C"		40	–	–	3	3	43
All		191	2	5	9	16	207
3d		"A"	256	2	8	11	21
	"B"	138	1	12	19	32	170
	"C"	41	–	1	6	7	48
	All	435	3	21	36	60	495
	<i>Total all values: 1358</i>						



THE STAMPS OF LUNDY ISLAND
*— and the Strange Story of the Man who Thought
 he was King of Puffinland*

AMERICAN APPROVAL SHEETS



These stamps tell an extraordinary tale — about a man who set himself up as king of an island off the coast of England only a few years ago.



The story begins in 1925, when a wealthy Englishman, Martin Harman, purchased the tiny 3-mile-long island of Lundy off the coast of Devon. Presently Mr. Harman had an idea. "Since I am the owner of this island", he mused, "why shouldn't I also be king?" The idea seemed to make sense to Mr. Harman, and like an intelligent ruler, he proceeded to coin money and issue postage stamps for use by the island's inhabitants. The stamps and coins bore a picture of the puffin, a paunchy bird with a supercilious expression which inhabits the island in great numbers.



At first all went well with the Liliputian kingdom. But in 1931 the British government got wind of what was going on. By Jove! Chap coining money, don't you know. Bear looking into, and all that, eh what? The result was that "King" Harman was summoned to court, and charged with unlawfully coining money. A justice of the King's Bench fixed a stern eye on the monarch of Lundy.



"Who did you say is sovereign of Lundy?" asked the judge.



"I am!" stated Mr. Harman emphatically. "And as sovereign of Lundy I coined puffins and half-puffins as I have a right to do".



But the court took a dim view of His Majesty King Harman's regal pretensions. King Harman suddenly found that he was an ex-king, was fined 5 pounds, and was ordered to relinquish his royal prerogatives.

Today, Lundy is part of the British Empire, and former King Harman is an ordinary subject of King George. But the stamps remain, a fascinating item for collectors, unique in postal history. For they are the only British stamps ever issued — not by the British government, not by a British dominion, commonwealth, colony or possession — but by a now private citizen, His Exalted Ex-Royal Highness, King Harman I, Ex-Monarch of Puffinland!

EXTRA-SPECIAL OFFER! K-8

The Extraordinary Stamps of Lundy Island

These stamps, issued by his Imperial Highness the Unrecognized Potentate of Puffin, are the only stamps in British postal history issued and used within the British Empire by a country which was neither a dominion, colony, commonwealth or possession—or actually even a country at all!

Since these unique stamps will never be cataloged, and are not provided for in any album, we suggest an interesting way to add them to your collection. Paste the circular to the inside front cover of your album. In this way you can incorporate these interesting and unusual stamps into your album, and at the same time have a story to go with them which will make the stamps even more interesting.

*LUNDY ISLAND, Set of 6 Vars. Price, 50c

Fig. 1

During the early 1950's several "Approval Companies" in America distributed a paper folder to sell Lundy stamps. As these sheets are now beginning to appear in this country (the one illustrated (Fig.1) came via Mexico!!); it should be noted that they were nothing to do with the Lundy administration. Many of these were overprinted on the back with the names of the retailer, i.e. 'Littlington Stamp Co', 'Tatham Stamp Co.' etc., while many others carried no such overprint. It is however easy to see they are American by their style.

It is reported (*R. Cichorz & J. Czul, L.C.C. Philatelic Quarterly, USA*) that these were produced by H.E. Harris & Co. of Boston. They were wholesalers who purchased quantities of the early definitives directly from Martin Harman during the period 31-8-1950 to 18-12-1953.

These sheets varied slightly in appearance over this period, no doubt due to different print runs.

The text is printed in black and the boxes round the stamps is in red.

- Type 1 This has Printed in USA at the base of the sheet and the code K-8 on the back. (These may have been reprinted three times, as it is found on three paper types).
- Type 2 Printed in USA appears at the top of the sheet and there is no code No. on the back.
- Type 3 Printed in USA appears on the top of the sheet and the K-8 code is on the back.
- Type 4 No printed in USA, but code K-8 on back. (This sheet also has stamp mounting instructions in the boxes).

A fifth type exists which is substantially different from the others.

- Type 5 Printed in Black only, with provision for nine stamps.

An even more terrible approval sheet appeared at about the same time (Fig.2). This was either the work of the "Elmont" or "Portwood Stamp" Co's. formally operating in New York.

This contains three forgeries of the definitive issues, the ½p and 9p inperforate and the 2p badly perforated 11. Apart from the poor qualities of the forgeries; the 'Scots' Highland dancer, and the general quality it is interesting to note that Lundy was presumably floated up into the Irish sea, although we never heard that the Isle of Man tried to annex it.

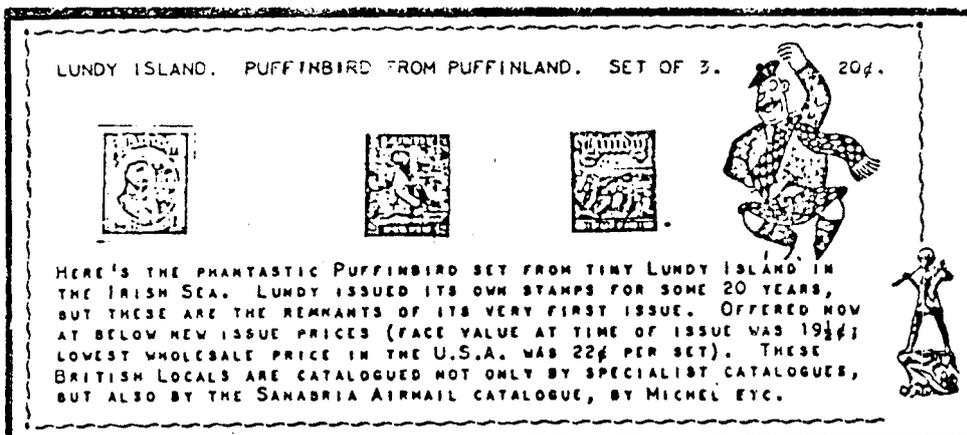


Fig. 2



Fig 1

LUNDY CRESTED CHINA

By Ian G. Wilkinson

The firm of W.H. Goss Ltd. were the originators of heraldic crested china during the last quarter of the last century. They started by producing a range of fine porcelain china miniature models of Roman, Saxon and similar historical items such as urns, jugs, vases, etc. To these they added the crest of various university colleges, public schools etc. Adolphus Goss, son of the founder William Henry Goss, saw that these miniatures could have a much wider appeal and they started to make these with the crests of towns and villages all over the country. Where a crest did not exist, then they created one so as not to lose out on any marketing opportunities.

These items proved very popular with the public and other companies soon realised this and they too started to produce similar items (many of the original pieces by Goss being registered designs) in just about any shape they could think of – animals, household items, buildings, vehicles, people, statues, etc. At the height of the collecting craze, which lasted from about 1880 to 1930, there were around 250 British companies engaged in manufacture and items were imported from Germany and Japan. Most of the British companies were of course in the Staffordshire area but so well were Goss established in this field that their name often was, and still sometimes is, incorrectly used to denote any make of crested china, despite the fact that none of the others ever managed to equal the quality of Goss.

There can be no doubt that the popularity of these small pieces of china (or even earthenware) was largely due to the advent of the railways and the increased wealth of the working classes who could now afford a day at the sea-side. For what better way to remember a happy day out than by taking home a souvenir bearing the crest of the place visited? While the craze of collecting crested china began to wane at the beginning of this century, it was given a new lease of life by the 1914-1918 war when dozens of military items, such as tanks, ships, guns, airships and aeroplanes were produced. While many of these still had town crests, they were also produced with regimental insignia and by the 20's there can have been very few homes that did not possess some items of crested china. However, after the 1939-1945 war things like this were treated as rubbish and thousands of pieces must have been thrown out. Today there is a revival in the craze of collecting crested china and some of the rarer/desirable items can now command prices well into three figures.

China bearing a Lundy crest is not the easiest thing to find but I have examples from four different manufacturers, with no less than three different crests between them -- and I believe there could even be a fourth. I say this as in the 'Goss Record' published in 1914 they list both 'Lundy Island' and 'The Manor of Lundy Island' and as yet I have not found a piece of Goss with their 'Lundy Island' crest on. They also state that these pieces were 'Sold at Ilfracombe' and it was their custom to appoint just one retail outlet in each town, the one in Ilfracombe being J. Pugsley & Son, High Street.

While I have no proof, it would not surprise me if the products of the other manufacturers were also sold in England rather than on the Island but I gather they were not so particular as to how many shops, kiosks, cafes etc. sold their wares for them although they sometimes imprinted the suppliers name on the base.

The following information is based on the limited number of pieces at my disposal and I would be most interested to hear from anyone who can add to this.

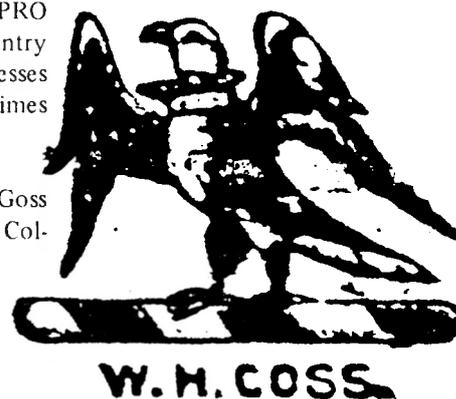
GOSS

W.H. Goss Ltd., Falcon Pottery, Stoke on Trent

(Company acquired by Arkinstall & Son Ltd., Around 1925)

The three central items in the photograph (Figure 1) are all goss and carry the 'Manor of Lundy Island' crest. I understand from Bryan Sherwood that this is in the genuine family crest of the Rev. Hudson Grosset Heaven, although not in authentic colouring. The boars head surmounting the shield and the hilt of the sword are in a light brown, as are the three boars heads and other ornaments in each of the top left and lower right quarters of the shield – these latter being on a blue ground. The top right and lower left quarters are the same, as will be seen, these are in turn divided into four with the diagonally opposite corners being identical. As far as I can determine these are: a green acorn above three white stars above three yellow balls all on a blue ground and three green acorns on a diagonal blue strip on a white ground. The hands and arms holding the sword are pink. The motto is that of the Grosett family (W.H.H's wife) 'PRO PATRIA AUXILIO DEO' which Bryan tells me translates to 'For my Country by the aid of God' is again on a light brown ground. While the Goss paintresses who decorated these items were possibly the best in the business, sometimes part of the colouring is missing or in this case they have added the green.

All three items carry the firm's trademark of the Goss Hawk above W. H. Goss and the piece to the left of centre is also inscribed "Model of the famous Colchester Vase in the museum."



ARCADIAN

Arkinstall & Son Ltd.,

Arcadian Works, Stoke on Trent

(Subsequently a branch of J.A. Robinson & Sons, later Cauldron Ltd., and finally Coalport China Co.)

This company probably produced more crested china than any other. Not only were they post prolific over the longest period, but they also acquired no less than 23 other manufacturers (together with their designs and moulds) including all the makers described here. They manufactured under the trade name of 'Arcadian' and I am told that this trademark can be found used in conjunction with other makers marks.

The vase on the right of Figure 1 carries the Arcadian mark together with a boxed three line legend 'TWISS BROS/ARCADE/ILFRACOMBE'. The arms are totally bogus but has some definite Lundy connotations like the Black Rat that surmounts the shield. The top left hand corner shows the head of a grey seal on blue water and a bright red ground; the top right corner is a grey scallop shell on a dark blue ground, the bottom left corner shows a white gull on a bright yellow ground and the lower right corner is what I believe is meant to be the Knight Templar Rock in light brown on a bright green ground. The legend 'LUNDY ISLAND' below the shield is on a yellow/brown scroll.

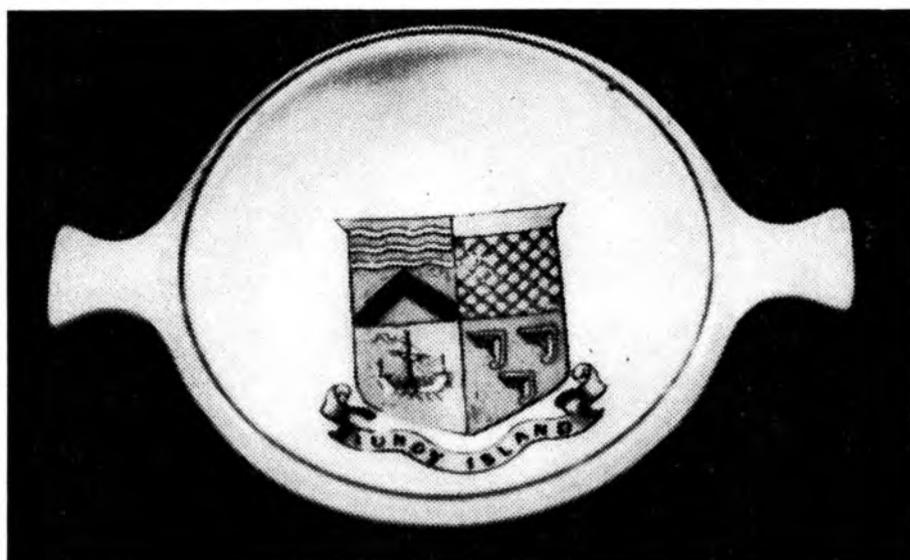


Fig 2

WILLOW ART

Hewitt & Leadbeater, Willow Potteries, Longton

(Subsequently Hewitt Bros. and eventually Willow Potteries Ltd., a branch of Caldon Ltd.)

Most of the items produced by this firm had some form of trademark using the name 'Willow Art' or 'Willow China'. The vase on the left of the picture (Figure 1) carries the same crest as the Arcadian piece described above and the mark on the base consists of a Willow tree with WILLOW/ART above it and CHINA/LONGTON below; with 'MADE IN' up the left side and 'ENGLAND' down the right.

SWAN CHINA

Charles Ford, Cannon Street, Hanley

(Subsequently a branch of J.A. Robinson & Sons -- see Arcadian above)

The second photograph (Figure 2) is of an item that is not in my collection but I have a little jug with the same crest and similar markings. This appears to also be bogus although it is possible that it is made up from the coat-of-arms of some earlier owners of Lundy or people who had some connection with the Island.

The top left hand quarter has three yellow wavy lines and a black inverted chevron on a red ground, the top right corner being a lattice pattern in black on a blue ground; the ship shown in the lower left corner is on a blue ground (or should I say sea?) and this motif also appears in Drake's family crest; finally, the three bracket shaped ornaments in the lower right corner are yellow on red ground. These, Bryan tells me, are also found in the Grevill or Grenvill family crest. Again, the words 'LUNDY ISLAND' are on a yellow scroll.

Both carry the trademark of a swan with the letters C and F on its body and 'SWAN CHINA' above and 'ENGLAND' below. Both also have a three-line boxed inscription 'MANUFACTURED FOR/./ILFRACOMBE' but in neither case can you read the centre line which seems to have been erased. The item in the photo also carries another three-line inscription 'MODEL OF/HIGHLAND/WHEY BOWL'.

As the firm of Charles Ford only used this mark from 1900 to 1904 when it





Fig 3

ceased trading, one assumes that this is when these items were made. It is in fact my guess that all the items illustrated were made around the turn of the century but unfortunately there is no way of dating them any more accurately. One thing is for certain – they can never be reproduced again in a similar quality as nowadays the hand-craftsmanship would make the cost prohibitive.

TRENT POSTCARD

Figure 3 is a postcard which shows a jug bearing the same Lundy crest as used by Arcadian and Willow Art. The inscription at top right reads “Model of Puzzle Jug. Original in South Kensington Museum.” These cards were produced by Goss and, one assumes, a consortium of other manufacturers in the Stoke on Trent area – or it could have been by just Arkinstalls. Again I am afraid this item is not in my collection but my information is that this has not been postally used. I believe these cards were given away free to promote the donors wares and the only ones I have seen that have been used were dated 1906 – which goes to reinforce my argument about the approximate date of manufacture. These cards were, incidently, in full colour.

LUNDY POST DURING THE OWNERSHIP OF THE HEAVEN FAMILY

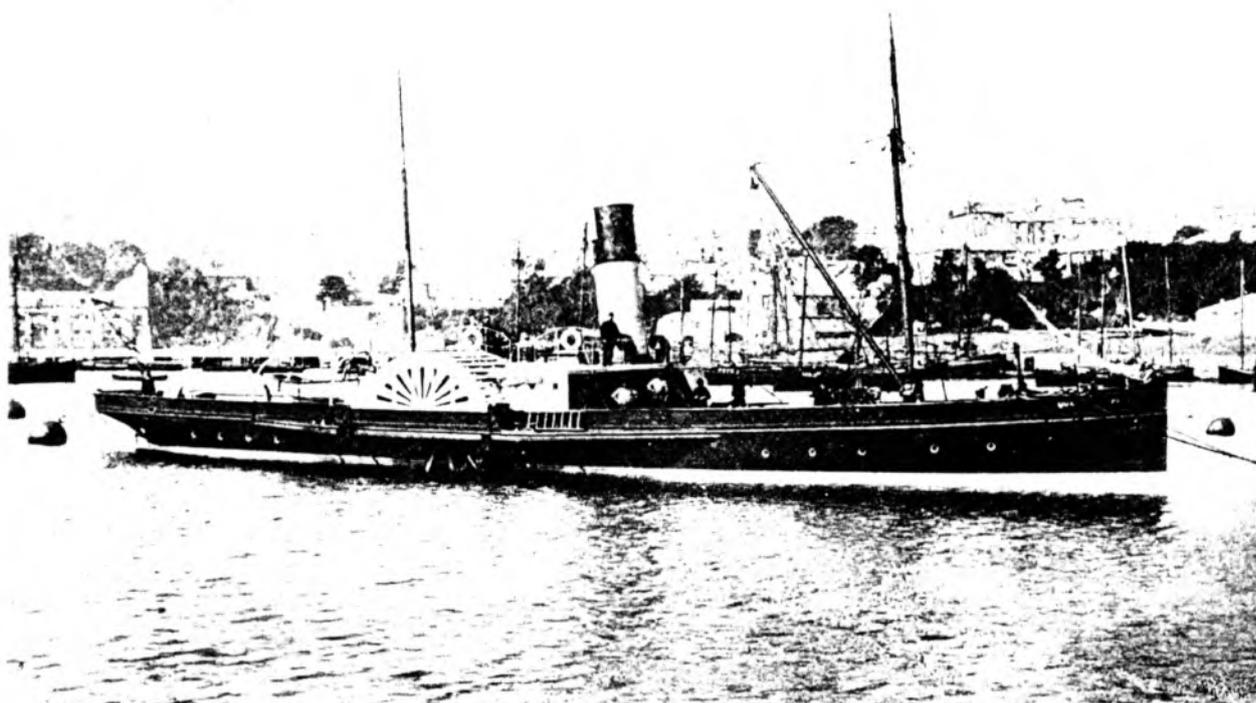
By Myrtle Langham

We have no letters or covers surviving from before 1836, so can only surmise that mail to and from Lundy depended on an admixture between any boat which might be retained or hired to serve the island, and any boats which happened to put into the island on passage up or down the Bristol Channel. The earliest covers still existing are those sent by the agent on Lundy, William Melbon, to William Hudson Heaven in Clevedon, which were pages folded and sealed without envelopes or stamps, and are post-marked "Bideford" between 1836 and 1839.

At this time Mr. Heaven owned a schoolroom yacht, *Lady of the Isles*, which served the island from Instow, and the family instituted a "Letter Box" which was the receptacle for all their personal mail sent to, and received from, the mainland. It was important to them that the timing of the mail boats should be such that they could receive and answer letters by the same post, and later their want of enthusiasm for the services of the G.P.O. was largely due to the lack of this facility. The sending and receiving of letters was not confined to this one vessel - people on Lundy even now sometimes avail themselves of the services of boats and ships at anchor in the Bay when they need to send something off the island before the next post is due; this resort would have been even more useful and necessary before the steamship and before telegraphic communication. The main difference between then and now was in the number of opportunities offered - the Bristol Channel ports enjoyed a busy trade, and during the nineteenth century there are numerous references to the presence of large numbers of ships in the Bay; 40, 60 and even more than 100 vessels are mentioned. Besides the sea-going ships there were fishing-boats, coasters, tugs and the essential pilot-boats. Whether the passage of such mail was paid for can be only a matter of speculation; it is probable that such services would have been reciprocated by gifts of such things found on the island as would have been welcome to a ship's crew, such as fresh food and "refreshments" from the Store. We do not know whether islanders other than members of the Heaven family were ever charged by either the boatman or the Squire for the cost of any of their mails carried to and from the island - certainly there is no mention of such charges anywhere, and in a period of very limited literacy among the working classes the amount of such mail would probably have been very small indeed. There is one scandalised mention of a £5 charge by one boat to take an islander to the mainland to fetch a doctor who was urgently needed. Trinity House carried supplies and mail for their own personnel, and at times when part of the island was let to a tenant, he was responsible for his own transport of goods and, presumably, mails. Hence the Granite Company, during its tenancy, employed the *Ogmore* to serve its needs.

We know little of the Lundy mails before 1870, when the Heaven diaries began. In 1870 the owner no longer had his own vessel, but the transport of mails and supplies was contracted to a Mr. Bragge who employed a skiff, the *Ranger* for the crossing. He terminated his contract at Michaelmas 1871, but he then continued to serve the island by contract with Trinity House until he retired in 1877, when that contract was taken over by Mr. Cox, who used the *Chance* out of Appledore. In 1871, the Heaven contract was given to a Mr. Fishwick, who sailed what was known as a "fore-and-after," the *Mary*, which was lost in 1872. Following this loss, Mr. Fishwick first chartered a smack called the *Muffy*, and then he sub-contracted to Captain William Darke, who sailed a trawler, the *Chase* - this was the beginning of an association between the Dark family and Lundy which lasted until the death of Captain Fred Dark in 1942. The sub-contract did not last for long, and was replaced by a direct contract between Captain Dark and Mr. Heaven for a regular service to Lundy from Instow. The service was supposed to be weekly on Thursdays, but the weather is no respecter of contracts and there are many references in the diaries to the non-appearance, unexpected appearances, delays, sudden departures, prolonged passages, and other vexations that seem to be an inescapable part of island transport. At that time there were two services carrying mail for Lundy: the Heaven family mail was direct to Instow, carried to and from the island in their private box, taken to and collected from the mainland post office at Instow by Captain Dark; and the Trinity House mails carried by Captain Cox in the *Chance* from Appledore. In November 1878 Captain Dark brought to Lundy his new cutter, the *Gannet*, that replaced the *Chase* and remained in his service in attending Lundy until the Heaven family sold the island in 1917.

In 1886, Mr. Wright was tenant of the farm, the Store, and all the island except for the part of the estate kept for the private use of the Heaven family. He entered into negotiations with the G.P.O. to establish a regular mail service to the island, and a post office on the island itself. In June 1886, it was settled that the *Queen of the Bay* should come to Lundy every Wednesday from Cardiff, when the mail bags would be exchanged, and that a post office should be opened in the Store, with Mr. Wright named as sub-postmaster. The post Office was opened on 4.2.87, but the mail service was not without its troubles, and on one occasion the mail boat (late) brought back to Lundy the same mail bag that had been sent off the island ten days previously. The Heaven family were not pleased with the new service, since it did not allow them to receive and answer letters on the same day, and the boats were very irregular. As the *Gannet* was still retained in service, there were from 1887 three separate mail services operating to and from Lundy.



P.S. QUEEN OF THE BAY

The G.P.O service from Cardiff is recorded as below in the Heaven diaries, but one cannot assume that the list is necessarily complete:

- 3. 3. 87 *Queen of the Bay* with official from G.P.O. – brought letters
- 4. 3. 87 Cardiff P.O. route opened – 87 letters went
- 9. 3. 87 *Queen of the Bay* did not appear. Mr. Wright telegraphed and was assured it had not got to Cardiff for the mails
- 14. 3. 87 Steamer arrived with letters which appeared at breakfast time quite proper
- 16. 3. 87 *Queen of the Bay* came in the evening
- 17. 3. 87 *Clarissa* with mails from Cardiff as *Queen of the Bay* had brought the wrong mail bag – the one with letters from Lundy placed on board – it is gone west fishing again, the letters already some 10 days old. *Clarissa* brought proper mail to rectify mistake
- 22. 3. 87 *Queen of the Bay* in
- 11. 4. 87 Cardiff mail came early in the morning – Captain moaned much at being kept 3 hours
- 14. 4. 87 Dark came – fuss about letters being ordered to go to Cardiff, even if addressed via Instow
- 16. 4. 87 Cardiff mail came
- 21. 4. 87 Cardiff mail came
- 27. 4. 87 Cardiff mail came
- 12. 5. 87 Cardiff mail came and left mailbag in culm cellar, Ball not hearing them come after waiting until 2.a.m.

20. 7. 87 Cardiff mail came at least about ¼ to 3 in the morning -- making terrible hootings
26. 7. 87 Cardiff mail arrived
17. 8. 87 Boat came with P.O. officials about mail irregularities
10. 9. 87 Cardiff mail came
30. 11. 87 Cardiff mail came with mail that had been a week on board
5. 12. 87 Cardiff mail came

(Break in the diaries 10.1.88 – 11.2.88)

20. 3. 88 *Her Majesty* mail came from Cardiff – long due
21. 3. 88 *Clarissa* Cardiff mail came
20. 4. 88 Dark has Govt. postal employ – is to bring mails every Thursday without prejudice to our day
24. 4. 88 Last Cardiff mail arrove *Lord Derby*
- 4.5. 88 Cardiff mail (this the last). Dark brought Govt. mail the first time.

The mail contract remained with Captain Dark until the war of 1939, Frederick Dark having succeeded his father, who had died in 1884.

On 4.5.87 Mr. Wright resigned as sub-postmaster – apparently there had been some dispute, as the postmaster of Barnstaple came to Lundy on the 10th and negotiated that Mr. Wright would continue as sub-postmaster, and that the mailbags would again be exchanged, the outgoing bag being closed before the incoming bag was delivered. Mr. Wright was a gentleman and is hardly likely to have worked in the Store himself, and it can be assumed that the work of the little post office would have been carried out by the storekeeper – in 1887 it was a Mr. Ball. Relations between Mr. Wright and Captain Dark were evidently strained: on one occasion the diary entry reads: “Dark went without mail box. Mr. W. wouldn’t sent it down and Dark would not fetch it. Some of Mr. Wright’s things not landed, he would not and Dark’s boat too small . . . Mr. Wright has advertised for fresh vessel to attend Island for himself. Very wrath with Dark.” On another occasion Mr. Wright reported Dark to the G.P.O. for being late with the mails, to which Captain Dark retorted that “he knew naught of the weather.” On 2.5.89 Mr. Wright resigned again, and the postmaster came to Lundy to appoint Mr. Wood (Lloyd’s signalman) as sub-postmaster, but Mr. Wood was shortly afterwards transferred to the Lizard, and Mr. Wright continued in a temporary capacity until he relinquished the Store and the post office in April 1891, six months before he left the island for good. The Store then reverted to the Rev. H.G. Heaven, who acted as storeman temporarily until the Store was taken on lease by Mr. Ackland on April 23rd. The sub-postmastership was transferred to a Mr. Weinfeld in May, and again to a Mr. Archer in October – presumably these were both employees of Mr. Ackland, who at first ran the Store from Barnstaple. In March of 1892 Mr. Ackland took over the rest of the lease which Mr. Wright had relinquished, and in 1894 he brought over his nephew to learn the business at the Store. Mr. Ackland went into partnership with his son-in-law, Mr. Dickinson, and in the 1897 Kelly’s Directory they are both named as having the Store and post office on Lundy. One year before he left the island (which he did in 1899) the post office was moved from the Store to Lloyd’s Signal Station, where the office was housed in the south of the two cottages; at the same time Lloyd’s signalman, Mr. Frederick W. Allday, was appointed sub-postmaster. When Mr. Allday ceased to be Lloyd’s representative in 1920 he moved into what is now called Hammers, and it was presumably then that the post office was moved into the cable hut against the north wall of the castle (now part of Castle). Mr. Allday remained as sub-postmaster until Mr. M.C. Harman bought Lundy; in 1926 he left the island and went into retirement – although an island stalwart he had not been universally popular, and complaints were voiced that “he always knew the contents of all the letters.”

Lundy Island

TIME is marching on again in Lundy - thanks to Appledore jeweller Mr Bill Smith.

He has mended the parish clock of St. Helenas on the island and residents and visitors can now refer to it for the first time in many years.

Mr Smith repaired the clock when he made a visit to Lundy recently. "The clock mechanism was in good order although all the non-bearing surfaces had been badly corroded because of the entry of salt air and water," said Mr Smith, who has a jewellers shop in Market St., Appledore.

Panels

Panels in the dial which were missing have been replaced and Mr Smith believes the clock could go on running for many years to come.

Mr Smith has been operating his jewellers shop in Appledore for the past 10 years, after moving from London, where he trained in Hatton Garden. Specialising in repairs and restorations to all types of antique and modern watches, clocks and jewellery, the business also offers a wide range of traditional jewellery in the Market St. premises.

LUNDY NORTH LIGHT FOR AUTOMATION

Plans by Trinity House to automate the lighthouse at the North end of Lundy were revealed this week.

It is already an unmanned light, being remotely controlled by the three keepers at Lundy's South Light, which will continue to be manned.

THIS MADE NEWS

A spokesman at Trinity House said that it was too early to say precisely when the automation would be carried out.

The lighthouses at either end of the island were built after it was found that the old lighthouse on the top of Lundy was frequently hidden by mist. They were completed in 1897.

A flat area for a helicopter pad is to be created.

The automation of Hartland Point lighthouse is nearing completion. It will be controlled from Penlee Point.

£40,200 grant blows Lundy Island's way

RESIDENTS OF Lundy, who have been enjoying new comforts since the installation of their own power-generating windmill last winter, have received more heart-warming news with the announcement that the EEC is to give a £40,200 helping hand towards its cost.

The windmill — or windmatic electricity aerogenerator to give it its official title — was bought and installed at a cost of £100,000 by the Landmark Trust, who run the island on behalf of the owners, the National Trust.

The 28 resident islanders helped to cut the overall cost by assisting with the installation of the windmill, which is mounted on a 50 foot lattice tower and has blades of 45 feet diameter.

Since it began operation last November it has enabled the residents to enjoy less restrictive electricity and heating supplies. Previously electricity could only be provided 12 hours a day by a diesel generator, for which all the fuel had to be shipped out from Ilfracombe 25 miles away.

Provided the wind blows they can now enjoy a 24-hour power supply of up to 55 kilowatts and with the diesel generator only coming into operation when the wind fails the island's fuel bill has also been reduced.

The European Regional Development Fund money would be "a great help," said the island's acting administrator Mr Ken Morrow.

Although they had had a few teething troubles, as they were bound to, the windmill had worked well all through the winter, he said.

Look out for storms over Lundy

THERE are uneasy mutterings among local fishermen about Nature Conservancy Council plans to set up an underwater nature reserve which could extend for half-a-mile right round the shores of Lundy Island.

Comparisons are being drawn with the way the Council has fallen out with farmers in its plan for a wetlands reserve in the Sedgemoor area of West Somerset leading to angry confrontations.

Obviously the conservancy people are anxious to see that what happened on land isn't repeated at sea, and are having wide-ranging preliminary talks before formal discussions about the Lundy reserve take place.

Even so there seems little doubt

that in the end the reserve will be set up. If it is, fishing and diving will be strictly controlled, even banned, under laws embodied in the Wildlife and Countryside Act.

Fishermen already keep clear of a small marine reserve at the eastern end of the island but view with anxiety and hostility the idea of an all-round ban in what have been traditional fishing grounds for hundreds of years.

Is a nature reserve justified? The Council view is that "the area round Lundy is unpolluted and undisturbed by operations like dredging.

"There is a wide range of marine habitat we want protected from souvenir divers and certain fishing methods."

But should all fishermen be

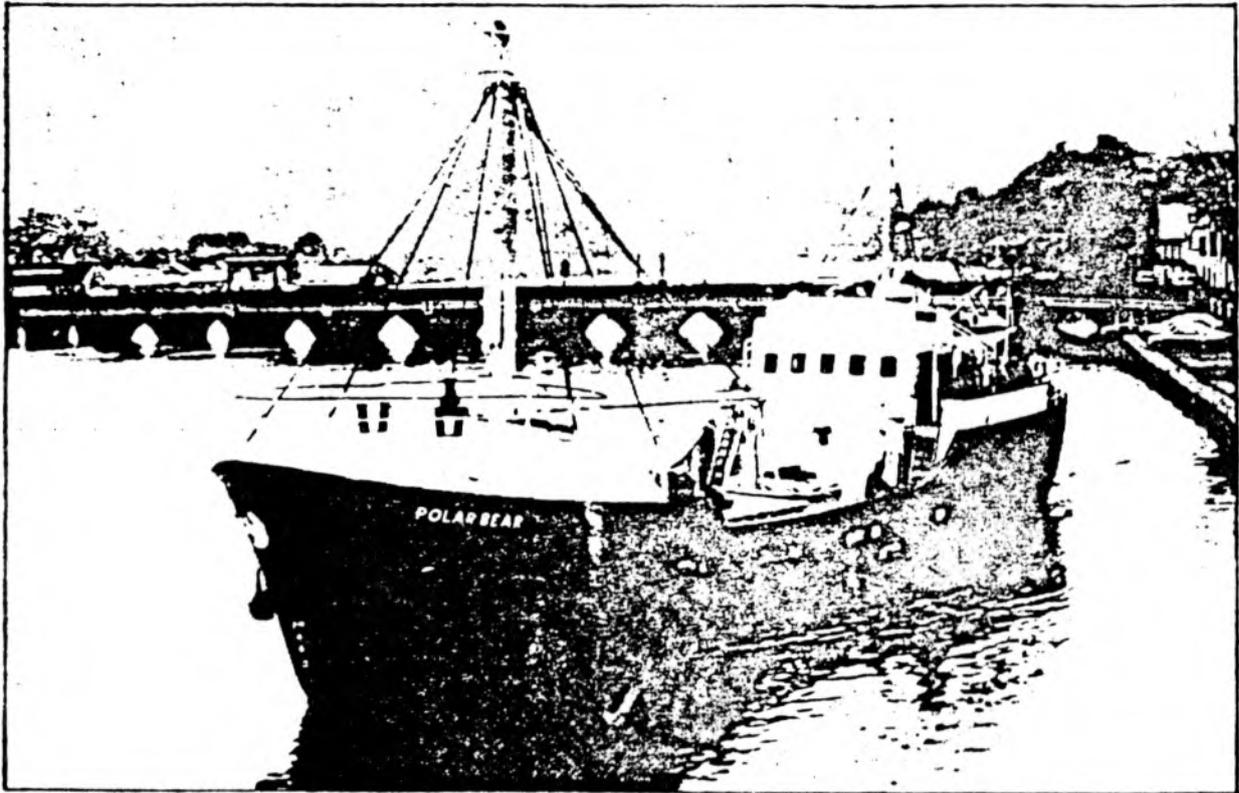
excluded? Mr. Bill Badcock, of Bideford an ex-chairman of Devon Sea Fisheries Committee, and now Fisheries Officer for North Devon, has fished round Lundy and known the area for many years.

"The marine growth and special species has been there for thousands of years and nobody, certainly not fishermen, has disturbed it," he told me.

"I've got a feeling that if you want to disturb something the best way is to tell people that it's special and protected. Then they'll come along from distant waters in droves to see what it's all about.

"The best thing is to keep quiet." Watch this—and other newspaper columns for development. I suspect there's an argument here that won't just go away.

Polar Bear's Trial Run



The Lundy supply ship, the "Polar Bear" leaves Bideford Harbour with a cargo of local councillors who are looking into the feasibility of Bideford becoming the home port of Lundy's lifeline.

Pic by TONY FREEMAN PRESS AGENCY

The Polar Bear, Lundy's supply ship, sailed out of Bideford this week and added to speculation that the Torrridge-side town could soon become it's home port.

Aboard the Polar Bear as it left early on Tuesday morning on the high tide for a trial run, were local councillors from Torrridge District Council and Mr Ron Morrison-Smith, the director of the West Country Tourist Board. If the Landmark Trust, Lundy's

administrative body decides to move the Polar Bear's home base from Ilfracombe to Bideford it could bring over £100,000 worth of business to the town.

Torrridge may be eager to win the Polar Bear but North Devon would certainly be sad to lose

her. Mr Martin Clare, chief executive of North Devon District Council suggested this week to the amenities committee that berthing changes for the Polar Bear at Ilfracombe should be scrapped next year.

