

# The New Puffin Journal



**SUMMER 2007**

Published by the Lundy Collectors Club

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# CONTENTS

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**ISSUE NO. 32**  
**SUMMER 2007**

## REGULARS

- 1 Editorial
- 2 Lundy News
- 5 Spring 2007 Meeting on Lundy

## FEATURES

- 14 The G.P.O. "Lundy Island" Thimble Datestamps
- 28 Lundy Post During the Ownership of the Heaven Family



# EDITORIAL

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The Spring Meeting on Lundy between 9<sup>th</sup> and 12<sup>th</sup> March 2007 was another great success. The weekend was enjoyed by all and was full of good quality presentations and souvenirs. A full report together with photographs can be found on pages 5 to 13. More photographs of the weekend and full details of the official and unofficial souvenirs will appear in the Autumn issue of this *Journal*.

Recently there has been much discussion about the exact date the Post Office first opened on Lundy. Mail containing dated cancellations i.e. the old GPO Thimble postmarks is one way of trying to prove this date, so Roger Cichorz has kindly agreed to re-open his magnificent census which he started 10 years ago and conduct a complete up-date. This can only be done if Roger receives your help, so please send him as much information as you can – full contact details are shown on page 27.

Since the very first issue of *The New Puffin Journal* the British Library and the Westcountry Studies Library have both been subscribers, so if you have missed an issue and would like to catch-up with an old article, you can do so at either:- The British Library, Philatelic Collection, 96 Euston Road, London, NW1 2DB or at the Westcountry Studies Library, Central Library, Castle Street, Exeter, Devon, EX4 3PQ. Also at these venues can be found a copy of my recent booklet titled 'A Selection from the Harman-Stanard Letters 1938 – 1947', a copy of which was given to each member in attendance at the Spring 2007 Meeting on Lundy.

Our Summer meeting is on Sunday 22<sup>nd</sup> July 2007 details of which can be found on the back cover. Please remember to bring along material for the three Club Competitions (Stamps, Postal History and Postcards, Ephemera and Literature). As usual we are organising a day trip to Lundy on the day before the meeting so if you wish to attend the trip and/or the meeting please complete the enclosed form and return to Keith Hand immediately.

Come along and help make this another successful Club event.

James

# **LUNDY NEWS**

Information supplied by the Landmark Trust

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## **No Smoking Ban in the Marisco Tavern**

Yes it's true and the new rule has been heartily welcomed. It was agreed that the Marisco Tavern would become a smoke free zone as from November 2006 and means that we are a seasoned no smoking area when the new laws come into action on 1<sup>st</sup> July this year. For smokers...they are able to enjoy the views outside the Tavern.

## **A New Boyfriend for the Lundy Ponies**

Lundy Island is delighted to welcome a smart young chap, handsome, youthful and with a bright future ahead of him – introducing Chandaem Rhythm 'n' Blues aka George, the Connemara provisional stallion who has joined a harem of 13 Lundy Pony mares. The Lundy ponies, being New Forest mares, were first introduced in 1928 by the owner at that time Martin Coles Harman. Since then many different stallions have been brought in including New Forest, Welsh and Connemara. This has enabled the Lundy pony type to evolve since their introduction. George is now coming up for a year old; he's strawberry bay roan full blood Connemara and his pedigree is of a very high standard.

Lundy Farmer Kevin Welsh stated "it's been 6 years since we had a stallion on the island and we are hoping that George will sire a whole new generation of Lundy ponies for the future". The Lundy ponies have their own "fan club" too which was set up in 1992 with a sponsorship database of about 120. All monies paid to the sponsorship and any donations help with any extra winter feed, farriers and vets fees and of course bringing in handsome young men like George.

If you are interested in sponsoring George, the Lundy ponies or would like to make a gift of sponsorship, please call 01237 470074 or email [admin@lundyisland.co.uk](mailto:admin@lundyisland.co.uk)



*Chandaem Rhythm 'n' Blues aka George  
(Photo – Bob Harper, March 2007)*

### **Essential Work to the Beach Road is Going Ahead**

The road works on Lundy are underway and progress is good. This first phase is emergency work and is looking like being completed on time. For those visiting the island we are keeping any disruption to an absolute minimum, and so far the system we have in place is working well. The National Trust has funded the project together with Landmark Trust who administers the island. Lundy still extends its usual welcome to all visitors during this time. The work is essential to ensure that access to the top of the island from the Jetty is maintained and we look forward to a strengthened and reinforced road for visitors and supplies alike.



*(Photo – James Thomas, 10<sup>th</sup> March 2007)*

The photograph shows a steel reinforcement cage anchored to the bed rock and sprayed with in-situ cast concrete. The benefits of this system were demonstrated to the Landmark Trust several years ago by the Structural Engineer Dr. John Grimes and were last used on the island in 1998 when the lower section of the Beach road was reconstructed. The system is ideal for meandering roads and structures requiring an informal appearance.

## ***NEXT ISSUE.....***

Official and unofficial souvenirs from the Spring 2007 Meeting on Lundy.

More information regarding the Lundy 'Thimble' census

.....and all the latest news.

# ***SPRING 2007 MEETING ON LUNDY***

By James Thomas

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**Friday 9<sup>th</sup> March 2007**

Hartland Point during early March can be quite windy and cold and this is exactly how it was during the morning of Friday 9<sup>th</sup> March 2007, as the group of Lundy Collectors Club members discovered whilst waiting patiently for their helicopter flight to Lundy. The morning was clear and fresh and views of Lundy could be seen from the little timber hut café which snuggles into the grass bank on the track to the lighthouse.

The 7 seater Agusta 109 helicopter piloted by Duncan Colgate took less than ten minutes to reach Lundy so it wasn't long before we were all settling into our cosy weekend accommodation.



*(Loading the Helicopter at Hartland - Photo Bob Harper)*

Just after 4.00pm in the Marisco Restaurant, Derek Green, Lundy's General Manager, welcomed us to the island and gave a small talk about Lundy's plans for the near future. The most important project is the repairs to the Beach Road which is on a tight schedule so as to enable visitors to arrive by the Oldenburg.

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Derek also informed the meeting that the next Lundy stamp issue might be in 2008 to celebrate the 50<sup>th</sup> anniversary of the Oldenburg. If the issue goes ahead, it is planned to incorporate old and current photographs of the vessel in the stamp designs and if you have taken any photographs that you think might be worthy of being part of this project, please send them to Derek Green, General Manager, Lundy, Bristol Channel, Devon, EX39 2LY.



*(A flavour of how the new issue might look. Designer Jan-Erik Wellerfors of Sweden – Photo Bob Harper)*

Lars Liwendahl who has been involved with Lundy's new stamp designs and advisor to the Landmark Trust regarding stamp issuing policy for over 20 years, followed on from Derek with a computer slide show entitled 'Lundy prior to printing'. The talk included many images showing how recent stamp issues developed with copies of the original artwork; the original artwork of course is all in the British Library. Lars has been involved with most issues over this period but some of particular interest are:-

**1992** Discovering Lundy issue. The lady sitting in the corner of the 75p value is the late Joan Dyke.

**1993** 3<sup>rd</sup> Lundy stamp booklet.

The pre-stamped postcards of the early 1990's, which were produced to demonstrate to the public the correct position in which to place the Lundy stamp.

**1994** 750<sup>th</sup> Anniversary of the Marisco Castle issue, which was printed by The House of Questa on a new printing machine that was capable of producing sharper images.

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**1994** Landmark Trust Silver Jubilee on Lundy miniature sheet which was produced to show the progress made on the island during the first 25 years of management.

**1997** Centenary of Lundy South and North Lighthouses incorporated Reg Lo-Vel's idea of producing pairs of stamps of the same values to encourage collectors to buy twice as much for their collections.

**2002** Definitive set which was a re-work of the 1991 definitive set. The reason why little effort was put into this set was because at the time the Lundy management was on the brink of ending Lundy stamps due to the abuse of the Lundy Postal Rules by collectors. However, working closely with the Lundy management, I convinced Paul Roberts that I would work hard to encourage collectors to adhere to the postal rules and Paul and Lars agreed to continue with new issues as and when stamp stocks became low. I feel we have turned the corner and regained the trust of the Lundy management and consider that this must be taken as a warning for us never to abuse the system again.

**2004** The 75<sup>th</sup> Anniversary of Lundy Stamps. The idea of the miniature sheet was to help to reduce the pressure on Reg Tuffin as it was expected that demand for this issue from collectors would be high. The original idea of three separate stamps would have taken much longer for Reg to complete orders for dispatch.

**2004** Lundy Collectors Club meeting on Lundy postmark.

**2006** Montagu issue was based on some of John Dyke's original proofs and artwork as a mark of respect for all of John's Lundy stamp design work carried out over the years.

Immediately Lars finished his presentation, Lundy's new Warden, Nicola Saunders, opened the room to all visitors on the island and gave a talk and slide show about Lundy's fauna and flora on land and beneath the waves. This took us up to 7.00pm by which time we were all ready for our evening meal – for me it was pheasant washed down with several glasses of red wine!



*(Lars Liwendahl and Derek Green – Photo Bob Harper)*

### **Saturday 10<sup>th</sup> March 2007**

The early morning light is often the best light for taking landscape photographs and this morning's light was no exception. The sun was bright and warm and the air was clear with just a slight breeze which wasn't too cold. So, I was out early shooting everything in sight (with my camera of course!). This gave me quite an appetite and by the time the Marisco Tavern opened for breakfast, I was ready for a Full English!

After breakfast several groups formed and visited most points of the compass. Lundy is so special when there are no day visitors as you can go off and do your own thing without seeing another soul for a considerable time. I continued taking photographs, this time because the sun was higher in the sky and much brighter, I concentrated on record photographs for use in future copies of the *Journal*. I also took my camcorder and made a small film for showing at a later Club meeting.

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The organised programme of events started at 4.00pm with a presentation by me based on the letters between Messrs. Martin Coles Harman and John Stanard from 1938 to 1947. The letters were from the M.C. Harman archives and permission was granted by Diana Keast to prepare a talk with accompanying notes. Each member present was issued with a numbered copy of the 48 page booklet as part of the Weekend's souvenir pack. Only 40 copies were produced and none will be for general sale, however, because the notes contain a lot of interesting information, a copy has been sent to the British Library in London and the Westcountry Studies Library in Exeter so that members can have access to this document should they wish to.

Roger Allen followed with a paper based on two letters from Marion C.H. Heaven to Miss Joan Watt-Smyrk dated 15<sup>th</sup> September 1936 and 17<sup>th</sup> December 1937. As always with Roger, his talk was extremely well researched and presented in a most professional way. The notes of his talk will be published in full in the Autumn 2007 issue of this *Journal*.

Immediately Roger finished his talk, Lars Liwendahl opened the Lundy Post Office in a corner of the Marisco Tavern. On sale were postcards and Lundy stamps but more importantly, Lars was cancelling mail with the new postmark prepared for use over the weekend. The Landmark Trust had prepared a special canceller for use over the weekend of 9<sup>th</sup>-12<sup>th</sup> March 2007 to commemorate the 120<sup>th</sup> Anniversary of the opening of the first Post Office on Lundy and the Club's weekend meeting. Part of the new canceller is modelled on the old British Post Office 'Thimble' cancellers and the second half commemorates the Club's visit.



*The official canceller produced by the Landmark Trust to commemorate the 120<sup>th</sup> Anniversary of the opening of the first Post Office on Lundy and used on general mail only with black ink between 9<sup>th</sup> and 12<sup>th</sup> March 2007.*



*Lars Liwendahl with commemorative canceller in hand working in the Temporary Lundy Post Office situated in the Marisco Tavern*

After our evening meal Mike Thompson laid out the Auction lots for viewing in the Marisco Restaurant which is a much better location than the gallery as used before because the lighting is far superior. At 8.15pm the Club Auction commenced with Mike Thompson heading the team with Julie Lester and Bob Harper ably assisting. Mike Thompson didn't just conduct an auction; he performed a complete variety show and held the room's attention for the duration of the auction selling many lots to islanders and other visitors.

On the following page – *Mike Thompson and Julie Lester selling in aid of the Lundy Fund a St. Georges Cross flag that once flew from St. Helena's church. Bob Harper is sitting under the 'Lundy' name plague conducting the auction's paperwork.*



### **Sunday 11<sup>th</sup> March 2007**

On Sunday we enjoyed similar dry and clear weather to that of the previous day which was ideal for exploring the island. Many members spent time searching out those elusive 'Lundy Letterboxes' and collecting imprints of the many cachets.

As in previous evenings at 4.00pm the organised events commenced. The first half of the evening was held in the Marisco Restaurant, then moving on to the bar at 6.00pm in time for the tables to be set-up for the evening meals.

Alan Rowland opened the evening with a computer slide show detailing the history of the Lundy Letterboxes and illustrating many of the cachets no longer in use as well as all the current ones. Alan is collecting the final bits of information with the intention of producing a definitive booklet on the subject before this information is lost and forgotten. If you would like to contribute and help to fill the gaps that Alan has, please contact him either by e-mail [alan\\_rowland@morwenstow.freemove.co.uk](mailto:alan_rowland@morwenstow.freemove.co.uk) or telephone 01288 331 750.

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Diana Keast followed on with a magnificent display of Lundy Cigarette Labels and a damp proof tin which was instigated by her father to try to overcome the problem of keeping cigarettes dry on Lundy. The display consisted of 15 un-cut label sheets, a damp proof tin with label attached and various pieces of correspondence from the M.C. Harman archives relating to the subject.



*(Diana Keast enjoying her presentation of Lundy Cigarette labels –  
Photo Lars Liwendahl)*

Martin Evans followed with a presentation of two General Post Office maps dated 1887 and 1904. On the 1887 map there was no reference to a Post Office on Lundy whereas on the 1904 map there was. Martin also showed a picture of the Lundy Europa handstamp which will be printed in a future issue of the *Journal*.

Immediately after the displays, Lars opened the Temporary Post Office in the Marisco Tavern for the last time for those wanting to make a last minute posting.

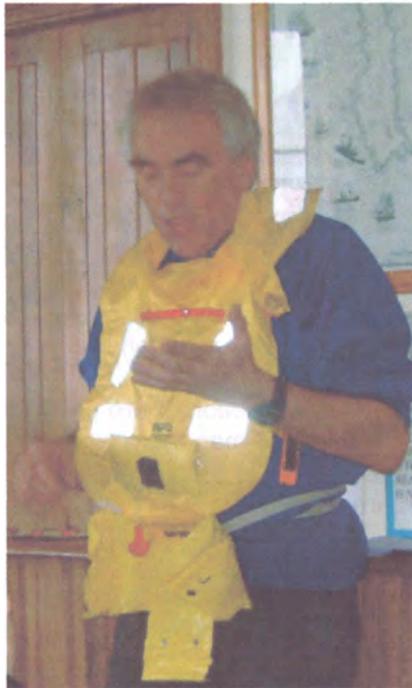
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The evening was rounded off with Roger Allen as Quiz Master in the Lundy Pub Quiz. Club members, islanders and other visitors attempted to answer all twenty questions correctly, however, only one person did and the Montagu commemorative beer glass was won by Lars Liwendahl.

### **Monday 12<sup>th</sup> March 2007**

As with everything, all good things must come to an end and it was not long before we were all gathered in the Marisco Tavern for one of Nigel's hilarious but serious pre-flight talks.

The end of a perfect weekend.



*(Nigel trying on the latest Lundy gear!! – Photo Bob Harper)*

# THE G.P.O. "LUNDY ISLAND" THIMBLE DATESTAMPS

By Roger S. Cichorz

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## Introduction

Ten years ago James Thomas sent me an inquiry for the "Questions and Answers" feature of the now defunct *Lundy Collectors Club Philatelic Quarterly*, however, my "answer" became so involved and lengthy, I considered it best to present the information as a feature article which is reprinted below. James wrote:

I acquired a Great Britain 1912 1½d Royal Cipher stamp cancelled by a good, clear, centrally positioned upright "LUNDY ISLAND" thimble date stamp. Around the top half of the perimeter are the words "LUNDY ISLAND" and horizontally across the lower half is the date "13 FE" with "19" underneath. According to Newman, the type Ac canceller was used from 1920 until the closure of the G.P.O. in 1927, but this stamp is clearly cancelled 1919. Do you know of other examples of this canceller having been used before 1920, and, if so, is there a date earlier than February 13, 1919?

James Thomas' query about the early (February 13, 1919) use of the type Ac thimble postmark set me scrambling for information. To begin with, Stanley Newman simply repeated in *Postal History, Postmarks & Cachets of Lundy Island* information about the types Aa through Ac postmarks that appears in Barry Chinchin's *A Catalogue of Lundy Stamps*. The dates of use of the types Aa and Ab cancellers were established from G.P.O. records (initially reported by Chinchin in *The Puffin, Newsletter of the Lundy Specialists' Society*, Number 20, Summer 1970, pages 3-22). No record of the third (type Ac) canceller has been found in G.P.O. archives and the date of its introduction is unknown. J. A. G. Watson (*Puffin - Lundy Specialist Society*, Number 22, 1971, page 22) suggested a date of between 1912 and 1917 with a possible 1915 use. Chinchin initially suggested this canceller was introduced sometime after 1915 (*op. cit.*, page 3), but, perhaps influenced by the lack of records in the G.P.O. archives for its introduction between 1915 and 1920, he subsequently settled on 1920 (*The Puffin*, Number 21, 1971, page 46). The evidence I present in this article suggests this canceller was introduced and in use by July 1914.

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## Preliminary Findings, Observations, and Conjecture

Newman's *Postal History, Postmarks & Cachets of Lundy Island* reports a gap of five years (1915 through 1919) between uses of the types Ab and Ac cancellers, but the Lundy sub-office was operating (albeit not too actively) during that period, so one or the other (or both) canceller types had to be in use during those years. I compiled a preliminary census of G.P.O. "LUNDY ISLAND" postmarks on items offered in auction catalogues and dealers' price lists, items appearing in *The Puffin* and other literature, and from examples in the collections of L.C.C. members (Jim Mullett, George Fabian, Michael Bale, and me.)

The "American" date format ("month/day/year") was switched to the "French/English" date format ("day/month/year") sometime after May 4, 1914, with an earliest recorded "French/English" strike of July 20, 1914 ("20 JY/14"). This change in date arrangement appears to have occurred concurrently with the start of World War I (July 1914), which may be mere coincidence, and remained into effect until the cessation of the Lundy sub-office on December 31, 1927.

For purposes of the discussion, I assumed that the distinguishing characteristic between the types Ab and Ac cancellers is the date arrangement (i.e., "month/day" for type Ab and "day/month" for type Ac). If this is indeed the case, then the earliest recorded use of the type Ab canceller is July 20, 1914 ("20 JY/14"). However, readers are cautioned that the date arrangement may not be the distinguishing characteristic between the type Ab and Ac cancellers, as it may be the characteristics of the circle (which changed in time because of wear and deterioration through use) that distinguishes the two types.

Apparently, the date slugs (i.e., month and day) in the types Ab and Ac cancellers are interchangeable. For evidence, I offer a "31 MR/15" strike in the census that I attributed as type Ac, but it lacks the clean circle characteristic of the early strikes of type Ac, instead having a thickened bottom arc and noticeable wear at the top of the circle that is more characteristic of later strikes of the type Ab canceller. Readers are cautioned, however, that the amount of ink applied to the canceller, force (intensity) of the strike, and characteristics of the paper of the receiving item (softness, porosity, sizing, etc.) all influence the appearance of the postmark.

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Arguably, the type Ac canceller may have been introduced at a later date after a possible change in the date arrangement occurred in the type Ab canceller. I also have a strike of the type Ac canceller with the date "SP 7" [the year slug was left out, but, fortunately, the postcard message is endorsed "5/9/27" (September 5, 1927), so the year presumably is 1927]. However, this is the only (thus far) recorded exception to the "day month" arrangement found after 1913, so it may be a posthumous favour strike of the type Ab canceller

The "month day" slug arrangement may be fixed (non-interchangeable) in the type Aa canceller as the "American" format appears in the three recorded strikes. There are insufficient strikes recorded at present, however, to demonstrate this with any certainty.

### **Code Letters in G.P.O. Lundy Postmarks**

Newman's and Chinchin's *Catalogues* and Chinchin's article in *The Puffin* Number 20 indicate the Lundy type Aa canceller has a code letter "C" and the type Ab canceller has a code letter "A" or "P" (representing "a.m." or "p.m."). However, Jim Mullet's type Aa strike from 1889 has the code letter "A", and the type Ab strikes with the code letters "A" and "P" are recorded only during 1907 and early 1908. Strikes of the type Ac canceller with a code letter are presently unrecorded.

### **Instow Transit Markings on Lundy Outward Mail**

The application of Instow transit markings alongside the Lundy thimbles on G.P.O.-serviced mail from Lundy via Instow appears consistent from 1892 through 1911, with only nine exceptions among 76 applicable covers in the census. Sometime during 1912, the Instow post office appears to have discontinued its practice of applying transit markings to mail from Lundy. Of the 38 post-1911 covers in the census, only two confirmed exceptions\* have Instow markings: a Lundy-postmarked "10 SP/20" postcard has an Instow circular date stamp of the same date, and a Lundy-postmarked "25 JY/24" postcard has an Instow circular date stamp of the following day. Interestingly, a second Lundy-postmarked "10 SP/20" postcard, which in all likelihood was placed in the same mail stream, lacks an Instow transit marking. Not all post-1911 Lundy mail went via Instow, however, and information about the other routes appears in the next section and later in this article.

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Instow applied a squared-circle postmark from 1892 through 1911 and a circular date stamp (thimble) postmark from 1906 through 1911. The two types of Instow transit markings apparently were applied with about equal frequency during 1906 through 1911 (26 squared-circle date stamps versus 26 circular date stamps for the 52 applicable covers in the census), and, with one possible exception, both types always contained a code letter during that period. The only recorded Instow marking that lacked a code letter is the late-use "10 SP/20" circular date stamp strike cited above.

\* In addition, two postcards with respective Lundy "AU 14/12" and "24 DE/21" postmarks are reported in the J. A. G. Watson compilation in *Puffin*, Number 22 (February 1972, pages 23-29), but no details of the Instow markings are given although the text implies they are present.

### **Instow Versus Bristol Routings Revisited**

It is known with certainty from G.P.O. records that between October 1911 and April 1920 some Lundy outward mail was routed through the Bristol post office (and post offices in other cities, particularly during WWI), but, unlike the mail via Instow, application of a transit marking was not a practice as there are no Lundy covers from this period with Bristol (or other) transit markings. Ian Wilkinson questioned if all mail from Lundy without Instow markings during this period was necessarily routed via Bristol (Spring 1983 *LCCPQ*, page 9), but this does not seem to be the case. Evidence of Bristol routing is given in the "Lundy" entry in the 1915 *Post Office Guide* (page 603): Mails from the Island are dispatched on Mondays to Bristol and on Wednesdays to Instow. But Ian cautioned that this G.P.O. *Guide* was for the WWI years when mail was most likely being carried by the Royal Navy and Trinity House vessels and that the situation may have been different the years before or after the war.

If the 1915 *Post Office Guide*'s via Bristol mail routing was in effect during WWI (July 1914 through August 1918), covers with Lundy Tuesday postmarks for certain and possibly some with Monday (late) and Wednesday (early) postmarks were routed via Instow and had the potential to receive Instow transit markings.

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The one cover in the census in this category (postmarked “16 OC 17”— a Tuesday) lacks an Instow marking; however, all of the other WWI-era covers in the census lack an Instow marking as well, further evidence that the Instow post office’s practice of routinely placing receiving marks on Lundy outward covers had ceased by then.

A sole 1912 Wednesday-postmarked item in the census was routed via Instow as indicated by an Instow transit marking, but two 1913 items with postmarks corresponding to Tuesdays (that according to schedule had to go via Instow) had no Instow markings. In fact, during 1913 through 1919, there are no Instow transit markings on any of the 14 items in the census.

In the census, four applicable covers without Instow markings have Lundy postmarks with three of the same dates (“JU 26 06,” “JY 25 09,” and “AU 17 11”) as other covers with Instow markings. These items certainly entered into the same mail stream as their Instow-transit-marked counterparts, so I attribute their lack of markings to misses by the Instow post office rather than to alternate routing via Bristol or some other post office.

As pointed out earlier in this article, it is interesting to note that of the two post-1920 covers with Instow markings, one should have a same-date counterpart (“10 SP 20”) without an Instow marking. I do not believe the 1920 cover lacking the Instow transit marking, or, for that matter, any of the other post-1920 covers without markings, experienced alternate routing via Bristol or some other post office and am certain most went via Instow.

Additional discussion of pre-WWI Instow and Bristol routings appears later in the section titled “Lundy Postmarks in Context with Contemporary G.P.O. Mail Services.” It is known that the aforementioned steamship schedule for Bristol and Instow sailings was in effect by June 1912 when the Bideford and Bristol Steamship Company assumed the G.P.O. Lundy mail contract, but it is uncertain if this schedule was maintained during WWI. In summary, only from early 1912 and during WWI (July 1914 through August 1918) when the contemporary *Post Office Guides* indicate Lundy mails were dispatched to Bristol on Mondays, were Bristol routings routine for G.P.O. Lundy outward mail.

After 1912 and into 1915 and perhaps throughout WWI (depending on which day of the week and the time it was taken to the Lundy sub-office) and then again after 1920, G.P.O. Lundy outward mail without Instow markings was just as likely to have gone through the Instow post office, rather than the Bristol (or some other) post office for the reason that the Instow post office had already ceased the practice of routinely applying transit markings.

### G.P.O. Lundy Postmarks by Day of Week

If the mail from Lundy during the G.P.O. sub-office existence was written and posted randomly, a normal distribution for Sunday through Saturday strikes in the Lundy date stamps would be expected. Furthermore, if one assumes that Lundy day-trippers arrived on a weekend day and left their mail (postcards) at the sub-office for servicing prior to their departure, one might expect the majority of the Lundy postmark strikes to be Saturdays, Sundays, and Mondays. However, from the census, neither of these conditions is the case as Thursday strikes predominated prior to 1912 and Friday strikes afterwards. Table 1 at the top of the following page shows the frequency distribution by day of week for the G.P.O. Lundy postmarks in the census.

**Table 1. G.P.O. Lundy Postmarks  
Frequency Distribution by Days of Week**

<b>By Postmark Type</b>	<b>Sun</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thurs</b>	<b>Fri</b>	<b>Sat</b>	
Type Ab (1899-May 1914)	3	4	4	4	56	10	3	(84)
Type Ac (July 1914-1927)	0	3	2	6	4	15	2	(32)
<b>By Contract Periods</b>	<b>Sun</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thurs</b>	<b>Fri</b>	<b>Sat</b>	
Dark Contract (1899-1911)	3	1	1	2	55	10	3	(75)
1912 to May 1914	0	3	3	2	1	0	0	(9)
WWI (July 1914-1918)	0	2	1	3	1	0	0	(7)
1919 to 1927	0	1	1	3	3	15	2	(25)

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In fact, the majority of the 75 items prior to 1912 in the census (55 or 73.3%) had dates that corresponded to Thursdays, but only one item each had dates that corresponded to Mondays and Tuesdays, and only two items had dates that corresponded to Wednesdays. The dominance of date strikes corresponding to Thursdays before 1912 is attributed to the fact that Captain P. W. M. Dark, the G.P.O.'s contract Lundy mail carrier during that time, made his weekly round trips (Instow to Lundy to Instow) on the *m.v. Lerina* on Thursdays. Details are given later in the section titled "Lundy Postmarks in Context with Contemporary G.P.O. Mail Services."

After Captain Dark's contract was rescinded, a plurality of the 41 post-1911 items in the census (15 or 36.6%) have dates that corresponded to Fridays. Interestingly, there are no WWI-period items with dates that corresponded to Fridays as all 15 of the Friday strikes occurred during the 1920s when the service was being conducted by the *m.v. Lerina*. Friday strikes account for 15 of 25 (60%) of the post-1918 items in the census.

After 1911, strikes of dates corresponding to Mondays through Wednesdays appear with more frequency (19 of 41 or 46.3%) than the Mondays through Wednesdays strikes during Captain Dark's service (only 4 of 75 or 5.3%). This is attributed to the sailing schedule of the Bristol Channel steamship contract service that was in place at the time. Also, one might surmise that the Lundy sub-office was closed on Sundays from 1910 onwards because the only three recorded Sunday postmarks occurred in 1904 (one) and 1909 (two on the same date).

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## ***SPRING 2007 MEETING PHOTOGRAPHS***

Many of the photographs in this issue relating to the Spring 2007 Meeting on Lundy were taken by Bob Harper who spent the weekend as the Club's Official Photographer. Bob has copied these onto disk and has generously offered a free copy to any interested Club member.

If you would like a copy please e-mail Bob at [philatelybob-rps@yahoo.co.uk](mailto:philatelybob-rps@yahoo.co.uk) or telephone him on 01527 591057 (daytime) or 01527 542744 (evenings). Please state if you prefer a DVD or a CD and please help Bob with a contribution towards postage.

**Census of G.P.O. "Lundy Island" Circular Date Stamps  
("Thimble" Postmarks)**

<u>Lundy Date (Day)</u>	<u>Instow Postmark</u>	<u>Reference/Comments</u>
<b>Type Aa Strikes</b>		
DE 7 86/C (Tu)	----	G.P.O. records reference strike (canceller distributed to Cardiff post office)/ <i>Puffin</i> , No. 20, page 4
SP 23 89/A (M)	----	type Aa strike on small stampless piece Mullett Collection/ex-CILA #13 (11/27/1989)
SP 8 92/A (Th)	SP 9 92/B	card to London via Instow <i>Puffin</i> , No. 22, page 25
<b>Type Ab Strikes</b>		
AU 3 93/A (Th)	----	G.P.O. records reference strike (canceller distributed to Barnstaple post office)/ <i>Puffin</i> , No. 20, page 4
AP 15 99 (Sa)	AP 16 99/A s/c	Bale Collection/ex-Ulrich/ex-Turnpenny/ <i>Puffin</i> , No. 18, p.6
JY 2 03 (Th)	JY 3 03/A s/c	registered cover/Mullett collection
SP 24 03 (Th)	SP 25 03/A s/c	CILA #9 (11/27/86)
JU 30 04 (Th)	JU 20 04/C s/c	CILA #13 (11/27/89) probably erroneous Instow date
JU 30 04 (Th)	JU 20 04/C s/c	card message endorsed "24 <sup>th</sup> June" so Instow postmark "20" date is erroneous/RSC collection/ex-CILA #25 (3/20/96)
JY 21 04 (Th)	JY 22 04/B s/c	Mullett Collection
JY 24 04 (Su)	JY 24 04/C s/c	Fabian Collection
FE 9 05 (Th)	FE 10 05/A s/c	RSC Collection
JY 11 05 (Tu)	none	<i>Puffin</i> Stamps#3 (2/13/97) three strikes of Ab present

## Type Ab Strikes (continued)

JY 21 05 (F)	none	CILA #15 (4/2/91)/three strikes of Ab present
JY 22 05 (Sa)	JY 22 04/B s/c	Fabian Collection
AU 17 05 (Th)	AU 17 05/A s/c	IPPA #8 (3/11/86)
AU 24 05 (Th)	AU 25 05/A s/c	Negev #2 (3/20/91)
SP 7 05 (Th)	SP 8 05/A s/c	Fabian Collection/ex-Negev #3 (8/7/91)
SP 7 05 (Th)	SP 8 05/A s/c	Bale Collection
JU 7 06 (Th)	JU 8 06/C s/c	IPPA #7 (3/22/85)
JU 7 06 (Th)	JU 8 06/C s/c	LCC UK #2 (11/29/97)
JU 14 06 (Th)	JU 15 06/A cds	card to Swanseal/ <i>Puffin</i> , No. 17, p. 5/ <i>Puffin</i> , No. 21, p. 46
JU 14 06 (Th)	JU 15 06/A cds	card to Penarth/ <i>Puffin</i> , No. 20, p. 23
JU 14 06 (Th)	JU 15 06/A cds	card to Winscombe/ <i>Puffin</i> , No. 22, p. 26
JU 21 06 (Th)	JU 22 06/A cds	Negev #9 (10/5/94)
JY 5 06 (Th)	JY 6 06/A cds	RSC Collection
JY 19 06 (Th)	JY 20 06/A s/c	Puff'n Co. #2 (6/1/79)
JY 26 06 (Th)	JY 27 06/A cds	RSC Collection
JY 26 06 (Th)	none	Bale Collection
AU 2 06 (Th)	AU 3 06/A s/c	CILA #10 (9/11/87)
AU 9 06 (Th)	AU 10 06/A cds	Bale Collection/ex-IPPA #4 (1/28/83)
AU 17 06 (F)	AU 18 06/C cds	Mullett Collection
AU 22 06 (W)	AU 2? 06/A cds	<i>Puffin</i> , No. 17, p. 5/part date of Instow strike off card card message endorsed "22-8-06"
AU 23 06 (Th)	AU 24 06/A s/c	IPPA #6 (6/29/84)
AU 23 06 (Th)	AU 24 06/A s/c	CILA #12 (5/5/89)
AU 23 06 (Th)	AU 24 06/A s/c	CILA #14 (9/11/90)
SP 13 06 (Th)	SP 14 06/A s/c	Mullett Collection
SP 13 06 (Th)	SP 14 06/A s/c	card to Guildford/ <i>Puffin</i> , No. 22, p.26
DE 20 06 (M)	DE 21 06/A cds	CILA #15 (4/2/91)/Negev #6 (5/27/93)
JY 11 07/P (Th)	JY 12 07/A s/c	IPPA #8 (3/11/86)

## Type Ab Strikes (continued)

JY 18 07/P (Th)	JY 19 07/B cds	Holman Collection
JY 25 07/A (Th)	JY 26 07/A s/c	IPPA #7 (3/22/85)
AU 9 07/A (F)	AU 9 06/C s/c	Puff'n Co. #2 (6/1/79)
AU 23 07/P (F)	AU 24 07/A cds	<i>Puffin</i> , No. 19, p. 3
SP 05 07/P (Th)	----	on piece/Bale Collection
SP 12 07/P (Th)	*	card to Guildford via
		Instow/ <i>Puffin</i> , No. 22, p.26
OC 18 07 (F)	OC 18 07/C s/c	IPPA #5 (9/20/83)
DE 12 07/P (Th)	DE 13 07/A s/c	Mullett Collection/ex-CILA
		#15 (4/2/91)
FE 6 08/P (Th)	FE 8 08/A s/c	CILA #10 (9/11/87)
JU 26 08 (F)	JU 26 08/C s/c	Aitchison List #1 (2/1/97)
JY 24 08 (F)	JY 24 08/B cds	RSC Collection
JY 30 08 (Th)	JY 31 08/A s/c	Negev #2 (3/20/91)
JY 30 08 (Th)	JY 31 08/A s/c	CILA #17 (1/21/92)
AU 13 08 (Th)	AU 14 08/A cds	Bale Collection
JU 10 09 (Th)	JU 11 09/A s/c	Negev #5 (11/19/92)
JY 23 09 (W)	none	CILA #12 (5/5/89)
JU 25 09 (F)	none	Negev #6 (5/27/93)
JY 25 09 (Su)	none	Negev #8 (4/27/94)
JY 25 09 (Su)	JY 26 09/A cds	Fabian Collection
AU 13 09 (F)	none	Bale Collection
AU 14 09 (Sa)	AU 14 09/A cds	Aitchison List #1 (2/1/97)
AU 26 09 (Th)	AU 27 09/B s/c	Puffin Stamps #4
AU 11 10 (Th)	AU 12 10/A cds	Negev #1 (3/17/89)
AU 11 10 (Th)	AU 12 10/A cds	RSC Collection
AU 11 10 (Th)	AU 12 10/A cds	RSC Collection
SP 15 10 (Th)	SP 16 10/C s/c	RSC Collection/ex-Puffin
		Stamps #1 (5/9/96)/
		card message endorsed
		"12-12-10" (erroneously?)
SP 15 10 (Th)	SP 16 10/C s/c	IPPA #8 (3/11/86)
OC 6 10 (Th)	OC 6 10/C s/c	Negev #4 (2/3/92)
MR 3 11 (F)	MR 3 11/C s/c	Mullett Collection
AP 2? 11	AP 29 11/A s/c	Negev #3 (8/7/91)
		stamp removed so only
		partial Lundy cds appears
JY 13 11 (Th)	JY 14 11/A cds	<i>Puffin</i> , No. 16, p. 27

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**Type Ab Strikes (continued)**

JY 20 11 (Th)	JY 21 11/A cds	Negev #7 (11/11/93)
JY 20 11 (Th)	JY 21 11/A cds	Puff'n Co. #2 (6/1/79) /Negev #8 (4/27/94)
AU 17 11 (Th)	none	IPPA #6 (6/29/84)
AU 17 11 (Th)	none	Mullett Collection
AU 17 11 (Th)	AU 18 11/A cds	Puff'n Co. #2 (6/1/79)
AU 17 11 (Th)	AU 18 11/A cds	Negev #4 (2/3/92)/card message endorsed August 15
AU 24 (11) (Th)	AU 24 11/C s/c	no year "11" in Lundy postmark RCS Collection ex-Puffin Stamps #3 (2/13/97)
AU 31 11 (Th)	SP 1 11/A cds	Mullett Collection
AU 31 11 (Th)	SP 1 11/A cds	Fabian Collection/ex-IPPA #5 (9/20/83)
JU 10 12 (M)	none	RSC Collection
AU 14 12 (W)	* AU 1?/? 12 cds	card to Penarth/ <i>Puffin</i> , No. 22, p.27 Instow cds only partially illustrated
SP 16 12 (M)	none	IPPA #7 (3/22/85)
MY 13 13 (Tu)	-----	KEVII 4d stamp only/ Mullett Collection/ex- Aitchison (Winter 1990-91 <i>LCCQP</i> ) Puffin Stamps #3 (2/13/97)
JY 2 13 (W)	none	Fabian Collection
JY 28 13 (M)	none	Bale Collection
AU 5 13 (Tu)	none	card to Bristol/Negev #7 (11/11/93)
AU 26 13 (Tu)	none	Fabian Collection
MY 4 14 (Th)	none	Bale Collection

## Type Ac Strikes

20 JY 14 (M)	none	Negev #3 (8/7/91)/Negev #9 (10/5/94)/Bale Collection
31 MR 15 (W)	none	RSC Collection
7 JU 15 (M)	none	1d rate to U.S.A./Bale Collection
15 JY 15 (Th)	none	letter to Bristol/ <i>Puffin</i> , No. 22, p.27
28 JY 15 (W)	none	CILA #14 (9/11/90)
10 JA 17 (W)	none	<i>Puffin</i> , No. 22, p.27
16 OC 17 (Tu)	none	reply paid card/Mullett Collection
13 FE 19 (Th)	----	KGV 1½d stamp only/Thomas Collection
7 AU 19 (Th)	none	RSC Collection/ex-IPPA #8 (3/11/86)
7 AU 19 (Th)	none	Negev #1 (3/17/89)/Bale Collection
10 SP 20 (F)	none	<i>Puffin</i> , No. 21, p. 32
10 SP 20 (F)	10 SP 20 cds	<i>Puffin</i> , No. 21, p. 32
?? ?? 21	none	CILA #12 (5/5/89)/date not given in lot description and not decipherable in photo
8 JY 21 (F)	none	CILA #9 (11/27/86)
8 JY 21 (F)	----	CILA #11 (5/3/88)/KGV ½d stamp only
23 SP 21 (F)	none	<i>Puffin</i> , No. 22, p.27
24 DE 21 (Sa)	*	card to Neyland via Instow/ <i>Puffin</i> , No. 22, p.27
14 JY 22 (F)	none	IPPA #8 (3/11/86)
21 JY 22 (F)	none	Fabian Collection/ex-Negev #5 (11/19/92)
24 JY 22 (M)	none	<i>Puffin</i> , No. 22, p.28/two side-by-side strikes of Ac present
4 AU 22 (F)	none	Puff'n Co. #3 (9/5/80)
4 AU 22 (F)	none	RSC Collection/card message endorsed "Monday 24/7/22"
20 JY 23 (F)	none	Bale Collection
4 SP 23 (Tu)	none	Negev #10 (5/4/95)

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### Type Ac Strikes (continued)

14 SP 23 (F)	none	Negev #5 (11/19/92)
11 AP 24 (F)	none	RSC Collection
25 JY 24 (F)	26 JY 24/A cds	Bale Collection
1 AU 25 (Sa)	none	<i>Puffin</i> , No. 19, p. 3/two strikes of Ac present card message endorsed "31/7/25"
11 AU 26 (W)	none	Fabian Collection
13 AU 26 (F)	----	IPPA #8 (3/11/86)/inverted "AU 13"/KGV 1d stamp only
13 AU 26 (F)	none	CILA #12 (5/5/89)
20 JY 27 (W)	none	Mullett Collection/ex-Negev #6 (5/27/93)
SP 7 (27) (W)	none	RSC Collection/no year slug "27" in Lundy cds, but card message is endorsed "5/9/27"

### Notes:

/A, /C, or /P after a Lundy date indicates the code letter appears in the Lundy cds.

/A, /B, or /C after an Instow date indicates the code letter appears in the Instow cds or s/c.

[Absence of a "/letter" entry after a Lundy or Instow date indicates no code letter is in the postmark.]

Instow postmark types: s/c = squared-circle datestamp, cds = circular datestamp ("thimble").

[A "none" entry in the Instow Postmark column indicates there is no Instow marking on the item.]

Reference column notes the sale in which the item was initially offered.

[Unsold items were sometimes reoffered and sold in subsequent sales (but not indicated in notes).]

Duplicated entries with same dates are different items (verified through lot descriptions/photos).

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\* Two Lundy cds items in the J. A. G. Watson compilation (*Puffin*, No. 22, pages 23-29) are noted "via Instow" (implying an Instow transit marking is present) but no photos appear or details given.

IPPA #1-8 auctions were instead of CILA #1-8 (IPPA to CILA name change occurred with CILA #9).

### **More Lundy Thimble Postmark Information Needed for Follow-up Research**

To help answer James Thomas's question, I included a preliminary census of known strikes of the G.P.O. "LUNDY ISLAND" thimble postmarks (types Aa through Ac cancellers). The census is useful in demonstrating the post office trends such as the date arrangements in the cancellers (either "American" month/day or "French/English" day/month) and use of code letters in the Lundy cancellers. The census indicates that the frequency of Lundy postmark strikes by days of the week is not a normal distribution and that Thursday strikes predominate before 1912 and Friday strikes predominate after 1919. The census also shows the trends in the use of codes in the two types [circular date stamps (cds) or squared-circle (s/c) date stamps] of Instow transit markings when they are present.

The accompanying census list, though woefully incomplete, is a good beginning on this worthwhile project. **Readers are encouraged to record the information on any Lundy thimble items in their collections (photocopies are welcome) and send the data to me, Roger Cichorz, 3925 Longwood Avenue, Boulder, Colorado, 80305-7233, USA or e-mail to [rcichorz@comcast.net](mailto:rcichorz@comcast.net)** as soon as possible so a more complete listing and additional discussion can be published in the near future. It will be interesting to see if additional exceptions to the trends can be found. Readers' comments about distinguishing characteristics of the three types of cancellers and other information (historical or observed) regarding their use are also welcome.

*In the Autumn 2007 edition of The New Puffin Journal I will publish Roger's research notes and subsequent comments which were first printed during 1997/1998 in the Lundy Collectors Club Philatelic Quarterly-Ed.*

## **LUNDY POST DURING THE OWNERSHIP OF THE HEAVEN FAMILY**

By Myrtle Ternstrom

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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.

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 fleet 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 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 Dark, 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 seemed 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 1911 when the Rev Heaven retired to Torrington.

In 1886, Mr. Wright was tenant of the farm, the Store, and the entire 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.

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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 was 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.

- 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
- 30.11.7 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's mail 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.

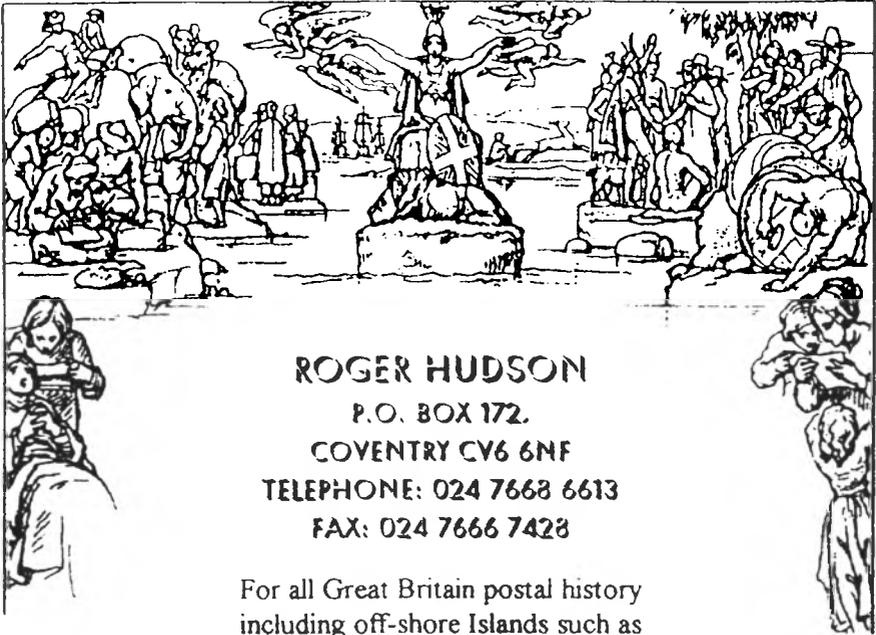
The mail contract remained with Captain Dark until the war of 1939, Frederick Dark having succeeded his father, who had died in 1884.

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.

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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 send 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 1909 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 Castle Cottage). Mr. Allday remained as sub-postmaster until Mr. M.C. Harman bought Lundy; in 1926 he left the island and went into retirement - although the island stalwart, he had not been universally popular, and complaints were voiced that "he always knew the content of all the letters."

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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 Summer 2007, Meeting of the Lundy Collectors Club will take place on Sunday 22nd July 2007, at the Pavilion Room, Landmark, Wilder Road, Ilfracombe, North Devon. This will be an all-day meeting and will include an optional lunch. The programme will be as follows:-

10.30a.m.	Bourse opens
11.15a.m.	Club Competition commences
12.30 to 2.15p.m.	Optional Lunch at Landmark
2.15p.m.	Club Auction lots on view
2.45p.m.	Secretary's announcements
3.00p.m.	Club Auction (Auctioneer - Mike Thompson)
4.15p.m.	Members Displays
5.30p.m.	Bourses closes

It is hoped that as many as possible will join us for the optional lunch at Landmark. The 3 course meal is on offer for the very reasonable price of £14.50 - see booking form for menu.

In order that the Club can make the necessary luncheon and accommodation arrangements, will all those wishing to attend the meeting please complete and return the enclosed Meeting Attendance form.

## LUNDY COLLECTORS CLUB MEETING

