

IRISH PHILATELY

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Edited by

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EDITORIAL

The postal strike has played havoc with the production of the September issue of Irish Philately, apologies.

Sincere thanks to Colin Hinneburg-Murphy who provided an article on the Paquebot markings of County Cork. He saved the day as the editorial cupboard is completely bare. Thanks again Colin!

O.M. Richards

"Irish Philately"

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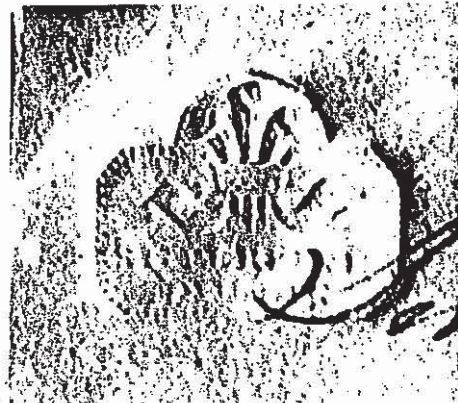
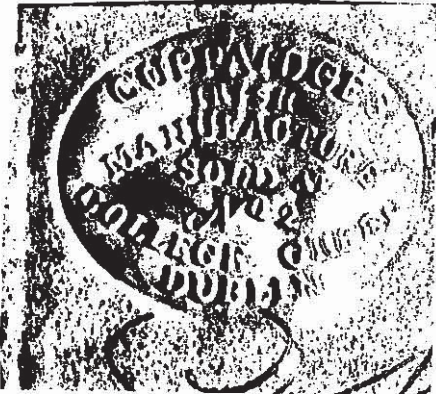
Letters to the Editor:-

Dear Sir,

STATIONERS' EMBOSSED IMPRINTS

At least, that's what I call them - you often find them in the top left-hand corner of notepaper in the 1800s. I'm sure somebody collects them. They are usually blurred and unreadable (I suppose the chore was given to the apprentice) and the legible ones are generally on letters that one wants to keep for quite different reasons.

There are not so many Irish ones but I found a couple recently. Perhaps we might start a new branch of Postal History! The first is on a Dublin letter of October 1804 and the die was so sharp (and the paper so thin) that most of the lettering has cut right through.



Messrs. Geo. & James Cuppaidge appear in Wilson's Dublin Directory for 1808 still at the same address in College Green, described as paper-manufacturers. I must say the paper is of excellent quality but un-watermarked. Perhaps being cut off (by Napoleon's Continental Decrees) from normal imports of European paper gave a fillip to British manufacture. The second one is less clear and merely reads Superfine/Dublin.

This is on a Ballyshannon letter of April 1822 which is watermarked W. Pickering & Co/1818; but whether the paper is of Irish provenance or not I do not know. As I understand it, the normal thing was for the stationer to buy paper in bulk in whole sheets from the paper-maker and cut it into standard sizes for the public. So that the Cuppaidge case is unusual as they were manufacturers.

Yours faithfully,

T. Booth-Jones

Dear Sir,

The postmark referred to by T Stephens is illustrated on Page 105 of Mackay's Irish Postmarks Since 1840 and also appears on the outer cover! It was used for late mail and a similar type of mark is known for Dublin and Cork.

Yours faithfully,

C.A. Ross

Dear Sir,

Whilst sorting out material in order to give a display of Irish Postal History to the Torquay Philatelic Society, I came across two interesting letters which I thought you might like to reproduce in the Journal if at any time you are short of material.

The first letter dated 5 April 1798 appears to be from the Archbishop of Cashel but there is no indication to whom he was writing and, therefore, no postal markings. It would seem that even 189 years on conditions in Ireland don't change very much.

The second letter is from a Mr I.W. Greeves of Norwich to John Fielden, MP, and I assume that the Mr O'Connell to whom he refers in the letter is Daniel O'Connell. However, I think the interesting parts are the remarks with regard to the franking of letters, and although this is taking place in England it does show how the free franking system was abused.

In both letters I have copied them as written, including spelling mistakes, abbreviations, capital letters and punctuation. Hope you find the letters interesting.

Yours faithfully,

L. Watkins

"Sir,

I had yesterday the favour of receiving your most kind and obliging Letter inclosing by Lord Auckland's desire a Copy of Lord Grenville's excellent speech, for which I request you to accept my sincere thanks. Murders, Robberies and Treason still continue to disgrace this Country, but we hope that the last Proclamation issued here by the Lord Lieutenant and Council, and the orders founded upon it of the Commander and Chief, of each of which I send you inclosed a Copy, will tend to check the Progress of these Crimes.

If at anytime you should have any Commissions which I can execute in this Country, I beg you to be assured that I shall receive and obey your Commands with very great pleasure.

I have the honor to be, Sir,

Your much obliged and very
Humble Servant

Char.s Cashel
Archbishop of Cashel"

"Dear Sir,

I should be very much obliged if you will Frank the enclosed for me to Mr. John Mason Bevis

Bonny Boat

Hull

Yorkshire

Your letter was duly received yesterday and am much obliged by your attention to the delivery of the letters in question.

In my opinion the next session of Parliament will finish Mr. O'Connell - or he will be compelled to introduce or advocate some measures of lasting relief to Ireland.

His present policy is evasive indeed, and I see he does not fail to begin to be told of it, at some of the Public Meetings he attends.

I gave the Secretary to the Weavers Committee a copy of your letter on their Business they are very vexed at being so neglected. They are an indefatigable body of men in Norwich, that are now acting for the Weavers - their exertions have been surprising - they have obtained 2 or 3 convictions against Masters for practising the Truck System and are constantly engaged in endeavouring to keep up a systematical rate of Wages. They are deserving every encouragement.

Can you inform me how we can correspond, postage free, with the papers in London when Parliament does not sit? it is very important, we can get many articles inserted which otherwise would never gain publicity. I wrote before on the subject, that I hope you will not consider me intruding again mentioning it.

I remain Dear Sir

Yr Most Obt Servt

St. James'

I. W. Greeves"

To:- John Fielden Esqr, M.P., (The entire contains a Norwich
Fludyer Street, c.d.s. dated July 22 1836 on
Westminster, the reverse side and on the
London. front a London crown free
23 Jy 1836.)

Dear Sir,

I have now completed an examination of another 2/6 sheet of the Bradbury Wilkinson stamps which I hope will help collectors to find out from which plate their stamps come. This particular sheet is overprinted with the Narrow Date Setting. Best regards.

Yours faithfully,

J. Rehnberg

PS Further to this I also enclose measurement taken on a very interesting block which I hope collectors might spread some light on. It is a block of 16 with Thom Saorstat overprint, stamp height is 22.75mm (A plate) and looks similar to a block of 12 which were in a stamp auction by Mr Ian Whyte, Feb 1981 as lot no. 951. That block is to my knowledge no longer in existence as I believe it is broken up (unfortunately). But if any collectors have any marginal stamp(s) which they believe might come from this (it must have marginal markings) do not hesitate to contact me through the editor. I believe the block of 12 was sold from a dealer in London.



2/6 THOM SAORSTAT OVERPRINT

Type A Plate 22.75mm stamps. Notable on this plate is that on almost all stamps (this block of 16) the left outer frame line is broken at various points, especially in level with King's Face. Stamp No 2: Raised A and No 11: Very faint accent. On No 5 faint.

Top Margin Distance to stamps (cross) 12.0mm
Length of horizontal arms - Right 6.0 Left 6.0
Length of vertical arms - Upper 4.0 Lower 3.0
No marginal markings due to cut.
The vertical arm is not straight but bent towards right.

Right Margin Top vertical marginal line is 7.25mm long and 17.25mm from stamps. The line is at top of stamp No 4 and is double. Left line is longer.

Left Margin Top vertical marginal line is 10.0mm long and 17.0mm from stamp No 1. The line is beside the top of No 4.

Stamps No. 2, 10, 12, 13, 14 and 15 are re-entered on the top outer frame line for more or less of its length, especially at left, over King's Head or Trident. No. 16: Right outer frame line re-entered in level with Brit. skirt and foot. Nos. 6 and 7: Faint re-entry on top outer frame line just before Britannia's Trident and Helmet. No. 9: Left outer frame line re-entered at bottom.

FURTHER MEASUREMENTS OF THE HIGH VALUE OVERPRINTS

Plate 9A (as listed by Beaumont & Stanton).
Overprinted with the Narrow Date Setting.
Perfect R Plate - 22.75mm stamps.

Top Margin

Distance to stamps 12.0 - 12.3mm.
Length of horizontal arms - right 6.0 left 5.75.
Length of vertical arms - upper=cut, at least 3.0 lower at least 6.0 (perf). No marginal lines due to cut.

Bottom Margin

Distance below stamps 11.75.
Length of horizontal arms - left 6.0 right 6.0.
Length of vertical arms - upper 6.0 lower 6.0.
Vertical arm of the cross fainter than the horizontal arm.

Broken inner frame lines on stamps No:- 34, 38 and 40. (A feature of this plate).

Left vertical marginal line 12.75 long. There is a small brown mark on the line, 3mm from the left end.

Distance below stamp No:- 37 = 20.0.

Right vertical marginal line 12.75 long.

Distance below stamp No:- 40 = 19.8 - 20.0

Right Margin

Distance to stamps 9.0.

Length of horizontal arms - right 4.5 left 6.0 very faint line. Length of vertical arms - upper 6.0 lower 6.0.

Lower vertical marginal line 9.5 long from stamps 17.25 - 17.5 (between 36 and 40).

Top vertical marginal line 7.5 long 17.0 from stamp. (Top of No:- 4).

Left Margin

Distance from stamps 9.0 - 9.2mm.

Length of horizontal arms - right 4.5 left 6.25.

Length of vertical arms - upper 6.0 lower 6.0.

Lower vertical marginal line is 17.0 from stamps 33 and 37 and 10.75mm long.

No top left marginal line due to cut.

Features of this plate are:-

Horizontal arm of the top cross, measures 11.5mm, is faint.

Vertical arm of the bottom cross, measures 12.0mm, is faint.

Broken inner frame lines on stamps No:- 34, 38 and 40.

No:- 7 - re-entries.

No:- 3 - outer and inner frame lines at bottom towards panel and under it.

No:- 15 - Top right outer frame line re-entered at right.

No:- 23 - Horizontal lines in the right part of the shield.

No:- 36 - Doubling of frame lines bottom right corner.

No:- 37 - Top left part re-entered.

Further to the excellent articles by Major General Sir Leonard Atkinson of the platings of Bradbury, Wilkinson's high value stamps 1918 in GB Journals, I would like to add some measurements to the following plates:-

Plate 2A Top margin as described.

Bottom Margin

Length of lower vertical arm of the cross is 5.0mm

Lower right marginal line 20.0mm from stamps and 12.0mm long.
Extra faint line under No:- 39 which is 30.0mm long and 20.0mm from stamps.

Right Margin

Top vertical marginal line 17.25mm from stamps and 13.0mm long.
This plate is found with Dollard, Thom Saorstat and Narrow Date overprint (so far).

Plate 3A Top left marginal line (opposite rows 1 and 2)
14.0mm long and 17.5mm from stamps.

Plate 5A On a complete sheet from the National Postal Museum in London, paper supplied by William Joynson & Son 6 March 1922, I have found out that this particular plate must be Plate 5A as it is similar to three other sheets examined (with Irish overprint), which are Plate 5A. However, on this particular sheet from the NPM in London, there is a very notable re-entry on stamp No:- 8. The re-entry is in the value panel; in the lines above "2/6" in "2/6" and R in "CROWN". Further, on stamp No:- 32 there is a clear bend and break in top left corner of the top horizontal line, which seems to be a feature of this plate. This was found on the other sheets too.

Together with the information by Sir Leonard Atkinson in the GB Journals (different ones), the handbook by Beaumont and Stanton and my own research at the NPM, I believe the following measurement of Plate 5A may be the correct one:-

2/6 - PLATE 5A

Top Margin

Cross - height above stamps 12.5 - 12.7.
Length of horizontal arms, left 4.8 - 4.9 right 4.4 - 4.5.
Length of vertical arms, upper 5.0 - 5.1 lower 5.1.
Marginal line over No:- 1, 21.5 long and 21.25 above stamp.
Marginal line over No:- 4, 22.0 long and 21.0 - 21.5 above stamp.
Extra marginal line over No:- 3, 25.0 - 25.2 long and 21.0 - 21.1 above it.

Bottom Margin

Cross, height above stamps 12.5 - 13.0.
Length of horizontal arms, left 4.8 right 4.0 - 4.25.
Length of vertical arms, upper 5.5 lower 5.75.
Marginal line under No:- 37 is 11.0mm at least (cut) and 21.0 under it.
Marginal line under No:- 40, 12.5 long and 21.0 under it.

Extra marginal line under No:- 39 and is 29.0 long, distance is 21.0mm.

Left Margin

Cross, distance to stamps 9.0.

Length of horizontal arms, left 3.5 - 3.6 right 3.5 - 3.6.

Length of vertical arms, upper 4.0 lower 4.8. Top marginal line left of No:- 1 and 5 = 14.0 long and distance is 17.6.

Bottom marginal line left of stamps No:- 33 and 37 = 14.0 long and distance is 17.5.

Right Margin

Cross, distance to stamps 9.0 - 9.2.

Length of horizontal arms, left 4.0 right 3.4 - 3.5.

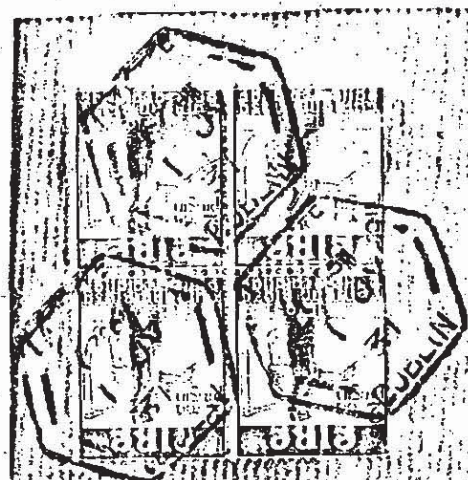
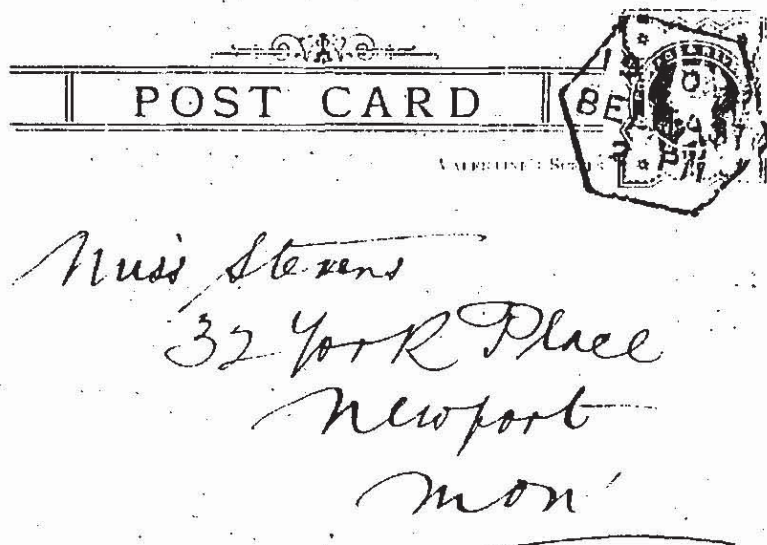
Length of vertical arms, upper 4.8 - 5.0 lower 3.8.

Top right marginal line right of stamps 4 and 8 = 12.5 long and distance is 17.5.

Bottom right marginal line right of stamps 36 and 40 = 14.5 long and the distance is 17.5.

Stamps are 22.75mm and Perfect R.

Dear Sir,



Regarding T Stephens letter on hexagonal marks, I enclose photo copies of two items in my collection. The Belfast cancellation is on a ½d vermilion 'Jubilee' and is dated 19 NO 99, and there appears to be a frame break by the top of the right 9 - all

very similar to his 9 JA 07. I have no further information on this postmark.

The second mark is a Dublin Late Fee - 'Dublin' is clear enough in the photocopy and LATE FEE is only just discernible under the top line of the hexagon. The piece is endorsed in pencil 'Late fee year of issue'. It is dated 1 JY 31 and again that is all I know of this mark.

Yours faithfully,

J. Matthews

ULSTER 1914

by O.M. Richards

Amongst many of the patriotic and propaganda postcards that were issued up to and after World War 1 was the one which is illustrated.

This is in fact a facsimile of the original card and when I compared the colours they are in fact a good match.

This card was published by 'The Ulster Clubs' 5A Thomas Street, Portadown, Co Armagh.

I did write hoping to buy some for distribution to friends, however, although I enclosed a stamped and addressed envelope, I have not yet received a reply to my letter of some 4 months ago.

My sincere thanks to a non-collector friend for sending this to me knowing of my interest in such items.



POSTMARKS

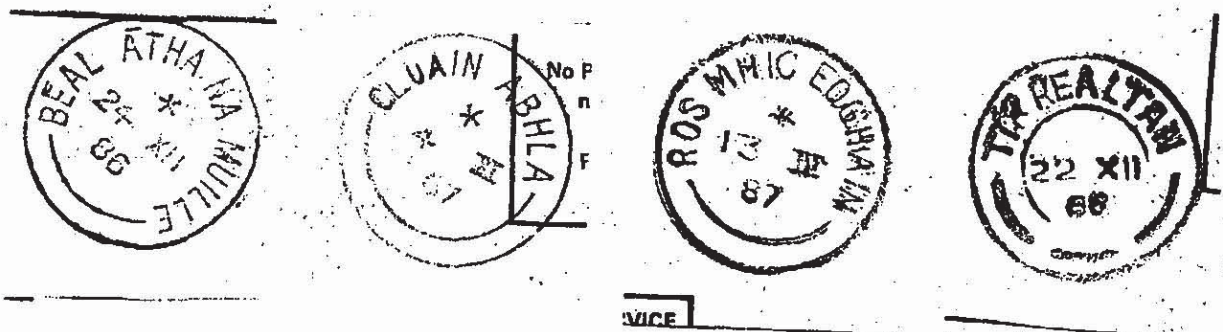
by S.D. Challis

The following is a copy of a letter I wrote to the Controller at Dublin GPO early in July together with a copy of a reply I received and also copies of the postmarks involved:-

"A friend in Dublin recently passed to me a large quantity of used envelopes containing postmarks from, I would guess, at least half the offices in the Republic.

I have, however, failed to identify four postmarks as follows:- Beal Atha Na Muille, Cluain Abhla, Ros Mhic Eoghain and Tir Realtan.

None of these offices appears to be listed in the Irish-English section of the Post Office Guide for 1964, 1971 or in the latest issue 1982. Is there any possibility that a member of your staff could identify these please?.



Incidentally, is it not about time that 'Eolai An Phoist' was reprinted?

I am grateful to you for any help you are able to give."

"Kindly refer to your recent letter requesting identification of four Irish datestamps in current use.

Béal Átha na Muille cancellation is in use at Bealnamulla, Athlone, Co Westmeath and is correct. I note, however, that the Irish version in Eolai an Phoist is incorrect.

Rhos Mhic Eoghain is from Rosmacowen, Bantry, Co Cork and is not listed in the 1982 edition of Eolai an Phoist. There are a number of Irish datestamps bearing incorrect placenames and Cluain Abhla and Tír Realtan are among these. The correct Irish names are Cluain Ailbhe (Clonalvy, Co Dublin) and Tír Eiltín (Tarelton, Macroom, Co Cork). Both of these are, however, correctly entered in Eolai an Phoist.

I have contacted the sections which will rectify errors in datestamps and Eolai an Phoist and I agree that an update of the latter is long overdue.

I hope this is satisfactory.

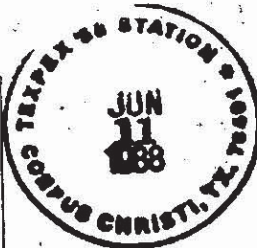
(Signed by Peter Sexton, Stamp Design and Production)"

I cannot imagine that it could happen in any country other than Ireland where a wrong postmark had been in use at an office for a number of years and that firstly, nobody had complained and secondly that it takes a letter from (of all places) Guernsey to persuade them that they ought to get it right.

* * * * *



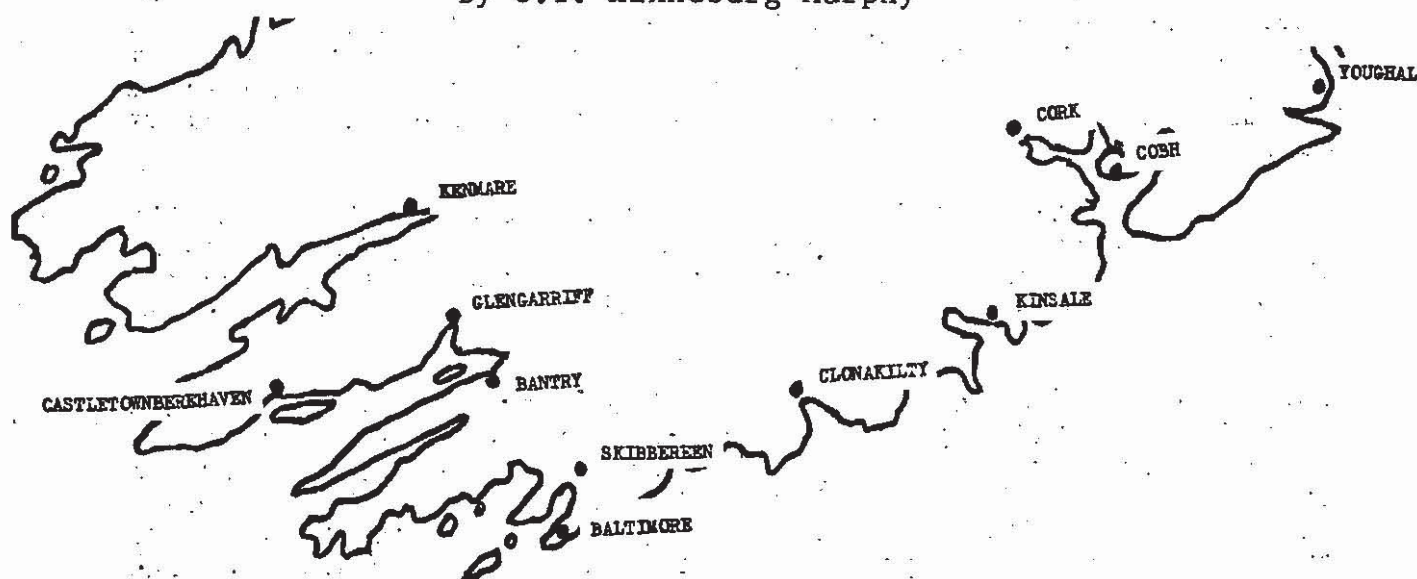
Cover No. 1



Private Samuel E Burns was 26 years old when he entered the Alamo. Born in Ireland, Burns was residing in Nacogdoches, Texas, having moved there from Natchitoches, Louisiana. He died in the Alamo during the siege on 6 March 1836.

MARITIME HANDSTAMPS OF COUNTY CORK

By C.T. Hinneburg-Murphy



Cork County Coastline with those ports boasting paquebot markings indicated.

The wild and rocky coast of the south west is fully exposed to the Atlantic Ocean. With so many inlets along the Cork county coastline it is not surprising that there are so many well sheltered anchorages.

Nowadays the sea around these inlets and coves is empty of shipping, except for local fishing vessels. This is far removed from the era which necessitated the use of ship letter and paquebot handstamps. Yet it is but fifty years since the Royal Navy vacated the long since abandoned naval bases at Cobh and Castletownberehaven. A quarter century ago passenger liners still made calls on Cobh and less noted but certainly more exotic places like Glengarriff. The past two decades have unfortunately witnessed the demise and ultimate disappearance of these cruise liners.

A century ago these seaside centres were thriving ports far removed from their present status. Trade varied from one to another of course; some like Cork were major ports with an enormous import and export business whereas the port traffic of Youghal for instance was limited mainly to coastal movements. The associated handstamps vary considerably, as one suspects, in both type and dates of usage. Several bear all the hallmarks of being hastily prepared and quickly introduced to fill a need - then remaining in use for many decades.

Cork has, for some centuries, remained among the leading ports in the country. The third largest city in Ireland, Cork lies some twelve miles from the sea. It is finely situated on the River Lee where it begins to open out into the large and splendid inlet which forms the harbour. The latter is among the finest in Europe and was large enough and deep enough to accommodate the entire British navy at the time of the First World War.

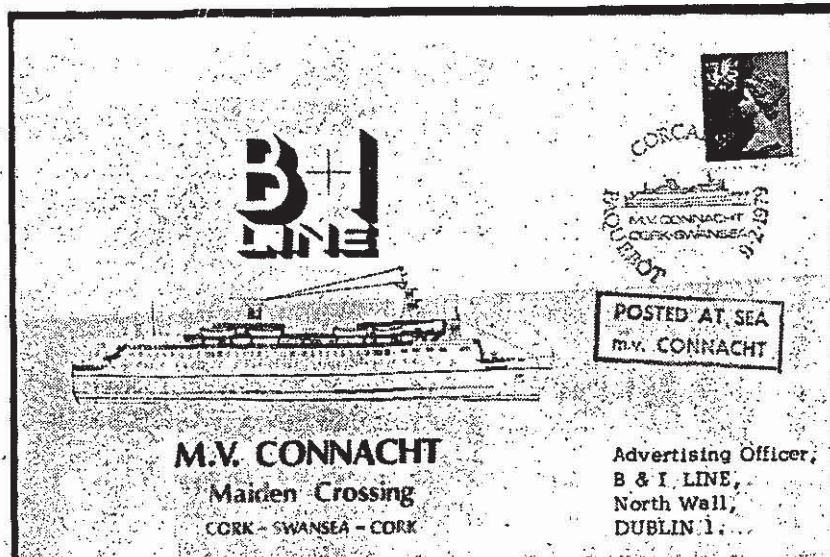
The foreign trade of Cork a century ago was substantial, the export of provisions and agricultural produce to England being extensive. Throughout the nineteenth century foreign commerce through the port was second only to that of Belfast on the island.

The former Atlantic port of Cove (Queenstown) lies on Great Island at the head of the outer harbour and here the majority of mail was landed from ships in transit. Yet the quantity and size of shipping sailing through to the Merchants Quay in Cork City was considerable. Trade between Cork and Bristol was most extensive with a regular packet service operating in the eighteenth and nineteenth centuries.

The earliest Cork ship letter handstamps date from the mid eighteenth century. Simply reading 'SHIP' in serified letters it is sometimes found simply by itself but usually struck with a separate 'CORK' handstamp. The latter varies considerably in size as one associates with ordinary letters bearing the handstamp from this era even if the 'SHIP' handstamp remains constant. A two line 'CORK/SHIP LETTER' is known in use from the late eighteenth century with another two line handstamp of more compact height being introduced in the early nineteenth century. Both continued in service until mid century. The framed 'CORK/SHIP LETTER' handstamp enjoyed but a brief period of use in the first half of the nineteenth century.

An act of 1814 authorised the establishment of a monthly packet service to India via the Cape of Good Hope. Special handstamps bearing the legend 'INDIA LETTER' were introduced when peace fell on Europe after the Napoleonic wars. These impressions were seldom used in Ireland, usage being confined to Dublin, Cork and Cobh. Yet no less than four types are known from Cork, all being the framed 'INDIA LETTER/CORK'. They differ in size of frame and/or lettering. The period of use was limited to the late 1830s.

Two large serified 'PAQUEBOT' handstamps are known in use at the turn of the century, used in conjunction with the 'DUBLIN - CORK TPO' mark. In more recent years circular handstamps were in use at Cork. A skeleton dates from the late 1960s; the inscription being split - 'PAQUEBOT' at top with 'CORCAIGH' at



the base. A standard single ring with arcs followed in use. Finally the maiden voyage of the MV Connacht was commemorated with a special 'paquebot' cancel in 1979. The pictorial handstamp features the car ferry itself on the design.

Cobh lies on the south side of Great Island at the entrance of Cork Harbour. It faces the sea which remains quite deep to the edge of the quay. A splendid panoramic view of the town is afforded the sailor from the sea. Cork lies some eight miles to the northwest on the other side of the harbour. Both prospered from the rise in maritime trade after the Napoleonic wars. Trade had initially suffered by the American War of Independence and subsequently by the wars in Europe. Trade with North America in particular resumed in earnest after Napoleon's defeat at Waterloo and both Cork and Cobh rose to prominence as ports. No longer did either have to rely on the presence of the Royal Navy to sustain business. The importance of Cobh as a maritime centre remained to contemporary times; it was only in 1937 that the Royal Navy evacuated their naval base at Haulbowline. Trans Atlantic liners continued to make courtesy and business calls at regular intervals to recent years.

The unusual 'COVE/SHIP LE.' is recorded over a twenty five year period from the late eighteenth century to the early nineteenth. The curious abbreviation of 'Letter' to 'LE' is known only to Ireland, Dingle in Kerry being the only other recorded type. Two variations of the two line 'COVE/SHIP LETTER' are known, the difference being in the length of the lower line. This is perhaps the most frequently seen of the Irish ship letter handstamps. In August 1849 Cobh was renamed Queenstown; the datestamp was changed immediately but the ship letter cancellation remained in use for a further year. The two line 'QUEENSTOWN/SHIP LETTER' was introduced at this time and survived in use until 1863. A circular handstamp, 'QUEENSTOWN / SHIP LETTER' made an appearance at the

turn of the century. An undated in the sense of missing date slug also exists. Various straight line 'PAQUEBOT' handstamps are known from Cobh as is a combined stamp of the usual Irish pattern, double ring with broken twin arcs around the base and 'PAQUEBOT QUEENSTOWN' at the top.

The change of administration in 1922 was marked with the renaming of the town. Double ringed skeletons are known from this period with 'PAQUEBOT' at top - and subsequently at base - with 'COBH' alternating! The double circle 'PAQUEBOT COBH' was introduced in 1924, remaining in use to contemporary times with the exception when withdrawn during the Second World War. A single ring - 'COBH' at top and 'PAQUEBOT' at base has been in use when occasion demanded. Cobh remains one of only three ports to have used machine cancellation on Paquebot mail. In use since 1963, the distinctive town die was fitted to whatever slogan was in use at the time. A second die without the accent over the 'O' (Cobh) was adopted in 1967.

Youghal lies to the east, being situated on the mouth of the river Blackwater. It is some twenty five miles from Cork itself. The maritime commercial trade of the town seems to have been mainly confined to the coastal shipping of grain. The proximity of Cork/Cobh and the rather large sand bar that obstructs the entrance to the bay has meant that shipping of any size has been restricted. Despite this, Youghal remains a place of antiquity. Just the single maritime mark is recorded. The two line 'YOUGHALL/SHIP LETTER', despite a lengthy period of use, over three decades in the early years of the nineteenth century, is somewhat rare.

Kinsale to the west lies at the head of the estuary of the river Bandon. It was long the most frequented of the southern harbours until its decline in the last century but, nevertheless, remains a prosperous town sustained by extensive fishing activities. The name itself derives from the Irish 'cean Tsaile' - the headland in the sea. There was formerly a naval dockyard, which subsequently was moved to Cork. Yet, such was the importance of the town for naval purposes that local fishermen and pilots were exempt from navy pressganging. But the rise of Cobh and the developments in Cork harbour in the last century resulted in a decline of Kinsale from its former position of maritime commercial and naval importance.

In the 1770s a 'SHIP' handstamp was in use, in conjunction with the town handstamp. Subsequently a two line 'KINSALE/SHIP LETTER' was introduced, known from the early 1780s until the mid nineteenth century. A second type is also recorded from the first quarter of that century.

Skibbereen lies far to the south west of the county. It never

in fact was a port of consequence. However, two factors combined to warrant the use of a maritime handstamp. Skibbereen was the terminus for the mail coach to this corner of Ireland. This area of coastline was invariably the first to be sighted by trans Atlantic shipping from the Western World. Skibbereen therefore afforded ship captains their first opportunity to notify authorities of their safe arrival in home waters.

A two line 'SKIBBEREEN/SHIP LETTER' is known from the early 1790s, in use until the mid nineteenth century. In the 1840s a second type was used and remained in concurrent use for a number of years with the first type.

Even if the ports of Baltimore and Bantry have a long history of maritime trade neither were found deserving of a ship letter or paquebot handstamp until recent times. The little port of Baltimore handled paquebot mail in the early 1970s and consequently had a skeleton handstamp in use, though the arrangement of the lettering was somewhat unusual.

Among the more extensive inlets along the west coast of Ireland, that of Bantry Bay is nowhere surpassed for natural advantages as a harbour. It extends more than twenty five miles, incorporating many bays. These frequently are sheltered by islands which straddle the entrance giving further shelter. Castletownberehaven is one such harbour. The town lies in the narrows between Bere Island and the mainland. The Royal Navy base was located on Bere Island and its presence contributed to the economic well being of the area in the past.

Castletownberehaven is known as a port since mythical times. It was frequented with some regularity by trans Atlantic shipping in the last century even if much of the commercial trade was confined to coastal shipping. A two line 'CASTLETOWN/SHIP LETTER' is known in use in the 1830s.

Glengarriff lies at the north east inland extremity of Bantry Bay some fifteen miles from the open sea. Passenger liners frequently called at Glengarriff after the Second World War; thus necessitating the introduction of a skeleton paquebot handstamp.

Bantry itself lies further to the east, situated on the southern aspect of the bay. A skeleton handstamp was in use here in 1967, with both 'PAQUEBOT' and the town name at the top.

The variety and quantity of maritime handstamps emanating from the Cork County ports may surprise many a collector. Yet when one considers the history and importance of maritime trade over

the past two centuries in the south west of Ireland one immediately is impressed with the traffic that necessitated so many handstamps. Many are rare and therefore command a premium. All are scarce and rather elusive and thereby provide the collector with a most difficult task in assembling a comprehensive collection on this subject. Of course any study on the subject of maritime handstamps can be augmented by the inclusion of relevant postcards. But then this is another area altogether!.



CASTLETOWN SHIP LETTER

BALTIMORE Skeleton 'PAQUEBOT DUN NA SEAD'. 30mm in diameter in black ink.

BANTRY Skeleton 'PAQUEBOT BEANNTRAIGHE'. 30mm in diameter in black ink.

CASTLETOWNBEREHAVEN 'CASTLETOWN/SHIP LETTER' 50mmx4mm in black ink.

COBH

COVE
SHIP LE. COVE
SHIP LETTER

QUEENSTOWN
SHIP LETTER

PAQUEBOT PAQUEBOT

PAQUEBOT



'COVE/SHIP LE' 20mmx4mm (Cove) & 33mmx5mm in black ink.

'COVE/SHIP LETTER' 18mmx4mm (Cove) & 48mmx4mm in red & black.

'COVE/SHIP LETTER' 18mmx4mm (Cove) & 44mmx4mm in blue & green

Boxed 'INDIA LETTER/COVE' 47mmx15mm in black only.

'QUEENSTOWN/SHIP LETTER' 29mmx2½mm in black, blue & purple.

Single Circle 'QUEENSTOWN/SHIP LETTER' 21mm diameter.

Single Circle 'QUEENSTOWN/SHIP LETTER' 22mm diameter.
(Without centre slug).

'PAQUEBOT' 39½mmx6mm complimentary to the 'DUBLIN &
QUEENSTOWN/TPO' handstamp in black.

'PAQUEBOT' 34mmx4½mm.

'PAQUEBOT' 41mmx6mm.

Double Ring 'PAQUEBOT QUEENSTOWN' diameter of 27mm in black.

Double Ring Skeleton 'PAQUEBOT/COBH' diameter 30mm in black.

Double Ring Skeleton 'COBH/PAQUEBOT' diameter 30mm in black.

Double Ring 'PAQUEBOT/COBH' diameter of 23mm in black ink.
(Withdrawn during World War II).

Single Ring 'COBH/PAQUEBOT' diameter of 30mm.

Machine Cancellation 'PAQUEBOT/COBH' diameter of 21mm.

CORK

SHIP

C O R K S H I P L E T T E R

CORK

CORK
SHIP LETTER

CORK
SHIP LETTER

'SHIP' sometimes found without the accompanying 'CORK' but more usually with serified letters 31mmx7mm.

'CORK/SHIP LETTER' 24mmx5mm (CORK) & 52mmx5mm in black & red.

'CORK/SHIP LETTER' 21mmx4½mm (CORK) & 54mmx4½mm in black, red and blue.

Boxed 'CORK/SHIP LETTER' 42mmx14mm in black and red ink.

Boxed 'INDIA LETTER/CORK' 40mmx10mm in red ink.

Boxed 'INDIA LETTER/CORK' 47mmx15mm letter height being 3½mm in red ink.

Boxed 'INDIA LETTER/CORK' 47mmx15mm letter height being 3mm, 'CORK' - 3½mm in black ink.

'PAQUETBOT' 33mmx5mm in black ink.
Complimentary to the circular
'DUBLIN & COR TPO/AMERICA MAIL'
handstamp.

Skeleton 'PAQUEBOT/CORCAIGH' 30mm in diameter.

Single Ring 'PAQUEBOT/CORCAIGH' 30mm in diameter.

Illustrated Handstamp 'CORCAIGH/PAQUEBOT 9.2.79'
(Used on the maiden voyage of the MV Connacht. See illustration on previous page).

INDIA LETTER
CORK

INDIA LETTER
CORK

INDIA LETTER
CORK



*L. Genville
35 Breney Grove*

GLENGARRIFF Skeleton 'PAQUEBOT/GLEANN GARBH' diameter 31mm
in black.

KINSALE

KINSALE
SHIP

KINSALE
SHIP LETTER

KINSALE
SHIP LETTER

'SHIP' separate handstamp used in conjunction with the town
handstamp. 18mmx5mm in black ink.

'KINSALE/SHIP LETTER' 30mmx5mm (KINSALE) & 50mmx5mm in black
red, blue and yellow ink.

'KINSALE/SHIP LETTER' 38mmx4mm (KINSALE) & 50mmx4mm in black
and red ink.

SKIBBEREEN

SKIBBEREEN
SHIP LET^r

SKIBBEREEN
ShipLetter

'SKIBBEREEN/SHIP LET^r' 44mmx4mm (SKIBBEREEN) & 37mmx4mm in
black and red ink.

'SKIBBEREEN/SHIP LETTER' 40mmx4mm (SKIBBEREEN) & 36mmx6mm.
'SHIP LETTER' is in serified letters
in black and blue ink. Both
handstamps were in concurrent use
for a number of years.

YOUGHAL

YOUGHALL SHIP LETTER

'YOUGHALL/SHIP LETTER' 37mmx5mm (YOUGHALL) & 49mmx5mm in black ink.

References

Maritime Postal History of the British Isles - Robertson
Ship Letters of the British Isles - Robertson
Postal History of Great Britain and Ireland - Alcock & Holland
Irish Postmarks Since 1840 - Mackay
Irish Stamp News (Various editions) - White (Editor)



Note from the Editor:- GLEANN GARBH (Glengarriff)

Some years ago, whilst in Bantry, I visited the Post Office on a quest for postmarks. The Postmaster was a very nice person, it was quiet and he had time to talk with me. I mentioned the 'Paquebot Gleann Garbh' handstamp and he went to the safe and brought out the "travelling" box containing a handstamp and sets of letters to make up the name of the Post Office etc. The handstamp was already made up with the 'PAQUEBOT GLEANN GARBH'. It had been last used in 1973, I visited the Post Office in 1974 whilst we were on leave in South West Cork. He said that the handstamp had never been in Glengarriff and that all mail landed from cruise vessels was sent to Bantry and the letters were cancelled there.