

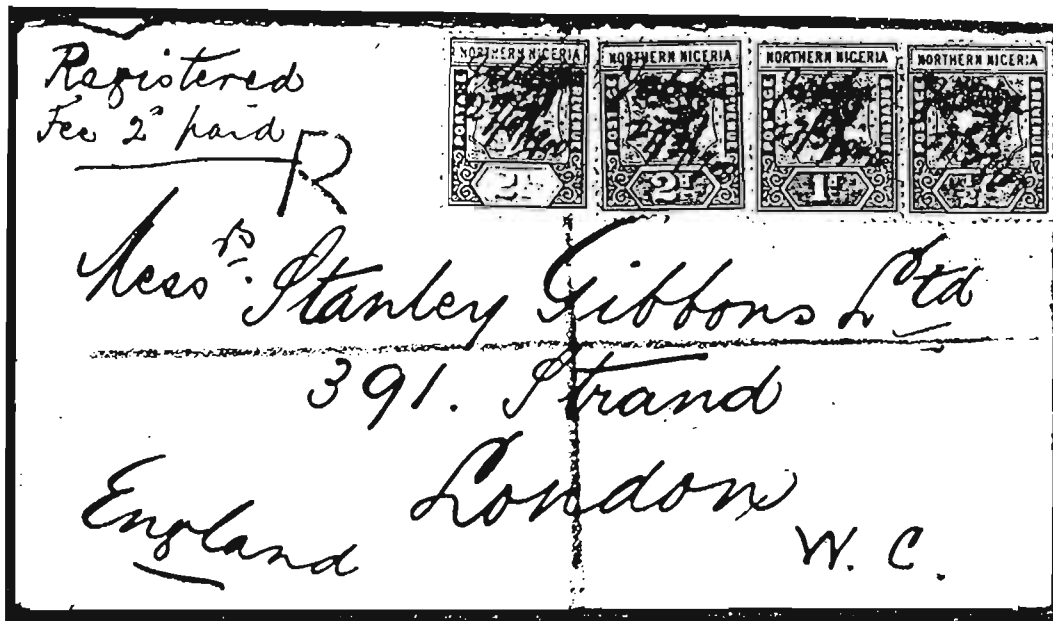
# G A M E O



Journal of the  
West Africa Study Circle  
**VOLUME 4 NUMBER 8**

**JULY 1993**

# West Africa



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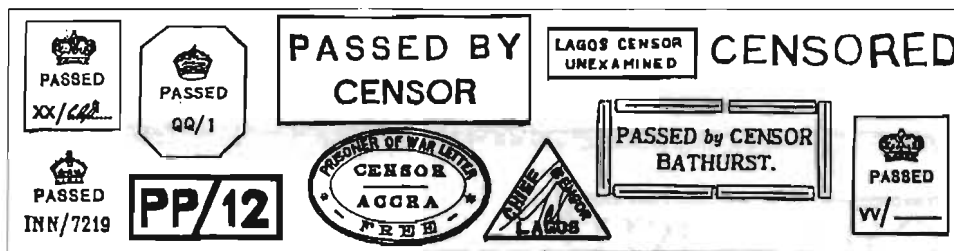
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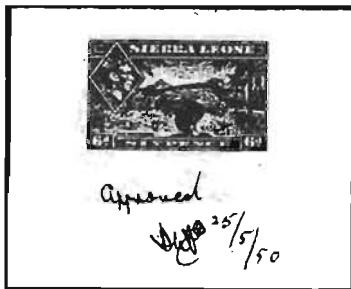
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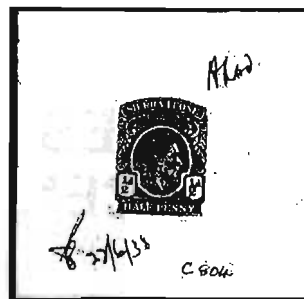


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1950 Die Proof of the impressed stamp for the 6d aerogramme, in issued colour of grey on pale grey wove paper, endorsed "Approved 25/5/50".

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As an Editor can I make a plea to my many contributors who make this magazine to render my life a little easier if possible, and certainly my typist's, by sending your articles to me typed (a doctrine I know of perfection). However, above all can all correspondents give me their fax or telephone number as it is surprising how many queries do arise from articles which your Editor has to clarify with the contributor. The post can be a very cumbersome method of correspondence especially for overseas contributors.

As a collector it is noticeable to me that, although still copious, interesting postal history material is gradually becoming more difficult to obtain, whereas stamps have never been cheaper but paradoxically not always easy to come by. Perhaps this is why there are comparatively few articles in Cameo on stamps. It would be nice to receive more articles on stamps.

Future Publications Readers will notice that there is an advertisement in this issue for one of the new Society Publications, West African Censorship, WWI and WWII, promised in the last issue. I do hope you will support it.

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GOLD COAST 1883 1d. ON FOURPENCE MAGENTA

D.R. BEECH, FRPSL

(First published in "The London Philatelist", Volume 96, September/October, 1987.

**THIS STAMP** was first reported in the **The Philatelic Record** of June 1883 (Vol. 5, page 88), where the following appeared:

**GOLD COAST.** - We have received a specimen of the Fourpence surcharged "1d." in black, about which all we can say at present is, that it was picked up in the "City". As we have had occasion to remark in connection with other provisionals, this **may** be genuine; but we should not be surprised to learn that it was the production of one of those ingenious boys who do so much to destroy the reputation of the innocent quarter in which it was found.

**Provisional.** 1d. on 4d., magenta; **wmk. Crown and C.C.; perf. 14.**

It was probably E.D. Bacon who sent the example to **The Philatelic Record**, for in **Stanley Gibbons Monthly Journal** of 31 January 1899 (Vol. 9, page 122), he wrote: 'I well remember purchasing for a few pence a used specimen of the stamp in 1883, at a well-known shop which used at that time to exist in Seething Lane, London, where numbers of Gold Coast stamps were received for sale from time to time.' This 'well-known shop... in Seething Lane' ... would have been very well-known to Bacon for he was for many years, including 1883, in business at number 41, Seething Lane, as 'Bacon & Hastings' Flour Factors<sup>1</sup> The shop was almost certainly that of E. Fernley, who is shown in Nunn, C.H. **The Stamp Dealers of Great Britain**, for the years 1880 and 1885, the dates of the First and Second editions.

The reference to '... the production of one of those ingenious boys...' in **The Philatelic Record** report refers almost certainly to G.K. Jeffryes who in 1883, at the age of 16, was producing fake overprints<sup>2</sup> on genuine stamps. E.D. Bacon in **The London Philatelist**, Vol. 43, page 101, May 1934 tells us: 'We must also remember that 1883 was a prolific year for the production of bogus surcharges in London.' It was not surprising, therefore that **The Philatelic Record** took the view it did. A further report appeared in that periodical in October 1883 (Vol. 5, page 159), when the following appeared:

**GOLD COAST.** - In June last we spoke somewhat disrespectfully of the Fourpence surcharged 1d. black, the authenticity of which seemed to us very doubtful. Respecting this stamp Mr. W. Clifford writes us as follows: "I have just received a reply to the enquiries I addressed to one of the officials, who says, 'Fourpenny stamps surcharged 1d., in printing, were issued here by authority for a very short time; but now they do not exist; their issue has been abolished.' You may depend on the correctness of this information."

W. Clifford was a dealer of Cranbourne Street, Hull, who describes himself in Nunn's **The Stamp Dealers of Great Britain** (First edition, 1880) as 'Importer of Foreign Stamps, Dealer in rare varieties only'. This second report is the principal evidence to support the stamp as genuine, and without it the surcharge would most probably have been long dismissed as the work of a forger. What became of the reply from Gold Coast is unknown but it is useful to speculate on who may have sent it, if from the Post Office. According to **Gold Coast Blue Book 1883**, the Post Office had a staff of eight when the stamp was issued, including three Postmasters: Accra - E. Rowland Cole; Cape Coast - E.J. da Costa; and Quittah - J.F. Thompson. The two newspapers published in the Colony at the time, **The Gold Coast Times** and **The Gold Coast Assize**, give us no further information. L.N. Williams carried out research, using local records, into this and other issues, together with local postal arrangements, during his spare time while on active service in Gold Coast in 1943, but found no firm information.<sup>3</sup>

That a stamp shortage existed in 1883 is quite clear and L.N. & M. Williams gave the background<sup>4</sup> in **Philatelic Magazine** in 1943. We know from L.N. & M. Williams, **Fundamentals of Philately**, pages 475 and 476, quoting from records, that in January 1883 stamps '... having been affected by damp and thus gummed together, the damage resulting from the process of separating them' ... and 'on 5 May 1883, E. Jose da Costa, Postmaster at Cape Coast, returned a quantity of stamps to Accra stating that they had been sent to him defaced or otherwise unfit for use'. These returned stamps included 32 sheets of 1d. ungunmed or defaced.

The month of issue is given in several of the standard catalogues as May, but the writer can find no evidence to support this; it is clear from the date of the original report in *The Philatelic Record* of June, the stamp probably existed by May. The 4d. Crown CC watermark was available in the Colony from 1876 to the time of the first report in *The Philatelic Record* in June 1883, and the surcharge could have been produced at any time during this period. As 32 sheets of the 1d. had been returned to Accra from Cape Coast on 5 May, it is possible that the 1d. on 4d. was then produced for use at Cape Coast, but only circumstantial evidence supports this theory. The '1d.' surcharge appears to be printed and not handstamped, and it is interesting to note that according to *Gold Coast Blue Book 1883* the Government Printer was S.S. Cole and the First Assistant G.T.A. Thompson, who could have been related to the Postmaster at Accra, E. Rowland Cole, and to the Postmaster at Quittah, J.F. Thompson.

Only a few copies of the stamp are reported in the literature. The copy purchased by E.D. Bacon in 1883 was acquired by T.K. Tapling, and upon his death in 1891 his collection was bequeathed to the Trustees of the British Museum. Bacon arranged Tapling's Collection for the British Museum, and the Gold Coast section was completed between 21 November 1894 and 21 May 1895. (**Tapling Collection Accounts**, held by the British Library Philatelic Collection.) In 1973 the Tapling Collection, along with all of the Philatelic Collection, was transferred to the British Library. The Tapling Collection copy is used and bears two postmarks. One is unclear, the second is an indistinct oval 'killer' with number, both in black; the stamp is soiled and has a diagonal crease at upper-left (see Figure 1).

A second copy was first reported in *The Postage Stamps, Envelopes, Wrappers, Postcards, and Telegraph Stamps of the British Colonies, Possessions and Protectorates in Africa* (The Philatelic Society, London, 1895 Part 1, page 77) where it is described as being '... in a famous collection in Paris'. Bacon confirms this in his letter to *Stanley Gibbons Monthly Journal*, where he stated '... the owner of a well-known Parisian collection once told me that he possesses a specimen ...', this has been taken by various later writers to be Philipp la Renotiere von Ferrary. It is recorded in *The London Philatelist* (Vol. 35, page 257, October 1926) '... that gentlemen (Ferrary) never exhibited his stamps publicly and was also very chary about showing them privately ...', nor did a 1d. appear in any of the Paris sales of the Ferrary Collection and this was confirmed by the auctioneer, M.G. Gilbert.<sup>6</sup> According to *Philatelic Magazine* (Vol. 22, page 336, 24 November 1928), the only British Colony not disposed of in Paris was Montserrat.

L.N. Williams has suggested that the Parisian collector could have been W.A.S. Westoby, who certainly wrote under the pseudonym 'A Parisian Collector'. Against the theory is a reference by Bacon to the sale of the British Guiana 1856 1c black on magenta to '... the well-known Parisian Collector ...' (*The London Philatelist*, Vol 9, page 36, February 1900) and we know this to have been Ferrary (Williams, L.N. & M., *Stamps of Fame*, London 1949). This speculation, while useful in tracking down this second copy, is rendered academic, as no copy other than that in the Tapling Collection is known.

The Expert Committee of the Royal Philatelic Society, London, has never had an example submitted to it, and Enzo Diena reports that 'No 1d. on 4d. magenta has ever been submitted to us'. A 'copy' was submitted in July 1947 to the British Philatelic Association's Expert Committee and received a certificate dated August 1947, stating it to be a forgery (Certificate 9754) (see Figure 2). In the *Gold Coast Blue Book 1875*, it is recorded that the Inland Postage rates were as follows: Letters 1d. per half ounce, newspapers 1d. each, thus proving the need for 1d. stamps.

The information recorded above is all the evidence found by the writer and any further information will be gratefully received. Having seen and explained the evidence, on this much-doubted stamp, the writer is unable to come to any definite conclusion. On the one hand, we know of only one copy, found in 1883, a year Jeffryes is known to have been active in faking surcharges. On the other, we have the word of E.D. Bacon as to its purchase in Seething Lane and the reply to W. Clifford from the Colony that 1d. on 4d. stamps were issued by authority. More evidence and other copies may give us the answer.

Since this article first appeared in 1987 a further "copy" has come to light but the overprint is nothing like the other copies, Tapling and BPA expertized.

1. See The Post Office London Directory for 1883.
2. See Tyler, Varro E., **Philatelic Forgers, Their Lives and Works**, page 22.
3. See Lieut. L.N. Williams, Search and Research, **The Stamp Lover**, Oct - Nov 1943, Vol. 36, pages 61/2.
4. See L.N. & M. Williams, Gold Coast Stamp Famine 1883 - 84 - Light on Use of Bisected Provisionals, **Philatelic Magazine**, Dec 1943, Vol. 51, page 590.
5. See letter by E.D. Bacon in **Stanley Gibbons Monthly Journal**, Vol 9, page 122, 31 Jan 1899.
6. See Spowart, H.A., **The Postage Stamps of the Gold Coast** (Stanley Gibbons Ltd, London 1929) page 19.
7. See **London Philatelist**, Vol. 8, page 282, November 1899.

#### **Acknowledgements**

The late R.A.G. Lee RDP for checking the records of the Expert Committee.

Dr. Enzo Diena, RDP for checking records.

Neil Donaldson, former Secretary of B.P.A. Expertising, for checking the British Philatelic Association, Expert Committee records.

L.N. Williams and P.O. Beale for advice and encouragement.

Herbert A. Trenchard for checking his copies of the E. Luder-Edelmann & Co, of Zurich, Ferrary auction catalogues.

B.P.A. Expertising Ltd, for permission to reproduce the photograph of the forgery from the British Philatelic Association, Expert Committee records.

The British Library for permission to reproduce the copy from the Tapling Collection.




Figure 1

Figure 2




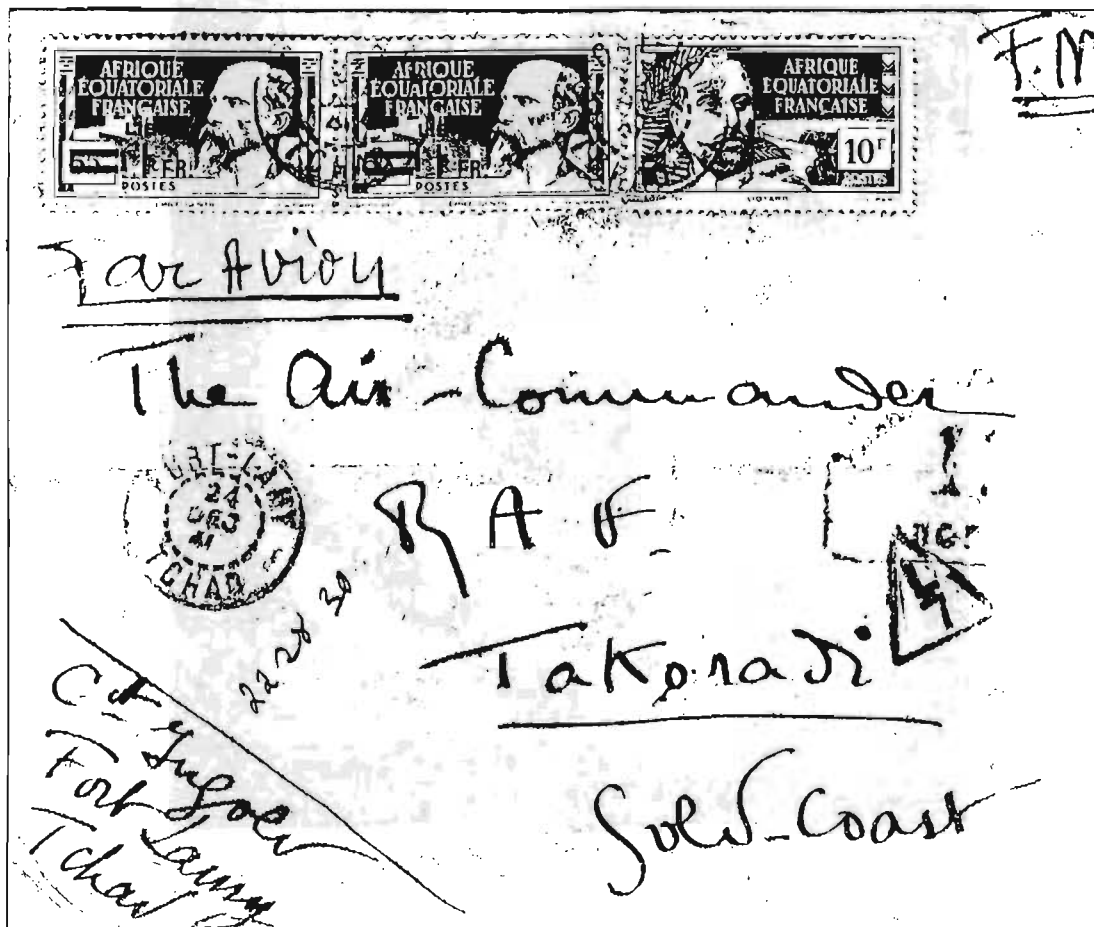
MAIL TO WEST AFRICA GOLD COAST

ROY COOPER

Cover from Fort Lamy Tchad, sent by air mail to Takoradi Gold Coast 24.12.41. Rate 12 Francs. On reverse is a Lagos postmark of 27th December 1941. Censored at Lagos and bearing part of the "Passed by Censor 12 Nigeria" hexagonal in Red also  in violet. Also on reverse is a double circle 35mm. handstamp "Controle Postale Commission "G" Afrique Equatoriale Francaise".

Controle Postale Commission G is the French Censorship handstamp.

 This is a Lagos censorship mark (identifying the censor or the district probably).



THE "NEW CURRENCY" OVERPRINT ON GHANA DEFINITIVE ISSUE

19TH JULY 1965

(Prepared in 1965 by Messrs. Lakhiani, Michaletti and Bocock, members of The Ghana Philatelic Association.)

The Overprint consists of the inscription "Ghana New Currency - 19th July 1965" in two lines typographed over the 1959-61 Definitive Issue. The value is printed above the inscription on all stamps but the 2/6 where it is below. The overprint is printed horizontally on the 2d., 3d., 4d., 6d., 1/3d., 2/6d. and diagonally on the 1d., 11d., 1/-, 2/-, 5/-, 10/- and £1. The other values of the definitive issue were not overprinted.

In the New Currency the value is expressed in Pesewas (One Pesewa = P = One Penny) and Cedi (One Cedi = C = 100 Pesewas = 8/4d.)

The overprints are as follows: 1p. on 1d., 2p. on 2d., 3p. on 3d., 4p. on 4d., 6p. on 6d., 11p. on 11d., 12p. on 1/-, 15p. on 1/3d., 24p. on 2/-, 30p. on 2/6d., 60p. on 5/-, C 1.20 on 10/- and C 2.40 on £1.

Colours used basically are:

Red:	1p.
Blue:	2p., 4p., 12p., 30p., 60p., C 1.20, C 2.40.
Brown:	3p.
Black:	6p.
White:	11p. and 15p.
Green:	24p.

The red on 1p. exists in three shades, and the blue on the 2p. in two.

The overprinting was done in Accra in the Government Printers' premises.

Constant varieties, flaws and other defects can be divided in Groups:

GROUP ONE: Letters, digits and stops partially or totally missing or defective.

1p. -	R2/3 - Ghana in lieu of Ghana. R4/6 - Damaged G of Ghana. R5/4 - 5 of 1965 incomplete.
2p. -	R2/3 - Second 'c' of Currency damaged. R2/5 - C of Currency defective. R3/1 - 2p. of different type. R4/5 - 2p. damaged. R5/2 - Short '1' of 19th. R6/4 - "u" of currency damaged. R6/5 - "r's" of currency damaged.
3p. -	R2/5 - 'en' of Currency broken.
4p. -	All R 1 - Top of 4 of 4p. partially missing.
6p. -	R6/5 - "1" of 19th short.
11p. -	R2/3 - Stop after 1965 missing. R4/4 - Second 1 of 11p. damaged.
12p. -	R3/1 - First "a" of Ghana partially missing.
15p. -	R3/1 - "1" of 19th short. R5/2 - Short 1 and broken 9 of 19th.

- 30p. - R4/2 - "0" of 30 damaged.  
R5/2 - "3" of 30 damaged.
- 60p. - R1/6 - "Currency, July and 1965" damaged.  
R4/4 - "p" of 60p. damaged.
- C 1.20 - R3/3 - "Ju" in lieu of July.
- C 2.40 - R1/5 - "G" of Ghana damaged.  
R4/4 - Currency in lieu of Currency.  
R5/4 - "Gh" of Ghana partially missing.

GROUP TWO: Additional stops and other marks.

- 11p. - R3/1 - Spot above "p" of 11p.  
R4/6 - Spot above "p" of 11p.  
R5/6 - Spot above "p" of 11p.  
R2/6 - Spot above "n" of Currency.
- C 1.20 - R3/5 - Stop between C and 1.20.

GROUP THREE: Variations in distance between the two lines of the overprint. The distance between the two lines of the overprint could be divided into three categories:

Narrow setting: The distance is less than .6mm.

Wide setting: The distance is more than 1.3mm.

Normal setting: The distance is between .7mm. and 1.2mm. Normally it is .9mm. Nearly all the stamps in the sheet are normal.

Narrow setting:

1p. R2/2, R4/6	11p. R4/6, R5/2	12p. R4/6, R5/2
2p. R3/1, R6/2	15p. R2/4, R3/1, R5/4	C 1.20 R4/5, R5/2
3p. R4/2, R5/3	24p. R3/5, R5/1	C 2.40 R4/5, R6/2
4p. R3/1, R6/2	30p. R4/2, R5/3	
6p. R3/1, R6/2	60p. R4/6, R5/2	

Wide setting:

1p. R3/4, R3/6	15p. R4/3
2p. R2/3, R4/3, R6/3	24p. R1/3, R2/1, R5/6
3p. R1/3, R3/3, R5/1, R5/5	30p. R1/3, R3/3, R5/1, R5/5
4p. R4/3, R6/3	60p. R1/4, R5/3
6p. R2/3, R4/3, R6/3	C 1.20 R1/4, R3/2, R5/5
11p. R1/4, R5/3	C 2.40 R1/4, R3/2, R5/5
12p. R1/4, R5/3	

GROUP FOUR: Variations in the alignment between the two lines of the overprint.

Left: The 1 of 19th is directly below the space between the "h" and the first "a" of Ghana:

G H A N A  
1 9 th.

1p. R3/4, R3/5	4p. R4/3
2p. R4/3	24p. R5/6
3p. R1/3, R5/5	30p. R1/3, R5/5
6p. R4/3	60p. R1/4, R2/1, R5/3
11p. R1/4, R2/1, R5/3	C 1.20 R1/4, R1/5, R2/5
12p. R1/4, R2/1, R5/3	C 2.40 R1/4, R1/5, R2/5
15p. R2/4, R4/3	

Right: The l of 19th is directly below the space between the first "a" of Ghana and the "n":

G H A N A  
1 9 th.

1p. R2/4, R3/6, R4/1	15p. R2/3, R4/4, R6/3
2p. R2/3, R4/4, R6/3	24p. R4/6, R5/5,
3p. R3/3, R5/1, R6/1	30p. R3/3, R5/1, R6/1
4p. R2/3, R4/4, R6/3	60p. R1/3, R2/2, R3/2, R4/4
6p. R2/3, R4.4, R6/3	C 1.20 R2/4, R3/1, R5/5
11p. R1/3, R2/2, R3/2, R4/4	C 2.40 R2/4, R3/1, R5/5
12p. R1/3, R2/2, R4/4	

Normal: The l of 19th is directly below the first "a" of Ghana:

G H A N A  
1 9 th.

There is also one other difference in alignment between the new value and the two lines of the overprint. It is on R1/3 of the 11p. on which the two lines of the overprint are on the right setting but the cliché of the 11p. leans to the right.

Errors of colours: Refer to Stanley Gibbons British Commonwealth Catalogue part 1, 1993 Edition, GB and countries A-I.

Double overprints: Refer to Stanley Gibbons British Commonwealth Catalogue part 1, GB and countries A-I.

Inverted overprints: Refer to Stanley Gibbons British Commonwealth Catalogue part 1, 1993 Edition, GB and countries A-I.

Shifted overprints: Some sheets with the overprint shifted in various positions were also found. In some cases the overprint is printed diagonally.

Some sheets were found with the overprint partially missing and at least one sheet is known with a clear offset of the overprint at the back.

The postage due stamps were similarly overprinted.

## NIGERIA DIE II KEY PLATE VARIETIES

PETER FERNBANK

Jeremy Martin's article in the January 1993 issue of Cameo notes a break in the frame under the 'A' of Nigeria on the 1d., 3d. violet, 4d. and 6d. of the die II Script CA issue. 'The variety is a flaw on the key plate, but which one?'

Only two key plates are common to these four values, plates 16 and 18. I have a complete sheet from Pl.16 of the Leeward Islands 5d. printing of March 1928 which does not show this flaw. Since the only printing of the Nigeria 3d. Pl.16 was in August 1927 Pl.16 can be eliminated from the reckoning.

Whilst several Pl.18 printings were made of the 1d. between Oct '28 and Jan '31 the only 3d., 4d. and 6d. Pl.18 printing was in Oct/Nov 1928. Plate 18 was in use between December 1927 and February 1931 which would fit in well with the postmarks from c.1930 found on the above examples. If anyone has a sheet/pane/large piece of any value from Pl.18 it would be interesting to try to position this variety.

VARIETIES ON NIGERIA COMMEMORATIVE STAMPS FROM 1960 ONWARD

JEREMY MARTIN

A collection recently purchased included a great number of varieties from Independence onwards. Commemoratives only are included here: Definitives are being dealt with separately.

1961 First Anniversary of Independence

SG.106 3d. yellow and silver omitted. The large 'Y' appears grey and the yellow areas white.

1962 International Trade Fair, Lagos

SG.125 2/6d. yellow extension on right side of second oil derrick from left. Believed row 7, stamp 2.  
2/6d. yellow extension on left side of second oil derrick from left. Believed row 5, stamp 4.  
2/6d. black and yellow colours shifted 1mm. to right leaving derricks white and yellow instead of all yellow.  
2/6d. doubly perforated left margin and also first row horizontally.

1963 Peaceful Use of Outer Space

SG.131 6d. six stars instead of five, row 1, stamp 2.  
6d. miniature sheet, row 1, stamp 2 same flaw.  
SG.132 1/3d. extra star to right of group of four to bottom left of satellite, row 1, stamp 1.  
1/3d. extra star above group of four to bottom left of satellite, row 1, stamp 1.

1964 Kennedy

SG.147 - 149 1/3d., 2/6d., 5/- imperforate with margins but not cut from miniature sheet.

1966 Commonwealth Meeting

SG.186 2/6d. flaw appears like a man on roof of building. Believed row 8, stamp 5.

1968 Human Rights

SG.210 1/6d. 1mm. upward colour shift of dark green gives a 'doubling' effect to the flag.

1968 5th Anniversary of Republic

SG.211 4d. green stroke on tail of dove. Believed row 5, stamp 3.  
1/6d. ditto  
1/6d. white dot below 'N' of 'NIGERIA'. Believed row 5, stamp 8.  
1/6d. green stroke through tail of dove. Believed row 1, stamp 1.

1969 Philatelic Service

SG.215 4d. imperforate plate proof on gummed paper in pale dull green without black colour.  
SG.216 1/6d. ditto in pale dull violet.

1979 10th Anniversary of Philatelic Service

SG.396 5k printed on gummed side.

### 1982 Scouting

SG.429 30k watermark inverted.  
30k the six vertical lines of perforations between rows 9 and 10 all had 4mm. of double perforations. Believed one sheet only.  
SG.430 45k watermark inverted.

### 1986 Reptiles

SG.509 10k imperforate on gummed, watermarked paper.  
SG.510 20k ditto  
SG.511 25k ditto  
SG.512 30k ditto  
30k black mark on branch at bottom left, also double perforations vertically affecting bottom and ninth rows only. The flaw (black mark is on row 10, stamp 6).

### 1986 Insects

SG.528 10k imperforate on gummed, watermarked paper.  
SG.529 20k ditto  
SG.530 25k ditto  
SG.531 30k ditto  
MS.532 - imperforate  
MS.532 - perforated horizontally twice, each through centre of stamp.  
No vertical perforations.

### 1986 Children's Fund

SG.533 10k imperforate on gummed, watermarked paper.  
SG.534 20k ditto  
SG.535 25k ditto  
SG.536 30k ditto

### 1986 International Affairs

SG.537 20k imperforate on gummed, watermarked paper.  
SG.538 30k ditto

### 1987 Flowers

SG.543 10k imperforate on gummed, watermarked paper.  
SG.544 20k ditto  
SG.545 25k ditto  
SG.546 30k ditto

### 1988 W.H.O.

SG. 10k imperforate on gummed, watermarked paper.  
20k ditto  
30k ditto

### 1988 Shrimps

SG. 10k imperforate on gummed, watermarked paper.  
10k perforations misplaced horizontally by 4mm. and vertically by 8mm.  
20k imperforate on gummed, watermarked paper.  
25k ditto  
30k ditto  
MS. - imperforate  
- vertical perforations shifted 8mm. to the right and horizontal 7mm. too high.

1988 Olympics

SG.                    10k imperforate on gummed, watermarked paper.  
                         20k                ditto  
                         30k                ditto

In addition, the Urch, Harris & Co. Ltd. 'Commonwealth Queen Elizabeth II' catalogue lists:

1962 Second Anniversary of Independence

UH.S.39a            3d. green omitted.

1963 Scouts

UH.MS.1a           - Miniature sheet - red omitted.

1963 Third Anniversary of Independence

UH.558             1/3d. bistre omitted.

1965 Scouts

UH.576a            1d. retouch (a line) in upper left corner.

With acknowledgements to Stanley Gibbons and Urch, Harris.

NIGERIA G V POSTAL STATIONERY CARDS

JEREMY MARTIN

Higgins & Gage list the G V postcards H & G 1, 2 and 3 (½d., 1d and 1d. reply) issued in 1914 as "... only known to us in specimen form".

The writer recently purchased a cut-out of the 1d. which has an indistinct postmark of Southern Nigeria. The date is not clear.

This does seem to indicate that supplies of these postcards were sent out to Nigeria.



LAGOS  
THE HALFPENNY ON 4D. PROVISIONAL  
ROBERT SEAMAN



SG42a in the Stanley Gibbons Part 1 catalogue lists the 1887 4d. stamp, with double overprint. It is catalogued £55 unused or used but, whenever an example is offered at a percentage of this price, it is invariably what is known as a "kiss print". That is to say, there are two printings of "half penny" very close to each other but only one impression of the two bars cancelling the original value of 4d.

Last year, I checked through all the records of BPA Expertising Limited from the earliest to 1976 and found that no certificate had ever been issued for a genuine double overprint or, for that matter, the triple overprint, which is also listed by Gibbons. I made enquiries also of the Royal Philatelic Society Expertising Committee, but could find no example there.

My next move was to approach the Editor of the Gibbons Catalogues, Mr. David Aggersberg and he told me that the double overprint was introduced in the 1930's after what he was quite sure was satisfactory proof of the existence of the double overprint. Unfortunately, the records covering this entry were destroyed by bombing during the second world war and it was no longer possible to produce the evidence.

Towards the end of last year, I bought the example illustrated above at Stampex, again at about half the catalogue value. It can be seen that, on this example, there are four lines as well as two prints of the wording. This is the first example I have seen where the lines are doubled and I wonder whether this is a real double overprint. I would welcome members views on this.

SIERRA LEONE: SECOND WORLD WAR CENSORSHIP

MICHAEL M. ANDERSON

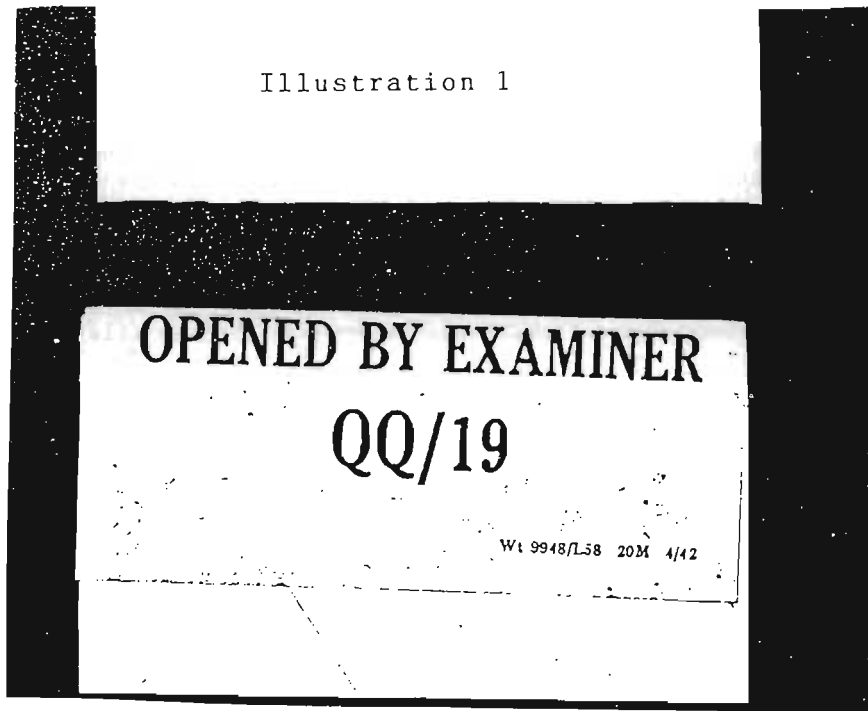
Second World War/Civil Censorship Tape Type 4, Examiner QQ/34, recorded by Frank Walton in January 1993 issue of Cameo, is known also on a letter sent to England by Air Mail on 9th December 1944.

An additional number, QQ/19, is reported here for the Type 3 WW2CC Tapes (illustration 1). This tape was used on a cover sent in May 1945 to a Royal Air Force Station in South Africa. This is a later use of Type 3 than recorded by Philip Beale in "The Postal Service of Sierra Leone"; QQ/14 was still in use in January 1944. The Type 3 Tape "Opened by Examiner QQ/13" illustrated by Philip Beale (Page 32) shows both thinner lettering, including a different type of M, and thinner numbers than those used in printing "Opened by Examiner QQ/19" and other examples of Type 3 (QQ/14, QQ/17, QQ/18) in the writer's possession. If Type 3 Tapes can be separated into those with thinner lettering and numbers and those with thicker lettering and numbers, then they should be grouped as Types 3a and 3b.

Three different examples of the Type 2 WW2CC Tape (all in use in 1942) are shown in Illustration 2. The upper one is the same as that recorded by Philip Beale, i.e. lettering with serifs printed in red on blue paper but the blue should be referred to as dark blue to distinguish it from the colour of the paper used in the middle example which is a distinctive pale turquoise blue. The colour of the red ink used for the lettering in both examples is probably the same but it appears as bright red on the pale turquoise blue paper and as dark red on the dark blue paper. The lower example is like the upper one but with distinctly larger lettering, i.e. letters 8.5 mm. high instead of 7 mm. high and correspondingly wider. The three examples are clearly different from one another and should, therefore, in future be distinguished as Types 2a, 2b and 2c.

Type 2a is known with WW2CC Handstamp Type 3 censor number 11 (previously noted by Philip Beale), and also with Handstamp Type 2 censor number 4 on the face of the letter. Types 2b and 2c are known with Handstamp Type 2, the former with censor number 9 and the latter with censor number 5, in both cases on the face of the censored letters.

Illustration 1



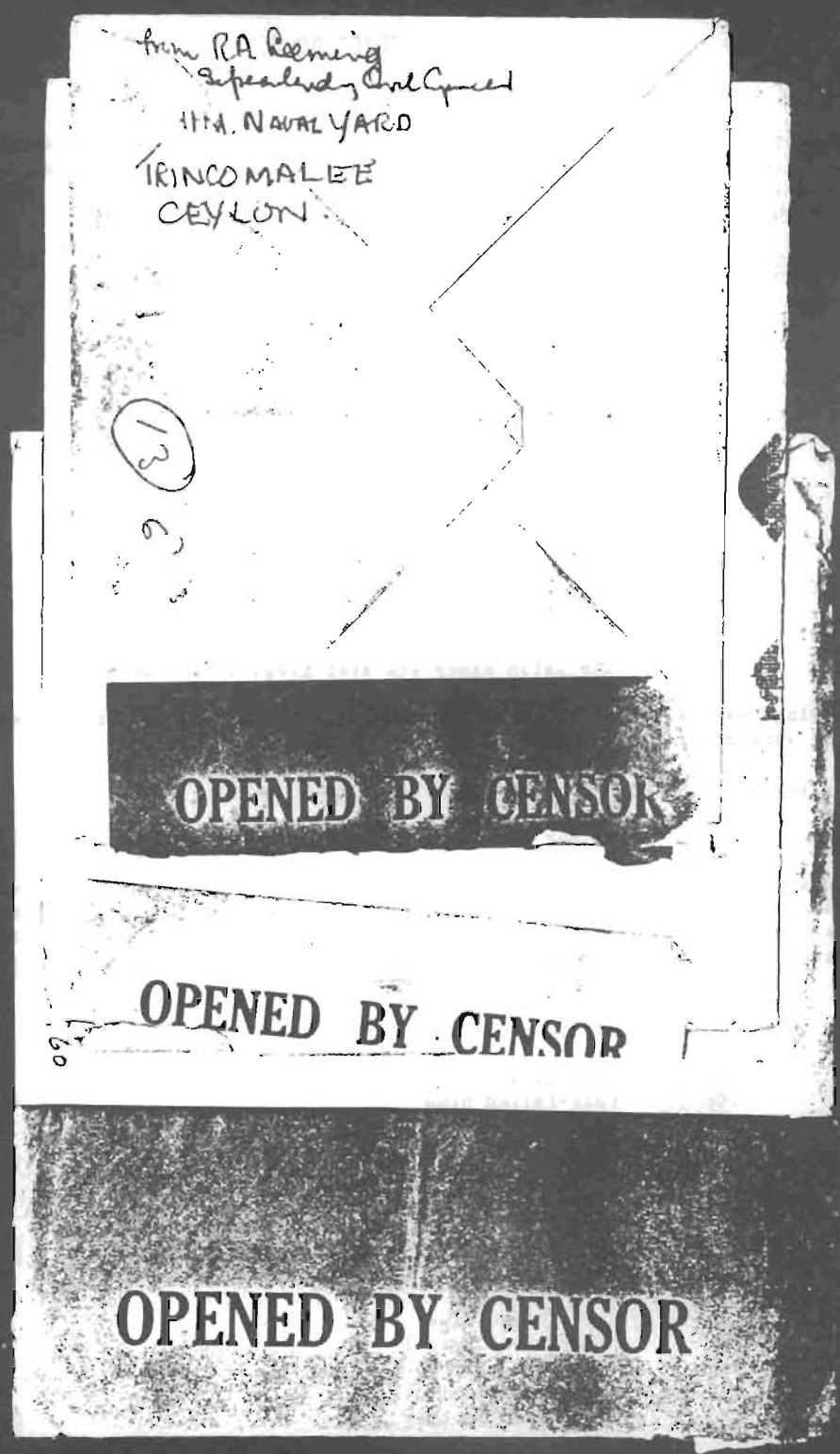


Illustration 2

SIERRA LEONE  
1987 BUTTERFLY DEFINITIVES  
PETER ROLFE

On 4th August 1987, Sierra Leone issued a new set of definitive postage stamps depicting butterflies of West Africa. This attractive set of 15 values to a vertical format, was designed by S. Heinmann and litho printed by Questa. There is no watermark and no date imprint. Perforation is 14 X 14. The values and subjects (as illustrated) are:-

ISSUE A No date imprint. Perf. 14 X 14.

10c	Blue Salamis
20c	Pale-Tailed Blue
40c	Acraea Swallowtail
Le1	Broad Blue-Banded Swallowtail
Le2	Giant Blue Swallowtail
Le3	Blood Red Cymothoe
Le5	Green-Spotted Swallowtail
Le10	Small-Striped Swallowtail
Le20	Congo Long-Tailed Blue
Le25	Blue Monarch
Le30	Black and Yellow Swallowtail
Le45	Western Blue Charaxes
Le60	Violet-Washed Charaxes
Le75	Orange Admiral
Le100	Blue-Patched Judy

The latin names are also given on the design.

The following year, although at different times, all 15 values were reprinted, again with no date imprint or watermark, but this time perforated 12 X 12.

ISSUE B No date imprint. Perf. 12 X 12.

Values and detail as before 10c to Le100.

The situation now became very complex as various reprints were issued with the strong influence of a steep inflation showing up. The dates of the various issues are very uncertain and there is no consensus between the New York agents and Freetown Post Office. The following lists show the issues and values that have been seen to date. They are not necessarily in order of issue or even complete listings.

ISSUE C With 1989 imprint date. Perf. 14 X 14

10c	Blue Salamis
20c	Pale-Tailed Blue
40c	Acraea Swallowtail
Le1	Broad Blue-Banded Swallowtail
Le2	Giant Blue Swallowtail
Le3	Blood Red Cymothoe

ISSUE D With 1989 imprint date. Perf. 12.5 X 11.25.

10c	Blue Salamis
20c	Pale-Tailed Blue
40c	Acraea Swallowtail
Le1	Broad Blue-Banded Swallowtail
Le2	Giant Blue Swallowtail
Le3	Blood Red Cymothoe

ISSUE E With 1989 imprint date. Perf. 14 X 14.

Le3	Acraea Swallowtail	as previous 40c
Le9	Blood Red Cymothoe	as previous Le3
Lel2	Blue Salamis	as previous 10c
Le16	Pale-Tailed blue	as previous 20c

ISSUE F With 1990 imprint date. Perf. 12 X 12.25.

50c	Acraea Swallowtail	as previous 40c & Le3
Le50	Blue Salamis	as previous 10c & Lel2
Le80	Pale-Tailed Blue	as previous 20c & Lel6
Le300	Black and Yellow Swallowtail	as previous Le30

ISSUE G With 1990 imprint date. Perf. 14 X 14.  
Sierra Leone heading in blue instead of black.

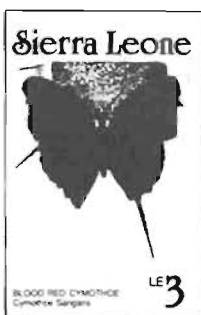
50c	Acraea Swallowtail	as Issue F
Le1	Broad Blue-Banded Swallowtail	as before
Le2	Giant Blue Swallowtail	as before
Le5	Green-Spotted Swallowtail	as Issue A
Le10	Small-Striped Swallowtail	as Issue A
Le20	Congo Long-Tailed Blue	as Issue A
Le60	Violet-Washed Charaxes	as Issue A
Le80	Pale-Tailed Blue	as Issue F
Le300	Black and Yellow Swallowtail	as Issue F

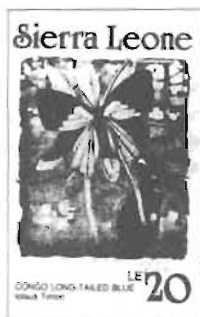
Other values may also exist.

The earliest date seen for Issue G is 11th October 1991.

This series has now been superseded by a new set of miniature bird definitives issued late in 1992.

It must be noted that SG listings have not yet caught up with these issues but will hopefully do so when the position becomes clearer. The writer would be pleased to hear from anyone who has further information as to extra values or issue dates of this complicated series of issues.





### NEW DISCOVERY

### THE EDITOR

Hugh Jefferies, The Editor of Gibbons Stamp Monthly, has sent me a copy of a Southern Nigeria SG46 George V Penny Red inverted watermark unused which is not recorded in Jack Ince and John Sacher's book, The Postal Services of the British Nigeria region.

Needless to say like all true new discoveries this was purchased at a Fair for a sum in the low pence.

## BOOK REVIEW

"COURRIER RECUPERE/RECOVERED MAIL - 1910-1936", Henri L. Nierinck. Published by the author, Oostende, Belgium, 1993. 576 pp., hard cover. UK £51.00 plus postage. Available from the author or AEROPHIL, 4 Ave. General Guiguer, CH-1197 Prangins (Vaud), Switzerland.

Reviewed by Kendall C. Sanford.

Perhaps the best way to review this book is to compare it with Mr. Nierinck's first edition of the same title. The first edition was published in 1984. It covered the years 1918 to 1978 and was 367 pages. The new edition covers the years 1910 to 1936 and is 576 pages.

The first edition listed air crash covers with a European connection. The new edition lists air crashes worldwide, except for U.S. domestic crashes, which are well covered by the American Air Mail Catalogue Interrupted flights Section.

The new edition is in the same format as the first edition. It lists the place of the crash or interruption, the aircraft manufacturer & type (where known), the routing of the flight, the names of the pilots, the date and the airline or aircraft operator. There is a description of the circumstances of the crash, in French and English. And finally, there is a listing of all known types of cachets, labels and markings applied to crash covers.

Obviously Henri has uncovered much additional information since the first edition. Whilst the first edition was over 200 pages shorter, it covered a period of 60 years. The new edition covers only 26 years. Over the years, when I have met Henri at various philatelic exhibitions, he always had his working copy with him, which was always thicker each time. Since the first edition, Henri has discovered many new crashes and interruptions, and cachet & label varieties which were previously unrecorded. He has had help with new information from a number of people, this reviewer included.

For the first edition, a pricing supplement was issued a few years after the book was published. With the new edition, a pricing supplement is included. The prices are in Swiss francs, and are a fairly accurate reflection of the current market, being based on recent auction realizations and dealer's prices. Even though the philatelic market is in a slump at the moment, crash covers are very popular and have held firm in value.

The first edition had a combined index, listing the places of the crashes and the names of aircraft of those with names. The new edition has a much expanded index which is in three sections, by Name of Airplane, Place of Crash and Name of Pilot.

The first edition has become the standard reference for non U.S. crash covers for collectors and dealers alike. The new edition will no doubt continue that tradition. Henri is working on another edition for the period from 1937 to the current time.

While there are a few minor errors noted, this new edition is a big improvement over the first edition. While the price may seem a bit high, it is well worth it for the amount of information it contains, and is an essential reference for crash cover collectors.

## NIGERIA - TWO SCARCE ½d. PLATES

PETER FERNBANK

Nigeria produced 136 different plate/value/watermark combinations from the KG. V Universal keyplate during the twenty one years it was current, only Ceylon producing more. Two in particular seem to be difficult, the ½d. from plates 3 and 27.

"Nigeria - Stamps 1914 to 1936", published by the WASC in 1983, does not include a ½d. Pl.3 in the list of printings, although it is included in the list of plates used. For the first two printings, in 1914 and 1915, plates 1 and 2 combined are stated to have been used. The next printing of the ½d. in December 1919, was almost certainly from plates 4 & 7, the destruction of Pl.3 and the future use of this plate combination being reported in the Colonial Office Journal (COJ) of January 1919. The COJ of January 1916 reported that the 1d., but not the ½d., had been printed from plates 3 & 4. However, the catalogue of the Royal collection does list a ½d. Pl.3 block of four. If a ½d. Pl.3 printing was made when was it?

The 1915 printing for requisition 17/15 was made during the transition from plates 1 & 2 to plates 3 & 4 for 240 set printings. The printings of the ½d. and 1d. was packed in four instalments, on 17th May, 27th May, 5th June and 28th June. Although the first printing from the new Pl.3 (for Straits Settlements) was invoiced on 29th April, the last of the other values of R.17/15 (packed 5th June) for Nigeria were printed from Pl.1 (and are not known printed from Pl.3). The first 240 set printing for the 1d. Sierra Leone from plates 3 & 4 was packed in two instalments on the 5th and 28th June (identical in date to the last two Nigeria instalments). Although there appears to be some overlap in the use of plates 1 & 2 and 3 & 4, I suspect this was due more to delays in invoicing the various printings rather than both pairs of plates being in use at the same time.

It therefore seems probable that either the last one or two instalments of R.17/15 for the ½d. and 1d. were printed from Pl.3 & 4. The last one, of the 28th June, was for booklets made up of ½d. and 1d. values, together with 23,441 sheets of the 1d. In the making of the booklets the selvedge containing the plate numbers would obviously have had to be removed. This would explain the failure of the COJ of Jan '16 to mention the ½d. Pl.3, since no plate number copies were despatched, but would explain the listing of the 1d., since it was also despatched in sheet form. If this was the first printing from Pl.3 & 4 a plate number block of four would have been taken for the King's collection. Does any member have a ½d. Pl.3 example, or is the block of four in the Royal collection unique?

The very last Nigerian printing from the KG. V Universal keyplate was for 2,547 sheets of the ½d. from plates 26 and 27 combined. Plate 27 is the rarest of all keyplates, the only other printings from it being for the 2c and 50c of Ceylon. In ten years of searching I have yet to see a single copy, nor have met any Nigeria or Ceylon collector who has. Again, does anyone have a copy of the ½d. Pl.27? If so a photocopy would be much appreciated.

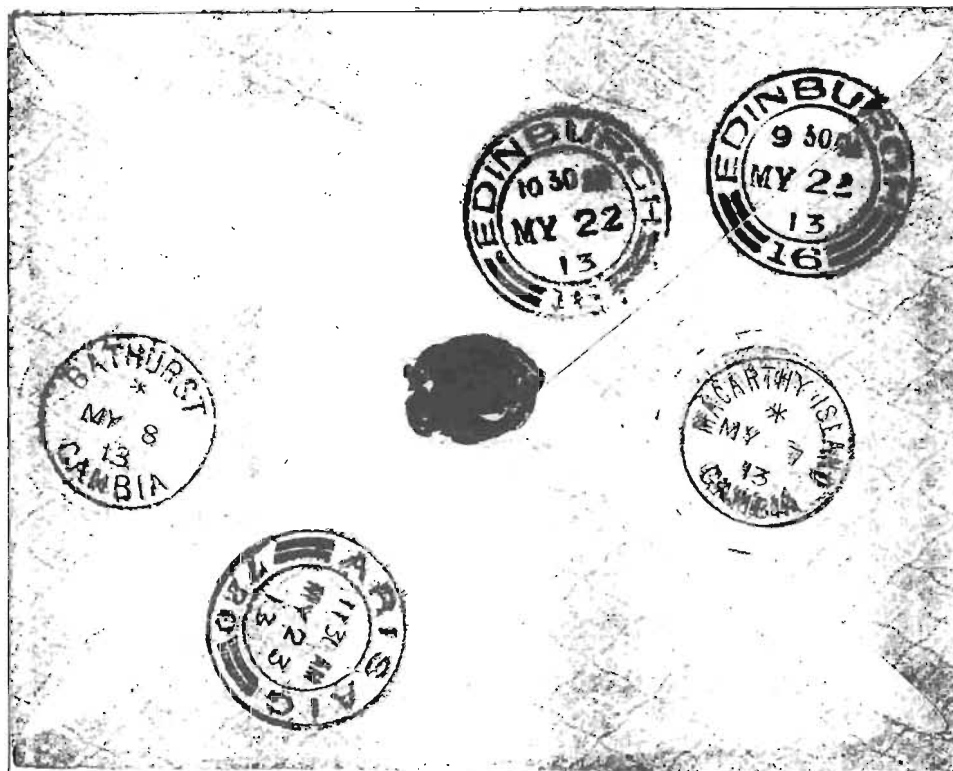
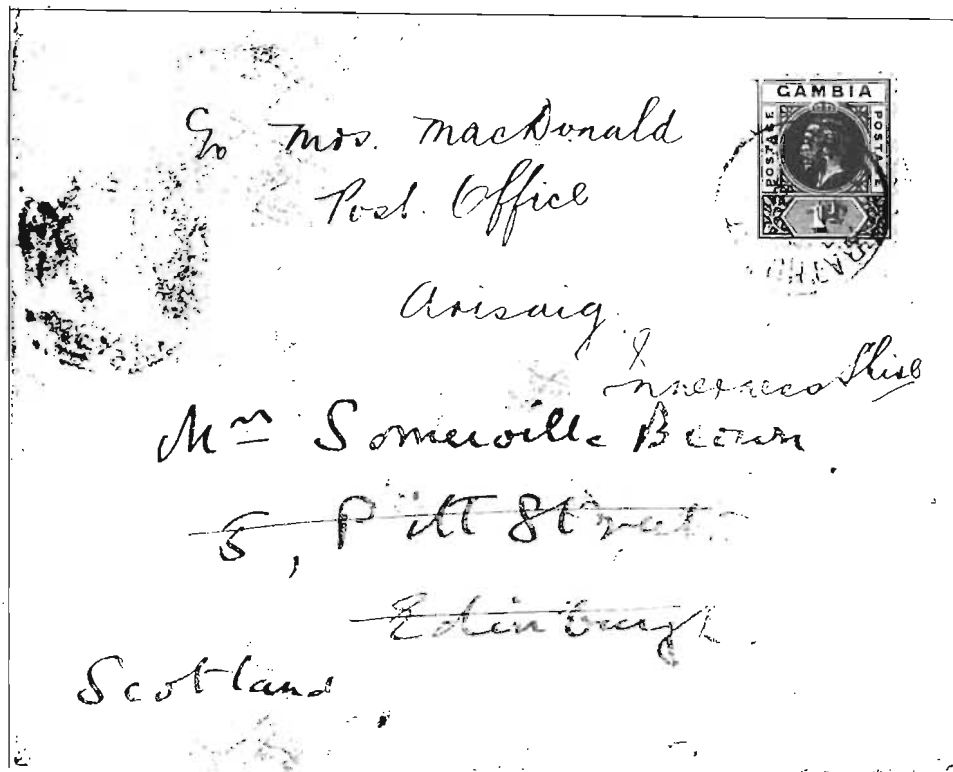
## MACARTHY ISLAND COVERS OF 1913

M.J. ROBERTS

Two covers from the same correspondence to Scotland which show an unusual practice of mail handling have recently come into my possession. The cover illustrated has the adhesive cancelled at Bathurst on May 8th 1913 but with an originating cancellation of Macarthy Island of the previous day. Its twin has corresponding dates of June 23rd and June 21st 1913.

This practice of cancelling the cover away from the adhesive with the outstation postmark and the adhesive being cancelled at the capital was, of course, quite common in Sierra Leone at the time but I know of no previous examples for the Gambia. Perhaps another member can prove me wrong.

In passing, are Handbook Types 1 and 3 for Macarthy Island really the same cancellation? I would submit that the 1913 cds illustrated on this cover is type 1, albeit dated some 7 years after the latest date recorded by Mogens Randrup.



## DEUTSCHE LUFTHANSA'S ZEPPELIN MAIL FLIGHTS THROUGH THE GAMBIA

R. J. MADDOCKS

In two issues of "Cameo" (July 91 and January 92) Stewart Duncan has been putting together the first composite account of the Gambia Zeppelin mail; gathering the pieces for this jigsaw from scattered and scanty sources is no easy quest and he is to be congratulated on taking the initiative.

Now, from researches undertaken whilst I was resident in the Gambia I am able to flesh out the skeleton, so to speak, to provide, I hope, a more detailed account of that country's links with the South Atlantic Zeppelin flights of the mid-1930's. I was able to obtain also at the same time much new information on the Deutsche Lufthansa fixed wing flights through the Gambia including flight authorisations, types and registrations of aircraft, carriage of mail agreements with terms and conditions, mail statistics etc which will be expounded upon in a future article.

My sources were from the National Archives in Banjul and with the kind permission of the Archivist I produce the following extracts from the various files available by way of original information. These are generally quoted verbatim from official correspondence and reports, though sometimes summarised for the sake of brevity, and, apart from my concluding observations on a few pertinent points/queries raised in the mentioned 'Cameo' articles in terms of my own finding, I leave further discussion and comments to those who specialise in this specific collecting interest.

A. 5.2.34 "German aeroplane boarded and found to be carrying 7 bags of mail addressed as follows:-  
Rio de Janeiro - 3 bags and 1 packet; Natal and Montevideo - 1 bag each and Buenos Aires - 2 bags.

For the "Westfalen" (a catapult ship/floating stop over base chartered by Deutsche Lufthansa lying at anchor off Bathurst) - 1 bag and 3 parcels."

These details were recorded in a report by the Post Office, Bathurst arising from an altercation with local German officials taking delivery of the "Westfalen" mail direct from the aircraft without complying with Gambia Customs requirements of prior Customs examination and clearance. Though not seen detailed in the files, this flight was in fact the first scheduled between Germany and South America. It left Berlin on February 2nd 1934 for Buenos Aires via Stuttgart, Sevilla, Bathurst, Natal and Rio - a journey of some 9000 miles over 5 days.

B. 26.5.34 Translation of letter from Reichminister, Berlin to Receiver General (P & T) Bathurst in response to latter's enquiry of United Africa Co. Ltd., Bathurst (Agents of Deutsche Lufthansa) regarding possible use of the German Air Service:

"With reference to your enquiry regarding use of the German Air Mail Service for sending mails from the Gambia to Europe, I beg to inform you that DLH Ag to whom I have acquainted your letter will negotiate with you the forwarding conditions for this air agreement. I beg this you will arrange that the mails for forwarding by the German Air Mail Line may be placed in a closed package addressed to "Postamt Stuttgart 9". From Stuttgart, the airmail will be forwarded by the quickest possible means - perhaps also by the Airways. For the onward transmission by airways within Europe the airmail charges will not be increased". (Signed) Dr. Asser.

C. Agreement between Post Office, Bathurst, British Gambia and Deutsche Lufthansa, Berlin Regarding the forwarding of mail from Bathurst to Europe. (Signed, Berlin 24.8.34 and Bathurst 1.11.34).

Selected extracts as per numbered terms and conditions (There were 14 in all):-

1. To air conveyance are admitted: Ordinary and registered letters, postcards, printed papers of every kind, samples of merchandise, commercial papers. Insured letters and boxes are excluded.

2. Lufthansa take over the mail at Bathurst to be forward by their scheduled aeroplane to Sevilla, Stuttgart or Berlin as well as for the further transportation from Stuttgart or Berlin to all places of Europe through the medium of the Reichpost.

6. The Lufthansa Agency at Bathurst is entitled to forward unclosed and not prepaid letters with the aeroplanes of Lufthansa for the service correspondence between different Lufthansa offices.

11. For forwarding mail from Bathurst (according to 2) Post has to pay Lufthansa -

65.00 Gold Francs per 1 kilo - LC

16.25 Gold Francs per 1 kilo - AO

('LC' and 'AO' mails had to be made up separately - what incidentally do these initials stand for?)

D. 12.4.35 GPO London advised PO Bathurst that 'Graf Zeppelin' from 6.4.35 will operate alternate weeks and is not due to call at Bathurst.

E. 3.9.35 DLH to Col. Secretary, Bathurst.

"I have the honour to submit the following message from Berlin:-

As our ships 'Schwarbenland' as well as 'Westfalen' shall go to Las Palmas and Bremen for overholing (sic) it is intended that for a certain period the German airship 'Graf Zeppelin' shall carry the airmail between Bathurst and Recife (Brazil). The airship will not land at Jeshwang but will descend according to weather conditions and come to a standstill in the air, to land and pick up the mail to South America.

The dates of arrival in Bathurst will be the 16th, 23rd and 30th November 1935.

I would be much obliged to know whether the Gambian Government would grant a temporary flight permission on that scheme to Deutsche Lufthansa.

The necessary steps will also be taken by DLH Berlin through the German Ambassador in London to apply to the British Colonial office for this requested permission."

F. 31.10.35 Gambia Government authorised flights for airship 'Graf Zeppelin' (D-ENNE) for the period 15.11.35 - 30.11.35.

G. 22.10.35 DLH Bathurst advised alterations to schedule.

Friday 25.10.35. No airmail to Bathurst from Europe as 'Graf Zeppelin' will not call here.

Saturday 2.11.35 No airmail from Bathurst to Europe.

Friday 8.11.35. No airmail from Europe to Bathurst.

H. 3.12.35 Details of arrival of 'Graf Zeppelin' in Bathurst. Eyewitness account by a Lieutenant O.J. Body of West African Frontier Force at Jeshwang.

"As the Airship did not stay for more than one hour in the Gambia no handling arrangements were necessary. On 16th November 1935 the Zeppelin commanded by Von Schiller appeared over the aerodrome at a height of 400-500 feet at 5.25 pm. moving at a speed of 30-40 miles per hour. When over the centre of the landing ground four bags of mail were dropped on parachutes, through trap doors in the centre of the underside of the ship.

A circle with a diameter of approximately one mile was made in order to head into the wind again and on the second passage over the landing ground the airship came to a standstill in the air at a height of 300-400 feet.

A hook which had been lowered from the ship was picked up by a German employee on the ground, rushed by car to the centre of the landing area and hooked onto a large net containing the mail for South America. At 5.30 pm. the net lifted off the ground but it was hoisted so slowly that it was not until 5.47 pm. that the mail had been taken up into the Zeppelin, by which time she had drifted approximately one mile in a south easterly direction.

At 5.50 pm. the airship's engines were restarted and a large circle was made (including Bathurst) before returning at approximately 6.20 pm. to drop the mail net.

At 5.52 pm. the mail plane left the landing ground for Europe.

Since November 16th the Graf Zeppelin has twice repeated this procedure arriving on Sunday 24th at approximately 7 am. and on Saturday 30th at approximately 6.30 pm. The time taken for the transfer of mails was practically the same in each case."

I. 21.9.36 DLH to Colonial Secretary, Bathurst.

"I have to inform you that DLH intends to start a weekly mail service for the Gambia again in October. It is proposed that both airships D-ENNE 'Graf Zeppelin' and D-EKKA 'Hindenburg' shall carry mails between Bathurst and Brazil as did the 'Graf Zeppelin' last November and Lufthansa shall carry mail between Bathurst and the Continent.

The airships will not land at Jeshwang but will come to a standstill in the air to land and pick up the airmail for South America. This service should cover a temporary period from October to December.

I should be very much obliged to know whether the Gambia Government would grant a temporary flight permission on the above scheme or that DLH should apply for permission to London.

The dates of arrival will be forwarded later."

(Gambia Government gave authorisation on 6.10.36 for the period 15.10.36 - 15.12.36 after referring the matter to London).

J. 27.10.36 DLH Bathurst to Receiver General (P & T)

"Our ships 'Westfalen' and 'Ostmark' have to be overhauled; both the airships 'Hindenburg' and 'Graf Zeppelin' should carry mail over the South Atlantic. But as these airships leave Germany a day before the usual closing of the mails our planes have to follow the airships and will deliver the mail to the airship in Bathurst or otherwise to forward the South America mail dropped by airship here to Europe. The dates of arrival will be:-

<u>From Europe</u>		<u>From South America</u>	
Graf Zeppelin	30.10.36	Hindenburg	31.10.36
Hindenburg	6.11.36	Graf Zeppelin	7.11.36
Graf Zeppelin	13.11.36	Hindenburg	14.11.36

On 21.11.36 it is proposed that the 'Graf Zeppelin' coming from South America drops her mail and picks up the outward mail and proceeds to South America.

Hindenburg	27.11.36	Graf Zeppelin	28.11.36
DLH Plane	3.12.36	Hindenburg	5.12.36
DLH Plane	10.12.36	DLH Plane	12.12.36

K. 23.12.36 Report on Visits of 'Graf Zeppelin' and 'Hindenburg' to Bathurst 1936.

"Exactly the same (handling arrangements) as on previous visits of 'Graf Zeppelin' in November 1935; approximately the same time being taken on each occasion for the transfer of mails. No landing was made. The airship circled slowly round until the mails were ready to be picked up and then remained stationary in the air at heights varying between 200 and 400 feet.

The arrival dates of the aircraft are as follows:-

22nd October 'Hindenburg' from Frankfurt for Brazil.  
13th November 'Hindenburg' from Frankfurt \* (arrived 6 am) for Brazil (departed 7.30 am.)  
22nd November 'Graf Zeppelin' from Brazil (arrived 6 am.) returned to Brazil (departed 6.55 am.)  
27th November 'Hindenburg' from Frankfurt (arrived 5 am.) for Natal (departed 7 am.)"

(N.B. \* The Report seems to have erred for the Flight Log shows the flight as from Brazil to Frankfurt.)

Comment in terms of the above on some of the points raised in the 'Cameo' articles:

1. "Schwarbenland mentioned as being on station off Brazilian coast towards end of 1934" - however, the Gambia records mention under date October 1934 that "this vessel was then entering and leaving Bathurst harbour at least twice every week, going a 100 miles or so out to sea."

It is likely that the "Schwarbenland" had replaced the 'Westfalen' on the Gambia station (after the 1934 overhaul perhaps) and remained there until October 1935 - the next overhaul then being due.

2. Mail bags for Bathurst were dropped on parachutes and those taken into the Zeppelin were hauled up in a net by a grapnel lowered by rope from the airship.

3. There was a signed agreement between the Receiver General (P & T) Bathurst and Lufthansa for the carriage of mails between Gambia and Europe as concluded on 1.11.34. There was however no such agreement to carry mail between Gambia and South America - indeed there would have been no call for such for obvious reasons. Therefore a distinction has to be made between mail destined from Europe for South America and which transited the Gambia and that which originated from the Gambia itself (- for United Kingdom in the main). Of the latter none should have been taken on board either the sea-planes or Zeppelins for South America except company DLH Bathurst own mail to other Lufthansa offices overseas - (See C6 above and 4 and 5 below.) - and this the local Agent would surely have arranged himself.

As far as can be ascertained from Gambia records no local mails to Europe were carried by airship but then the decision and arrangements would have been left to the contractor DLH and not to the G.P.O.

In any event because in terms of the Reichminister's request of 26.5.34 (see B above) Gambia mails were despatched in closed bags through Lufthansa it was improbable that any outward letter posted through the Gambia Post Office would have received an on-board Zeppelin acceptance cachet even if so carried.

Similarly letters from the United Kingdom to the Gambia were also believed to have been in bags closed by the London GPO and would not have received an on-board or other Zeppelin cachet during transit and possible transfer in Stuttgart. One says possible transfer, that is from Lufthansa to Zeppelin, since DLH continued to operate their own land and sea planes service to the Gambia - the Zeppelin arrangement specifically related to South American mails in transit at Bathurst. The cachet "Deutsche Luftpost/Europa-Sudamerika" was presumably applied in the Stuttgart Postamt when mails were resorted and rebagged to various destinations on this route.

Of course individual letters posted in various continental countries including Germany itself could well have found carriage by Zeppelin to the Gambia independently but again one would have thought that the Postamt in Stuttgart would have placed the commercial mail in closed bags before despatch. Arrangements for the Zeppelin to call at Bathurst were temporary and expedient for DLH the contracted mail carrier (see 8 below).

4. Figs. 1, 2 & 3 in the mentioned articles would seem to be covers by favour and not by commercial use. The addressees and senders were employees/agents of Lufthansa and its associate company Condor. Mr. Klaube (Fig. 3) was the local agent of DLH Bathurst. As above stated there were no known agreements/arrangements involving the Gambia Post Office for direct mailings to South America. It is noted also that all 3 covers bear a handwritten address "C/O DLH, Bathurst and this would also indicate souvenir creations by company staff rather than genuine commercial mail.

5. Fig. 6 is also believed to be philatelic though indeed a fine example of acceptance on board the ship 'Westfalen' stationed off the Gambia in June 1933. What arrangements could the Gambia PO have conceivably then had for delivery of mail to a foreign ship? Possibly in this particular case a mail bag facility to be collected by a crew member when the ship was in port? The 'Westfalen' however was chartered by Lufthansa from Nord Deutscher Lloyd Shipping Line and was serviced directly from DLH's office in Bathurst. With no Gambian address, mail to the ship would not have needed to be passed through the Gambia PO or indeed, if of local origin, to have been franked - inter company mail would surely have gone 'franco' (see C6 above) - it could have been delivered through/by DLH. The acceptance stamp in this instance may well be applied by favour since the first catapult flight to Natal took place on or around that date 4.6.33. When scheduled flights began the following year if the Europe South America transit mails were in closed bags it is unlikely that they would have been opened for an 'acceptance' stamp to be applied on board the catapult ship. It is more logical for the acceptance stamp to have been applied only to incoming/outgoing mail of the ship's crew during sorting.

6. Fig. 5, postcard from Stuttgart 14.11.35 addressed to Captain Max Pruss, on board 'Graf Zeppelin' which arrived at Bathurst 16.11.35 from Recife. According to the Gambia report on the airship's arrival a Von Schiller was in command; Pruss could, of course, have been a co- or second commander.

7. Fig. 4. The Caption to this cover from Denmark enquires whether it was carried to the Gambia by the 'Hindenburg', going on to say that there were no regular DLH flights from Europe after 15.10.36 until early the following December. For an answer to this we can only refer to the DLH Bathurst letter of 27.10.36 (see J above) by which it would appear that Lufthansa's flights to and from the Gambia continued as normal, duplicating if not ancillary to the Zeppelin flights under charter. The airships were reported as leaving Germany a day before the mails usually closed (in Stuttgart) and thus Lufthansa planes followed the airships so that mail could be delivered to them at Bathurst. (Author's note:- does this infer that the airships did not carry mail over this leg of the journey?) An odd if not expensive arrangement! Why couldn't the airship's schedule have been re-arranged or the mails closed earlier?

8. According to his first article in 'Cameo', Mr. Duncan mentioned that Walter Curley had in his book 'Graf Zeppelin Flights to South America' also recorded three shuttle flights as having been made during 1936 by the "Hindenburg" to the Gambia. This however, is not borne out either by the Hindenburg's flight log (5th, 6th and 7th flights to South America) or by the archival sources quoted in J & K above. The "Hindenburg" calls at the Gambia were en route from or to Europe (3 in all) and not as double South Atlantic crossings such as was made by the "Graf Zeppelin" on 22.11.36 and also in 1935. Confusion compounded or compounded?

Accordingly the ultimate enigma remains: how can it in fact be determined beyond doubt whether a particular letter, other than a philatelic one courtesy of the crew, was carried to or from the Gambia on one of those Zeppelin flights, if at all.

RE: MYSTERY CRASH COVER

KENDALL C. SANDFORD (CAMEO VOL. 4, NO. 6, PAGE 154)

DR. DAVID BELL

As a new member of W.A.S.C. I'm slightly reluctant to comment but -

1. The cachet "DAMAGED BY/SEA WATER is a cut down handstamp used at the Redirected Letter Section Mount Pleasant, London, for a number of years on recovered mail received in that office.
2. The description of a cover postmarked MANO. SIERRA LEONE 28 NOV 1942 makes me think that the FREETOWN transit of 30 NOV 1942 on this cover was PRE-CRASH not POST-CRASH.
3. My major interest in MALTA, we have a batch of covers known to the Malta Study Circle - postmarked VALETTA, MALTA on or about 23 - 28 OCT 1942 - all of which have various DAMAGED BY SEA WATER cachets, including this one, applied at Mount Pleasant.

Recent research has extracted (FROM THE AIR BATTLE OF MALTA by JAMES DOUGLAS HAMILTON) - "The Liberator taking him to Gibraltar on 31 OCT 1942 overshot on landing and crashed into the sea while attempting to take off again. The Liberator broke it's back. The bomb bay taking in water as the aircraft sank." A correspondent quoting this in the MALTA STUDY CIRCLE Journal is also B.T. Gibbs who was in MALTA in the war and says "I had reliable information from an R.A.F. Officer in MALTA who tells me that several aircraft were known to have overshot the runway at GIBRALTAR (and gone into the sea) and he recalls a LIBERATOR doing this late in 1942.

The dates don't fit but perhaps we should look at GIBRALTAR for your crash as well.

"MADE TO MEASURE" POSTAL HISTORY:- PAN AMERICAN AIRWAYS F.A.M. 22 SERVICE

M. J. ROBERTS

Collectors of West African posted history will be fully familiar with covers carried late in 1941 on the various first flight stages of this service. They and modern first day covers are often the only items in a dealer's cover box under the section marked 'Gambia', 'Nigeria' or 'BWA'. The notice illustrated explains how these covers came into existence. It also demonstrates that the covers had to be 'home made' and explains why, perhaps surprisingly at first glance, no specially printed 'official' covers are found.

**Pan American Airways Company**

(PHILATELIC SECTION)

135 East 42nd Street, New York, N. Y.

*November 8, 1941*

~~CONFIDENTIAL~~

FIRST FLIGHT COVER SERVICE TO GAMBIA, NIGERIA AND BELGIAN CONGO, AFRICA

The Civil Aeronautics Board has granted the Pan American Airways Company the necessary authorization to establish air transportation between Miami, Florida and Leopoldville, Belgian Congo, via the intermediate points, San Juan, Puerto Rico; Port of Spain, Trinidad; Belem (Para) Brazil; Natal, Brazil; Bathurst, Gambia; Lagos, Nigeria.

The United States Post Office Department, has announced that First Flight Cover Service will be available on the inaugural flight on this service which is now planned for November 29, 1941. Also, the United States Post Office Department has made the necessary arrangements with all foreign postal administrations concerned, for their participation on the inaugural trip of the First Flight Cover Service. All Postal Administrations have agreed to backstamp the covers upon arrival at their offices and all except Port of Spain, Trinidad, have agreed to cachet the First Flight Covers forwarded from their offices. It is anticipated that some agreement can be reached with the Port of Spain Post Office by which an official cachet will be affixed to the covers before the actual date of the flight from Port of Spain. However, there is no definite assurance that a cachet will be affixed to these Port of Spain First Flight Covers.

FIRST FLIGHT COVERS AVAILABLE ON THIS SERVICE:

1. By the United States Post Office Department  
From: Miami, Florida:

	U. S. POSTAGE REQUIRED PER COVER
Miami, Florida to Bathurst, Gambia, West Africa	.50
Miami, Florida to Lagos, Nigeria, West Africa	.50
Miami, Florida to Leopoldville, Belgian Congo, Africa	.60

From: San Juan, Puerto Rico

San Juan, Puerto Rico to Bathurst, Gambia, West Africa	.50
San Juan, Puerto Rico to Lagos, Nigeria, West Africa	.50
San Juan, Puerto Rico to Leopoldville, Belgian Congo	.60

Note: Covers for this service must be forwarded in a separate container (with proper postage affixed to each cover) to the Postmaster at the point from which the covers are to be flown. These containers addressed to the Postmaster, must be endorsed in the lower left hand corner, "FIRST FLIGHT COVERS FOR AFRICA-PLEASE HOLD FOR FLIGHT"

2. By Pan American Airways Company

(*) Miami, Florida to Bathurst, Gambia	.65
(*) Miami, Florida to Lagos, Nigeria	.65
(*) Miami, Florida to Leopoldville, Belgian Congo	.75
(*) San Juan, Puerto Rico to Bathurst, Gambia	.65
(*) San Juan, Puerto Rico to Lagos, Nigeria	.65
(*) San Juan, Puerto Rico to Leopoldville, Belgian Congo	.75

Note: (\*) All of these covers are a duplication of the U. S. Post Office Department service described above and are quoted here only in case Philatelists or Collectors desire the Company to handle same for them.

Port of Spain, Trinidad to Bathurst, Gambia	.56
Port of Spain, Trinidad to Lagos, Nigeria	.56
Port of Spain, Trinidad to Leopoldville, Belgian Congo	.60
Belem (Para) Brazil to Bathurst, Gambia	.70
Belem (Para) Brazil to Lagos, Nigeria	.70
Belem (Para) Brazil to Leopoldville, Belgian Congo	.89
Natal, Brazil to Bathurst, Gambia	.70
Natal, Brazil to Lagos, Nigeria	.70
Natal, Brazil to Leopoldville, Belgian Congo	.89
Bathurst, Gambia to Lagos, Nigeria	.45
Bathurst, Gambia to Leopoldville, Belgian Congo	.50
Bathurst, Gambia to Natal, Brazil	.50
Bathurst, Gambia to Belem (Para) Brazil	.50

	<u>Cost per Cover</u>
Bathurst, Gambia to Port of Spain, Trinidad	.60
Bathurst, Gambia to San Juan, Puerto Rico	.70
Bathurst, Gambia to Miami, Florida	.85
Lagos, Nigeria to Leopoldville, Belgian Congo	.30
Lagos, Nigeria to Bathurst, Gambia	.40
Lagos, Nigeria to Natal, Brazil	.45
Lagos, Nigeria to Belem (Para) Brazil	.45
Lagos, Nigeria to Port of Spain, Trinidad	.55
Lagos, Nigeria to San Juan, Puerto Rico	.65
Lagos, Nigeria to Miami, Florida	.75
Leopoldville, Belgian Congo to Lagos, Nigeria	.42
Leopoldville, Belgian Congo to Bathurst, Gambia	.51
Leopoldville, Belgian Congo to Natal, Brazil	.64
Leopoldville, Belgian Congo to Belem (Para) Brazil	.64
Leopoldville, Belgian Congo to Port of Spain, Trinidad	.66
Leopoldville, Belgian Congo to San Juan, Puerto Rico	.70
Leopoldville, Belgian Congo to Miami, Florida	.88

Note: The above rates include postage and the Company handling charge of .15 cents per cover.

The total cost of a complete set of 36 covers is \$22.50. The total cost of a complete set of 30 covers, (which does not include those from Miami, Florida or San Juan, Puerto Rico) is \$18.40.

All first flight covers described under section No. 2, (Pan American Airways Service) must be forwarded to:

Pan American Airways Company  
(Philatelic Section)  
135 East 42nd Street  
New York, N. Y.

These covers must reach the above address on or before November 25, 1941 to insure proper handling by the Company.

3. Each consignment of covers sent to Pan American Airways Company for handling must be accompanied by a CERTIFIED CHECK or Money Order payable to Pan American Airways Company, New York, N. Y. for the exact amount of the service required. In order to avoid errors and to simplify the work for all concerned, it is requested that all orders for covers be made on the attached order blank.

4. Preparation of First Flight Covers

Philatelists and Collectors must prepare their own individual covers for this service. The Company will not forward covers to be placed on sale after the flight has been made. Only covers ordered by Philatelists and Collectors will be serviced. The Company does not prepare covers for Philatelists. These covers must be prepared by the sender.

These first flight covers may be addressed to the senders themselves or to other persons in the United States or elsewhere. They must be marked in the upper left hand corner (in pencil if desired) to show the points between which carriage by air is desired. Due to censorship restrictions no written matter should be included in the covers, only a light weight filler to cushion the cachet and cancellation marks should be inserted in the cover. The covers should not be sealed against inspection but forwarded unsealed, with the sealing flap of the envelope tucked into the envelope.

5. General Information

(a) After the flight has been completed, the covers flown to destinations outside the United States, will be returned to the addressee on the cover, by ordinary mail. In some cases this will probably be from six weeks to two months after the flight, due to restricted ordinary mail service to these countries.

(b) The weight unit for covers to be posted in the United States, Puerto Rico, Trinidad, Gambia, and Nigeria is 1/2 ounce unit. For those to be posted in Brazil and Belgian Congo, the weight unit is 10 grams or fraction thereof.

6. The following covers cannot be serviced by the Company.

(a) Round Trip covers, or those ruled off for successive addresses.

(b) Round the World covers.

(c) The same cover to be cancelled at successive points along the route. (Only separate individual covers from one point to another will be serviced).

(d) Covers with foreign postage affixed. Covers to be mailed in Miami and San Juan, will be accepted with U.S. Postage affixed. The charge for handling such covers will be .15 per cover.

*36 covers sent to NY, Nov 24, 41.*

## TOGO FORGED POSTMARKS

E.J. MAYNE

Roberts Mays article in the July 1992 Cameo on Forged Postmarks on German Yacht issues is most valid.

He urged Togo collectors to be on watch for such issues which indeed can be found.

About two years ago I purchased all values to 2 Marks inclusive, all used and cancelled Klein - Popo 20.7.1900. These were acquired in the knowledge that the postmarks were forged.

Firstly the appearance was incorrect. The printing is almost shaded, but secondly in the case of this cancel 20.1.1900 it was dated prior to the release date of the yacht issue November 1921.

A closer examination showed that the forged cancel was identical with the examples given in Albert Friedemann's work - The Stamps and Cancels of the German Colonies and the German Post Offices Abroad, Section XIII as translated for and by the German Colonies Collectors Group.

This has prompted me to take care in my purchases of this issue and I have as a result found forged postmarks for other Towns on high values and these are also identical with the other Friedemann examples.

As all forged postmarks have been collected within the last two years, one is left to wonder if within this time span deliberate forgeries are being made by means of a printing process. All my copies have been purchased in the U.K. and at Stamp Fairs. I have not noticed any at Auction either here or in Germany.

The pecuniary advantage of the mark values is considerable, the more so in the case of scarce postmarks.

Since writing the above, I have viewed postally Togo Michel 7 - 19 complete, offered by an Auction House (a member of the P.T.S.). All very fine used. I have drawn their attention to it.

Fresh forged cancels matching Friedemann have come to light, namely:-

ATAKPAME	24.7.1907
ANECHO	15.6.1905
HO	27.8.1907

All mark values were forged.

As a member of G.&C.P.S., I am writing to that Society and will enquire of members as to whether forgeries of other colonies are coming to the surface.

It is only within the last two years I have come across so many.

# WEST AFRICAN CENSORSHIP - WWI AND WWII

J.J. MARTIN AND F.L. WALTON

Published by the West African Study Circle.

Available from the Hon. Librarian bound in loose-leaf, soft back price £11.00 including p. & p. to WASC Members in the UK, £14 including p. & p. (airmail) for overseas members.

The Editor

The authors are to be congratulated on their attempt at a very wide subject. From the very many examples of single usages contained in the book there are many discoveries to be made. Despite which, the authors show considerable bravery in attempted valuation scales. The work has the advantage of very clear illustrations of practically every censor mark and censor type. The definition of terms used at the beginning of the book is reasonably comprehensive but I found the section on measurements difficult to follow as everybody knows that if faced with a smudged or over-inked example it is practically impossible to measure it accurately whatever system one uses.

I would have liked an explanation of PC 90 and of Base Censor neither of which terms are immediately obvious to beginners.

As regards the mysteries of the locations of the Italian Prisoner of War Camps in WWII, relevant to the markings, P/W censorship West African Force, it is known that there was a camp at Voi near Eldoret in Kenya for Italian Prisoners of War guarded by West African Forces.

There is no index, but to me there does not seem to be a need for one the way the book has been set out, and with the Chapter headings at the start. Despite the above quibbles I regard this book as very informative, very comprehensive and extremely good value at the price.

## THE 1956 ROYAL VISIT STAMP OF NIGERIA

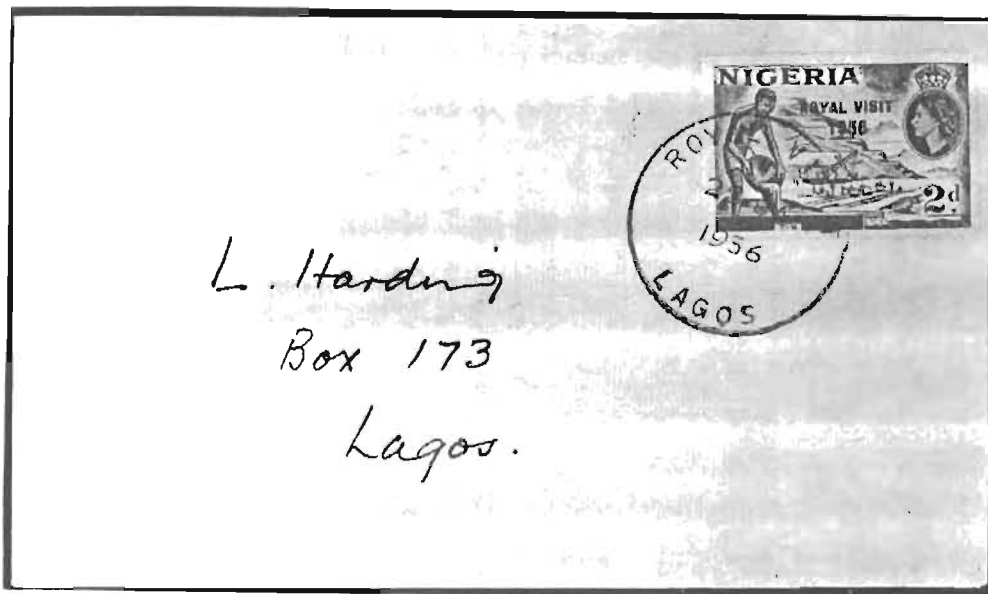
JEREMY MARTIN

A collection of Nigeria purchased recently included a cut-out from a stamp magazine, possibly "Stamp Collecting" which made reference to a special first day cancellation reading "ROYAL VISIT/28 JA/1956/LAGOS".

The writer of the note had contacted the G.P.O. in Lagos which resulted in a letter stating no special cancellation had been used.

However, the writer had seen one example, illustrated, and wondered if others existed.

Has anyone seen either the original or other examples?



GOLD COAST 'QUITE WELL' POSTCARD

JEREMY MARTIN

This card, with the above message on the reverse, does not seem to have been recorded before. It is a white card with black print and would appear to be a locally produced card with a message the same as that on the familiar buff FIELD SERVICE POST CARD.

It was sent from Victoriaborg Aug 12 1914 to London and also received a double-circle 'CENSOR/GOLD COAST' of the same date.

*We are ~~now~~ quite well*  
*I ~~have been admitted into hospital~~*  
*Sick } ~~and am~~ going on well*  
*Wounded } ~~and hope to be discharged soon~~*  
*~~Now being sent down to the base.~~*  
*I have received your { letter*  
*~~telegram~~*  
*{ parcel*  
*Letter follows at first opportunity*  
*I have received ~~no~~ letter from you { lately*  
*~~for a long time~~*  
*Acme*  
*DATE, 12/11/14*  
*Signature*

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## GOLD COAST AEROGRAMMES

The Bradbury, Wilkinson archive sale included duplicates which I offer for sale.

- |    |  |      |
|----|--|------|
| 1. | 1953 Q.E.II issue H2G4, individually numbered, optd. and perforated 'SPECIMEN' . Only 131 examples exist.  | £20  |
| 2. | 1956 Q.E.II issue H2G6, individually numbered, optd. and perforated 'SPECIMEN' . Only 32 examples exist.   | £50  |
| 3. | As 1956 issue H2G6 but not numbered or perforated or optd. 'SPECIMEN' . Cut square. On brownish-grey paper with no watermark. Normal is blue paper and with watermark. Possibly a trial printing. Only 4 examples exist, somewhat creased. | £100 |

One each of 1 and 2 **£60**. Postage and packing extra. They are unfolded. Contact Jeremy Martin.



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	SG 40d	um	R3/1 cut mast & railings	£15
	SG 40db	um	R3/1 cut mast & railings	£18
	SG 40e	fu	R3/1 cut mast & railings	£20
	SG 41b	fu	corner pair Frame Plate No. 1	£18
	SG 42b	mm	R10/4 retouch in sky	£17
Gambia	SG 164-5	um	S. Wedding pairs, £1 full imprint	£18
	SG 166-9	um	U.P.U. Plate/Imprint blocks of 6	£10
Gold Coast	CW 1-11	fu	1938 line perf set of 11	£7
	SG 117-9	mm	Coronation Specimen set of 3	£35
Nigeria	SG 60-1	mm	Victory Specimen set of 2	£37
S. Leone	SG 190	um	Plate (blank)/imprint block of 6	£60
	SG 196	um	block of 12, R?/3 re-entry at TR	£15
	SG 203-4	um	S. Wedding pairs, £1 full imprint	£20

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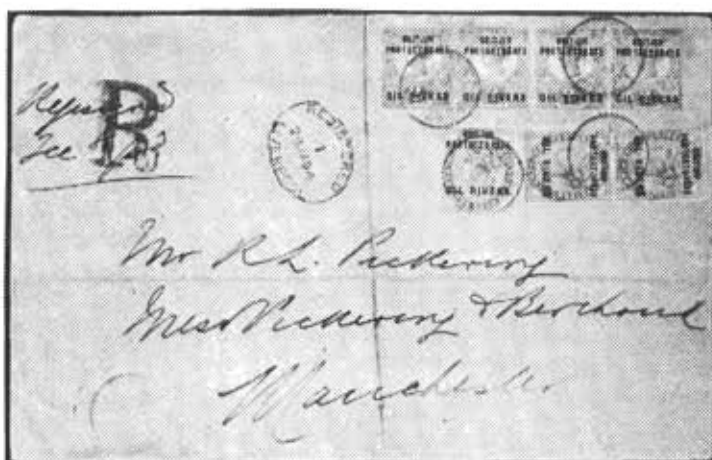
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