

The New Puffin Journal



AUTUMN 2007

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EDITORIAL

2007 has been a good year so far for the Lundy Collectors Club with a successful Spring weekend meeting on Lundy organised by Keith Hand, a very enjoyable Summer meeting and day trip to Lundy also organised by Keith, three Club Auctions expertly prepared and conducted by Mike Thompson and of course three Journals. However, the year hasn't been too good for Lundy itself. The island has a big problem – the decaying Beach Road which is the main access for visitors and supplies. Without the road the whole island community is under threat which could put the future of Lundy Philately, especially new issues in jeopardy. To read extracts taken from a letter sent recently from Lundy launching the 2007 Emergency Appeal, please turn to page 3 of this issue.

An Emergency Appeal has been launched in an effort to raise £250,000 by 31st October 2007. It is asking everyone who loves and enjoys visiting Lundy to help with a donation, no matter how big or small, although the bigger the better.

Over recent years, as explained by Lars Liwendahl on pages 25 to 28 of this issue, Lundy has stood by the Collectors Club and supported Lundy Philately, sometimes against the odds, and I think this is an ideal opportunity for all of us to show our appreciation with a little financial gift to help with the Road Appeal. If you do make a contribution, and you are a British Tax Payer, please remember to complete the Gift Aid declaration to enable Lundy to claim a further 28% of your donation back from the Government. For example, a £50 donation will then be worth £64 to Lundy. If you require more details about this please ring Lundy direct on 01237 431831. To start the ball rolling from the Club, I have already made a personal donation and sent a £50 contribution from Club funds.

Thanks for your continuing support.

JAMES

LUNDY NEWS

LUNDY WEEK – 2nd to 6th November 2009

At the successful Spring Meeting held on Lundy in March almost all attending decided that it would be a good idea to hold the Autumn 2009 Meeting on Lundy.

To keep the accommodation cost down it was decided to hold the meeting from Monday to Friday which will give us one extra night for less money.

To save the legs of the not so young amongst us, eight properties have been booked which will not entail any climbing. The sleeping capacity will be 28 and the total cost of the accommodation will be £65 each as all properties have been paid for in advance. The cost of the helicopter flights will be advised when prices are available. Some places have already been booked and the remaining vacancies will be reserved on a first come, first served basis, so if you would like to join us for what will probably be another great meeting, please send your cheque for £65 per person to Keith Hand at 19 Gloucester Road, Bagshot, Surrey, GU19 5LT.

2009 also celebrates the 80th Anniversary of Lundy stamps and 40 years since the Landmark Trust took over the running of Lundy – perhaps a new stamp issue will be released!!

FOOT AND MOUTH UPDATE

Due to the current Foot and Mouth situation on the mainland, Lundy has set certain procedures in place to protect the island from potential hazard. There are disinfectant footbaths in place for passengers to walk through before boarding the m.s. Oldenburg on the jetty and at boat cave for all visitors to clean their footwear as they arrive on the island. A spray station has been erected in the village for other footwear that has been brought in visitors' luggage.

2007 LUNDY EMERGENCY APPEAL

During August Lundy sent out a letter appealing for financial help towards the repair cost of the Beach Road. The letter states "The Beach Road is the lifeline to Lundy, used to transport food, fuel, farming and building materials onto the island. It also provides access for day trippers and visitors staying in our 23 Landmarks. On arrival, visitors must walk up the road's steep incline to the village, whether they are there to bird watch, dive, rock climb, study our rare plants or simply enjoy Lundy's beautiful and unique environment.

Extreme weather conditions and increasingly heavy rainfall over recent years have resulted in coastal erosion and damage to the road. It is now in a critical condition. Without the access road, life for the island's community of 26 people would become impossible. They take care of every aspect of Lundy's operations: farming, nature conservation, maintenance and providing for visitors, none of which would be sustainable without the access road. The cost of bringing supplies by air would be too high."

"We had planned to undertake essential repairs to the road in a phased approach over the next five years. The first stage of this project began earlier this year with support from the National Trust as owners of the island, and funds generated from letting Landmarks. This allowed us to continue to operate Lundy as normal this year without affecting the enjoyment of its many visitors. However, as a result of last winter's exceptionally high and heavy seas, we have had to accelerate the repair programme and must urgently raise a further £250,000 to ensure the full length of road remains serviceable. We are expecting more heavy rainfall and storms this winter, which are likely to increase movement of the cliff face dramatically, reducing its stability even further. Time is against us – day by day, erosion continues – we have to act quickly.

In the most vulnerable areas the slippage has been such that the road's retaining walls have already substantially deteriorated. If further repairs are not promptly undertaken, by Spring 2008, the road will face limited use, and possible closure. Action taken now will enable the road to be underpinned and made safe for many years to come, but without your help, the future of community life on the entire island is at risk."

SUMMER 2007 WEEKEND

By James Thomas

The 2007 Summer in Great Britain has been the wettest since records began and Friday 20th July was without exception one of the wettest days this country has ever experienced. Torrential rain brought the rail and road network to a standstill which resulted in some Club members including the Club's Meetings Organiser, Keith Hand being unable to reach Devon until the Sunday morning. However, those fortunate enough to have set-off early or live in Devon managed to get through and partake in the whole weekend's events.

The trip to Lundy on Saturday 21st July was most enjoyable with a very calm sea both ways; however, because of the extremely high amount of rain that we had received over the previous 3 months, Lundy was saturated. Whilst we were on the island the rain held off but the wind was bitingly cold especially on the West coast where a small group went to see the last few remaining puffins of this season. Where normally in July the main track would be dusty stone, it was covered with huge lakes surrounded by peaty bog land. Leaving the main track one squelched across the open moorland, jumping streams and treading very carefully.



*Lundy - fine weather for ducks!
Photo James Thomas 21st July 2007.*

Our Summer meeting at the Landmark in Ilfracombe is always a very special one. The room is large, bright and airy, attendance is always good and the bourse is well supported with lots of extremely good and interesting material.

The morning started with two interesting and different displays. Michael Bale showed eight pages of material depicting his early years of stamp collecting with the first item dated 1946. The second display came all the way from the USA. Sid Morginstin showed 32 pages of various and interesting Lundy Postal History.

This was followed by the three Club competitions.

The Stanley Newman cup was won by Tom Baker who presented 12 sheets of the 1997 Centenary of the Lundy South and North Lighthouses. The display included very rare items, much original artwork, complete sheets of stamps, a House of Questa postal delivery label and a House of Questa Proof folder.

The Julie Lester Trophy for Postal History was won by Graham Chadwick with eight pages of material dating from 1937 to 1971 and included items such as censored mail and special Lundy cachets.

The R.E. Allen Trophy for Lundy postcards, ephemera and literature was won by Tom Baker who displayed some unique ephemera relating to Walter. C. Hudson Heaven.

The standard of this year's competition entries was very high and some very unique material was exhibited.

After a superb lunch served by the Landmark staff, Mike Thompson opened the afternoon session with the auction ably assisted by Julie Lester and Bob Harper.

Graham Chadwick finished the day with a beautiful thematic display about St. Helena's Church.

MISSION ACCOMPLISHED

By James Thomas

The late Stanley Newman who once put so much energy into the Lundy Collectors Club has arrived at his final resting place.

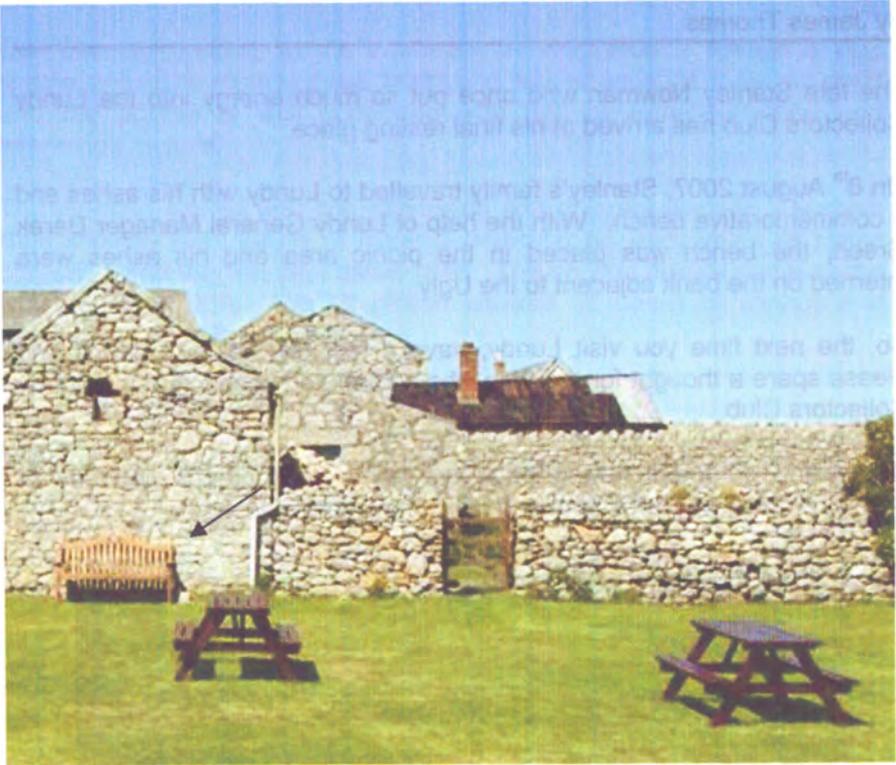
On 8th August 2007, Stanley's family travelled to Lundy with his ashes and a commemorative bench. With the help of Lundy General Manager Derek Green, the bench was placed in the picnic area and his ashes were interred on the bank adjacent to the Ugly.

So, the next time you visit Lundy, have a rest on Stanley's bench and please spare a thought for the man who contributed so much to the Lundy Collectors Club.

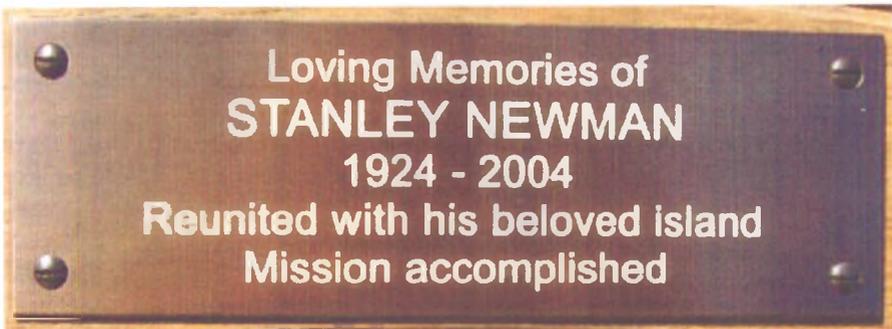
Below and on the following page are some photographs courtesy of Stanley's family of Stan's Spot and his commemorative bench.



Danny Newman at the Ugly



Stanley's commemorative bench against the back wall



JOHN DYKE 1948 POSTCARD

By Roger Allen

A Sweetman postcard number 9940 "Marisco Castle, Lundy, Built 12th Century" was used by the late John Dyke in June 1948 to send to his wife Joan, who has now, alas, also passed away. The view, taken from somewhere near the Landing Beach, shows the castle up above on the cliff top. The Lundy stamp has unfortunately been removed from the picture side of the card, leaving only a remnant of the Lundy c.d.s. The address side is franked with a George VI 2d orange and cancelled with an Ilfracombe c.d.s. dated 16th June 1948. It seems that John was on holiday on Lundy at the time, staying in the Old Light. The text of the card is written in that tiny script that is nevertheless so very clear and which we know so well from his maps, diagrams and the captions below his drawings. The full text is given below.

Addressed to:- Mrs. J. C. A. Dyke, 23, Sunny Bower, Tottington, Nr. Bury, Lancashire.

Sent from:- The Old Light, Lundy, Bristol Channel, Via Bideford.

'Dear Joan, I'm afraid that my last P.C. was composed very hurriedly owing to the fact that the boat was due in a matter of minutes and S had to write in Mr. Heaysman's office. Since writing the Murphys' card, the weather has improved permitting a spot of out stretching. I've produced two water colours in the last two days - one of the Old Light and another larger effort at the Marisco Castle which I am very well pleased with. Also, a monochrome of a Manx shearwater's burrow for use with an article which Miss Studdy has been commissioned to write. I have drawn from life a Puffin and a razorbill, both of which had been captured and caged and after I have finished with them, released having been ringed beforehand. Vic and all enjoying our holiday and were it not for the absence of my next of kin, I could honestly say that it was the finest holiday I had spent. Hope that Thumper is behaving himself and interesting his dear relations. I miss his "Daddy Bo Bo" of a morning. Have picked quite a few mushrooms since I've been here. Lots of love to you all From John.'

The card was written during the incumbency as agent on Lundy of Donald T. Heaysman, who arrived in 1946 and left in May 1949. During this period Mr. Gade had left Lundy for his health's sake to take up the post of manager of the Hartland Quay Hotel. After leaving Lundy, Heaysman took up a similar post on the Scottish island of Shuna and as a stamp collector and with the experience of Lundy's stamps, it was probably he who initiated the use in 1950 of the Shuna local stamp, which continues in use up to this day. Note the incorrect spelling of Heaysman's name throughout Gade's 'My Life on Lundy'.

Who the 'Murphys' and the 'Vic' mentioned in the card are, is unknown. Rosemary Studdy came to the island as temporary warden in 1948 and it was she who wrote the first guide book of Lundy published under the Harman regime in 1950. All the illustrations both on the covers and inside this guidebook are by John Dyke. They include a whole page collage of birds, containing twelve different species, including drawings of a razorbill, puffin and Manx shearwater. This collage of birds has since been used on many occasions as a large sized postcard or stiffener inside covers. The monochrome drawing of the Manx shearwater and the two life drawings of the puffins and razorbills which he mentions in the postcard, could well have been the drawings used on the bird collage in the guidebook. The actual guidebook is undated but a comment by Gade in his memoirs, page 345, and the inferences of this postcard, place the guidebook in 1950. The "commission" which had been given to Miss Studdy mentioned by John in the postcard was possibly the guidebook itself.

This card almost certainly dates from John Dyke's first ever visit to Lundy, as we know that his first visit was in fact in 1948, although he had been a member of the Lundy Field Society since its inception in 1946. He had been in correspondence with Gade since before the war. As can be seen from the postcard, he was staying at the Old Light which had been given to the Lundy Field Society by Martin Coles Harman as their Headquarters. The mysterious Vic was probably another member of the Lundy Field Society staying at the Old Light.

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

Continuation from the Summer 2007 issue by Roger S. Cichorz

Barry Chinchen's Review of G.P.O. Records

Barry Chinchen conducted a review of the G.P.O. Records Department at St. Martin's-le-Grand in London during 1970 in an attempt to find out the date of issue of any other Lundy cancellers, particularly the one used in the 1920s ("The G.P.O. Cancellers of 1886 and 1893," *The Puffin*, Number 20, Summer 1970, pages 3-22). Barry indicated that the search of the 1916 to 1920 period proved fruitless and concluded that the G.P.O. gave up keeping the records of cancellers from 1920-1933 insofar as there was no trace of these in the Records Department. The Chinchen article illustrated impressions of the first two cancellers (types Aa and Ab) as they appeared in the G.P.O. records and established the dates they were sent to the local post offices (type Aa to Cardiff December 8, 1886 and type Ab to Barnstaple August 4, 1893) (*shown below*). Chinchen's research of G.P.O. records uncovered additional information that is worth noting in context with the census listings. The relevant information is interspersed in the subsequent text of this article.

FIGURE 1. Reproduction of G.P.O. Records Showing Lundy Postmarks.

To what Place	Date when sent	Stamps
<i>Cardiff</i>	<i>8. 12. 86</i>	 Volume 45, page 190
<i>Barnstaple</i>	<i>4. 8. 93</i>	 Volume 47, page 248

Introduction: Early G.P.O. Lundy Mail Service

By means of an introduction to the G.P.O.'s involvement with Lundy mail, the following information is excerpted from A. F. Langham's *The Island of Lundy* (pages 209-211).

- The G.P.O. suboffice on Lundy was opened March 4, 1887, on which day 87 pieces of mail were sent to the Cardiff post office. The first chartered ship was the *Queen of the Bay*, but it was soon superseded by the *Lord Derby*. The Lundy suboffice was established in the store (the present-day Marisco Tavern) and remained there until 1896. Prior to the G.P.O. involvement, Lundy mail was routed via the Instow post office, so when the Lundy suboffice opened and mail was routed via Cardiff, some confusion and delay occurred. The initial via Cardiff routing explains why the first G.P.O. (type Aa) canceller was issued to the Cardiff post office for use on Lundy. Initially, under the new G.P.O. arrangement, mail for Lundy arrived at Instow, only to be forwarded to Cardiff where it might be stowed on a ship and could be further delayed before arriving at Lundy. The system became so unreliable that beginning April 20, 1888 a regular mail service from Instow to Lundy and back was contracted to Captain P. W. M. Dark of Instow using the *Gannet* supply boat. This round-trip service occurred every Thursday, and by May 1888 Lundy mail service via Cardiff was closed.

Lundy Postmarks in Context with Contemporary G.P.O. Mail Services

- Captain Dark had been responsible for transporting the mail to and from Lundy for greater than 23 years when in 1911 he decided that his then-annual compensation of £52 10s was insufficient for the weekly service provided. The G.P.O. accepted new tenders August 31, 1911, but Dark's bid for £150 per annum lost to a low bid of £57 from J. R. Hocking, and Dark's contract with the G.P.O. contract was terminated September 30, 1911. According to a contemporary newspaper account (October 4, 1911 edition of the *Bradford Daily Observer*, reproduced in the Chinchen article, page 6), Dark made his weekly trips to and from Lundy on Thursdays. This information was substantiated by the text of a contemporary G.P.O. "Instow and Lundy Island TIME BILL" (reproduced in Chinchen's article, page 11):

Sailing Vessel — Every Thursday Morning, or as soon after as wind and weather permit, The Contractor delivers the Bag to the Sub-Postmaster on the Beach, and waits two hours off the Island for the Return Mail, which is handed to him by the Sub-Postmaster on the Beach.

Captain Dark's Thursday sailings explain the dominance of Thursday dates for the 1892 through 1911 Lundy postmarks in the census (56 of 76 or 73.7% are Thursdays). Interestingly, a gap of greater than ten months appears in the census entries after the termination of Captain Dark's contract (no postmarks recorded after August 31, 1911 until July 10, 1912). After termination of Dark's contract, the frequency of Thursday dates on postmarks in the census is dramatically reduced as only 5 of 41 (12.2%) post-1912 entries correspond to Thursdays. As the various G.P.O. Lundy mail contract services over the ensuing periods are examined, some inferences can be made from the dates of the postmarks in the census.

- After his tender was accepted by the G.P.O., J. R. Hocking began weekly services by his sailing boat, *Morning Star*, but he soon found that his duties were not as easy as he anticipated, and after five months he asked to be released from his contract. Note that the census contains no items from the period during Hocking's contract, so no inference can be made about which day the *Morning Star* sailings occurred.
- The Bideford and Bristol Steamship Company ran its 99-ton packet, *S.S. Devonian* (Captain Francis Beer), between Bristol Channel ports, and in a tender dated March 7, 1912, offered for a sum of £75 per annum to carry mail once a week from the Instow post office to Lundy on an outward voyage to Bristol on Mondays, and to carry the mail from Lundy to Instow on its return journey later in the week. Accordingly, as noted in the *Post Office Circular* for June 11, 1912, the postal address was altered from Lundy Island, Instow, North Devon to Lundy Island, Devon.
- Langham reported that within a few months of its service, the Bideford and Bristol Steamship Company agreed to alter the contract to allow the Monday trip from Instow not only to deliver incoming mail but also to collect the Islanders' mail and take it on to Bristol. Similarly, the return trips on Thursdays would bring mail from Bristol and collect mail from Lundy to take back to Instow.

Langham further indicated that this arrangement continued throughout WWI, augmented occasionally by Admiralty patrol vessels from Milford Haven or by the Admiralty trawler *Robert Davidson* from Ilfracombe, but Chinchén's information seems to be contradictory. Chinchén reported that in 1913 mail to Lundy was conveyed by steamer from Instow on Monday mornings, and to Lundy from Bristol on Tuesday nights or Wednesday mornings according to the tide. Mail from Lundy was dispatched on Mondays to Bristol and on Wednesdays to Instow (not Thursdays as Langham wrote). Chinchén mentioned that this information was intended for inclusion in the G.P.O. *Post Office Guide* but never placed there. There are two Monday-postmarked items from 1912 in the census, and both lack Instow markings during a period when the Instow post office was still applying them (albeit inconsistently), indicating via Bristol routing. The sole 1912 Wednesday-postmarked item in the census was routed via Instow as indicated by an Instow transit marking. Two Tuesday-postmarked items from 1913, which by schedule had to be routed via Instow, also lack Instow transit markings. Interestingly, one of these items was addressed to Bristol. During 1913 through 1919, regardless of what day of the week the Lundy postmark corresponds to, there are no Instow transit markings on any of the 14 items in the census. Whether any of these items were routed via Instow is uncertain (although the two 1913 Tuesday-postmarked items should have been), but the fact that the application of Instow transit markings to Lundy mail was already becoming intermittent or inconsistent during the period of 1909 to 1912 when Lundy mail was almost exclusively transported via Instow leads me to believe that others of these 14 items (besides the two aforementioned 1913 Tuesday-postmarked ones) were also routed via Instow. Furthermore, by September 1920, when Lundy mail was known to be transported by means of the m.v. *Lerina* almost exclusively via Instow, the Instow post office's practice of applying transit markings had almost ceased altogether as there are only three with Instow markings among the 21 applicable covers in the census.

- Chinchén discovered that there are no G.P.O. records of what went on with Lundy mail delivery during the 1914-1918 war. In his article on "Ships & the Lundy Post" (*The Puffin*, Number 21, 1971, page 46), he reported that Lundy was virtually uninhabited during WWI with only the farmer and Trinity House staff left on the Island. Interestingly, Chinchén stated in this article, "I suspect at this time the G.P.O. Lundy canceller was lost or withdrawn as a new one appeared in 1920."

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.

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 Chinchen's *Catalogues* and Chinchen'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.

Comments on the G.P.O. "LUNDY ISLAND" Postmarks Article
And Information About the Opening of the Sub-office on Lundy

Your G.P.O. thimble article could almost be a stand-alone booklet. The article is very good and shows a lot of research. There is one item in which I think you err in the use of dates. There is the American system (month/day/year) and the French system (day/month/year). In the U.S. we all use month/day/year all the time. You can not even buy a ribbon dater in an office supply store any other way (without special order). In France they use day/month/year all the time. The English are not consistent now and never have been since Napoleon. Before Napoleon, the English used the French system more than the American, but today are not consistent (e.g., look at the Lundy cancels for May 4, 1979, June 19, 1988, November 28, 1991, July 12, 1994, etc.). Lumping the English in with the French does not reflect reality. In 25 years when the English are speaking French, spending deutsche marks, and flying the European flag, you will be correct.

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

*George is pointing out my erroneous terminology "**French/English**" date format ("**day/month/year**") in the "Preliminary Findings, Observations, and Conjecture" section that appeared on page 10 of my article and was repeated in the boxed request for additional information on page 16. I incorrectly assumed that the English consistently favored the "French" (or "European") style over the "American" style, and I probably should have designated this as "**French**" date format ("**day/month/year**"). --RSC*

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

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

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

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

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

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

It was hardly surprising that the shipping business was given priority over the mails when the remuneration for the postal service was only £13/10/4d. for the year.

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

Between the years 1870 and 1905 a Lundy Diary was kept by Amelia A. Heaven, Marian E. Heaven, and Cecilia H. Heaven. This recorded daily events very fully. I have read the entries very carefully up to March 1878 and glanced at the 1886-1887 period, but was unable to examine the papers for the 1890s, which would have provided in-formation about the first Post Office, as they were not available.

Until 1886 it seems, letters were brought and collected by skiff under contract to the Squire, William H. Heaven. Although the skiff was mainly important for bringing supplies, the letters were eagerly awaited, and the skiff usually remained long enough to take replies to any letters away with it. At difficult times, letters were sent by handing them to men from any ship or pilot boat that called on the way to the mainland. Likewise, outward-bound ships would leave letters for posting.

Wednesday 24th March 1886

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

Friday 25th June 1886

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

Wednesday 30th June 1886

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

Thursday 14th April 1887

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

Thursdays 21st April 1887 and 12th May 1887

Cardiff mail came.

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

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

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

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

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

The only additional information on the subject of the suboffice's opening I could find was contained in the J. A. G. Watson article cited in the bibliography of my article ("G.P.O. and Lundy," Puffin - Lundy Specialist Society, Number 22, 1971, pages 21-29). The relevant text from Watson's article, which recapitulates Chinchin's earlier makes reference to Gade, follows:

A Post Office minute of 1886 goes into the whole question of establishing an office on the Island, and the adoption of a suboffice was approved on 15 April 1886. Doubt has been expressed that the service actually commenced in 1886. F. W. Gade suggests that it was most likely opened in 1892 when the post office laid a marine cable from Croyde in North Devon to Lundy. Certainly the earliest example of mail postmarked "Lundy" that I have seen so far is dated September 7, 1892. However, a study of other records shows that an office was opened before mid-1888 and probably in December 1886 or very early in 1887.

Chinchen in his review of the "Lundy Diary" of the Heaven family gives the following quotations (*text not repeated here--see Diary entries on page 3*).

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

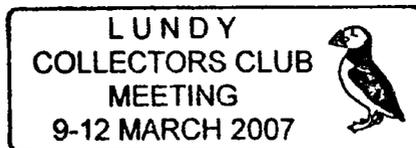
2007 SPRING MEETING OFFICIAL AND UN-OFFICIAL SOUVENIRS

By James Thomas

At the Club's Spring 2007 meeting we celebrated two anniversaries, the 120th Anniversary of the opening of the first Post Office on Lundy and the 10th Anniversary of The New Puffin Journal.

Lundy produced a special canceller for use only over the weekend of our meeting (9th – 12th March 2007). Part of the canceller design included a replica 'Thimble' as used on the first Lundy post 120 years ago. The canceller was used on all general mail sent from Lundy over the weekend and used black ink.

Derek Green, Lundy General Manager supported the Club throughout the weekend and to show his appreciation of how we are now all working together in harmony, Derek prepared a very special souvenir for each Member present. Each Member was presented with a 2006 HMS Montagu sepia postcard with a 150 puffin Montagu stamp cancelled by the special weekend canceller but inked in red. Each postcard also had a personal message and was signed by Derek.





Personalised postcard with red canceller and signed by Derek Green



Inside of souvenir folder produced by Brian Drew

LUNDY

This rocky plateau, a granite barrier between the Atlantic and Bristol Channel, lies 11 miles from the nearest point on the North Devon Coast, and covers a length of 3 miles by 1 mile at its broadest point.

Once famed as a pirate stronghold, it is now a peaceful bird sanctuary and haven for seals and other wild life. There are three lighthouses on the Island, one of which has ceased to operate and is now a bird observatory. There is also a farm, a hotel, a manor house and the remains of a Norman fortification, the Marisco Castle.

Lundy is unique in that it has its own postal service, and all letters to and from the Island have to bear a puffin stamp. This service was instituted in 1929 on the closure of the British P.O. on the Island, which operated from 1887.



b. drew

no. 18 of 19



Outside cover of the souvenir folder produced by Brian Drew to celebrate the 10th Anniversary of The New Puffin Journal. It depicts the front cover of the Journal's first issue.

Brian sent a selection through the post and the illustration on page 23 shows one such item. These were delivered to the mainland by helicopter and this has been signified by the helicopter stamp and has been signed by the pilot, Duncan Colgate.

A few official souvenir covers are still available and can be obtained by enquiring with Lundy direct.

LETTERS TO THE EDITOR

The spring 2007 stamp-meeting on Lundy

Lars Liwendahl

In the latest issue of The New Puffin Journal this event was highlighted. It was indeed a nice weekend! Personally I have been to Lundy many times including the period when I lived and worked there, but this weekend I think, had "the strongest philatelic touch" of them all! So many Lundy collectors on the island at the same time!

During the weekend I gave a talk and showed some slides about stamp-issues I have been involved in as advisor to Lundy. In the Summer issue of the journal some notes were given from my presentation, and I would like to give some additions and also show some design-works because many of your readers did not have the opportunity to be present.

Many of the stamp-issues I have been involved in have been team-work with John Dyke. The first one we did together was the 1991 definitive set. This one I wrote a longer article about in the now defunct Lundy Collectors Club Philatelic Quarterly, the same year. John and I made a number of different design proposals before all (including ourselves!) were satisfied. Shown here is the very first sketch I made. Although many changes occurred before the final design was approved. This first proposal was a part of a new definitive set showing different island views, and this was the planned high value. In the end the same design was used for all denominations.



The 1992 Discover Lundy set had a different design of the village from the beginning and the text was also much smaller. The different scenes from the island-idea of the definitive (not used in the end) were taken up in this set.



The 29 puffin stamp of this set was sold out by September 1992 and is now surely the hardest Lundy stamp, especially mint, of the latest decades to come across. Most of them were used on postcards. The first plan was to print 20,000 of each value in this set, but in the end only 10,000 were produced.

The 1994 Silver Jubilee sheet had from the beginning one stamp in a completely different design. It was with a view from the top of St. Helena, looking North. After consideration we thought it would be a bit hard to understand, especially for those who had not been on the island. Instead of this motif we decided (in the very last minute!) to show the Lundy ponies. The island had no real good photograph which we could reduce to stamp-size, but I had one taken at evening-light in 1974. The foal on the stamp is only a few hours old and is just taking her "very first run"!



In the end of the 1990's it was rather critical regarding the future of the Lundy stamps. The handling of the postal orders was time-consuming, no-one of the staff really had the knowledge and time, and not least: the island was quite tired and upset of all "tries" some collectors did in order to get "specials" or "unique" items. We had several meetings and discussions about this during a long time. The island felt the stamps mostly gave them trouble. In the end Paul Roberts, the agent, decided to continue with them, give them a last try, but not issuing any new stamps for the time being. Focus was then on other tasks, especially building the new jetty. During some years no new stamps were issued.

Very strict rules were now also set up for the stamps, and especially for the usage of the Lundy postmark, and all staff were instructed.

An active support and understanding for Lundy and its view about their stamps and usage also followed some years later from James Thomas. I think not least this stamp-weekend this spring showed today's very much better situation and relationship. The troubles now hopefully belong to the past.

Some of the 1991 definitive values were running very low in quantities at the end of 2001, and some new stamps were urgently needed. Although there were limited staff resources, it was decided to produce a new set of definitives, 10 values all together. The 1991 set had already become a known and much liked symbol for the island, and therefore Lundy wanted to continue with that design.

In order to be more flexible to the rather continuously changing British postal rates it was decided to go for 1st, 2nd and E-denominated non-value indicator stamps. This is not very much Lundy – but makes life easier! These stamps were also printed in extra large quantities.

Reg Tuffin, the island Postmaster, did a fantastic job in handling this issue. Only to prepare a single FDC with 10 stamps on and then cancel took some time. The island also received many more postal orders than originally anticipated and this showed clearly the popularity of the stamps!

Two years later in 2004, there was a jubilee hard to pass by without some new stamps; the very first Lundy stamp issue 75 years ago. In order to limit the handling workload we chose to go for a miniature sheet.

From the very beginning my idea was to have a sheet with three stamps, one showing F.W. Gade, one M.C. Harman (I thought it was about time to have these Lundy celebrities on stamps!) and one stamp in larger size showing a really early Lundy commercial cover. I thought of using a cover I had in my collection and which would have been suitable. All this was liked and approved. Then, when I came to do the final design of the sheet, I just could not find this cover (!!!). I had put it somewhere in a safe place... The outcome was that I did two stamps instead showing the 1929 ½ p. & 1 p. stamps unused. Now, afterwards, I think this was a better solution.

For the 2005 Montagu stamps we tried to use some earlier sketches made by John Dyke for the 80th anniversary, but they were not distinct enough to use for printing. I also tried to redraw them, but in the end one of my friends, the artist Jan-Erik Wellerfors did new designs based in some cases on John's sketches, and in some cases on old Montagu postcards. Jan-Erik is an artist specializing in book illustrations and has in the past done some Swedish local stamps and Christmas seals.

For 2008, the plan is to issue a set celebrating the 50th anniversary of the m.s. *Oldenburg* since she was built in Germany. I (not Jan-Erik Wellerfors) made a first proposal of a design which was shown at the Spring meeting this year by Derek Green. Photographs will be used for this issue, and everyone has been invited to send good photographs, with the hope of selecting some to use in the final stamp-designs.

The continuation of the Lundy stamps has had some tough days during the latest decades. Today the situation is good so let's build on this. The collectors, the island and Landmark understand the valuable asset the stamps are for Lundy, keeping them at a good and high profile. All together we can make them and our dear island even more known and popular.

Let me end with showing an early proposal of the new Delayed by Storm-cachet drawn by John Dyke in 1995. After he had completed it both the island and we thought it showed the island in too stormy weather! Perhaps it would even frighten some from coming?! John reduced the clouds and waves – and it was then produced!



BOOK REVIEW

By Roger Allen

LIGHT OVER LUNDY. By Myrtle Ternstrom

This book, the latest in a long line of publications by Myrtle Ternstrom, is a history of the Old Light and Fog Signal Station on Lundy. Published in 2007 by and obtainable from Whittles Publishing, Dunbeath, Mains Cottages, Dunbeath, Caithness. Scotland. KW6 6EV.
Paper back, 130 pages and priced £15.00.

The book commences with the lead up to the construction of the Old Light and its commissioning in 1820. Myrtle also describes many wrecks from 1610 up to modern times. The book is full of information taken from many original sources:- Trinity House documentation, instructions to lighthouse keepers, accounts, lists of the keepers, extracts from the log books, plans of the tower and technical drawings of the lanterns. There are a large number of old photographs of lighthouse keepers, their families and the buildings. These include the Battery and rocket life saving equipment. The span of this book and the research must be almost definitive.

The only criticism is the quality of the black and white photographs, although it has to be said that the details can always be seen. As usual, I conclude that this book is an essential ingredient of any Lundy collector's library and the comparatively low print numbers of Lundy books means that in just a few years time, it will be hard to find.

A NATURALIST ON LUNDY, The island Wildlife Over 50 Years. By Mary E. Gillham.

This volume is an easy read that disguises a great deal of information and an even greater amount of knowledge of botany and natural history. Published in 2007 by Halsgrove, Halsgrove House, Ryelands Farm Industrial Estate, Bagley Green, Wellington, Somerset, TA21 9PZ.
Paper Back, 208 pages and priced at £10.00 plus £2.00 postages.

The book begins with a historical and topographical background and then moves on to cover the developments on the island throughout the last century. Almost every page is illustrated by beautiful line drawings of plants, animals, birds, flowers and insects, all by the author herself. There are also 17 pages of coloured photographs of the plants and insects and buildings, including the front cover. The technique of the book is to describe and illustrate the plants and fauna of each small area of the island in detail and in turn. An initial map by John Dyke sets the scene for this book. Once again I say that I am glad to have this lovely book on my shelves and I recommend that all other Lundy collectors do the same.

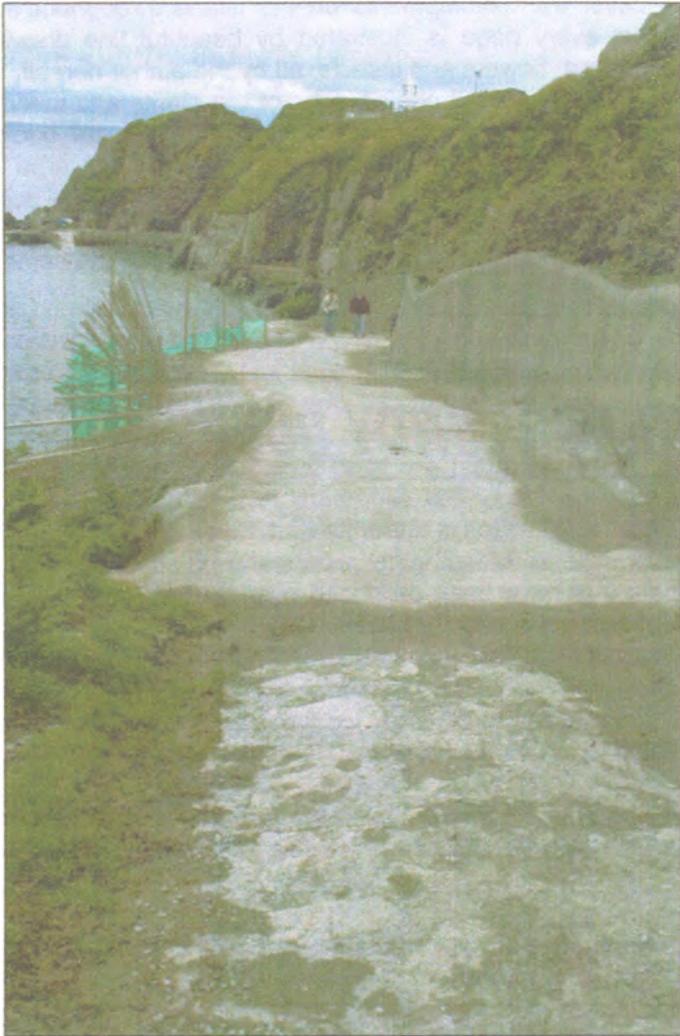
ALL THINGS LUNDY BOGUS

Dutch Club Member Wim Ros is currently working on a catalogue of bogus Lundy material. He is planning to produce a colour catalogue of all unofficial labels that have been produced over the years, but is missing some items from the last 10 to 20 years. If you have any bogus material i.e. unofficial labels will you please help Wim and send him copies?

Wim can be contacted on either whg.ros@wxs.nl or by snail mail at Wim Ros, Eksterstraat 28, 1742 ET Schagen, Holland.

Such a catalogue will be good for collectors, especially new ones as it will help to distinguish between the genuine article and the bogus.

PHOTO PAGE



*The poor condition of the old road structure in comparison with a section of the new road surface and retaining wall.
Photo – James Thomas 21st July 2007.*



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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 Autumn **2007 Meeting of the Lundy Collectors Club** will be held on Sunday 21st October 2007 at the Crestwood Community Centre, Shakespeare Road, Eastleigh, Hampshire - commencing at 10.30am. The Programme will be as follows:-

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

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

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

