

# The New Puffin Journal



## Autumn 2011

Published by the Lundy Collectors' Club

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*The New Puffin Journal*

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**Front Cover**  
Photo by James Thomas

**Issue No. 45**  
**Autumn 2011**

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# EDITORIAL

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Lundy is leading the way in many areas with its Marine Conservation Zone and all of the other biodiversity work that it is doing but not shouting about. Back in July, Derek Green gave me a tour of Lundy's recycling operation which for a small island is very impressive. Lundy now recycles 57% of its waste which is on a par with some of the Country's top performing Councils and even the food waste is now fed to the pigs. This kind of work is the way forward; however, we must ensure that when we implement a biodiversity project, it is good for all aspects of nature. I am concerned that the proposed Atlantic Array wind farm which developers are planning to construct off the western side of Lundy could have adverse effects on the local marine life. Lundy has worked so hard in leading the way in Marine Conservation and is now having all of its hard work threatened by the construction of between 188 and 417, 200m high wind turbines on its doorstep.

Derek Green announced at the Summer meeting that there will be a new stamp issue in 2012. Local students have been challenged to design a set of stamps with the theme 'Lundy Through Time' and the competition entries will be judged in Ilfracombe on the m.s. *Oldenburg* on Sunday 30<sup>th</sup> October. The event is open to all Club members, so please make the effort and go along.

This year's Autumn meeting of the Lundy Collectors' Club will be held on Lundy and all available places are now booked. For those attending, there will be a full programme of events, details of which will be given to you on your day of arrival. Keith has given you your baggage labels, so all you have to do now is book your helicopter tickets which please, don't forget.

Finally, for all of you who like to see a puffin on the front cover of the *Journal*, I hope you like this photograph that I took during the summer.

*James*

# SUMMER 2011 WEEKEND REPORT

By James Thomas

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It is so pleasing when the outward trip to Lundy is a dry and calm one because you know that those going to the island for the first time will enjoy their day and not worry about the return trip. Well, this year's trip was well planned by our Meeting Organiser Keith Hand as the weather for the whole day was calm and sunny, which is in contrast to the previous Saturday when the weather was so atrocious that the m.s. *Oldenburg* could not sail.

Several members of the Lundy Field Society joined our party which resulted in us taking a third of the ship's accommodation and was the making of a very good atmosphere.

This year the island was looking very good but to my great surprise, there were only about a dozen butterflies off the East Siding where there are normally hundreds. I can only assume this is the result of the hot weather that Devon enjoyed in April, as it has been noted that butterfly numbers were very low during July in South Devon as well. Although butterfly numbers are down, I photographed, with the assistance of Marie Jo Coutanche and Roger Chapple, a most beautiful Magpie Moth which is mainly nocturnal but sometimes can be seen during daylight hours. A photograph can be seen on the Photo page of this *Journal*.

Our Summer meeting was held on the following day at the Landmark Centre in Ilfracombe, which as I have said many times before, is a light and spacious room, ideal for such an event.

In addition to the usual bourse, Club member Simon Dell MBE, held the launch of his new book titled 'Lundy Island Through Time'.

Although the room was full throughout the day, competition entries were few and we only had enough entries to hold the Stanley Newman Trophy for Lundy stamps.

Tom Baker submitted seven sheets of some very rare 1971 First Definitive issue material which included a Bradbury Wilkinson letter, a proof card and full sheets of stamps. Although this was quite a spectacular entry, Bob Harper took the first prize with a beautiful display of 11 sheets of the 1942 Tighearna issue which included mint and used stamps, a miniature sheet, overprints and some Rigby Hall proofs.

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As we only had one entry for each of the other two competitions, it was decided to hold them at the Autumn meeting on Lundy.

To round off the morning and lead us into lunch, Tom Baker displayed some of his beautiful Lundy postal history. On display were seven sheets based on the 1972 Provisional Overprint set, three A1 size boards devoted to Felix Gade ephemera and three sheets of John Dyke drawings. The drawings were the initial designs for a set of six stamps to commemorate the Underwater Conservation year of 1977, which were never issued.

After a very plentiful lunch provided by the Landmark Centre, Keith Hand discussed the arrangements for the Autumn Meeting and a request came from the floor to have a Club badge. Mike Thompson agreed to investigate design and cost of the badge and report to the Spring 2012 meeting.

The Club Auction followed which as usual is very professionally organised by Mike Thompson with his dedicated team of Julie Lester and Bob Harper.

The weekend was rounded off with three displays.

Roger Allen made a presentation of Lundy philatelic and non-philatelic related letters from 1936 to the present day which were sent by many of Lundy's well known and famous such as Marion Heaven, Joan Watts-Smyrke, Michael Windeatt, Felix Gade, John Dyke, Dave Davie, Barry Chinchin, Stanley Newman, Col. Bob Gilliet, Gwyneth White and Diana Keast.

Graham Chadwick showed some John Dyke artwork and some photographs that were used in the museum brochure relating to the restoration of HMS *Warrior* which is now berthed at Portsmouth.

Finally, Mike Thompson displayed 16 sheets of Devon Air Travel material which included mint stamps, proofs and used stamps on cover.

With no further business, the meeting closed at 5:00pm.

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Although there were no official Club souvenirs, Brian Drew produced a Souvenir Folder commemorating the first scheduled mail from Lundy to Bideford by the m.s. *Oldenburg* and Margaret Chadwick produced a multi-view postcard.

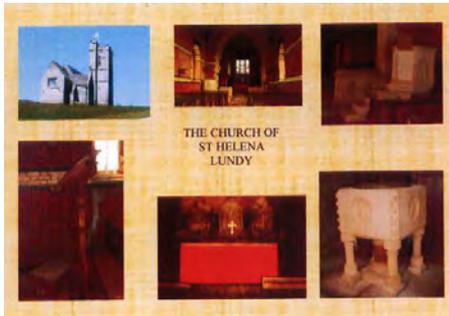
Some additional copies of each were produced and are now for sale on a first come, first served basis. If you would like to buy a copy, please apply direct to Margaret and Brian.

Margaret Chadwick, 81 Kilnhouse Lane, Lytham St. Annes,

Lancs, FY8 2AU, UK and please send at least £1 to cover postage.

Brian Drew, 88 Cannonbury Avenue, Pinner, Middlesex, HA5 1TT, UK and please send £2.50 which includes postage and packing.

Roger Allen gave away cards of his watercolour of St. Helena's church.



Postcard by Margaret Chadwick



Souvenir folder by Brian Drew

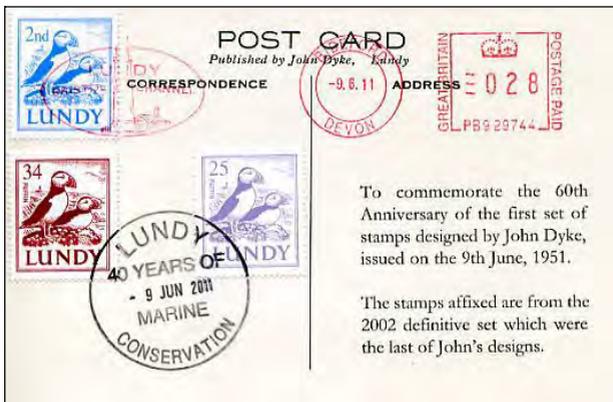
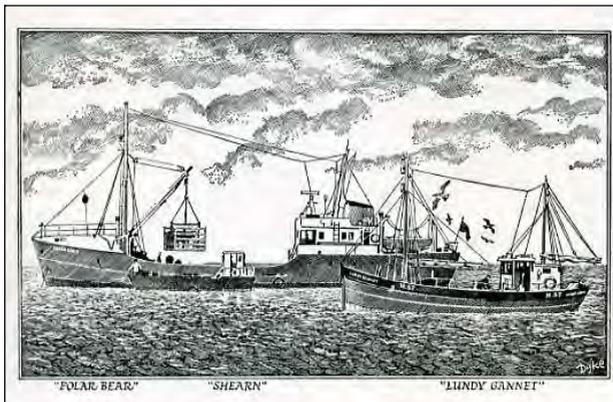
# NEW LUNDY COMMEMORATIVE POSTCARD

By James Thomas

An old John Dyke designed postcard has been stamped and prepared by Lundy to commemorate the 60<sup>th</sup> anniversary of the first set of stamps designed by John Dyke which were issued on 9<sup>th</sup> June 1951.

The stamps affixed to the postcard are from the 2002 definitive set which were the last of John's designs.

If you would like to purchase a copy, please apply direct to Lundy, Bristol Channel, EX29 2LY, UK and send £5 for each card.



To commemorate the 60<sup>th</sup> Anniversary of the first set of stamps designed by John Dyke, issued on the 9<sup>th</sup> June, 1951.

The stamps affixed are from the 2002 definitive set which were the last of John's designs.

# NEWS FROM LUNDY

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Over the past years it has been suggested on occasions that we invite local students to design a new stamp for Lundy and we've always taken a cautious view on this, to ensure that the reputation and quality of the postal service remain intact. However, following discussions with Petroc, the college in Barnstaple, we've decided to run a summer competition for their final year students, under the guidance of tutors, inviting students to enter a design proposal in an attempt to find a local artist capable of producing a set of Lundy stamps that meet our standard.

So, the theme for spring/summer 2012 will be **Lundy Through Time**, giving a wide range of topics from which to choose, and we are looking for either ink or watercolour designs.

Students have been briefed on the history of Lundy stamps, given passage to the island throughout the summer to understand the island better and invited to produce an entry by October, when we are planning to have a presentation on board m.s. *Oldenburg* during the afternoon of Sunday 30<sup>th</sup> October, when the winning artist will be announced. Once chosen, the artist will be tasked to produce the set over the winter months, under guidance from their tutor and in consultation with myself and Lars Liwendahl, our stamp consultant.

By coincidence, I understand that the Collectors' Club will be North Devon that weekend, en-route to Lundy, and as such I would be delighted if you could join us in the afternoon to view the designs and enjoy a nibble and a glass of something.

All the very best

Derek Green  
Lundy Manager

*This is an open invitation to all Club members, whether you are going to Lundy the following day or not, so please make an effort to attend, especially if you live in North Devon.*

*We need to support Lundy if we want Lundy to support our hobby.*

*Ed.*

# THE FIRST DECIMAL DEFINITIVE MISHAP!

By Tom Baker

Below and on the following page are two letters explaining that even the professionals like Bradbury, Wilkinson and Company have mishaps.

Although the number of the 3½p value is slightly less than the other values, it didn't cause any problems with demand from collectors and postal usage.



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23rd February, 1971

T.W. Gade, Esq.,  
Lundy Island.

Dear Mr. Gade,

3½ Puffin Stamps

We regret to say we had a mishap with this denomination right at the last stage of production. One of our guillotine operators accidentally cut through the top row of 5 stamps yesterday when making the final trim to one of the 2 reams.

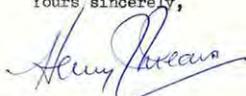
There was no time, obviously, to reprint the ream, so we have replaced as many sheets as possible and have sent you herewith beside the one parcel of 500 sheets 50 set the other parcel made up of 200 sheets 50 set and the balance of 333.1/3 sheets 45 set.

We apologise for the inconvenience this may cause you in handling and, of course, will replace them if you find the 45 set sheets are unacceptable.

Owing to the time factor and difficulty over communication we have taken the liberty of sending them to you in the hope that they will be acceptable.

Again our apologies.

Yours sincerely,



Stamp Production Manager



THE BRADBURY, WILKINSON & COMPANY

---

March 2nd 1971

Henry J Mears Esq  
c/o Messrs Bradbury Wilkinson & Co Ltd  
New Malden  
Surrey.

Dear Mr Mears,

Thank you for your letter of February 23rd, enclosed with the new Lundy stamps.

In my estimation, as there are 700 x 50 complete sheets, the little accident by the guillotine operator in shearing off the top row of 333.½ of sheets of the 3½ puffin stamps, will not cause any inconvenience.

There are a few collectors who like to have complete sheets of each denomination, believing, as they do, that the stamps are printed in double sheets, i.e. two panels of 50 stamps each, which are then separated by your people, and that is precisely what happened to the 3½ puffin sheets when they were guillotined. As there are complete sheets of both top and bottom these collectors requirements can be fulfilled.

Thank you for the firm's apology, but I am sure the mishap is unimportant to us. The full number of stamps has been delivered, and that is the main thing. They were most excellently packed, and I thank you for the interleaving with very thin greaseproof paper. It makes the sheets slide about a lot, but it will prevent them adhering to each other.

Yours sincerely,

*This letter was signed by Felix Gade.*

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## **CLUB COMPETITONS**

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The Club will be holding the following competitions at the Autumn 2011 meeting on Lundy:-

Lundy Photographic competition for the Photographic Shield.  
Lundy Postal History competition for the Julie Lester Trophy.  
Lundy Postcards, Literature and Ephemera competition for the R.E. Allen Trophy.

If you are not attending this meeting but would like to submit an entry, please send it to James Thomas at the address on the Contents page of this Journal in good time.

# 1961 EUROPA MINIATURE SHEET

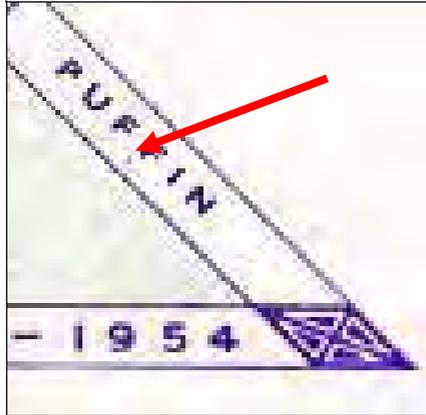
By Bill Winterbourne

I purchased a large quantity of Lundy stamps and among them are several thousand of the 1961 Europa miniature sheets. After many hours sorting through them I found a copy of the overprint misplaced by 6mm.

A more important find however, was a variation of the 139b. I have discovered a constant extra dot just below the second 'F' of PUFFIN on the 1/2p stamp. The dot is uniform in size and position and I have 1252 copies.



The miniature sheet on white paper



The bottom right hand corner of the ½p stamp showing the dot under the second 'F' of PUFFIN

If you have a copy of this error in your collection, please contact Jon Aitchison direct at Old Tithe Hall, Start Hill, Bishop's Stortford, Hertfordshire, CM22 7TF for a future addition to his catalogue.

*Upon receipt of this information, I carried out a check of my own collection and found the very same error on a sheet printed on cream paper. When checking your collections, will you also determine whether the sheet paper in white or cream? – Ed.*

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

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

By Myrtle Ternstrom

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*This article was originally published in 1983 and is now re-published with the author's amendments and up-dates.*

We have no letters or covers surviving from before 1836, so can only surmise that the 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 Malbon, to William Hudson Heaven in Clevedon, which were pages folded and sealed without envelopes or stamps, and are post-marked "Bideford" between 1836 and 1839.

At this time Mr. Heaven owned a schoolroom yacht, *Lady of the Isles*, which served the island from Instow, and the family instituted a 'Locked 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 sometimes availed 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 was due; this resort would have been even more useful and necessary before the steamship and before telegraphic communication. The main difference between then and now was in the number of opportunities offered – the Bristol Channel ports enjoyed a busy trade, and during the nineteenth century there are numerous references to the presence of large numbers of ships in the Bay; 40, 60 and even more than 100 vessels are mentioned. Besides the sea-going ships there were fishing-boats, coasters, tugs and the essential pilot-boats. Whether the passage of such mail was paid for can be only a matter of speculation; it is probable that such services would have been reciprocated by gifts of such things found on the island as would have been welcome to a ship's crew, such as fresh food and 'refreshments' from the Store.

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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 when a leaseholder was resident, he was responsible for his own transport of goods and, presumably, mails. Hence the Granite Company, during its tenancy between 1853 to 1858, bought the *Vanderbyl* to serve its needs.

We know little of the Lundy mails before 1870, when the Heaven diaries began. In 1870 the owner no longer had his own vessel, but the transport of mails and supplies was contracted to a Mr. Bragg 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 the 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.

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In 1886, Mr. Wright was leaseholder 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 sub-post office on the island itself. In June 1886, it was settled that the *Queen of the Bay* should come to Lundy every Wednesday from Cardiff, when the mail bags would be exchanged, and that a post office should be opened in the Store, with Mr. Wright named as sub-postmaster. The Post Office was opened on 4<sup>th</sup> February 1887, but the mail service was not without its troubles, and on one occasion the mail boat (late) brought back to Lundy the same mail bag that had been sent off the island ten days previously. The Heaven family were not pleased with the new service, since they had not been consulted, and it did not allow them to receive and answer letters on the same day. Also, 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.

On 4<sup>th</sup> May 1887 Mr. Wright resigned as sub-postmaster – apparently there had been some dispute, as the postmaster of Barnstaple came to Lundy on the 10<sup>th</sup> and negotiated that Mr. Wright would continue as sub-postmaster, and that the mailbags would again be exchanged, the outgoing bag being closed before the incoming bag was delivered.

Mr. Wright was a gentleman and is hardly likely to have worked in the Store himself, and it can be assumed that the work of the little post office would have been carried out by the storekeeper – in 1887 it was a Mr. Ball. Relations between Mr. Wright and Captain Dark were evidently strained; on one occasion the diary entry reads: "Dark went without mail box. Mr. W. wouldn't 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<sup>nd</sup> May 1889, 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.

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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 23<sup>rd</sup> April. The sub-postmaster appointment was transferred to a Mr. Wainford 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.

There was a break in telegraphic communications between 1888 and 1893, until the GPO installed a cable, and built a hut against the north wall of the castle to house the terminal. (Now converted to Castle Cottage). The point of ingress for the cable can still be seen on the west wall of the hut.

In 1896 Allday arrived as Lloyds' signalman. When he was also appointed as postmaster in 1898, the post office was moved from the Store to the Signal Station, the south room of which became the post office and telegraph station.

When Lloyds' signalman was replaced by Royal Navy Coastguards in June of 1909, Allday continued as postmaster, but moved his home to one of the Quarter Wall Cottages (Belle Vue). In 1911 he moved from there to the present Hanmers. The Signal Cottages were Lloyds property, and the Cable Hut belonged to the GPO, which was where Allday received and sorted the messages and mails. It then had a small lobby with a sink (but no water supply), and the main room had a fireplace and a set of pigeonholes for sorting the mails.

In 1911 Dark submitted his tender for the renewal of the GPO contract, but it was not awarded to him, and from then on the mails were carried by the *Devonia*, of the Bideford & Bristol Steamship Co. Ltd., which made two calls per week to Lundy. The postal address for Lundy was changed from Lundy Island Instow to Lundy Island, Devon.<sup>1</sup>

At that time (1911) Walter Heaven had taken over on Lundy from his uncle (the Revd Mr Heaven). The island was at very low ebb, and unfortunately Walter had no money and little capacity to restore the state of things. So the regular service from Capt Dark could not be sustained. In 1917 Walter's debts had accumulated to the extent that when his uncle died in 1916 and he became owner of the island, he was compelled to sell it and was bankrupt. Such was the sad end of the Heaven ownership of Lundy, although the GPO remained in service until Mr Harman took over the mail in 1929 to service himself, per the *Lerina*, without charge to the GPO. This gave birth to his first issue of Lundy stamps in 1929.

References: Mike Tedstone, 2001 *Lundy Packets* - <sup>1</sup> See Ch 3.  
Heaven family archive, private collection.  
G.P.O. Archive, Vols 308, 352, 353, 358. Post 30  
Gade, F.W., 1978. *My Life on Lundy*.

---

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

3<sup>rd</sup> March 1887                      *Queen of the Bay* with official from G.P.O. – brought letters

4<sup>th</sup> March 1887                      Cardiff P.O. route opened – 87 letters went

9<sup>th</sup> March 1887                      *Queen of the Bay* did not appear. Mr. Wright telegraphed and was assured it had not got to Cardiff for the mails

14<sup>th</sup> March 1887                      Steamer arrived with letters which appeared at breakfast time quite proper

16<sup>th</sup> March 1887                      *Queen of the Bay* came in the evening

17<sup>th</sup> March 1887                      *Clarissa* with mails from Cardiff as *Queen of the Bay* had brought the wrong mail bag – the one with letters from Lundy placed on board – it is gone west fishing again, the letters already some 10 days old. *Clarissa* brought proper mail to rectify mistake

22<sup>nd</sup> March 1887                      *Queen of the Bay* in

11<sup>th</sup> April 1887                      Cardiff mail came early in the morning – Captain moaned much at being kept 3 hours

14<sup>th</sup> April 1887                      Dark came – fuss about letters being ordered to go to Cardiff, even if addressed via Instow

16<sup>th</sup> April 1887                      Cardiff mail came

21<sup>st</sup> April 1887                      Cardiff mail came

27<sup>th</sup> April 1887                      Cardiff mail came

12<sup>th</sup> May 1887                      Cardiff mail came and left mailbag in culm cellar (*cave on the slipway*), Ball not hearing them come after waiting until 2 a.m.

20<sup>th</sup> July 1887                      Cardiff mail came at least about ¼ to 3 in the morning – making terrible hooting

26<sup>th</sup> July 1887                      Cardiff mail arrived

17<sup>th</sup> August 1887                      Boat came with P.O. officials about mail irregularities

10<sup>th</sup> September 1887                      Cardiff mail came

30<sup>th</sup> November 1887                      Cardiff mail came with mail that had been a week on board

5<sup>th</sup> December 1887                      Cardiff mail came

(Break in the diaries from 10<sup>th</sup> January 1888 to 11<sup>th</sup> February 1888)

20<sup>th</sup> March 1888                      *Her Majesty* mail came from Cardiff – long due

21<sup>st</sup> March 1888                      *Clarissa* Cardiff mail came

20<sup>th</sup> April 1888                      Dark has Govt. postal employ – is to bring mails every Thursday without prejudice to our day

24<sup>th</sup> April 1888                      Last Cardiff mail arrive *Lord Derby*

4<sup>th</sup> May 1888                      Cardiff mail (this the last). Dark brought Govt. mail the first time.

# BOOK REVIEW

By Roger Allen

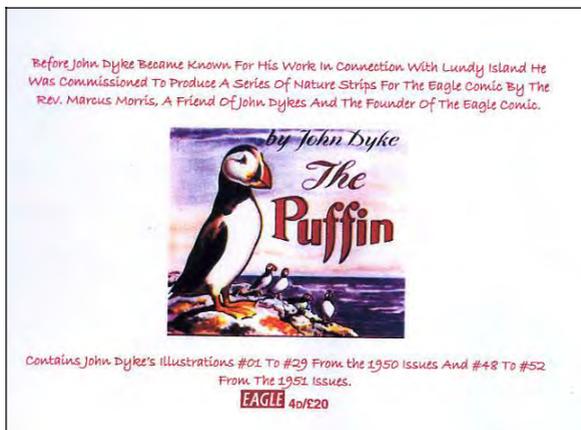
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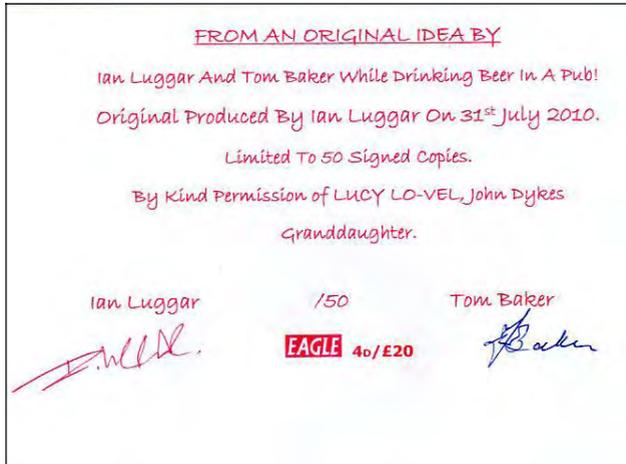
## THE NATURE STRIPS OF JOHN DYKE IN THE "EAGLE".

Some time ago in 2010, Tom Baker and Ian Luggar produced a booklet containing reproductions in colour of all 33 of the nature strips that John Dyke produced for the 'Eagle' in the years 1950 and 1951. There were 28 strips from January to October 1950. These were called *Discovering the Countryside* and each strip covered a different subject; animals, birds, insects and reptiles. There were four more strips in 1951, from March to April, and these were entitled *Advice on your Pets*. After that, for some reason John never produced any more of these strips for the 'Eagle'. This subject has come up before in issue No. 2, Summer 1997, of the *New Puffin Journal*. In that issue several of the strips were illustrated, though not in colour.

This splendid booklet is available from Ian Luggar, Michael Bale's son-in-law, address;-

34, Lime Grove, Bideford, EX39 3LJ. for £20.00. This may seem expensive but it took Ian a long time to get all the Eagles together and then to reproduce the strips. It is also probably the only way that these rare John Dyke items can be obtained all together. The cover of the booklet is illustrated here. The puffin drawing is taken from John's strip in the Eagle No. 4 of May 1950.



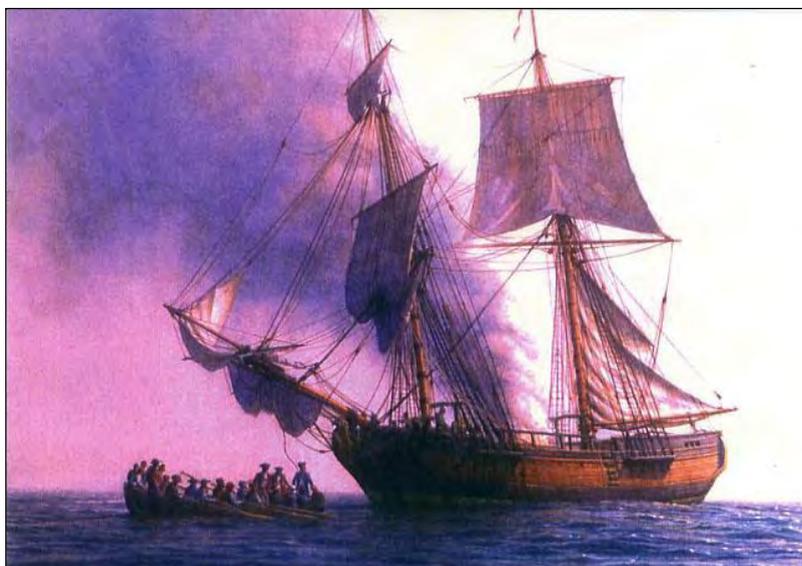
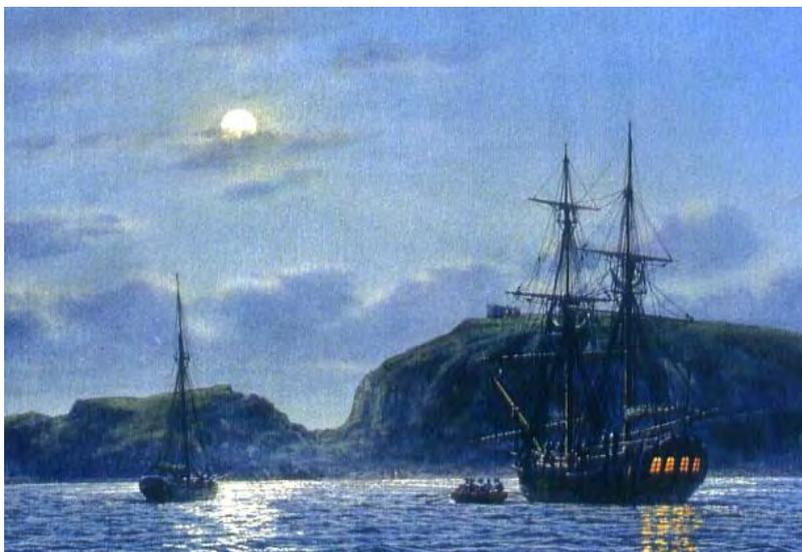


## THE NIGHTINGALE, SCUTTLED BY THOMAS BENSON IN 1752.

Most Lundy collectors know the tale of the ship *Nightingale*, part of the trading fleet of Thomas Benson, M.P, which was lost in 1752. The whole history of Thomas Benson and the dramatic story of the loss of the *Nightingale*, can be found in Stanley Thomas' book *The Nightingale Scandal* first published in 1959 and then republished with much additional material by Myrtle Ternström in 2001. The ship first unloaded its cargo illegally at Lundy and then sailed fifty miles due West of Lundy where, on Monday 3<sup>rd</sup> August 1752, the ship was scuttled by its crew.

The ship was not large, it was a brigantine of some 80 tons and was approaching the end of its working life. Mark Myers who lives in Morwenstow, Cornwall, and is the most eminent marine artist in North Devon, has produced two wonderful paintings of the *Nightingale*, based on accurate descriptions of the ship and his intimate knowledge of the structure of sailing ships. The first work of art shows the ship in Moonlight, in the Bay off Lundy, with a launch taking Benson and the crew to the island to unload the cargo and take it up to the castle, which is shown all lit up. The second dramatic painting shows the crew in the ship's boats, rowing away from the burning ship. Smoke and flames are billowing up into the air.

These two paintings are illustrated on the following page.



# **A BRIEF HISTORY OF LUNDY STAMPS TO 1952**

By Felix Gade

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*At the Summer 2011 meeting of the Lundy Collectors' Club, Roger Allen displayed a selection of Lundy related letters and amongst them was a letter of great philatelic interest.*

*With kind permission from Roger, this letter has been reproduced below.*

**TELEGRAMS: LUNDY VIA HARTLAND POINT**

**POSTAL DEPARTMENT**

**LUNDY,  
BRISTOL CHANNEL**

**c/o DEVON AIR TRAVEL,  
WRAFTON GATE,  
CHIVENOR AERODROME,  
N. DEVON.**

February 21<sup>st</sup> 1952

Dear Sir,

I am in receipt of your letter of Feb. 9<sup>th</sup>, and will endeavour to give you a brief outline of the history of the Lundy stamps.

From 1883 to 1927 the British Postal authorities had a post office on Lundy, and appointed one of the islanders as postmaster. The transport of mails to and from the island was done by contract with the Postmaster General. From 1925 Mr. Martin Coles Harman, held this contract, using his own ship the mv "Lerina". At the end of 1927 Mr Harman indicated that he could not continue to carry the mails at the figure which had been paid. The Postmaster General refused to increase the remuneration, and, as no one else was prepared to take on the contract, the Lundy post office was closed, and it was left to Mr Harman to arrange about the transport of mails. This he continued to do, with his vessel, free of charge to the islanders, until November 1<sup>st</sup> 1929, when he issued two local stamps, the half puffin and the one puffin, and instituted a charge of ½p per letter or postcard up to 2ozs, and 1p from 2ozs to 4ozs.

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The islanders bought these stamps and affixed them to their outgoing letters, and incoming letters were stamped by me on arrival, and the recipients paid me the appropriate 'puffinage' on taking delivery of their mail at my office.

It was soon found that higher denominations were needed for parcels, and accordingly, on June 1<sup>st</sup> 1930, the 6p, 9p and 12p stamps were issued.

Lundy carried on with these five values until Nov: 1<sup>st</sup> 1939 when the gap between 1p and 6p was filled by the 2p 3p & 4p. This was on the tenth anniversary of the first issue of the Lundy stamps, and the first five issues were overprinted with two dates, '1929 – 1939' to commemorate the event, to the number of 5,400 of each denomination.

From 1935 to Sept: 1<sup>st</sup> 1939 an air service was operated between Barnstaple Airport and Lundy by the Lundy & Atlantic Coasts Air Lines Ltd. This firm carried mails, but mails also went and came by sea route during this period. The air operators issued a series of stamps, which they used for franking mails to and from Lundy, and also for light freight. These stamps are not Lundy stamps, and are therefore outside the scope of this history. If you can obtain a copy of the monograph by John L Stanard, which was published in the USA in 1939, you can learn all about them, and a good bit more about the early Lundy issues, and the general postal history of Lundy as well.

During 1941 Mr Harman made arrangements with a Mr Rigby Hall to open the Lundy Philatelic Bureau, with headquarters at Nottingham, England. From January 1<sup>st</sup> 1942 to September 1943, the Bureau overprinted the eight Lundy stamps with various devices and for various reasons. These overprints and overprintings are as follows:-

Jan: 1<sup>st</sup> 1942 Victory Overprints, all eight denominations in varying quantities.

February 1943 Tighearna miniature sheet, comprising two ½p, one 2p and one 9p stamps, imperforate.

March 1943 Ninth anniversary of inception of air service. All eight denominations in varying quantities.

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March 1943 Second issue of the Tighearna miniature sheet, overprinted in the same way as the ninth anniversary of the air service, and perforated.

April 1943 Two 'provisionals', varying quantities of the 12p surcharged 1½p and the 6p surcharged 2½p.

September 1943 Wright Bros 40<sup>th</sup> anniversary overprints. The ½p, 1p, 6p, 9p & 12p stamps overprinted with the two dates, '1903 – 1943' and the representation of an old time aircraft. In addition to this overprinting the five stamps were variously surcharged as follows:- ½p to 4p and 9p; 1p to 6p and 12p; 6p to 1p, 2p and 7p; 9p to 1½p and 3p; and 12p to ½p, 5p and 8p. This surcharging with values which already existed was ridiculous, and one might say that the Lundy Philatelic Bureau faded out from that time.

All these overprints were used currently for certain periods and stocks are now almost exhausted. There are a few of the imperforate Tighearna miniature sheets, and also of the 1p Victory ½p and 1p ninth anniversary, and 12p to ½p Wright Bros overprints.

I have omitted to mention the Red Cross surcharge overprints, which were issued, I think, in 1938. The then current 5 denominations were surcharged double value, and overprinted with the cross of Geneva, and sold to collectors for the Benefit of the British Red Cross Society. By agreement all stamps so treated were destroyed after an agreed date in the presence of auditors. Therefore none exist outside of collections.

During the war the mails were carried by HM auxiliary vessels, and a charge was made for this service by the Admiralty. The stamps were therefore in use throughout the war.

After the war Mr Harman once again took on the transport of the mails, but not under contract from the Postmaster General.

On Nov: 8<sup>th</sup> 1950 another air operator came on the scene, and arrangements were made for him to transport the mails. The eight Lundy stamps were then overprinted with the words 'BY AIR'. Mr Harman had no intention to allow this new operator to issue his own stamps.

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It was now decided to alter the charges for the local mail transport, and it became evident that new denominations would be required, and that one of the old denominations would become redundant. Accordingly, on June 9<sup>th</sup> 1951, six new denominations were issued. These are the 1½p, 2½p, 3½p, 5p, 7p & 7½p. As stocks of the old ½p were getting low, it was decided to issue a new design ½p stamp, which was done on the same day. Simultaneously the 12p stamp was withdrawn, but, as there was a need for an 8p value 38,250 of them were surcharged 8p. The current series is:- ½p, 1p 1½p, 2p, 2½p, 3p, 3½p, 4p, 5p, 6p, 7p, 7½p, 8p & 9p. Of these the 1p, 2p, 3p, 4p, 6p and 9p are overprinted by air, but the other values, all of which depict seabirds in flight, are also used for air transport.

When the Lundy stamps were first issued the British Postal Authorities were literally hopping mad, and would dearly have liked to have found a legal excuse for attempting to stop their use. For a twelve month they allowed the Lundy stamps to be affixed to the same side of the covers as the British stamps, but in the opposite corner. Then they either discovered a regulation which prohibited any stamps, or stickers, being affixed to the same side as the British stamps, or they made this regulation in order to make things not quite so easy for Lundy. So now the Lundy stamps, on outward mails are affixed to the reverse of the covers and parcels. The Lundy stamps are now almost universally accepted as bona fide 'local' stamps, and a tremendous business is done with them in the summer, when thousands of day trippers visit the island by steamer and airplane, and nearly all have the urge to buy some picture postcards and despatch them to their friends bearing Lundy stamps.

The 'puffinage' on a letter or postcard of up to 2ozs is still ½p, and from 2ozs to 4ozs 1p. A registered letter is 1p, but all packets over 4ozs are charged at approximately half the British rate.

I am returning your cover as an example of how inward mails are treated.

The only man I know who is likely to have any interesting Lundy material is Mr M H Bale, 41 High Street, Ilfracombe, Devon, England. I am sending you herewith a set of the original 8 stamps, ½p and 12p stamps overprinted 'BY AIR' and one each of the Bureau overprints which I have left, and a Tighearna miniature sheet imperforate. These stamps cost 9/6, as the overprints are 6d each now. The tenth anniversary ½p has long since been exhausted.

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The ½p and 1p stamps were designed and printed by Bradbury, Wilkinson & Co Ltd of New Malden, Surrey, England and 100,000 of each were issued. There have not been any second issues.

The 6p, 9p and 12p stamps were designed and printed by Bradbury, Wilkinson & Co Ltd of New Malden, Surrey, England and 100,000 of each were printed. There have not been any further printings.

The 2p, 3p and 4p stamps were partially designed by the writer and partially by Bradbury, Wilkinson & Co Ltd, New Malden, Surrey, England. 100,000 were printed of each and there have been no further printings.

The new ½p and the 1½p, 2½p, 3½p, 5p, 7p and 7½p stamps were designed by John C Dyke, and printed by Harrison & Co Ltd, of St Martin's Lane, London WC1. 100,000 of each were printed and there have been no subsequent printings.

The overprinting of the 1p, 2p, 3p, 4p, 6p and 9p stamps was carried out by Bideford Gazette Printing Service, Bideford, Devon, England, and also the overprinting of the 12p to 8p.

Yours faithfully,

A stylized, handwritten signature in black ink, consisting of the letters 'J', 'W', and 'G' intertwined.

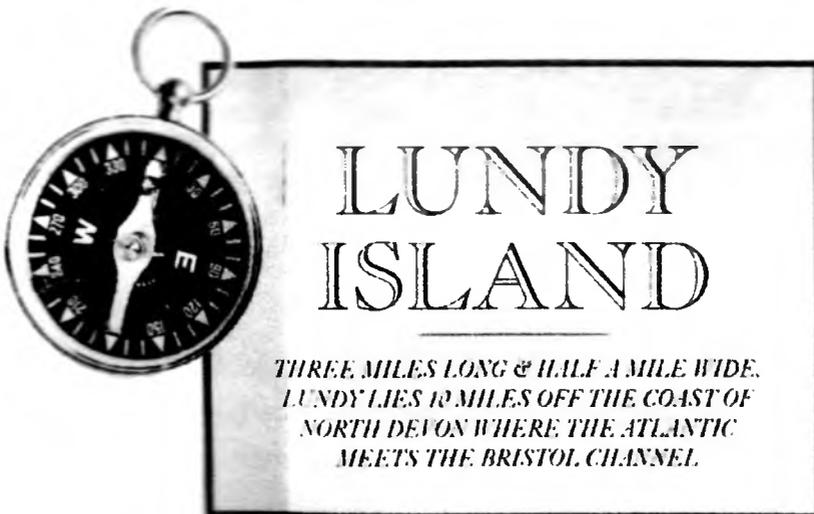
Lundy Agent.

# The New Puffin Journal

## BINDERS

Each binder will hold 12 '*Journals*' and is bound in maroon leatherette with gold lettering and logo on spine.

To place an order please write to the Editor enclosing a cheque for £7.50 made payable to **The Lundy Collectors Club**



# PHOTO PAGE

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Magpie Moth and Spear Thistle  
*Photos – James Thomas – Lundy 23<sup>rd</sup> July 2011*

***Don't remove one single thing in nature because  
it's attached to the rest of the World***