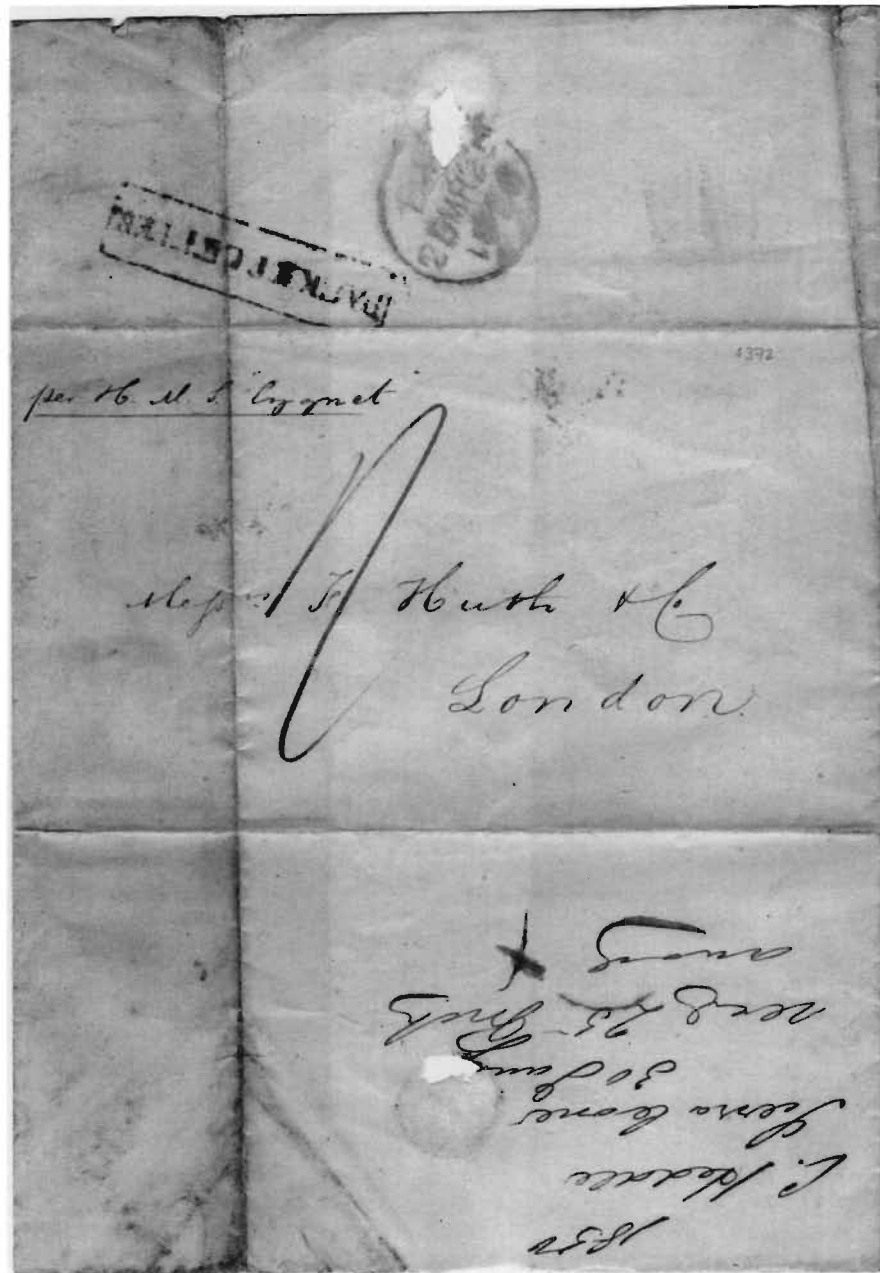


CAMEO



The Journal of the West Africa Study Circle



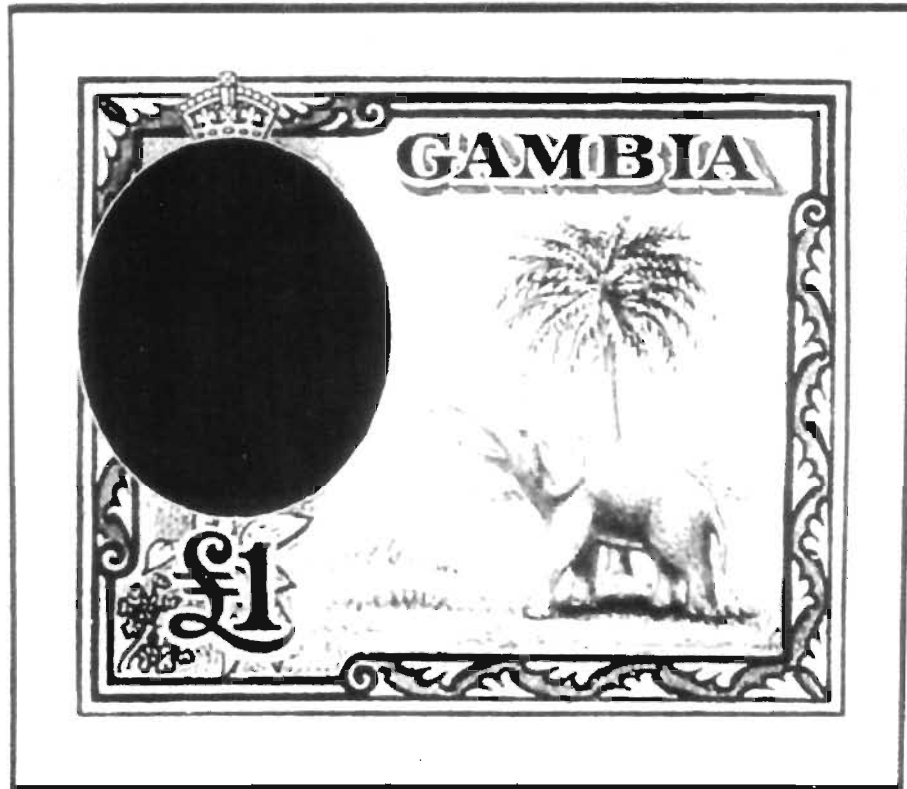
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Front Cover

Unpaid cover from Sierra Leone
30 January 1850 "per HMS Cygnet"
Arrived Portsmouth 24 March.
London PACKET LETTER marking confirms the packet rate
of 1/- due from the recipient.
(Colin Tabcart's collection, much reduced)
John Sacher has a cover by the same voyage, also rated 1/-,
that did not receive the London packet letter hand-stamp.

Editorial

2007 is a significant year in West African history—the bicentenary of the British parliament voting to abolish slavery. Recent issues of *Cameo* have included studies of the slave trade and some personal histories of the white officers and administrators who gave their lives to this cause. Two more articles in this issue of *Cameo* return to the early and mid nineteenth century period when the British colonial interest in West Africa expanded with the intent to end the trans-Atlantic slave trade.

No doubt this year we will continue to see views expressed in the popular press that European colonialism promoted the slave trade. Any trade venture needs demand, supply and the means to connect them. The continuing demand for slaves in the West Indies and the Americas was matched by a continuing supply of black captives made by other black tribes through continued inter-tribal conflicts in West Africa. British and other European merchants were the means to connect supply with demand. Whilst, in the long-term, success against slavery would depend upon winning “hearts and minds” on both sides of the Atlantic, the most immediately effective Government intervention was to use the Army, Navy and colonial administration to promote economic development and law and order in West Africa; thus to oppose and blockade the merchants’ trade routes. The Colonial administration, at least in West Africa, grew in direct opposition to slavery, and the article on page 30 reveals the personal commitment and sacrifice of one particular Governor General of Sierra Leone and the men under his command.

In retrospect it is a great shame that medical science at the time was not able to protect these men from malaria and other virulent fevers endemic to the area, nor to understand the true reason why the fertile coastal lands of Sierra Leone were so under-populated during those years.

To those members, like myself, who mainly study the philately of the twentieth century I ask your understanding of the bias of this issue, but the first edition of 2007 seems to me to be a good opportunity to wish for the advancement of peace, goodwill and of medical science throughout West Africa in particular.

PS—could the member who submitted the following item make him/her self known to me. Sorry, but I have lost the authorship: Cameroons WW1 campaign letter from Bamkin to Cambridge, sent 21 Nov 1915.

Editorial Policy

The editors have the final say over content in *Cameo* in the interests of balance and relevance to the readership. Space in each *Cameo* may be limited as compared with the volume of material submitted by all the authors. The editors retain discretion over punctuation, spelling, grammar; use of colour for illustrations and whether to reduce the size of illustrations to fit the space available, but should not change wording, delete text or delete illustrations without full knowledge and permission of the author. If the editors consider amendment or deletion of text or removal of illustrations to be necessary they will discuss it with contributors. If contributors are then unhappy with proposed changes they can withdraw their items.

Rob May/Barry Burns



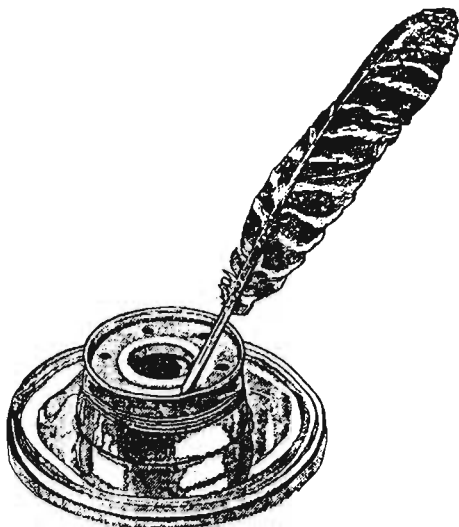
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Scope : The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, Cameroons & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British Postal Agencies in Madeira, Tenerife, St. Vincent and Fernando Po.

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Letters to the Editor

Should anyone wish to reply to any of these letters, please do so through the Cameo editor in the first instance to enable a consolidated follow-up to be published in conjunction with the study editors as appropriate.

Correspondence on any subject is always most appreciated. Any form of contact is welcome, whether by letter, telephone or email.

The joint editors' addresses are listed on the front page of all Cameo issues.

Barry Burns



1/4d rate at St Helena

Dear Rob,

This note follows the letter and article by Peter Kelly in Cameo October 2006 at pages 243 and 248. Readers also need to refer to Cameo October 2005 at page 84 (for illustrations of the two covers under discussion) and Cameo January 2006 at page 148 for a discussion on the addressees.

Peter's conclusion that the rate on unpaid letters (including underpaid letters treated as wholly unpaid) from France to St Helena was 1s 4d (the equivalent of 1fr 60c) by reference to the *Annuaire des Postes* 1876 is convincing and has to be accepted.

The commentary on the two covers needs to be extended because Peter does not deal in his comments with:

- The Portuguese cover.
- The British 5/Foreign 5 on the French cover taken together with the manuscript 10. Does the British 5/Foreign 5 relate to the British / French split or to the British / St Helena split? This has to be asked as 10 is not 11 (see Peter's letter at page 244 in Cameo no 69 first complete paragraph).
- The a 5/ b/5 annotation on the Portuguese cover, which add up to 10, and where that annotation was applied.
- The use of the T25 on the Portuguese cover.
- Whether the T25 and the T on the French cover assume some sort of GPU involvement.
- The currency or currencies of the 10 and the 5/5.
- The division of the 1s 4d between Britain and St Helena forgetting any French accountancy with Britain
- Was the 1/4 a handstamp or manuscript?
- Whether the Portuguese cover was treated as wholly unpaid.
- What were the arrangements between Britain

and Portugal in respect of mails transiting Britain from Portugal to a non GPU member?

- Was the fact that St Helena was a British Colony wholly irrelevant to the calculation of postal charges on unpaid letters or underpaid letters from France and Portugal? If not how did colonial postage rates impinge?

- Is there a British or St Helena documentary source to establish 1s 4d as the appropriate delivery charge in St Helena for letters from both France and Portugal sent unpaid or underpaid?

- Was the 1/4 in sterling and where was it applied? This is important because while the French Post Office may have indicated to its own nationals that the unpaid rate was 1fr 60c the amount would have been collected on delivery in sterling and not francs and centimes. The logic is that you cannot prepay an unpaid rate so that either it was an indication of the amount that the addressee would have to pay in sterling in St Helena or it related to the charge payable in France on an unpaid letter from St Helena

- The difference between 10 (5+5) (if 10d sterling) and 1s 4d is 6d. What happened to this 6d? The reason for mentioning this is that once both letters got into British hands the currency calculations would have been in sterling so as 1/4 appears on both covers one has to look for convergence of treatment.

- There are no zeros round the stamps on either cover (as GPU regulations would have required if there was a UPU involvement) so does this confirm no GPU involvement despite the T25 on the Portuguese cover?

- What was 50 reis worth in British currency and in what currency was the 25c on the Portuguese cover?

From Peter's table for St Helena on page 249 of Cameo 69 50c plus 25c would have made the ordinary letter rate of 75c shown in column 6 if

Portuguese currency was on a par with French Currency, in terms of centimes and reis, and assuming that the 'c' of the 25 was on a par with reis!

I am not necessarily able to answer these points. I have made the points because the covers cannot be written up properly without considering Peter's points and the ones set out above. A police enquiry would have to deal with them for elimination or adoption purposes so let us do the same.

However it is curious to note that 1s 4d represents the total of 1s 0d fine and 4d underpayment (81c would have been treated as the equivalent of 8d) – see page 85 in *Cameo* October 2005 for the British rates.

Also the 5d of the Foreign 5 when added to the 11d mentioned by Peter gives 1s 4d. But why 5d to France as this is in excess of the rate quoted by Peter?

Also 1s 4d breaks down 3d (30c) France to UK, 1d British transit and 1s 0d Britain to St Helena, although this could be criticised if the 30c or the 1s 0d included the British transit. I do not know but the arithmetic is there for someone to knock down in all three cases.

Lastly Peter's table for Great Britain on page 249 of *Cameo* October 2006 would have better stated that the Great Britain joined the UPU on the 1st July 1875 but that a GPU relationship with France did not start until the 1st January 1876.

Back to the readership for more input!

Robert Johnson
Bristol



Harry Who?

Dear Rob,

The 1914 card from "Harry" in Ross Debenham's article (*Cameo* vol 9 no 5, October 2006 pp252-253) concerning Forces Mail from West Africa intrigued me, so I set about trying to unearth the identity of the sender. The only clues were the name "Mrs Frank Tingle", with an address in Cheshunt, Hertfordshire, and the fact that the sender was her "little brother, Harry". I searched the 1901 census (the most recent one currently publicly available), and found a Frank Tingle as a chartered accountant in Cheshunt; he was the only such named person in the county. His wife was given as Lilly, aged 28. A subsequent search of the UK marriage index yielded a wedding between Frank Tingle and Lilly Walklate in the second quarter of 1896 - but could this be the right one?

The 1891 census soon yielded just one Lilly Walklate, aged 18 and living in Cheshunt. Much to my delight, as well as her father (Henry, a draper)

and mother Catherine, there was indeed a younger brother Harry Walklate, aged 16.

My next step was to search for Harry Walklate on Google. Much to my astonishment not only did it yield an account of Frank and Lilly's marriage, it even had a picture of Lilly and her family! I couldn't find any further references to Harry, although I can positively state that he is not listed on the Commonwealth War graves Commission site. Isn't the Internet wonderful!

Frank Walton
Dronfield



Wartime Postal Stationery

Dear Rob,

In *Cameo* vol 9, no 5, October 2006 pp270-271, I wrote about the use in West Africa of the 3d green size G Forces Registration Envelope.

So far just three items have been recorded. They are: Gambia cancelled FPO 109 used 27 June 1943 to Nigeria, Gold Coast cancelled FPO 536 29 March 1945 to Elmina, and Sierra Leone cancelled FPO 41 14 September 1945 to London

Many thanks to Michael Ensor for responding to the article, and are there really so few to be found in other members' collections?

Jeremy Martin
Salisbury

WASC Study Editors are also available for queries and to help edit articles

- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Dudley Prestedge
- Cameroons – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Newroth
- Lagos – John Sacher
- Maritime – John Knight
- Nigerias to 1914 – John Sacher
- Nigeria post 1914 – Tony Plumbe
- St. Helena – Bernard Mabbett
- Sierra Leone – Philip Beale & Peter Rolfe
- Togo – Jeremy Martin

 **Sir David Patrick Chalmers**

Dear Rob,

I have been researching the archive of papers of Sir David Patrick Chalmers in the University of Edinburgh Library. He served in Gambia, Gold Coast and Sierra Leone between 1867 and 1879, and maintained a regular correspondence with his sisters in Edinburgh.

I now have information on over fifty covers (in collections, auction catalogues and the archive) but there are over seventy more letters unmatched to dated covers. I would appreciate assistance from members who own such covers usually addressed to Miss Chalmers, St. Leonards, Murrayfield, North Britain. Photocopies or scans showing postmarks and receiving marks would be particularly helpful.

Ian Anderson
Edinburgh

 **A Life in Sierra Leone**

Dear Rob,

For anyone with a interest in the recent story of Sierra Leone, or indeed West Africa in general, I would like to draw attention to an absorbing account of events there. The book in question is *The Devil that Danced on Water* by Aminatta Forna, in paperback, pulished by Flamingo in 2003. The author was born in Sierra Leone in 1964, the daughter of Mohamet Forna, who became Finance minister to Siaka Stevens in 1969 before they fell out. Aminatta Forna tells the story of her childhood in Sierra Leone and the UK, with subsequent visits to Sierra Leone up to recent times, with background comments on events there as she saw them. It is a fascinating account of an increasingly troubled time and is an interesting

insight into local views, from a standpoint very different to our western ideas.

Peter Rolfe
Bearsted, Kent

 **Another Freetown Alphabet postmark**

Dear Rob,

Further to my piece in *Cameo* of January 2005 (Vol 8 No 5, pp284-5), another example of this series has turned up. This time it is "Freetown I." as illustrated and is dated 19 September 1981 in a rather eccentric layout, on a registered cover. The two missing letters, G and K, must surely be out there somewhere. Has anybody seen them?



Peter Rolfe
Bearsted, Kent

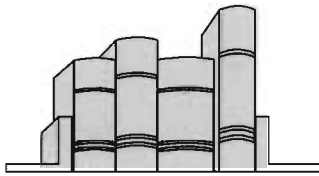


Articles of Interest Published in Other Journals

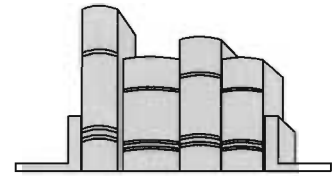
Members are invited to contact either editor by e-mail, post or telephone when they notice any article they feel might be of interest to other members.

London Philatelist, Number 1341, Volume 115, December 2006,
pp382-407, *West African Airmail Links with Europe after June 1940*, by Rob May

France & Colonies Philatelic Society Journal, Number 242, Volume 56, number 4, December 2006
pp125-132, *Senegal—the 1902 "Letter in Circle" Cachets: a new explanation*, by Bill Mitchell
pp135-136, *Benin—Postal use of Military telegraph Date Stamps* by Bill Mitchell
P141, *Après le départ marks used Overseas*, by John Mayne (this is, of course, a Togo example)



Bookshelf



Please send orders and payments for West Africa Study Circle publications to the Treasurer (address on contents page). Authors will distribute their own new publications to members, whilst distribution of purchases from older stocks is arranged via the Treasurer.

Review of Publications in hand

There are several members working on future publications who would all welcome comments and help on their projects from others in the Circle.

* *Sailings to West Africa c. 1850 – 1950.* A volume from c.1840 to c.1879 will be the first part of the work. John Knight. This project is a very worthwhile one and John and I would be most grateful if any member feels able to help with the research which requires visits to records in central London or in Liverpool. Help with travel costs should be available. If you feel able to offer some time please get in touch with John or myself.

* *West African holdings in the British Museum.* This will include stamp material and postal history held by the Museum. Jeremy Martin and John Powell.

* *First Flights to and from West Africa.* Trevor Buckell and Jeremy Martin.

* *The Agents of the Post Office in West Africa.* Fernando Po, Lagos, Madeira, Tenerife, St Vincent and Freetown. A revision with illustrations of the WASC 1974 publication. Philip Beale.


* *Post Independence Stamps and Postmarks of Sierra Leone.* Peter Rolfe.

* *Modern Nigerian Definitive Stamps.* Jeremy Martin and Rob May.

The publication committee would welcome news of any other projects and will give assistance and advice as requested. The Circle can give financial support for work approved by the Committee.

Philip Beale. Chairman of The Publications Committee.

The other committee members are Charles Leonard and Frank Walton with, for Cameo, Rob May and Barry Burns.

 *West Africa: the Postal History of British, French, German, Portugueses and Spanish Colonies and of Liberia until UPU membership*, by John Sacher CBE, FRPSL, published privately, 2006, no ISBN. 24 A4 pages, card cover, stapled. Available to any member free of charge on request to the author at the address shown on the membership list. Members may feel inspired to make a donation to WASC funds upon receipt!

Review by Rob May

Members who have seen displays by John Sacher will be aware of the comprehensive coverage he can provide of the early mails to and from West Africa. This full colour 24 page booklet describes a twenty frame display given to the Collectors Club of New York on 4 October 2006, running from the very earliest (a letter in Italian from Sant Thome (São Tome) in 1585, and Sierra Leone in 1786, five years before the first settlement of freed slaves, to the merely (!) early including an 1865 letter from Lagos to France at 1/4d rate (see also pages 3 and 4 of this issue) and the first known postal hand-stamps from many offices. Picking out any particular item is invidious—everyone would identify their own different personal selection from this important collection. I suspect John is going to receive a lot of mail during February!

Access to the internet? Then please try visiting the re-launched West Africa Study Circle Web Site at : <http://www.wasc.org.uk>
Webmaster is Ray Harris; contact harris6@which.net

LATEST CONTENT:

Cameo volume 9 index



Auction Report

Richard Tompkins Collection Grosvenor Auctions 3 November 2006



A brief report follows, detailing some of the more interesting realizations from this sale held at an hotel in London. Prices realized include a buyers' premium of 17.625% on the hammer price, inclusive of a sum in lieu of VAT.

Jeremy Martin

Ascension

1924-33 3/-, fine used with a *Madame Joseph* cancellation, showing the cleft rock variety realized £225 off an estimate £150-£180.

1938-51 2/6d unmounted mint with frame printed double, one albino, made £3764 (est £1800-£2000), more than the catalogue value of £3500.

Cameroons

1915 (July) sterling surcharges on Kamerun yachts. The inverted 's' variety on 1/-, 2/-, 3/- and 5/- made respectively £941 (est £250-£300), £341 (est £250-£300), £564 (est £250-£300) and £564 (est £300-£350). The 1/- was the surprise; strong bidding taking the realization to more than catalogue value of £850.

The 1915 (July) 3/- fine mint with surcharge double sold for £5881 (est £3500-£4000).

The Gambia

A block of six of the 1869-72 no watermark 4d, fresh mint, one stamp with a small closed tear, went for £3175 (est £1500-£1800).

Some examples of varieties:

The 1898-1902 4d with malformed *S* mint made £494 (est £200-£250) against catalogue value of £375.

An example of the 1909 2/6d mint with the *Glover* or *dented frame* flaw made £270 (est £150-£180).

A 1912-22 1/6d mint with the *split A* variety went for £235 (est £180-£200).

Gold Coast

There were eight bisects on piece in the sale, of which two were quartered. The 1876-84 6d made £646 (est £500-£600) and the 1884-91 2d made £329 (est £250-£300)

A De la Rue essay in blue of the 2/6d value for the proposed 1928 Christiansborg Castle issue, No. 6, reached £1646 against estimate of £700-£900. The same essay sold for £150 plus VAT in a Robson Lowe Ltd sale on 21 December 1978—I was there!

St Helena

An example of the 1864-80 "perf 12½" 1d type B, variety imperforate, unused without gum, sold for £1646 (est £500-£600). A similar 1d value but perforated, with the surcharge in blue-black, fine mint, made £764 (est £300-£350)

A 2d yellow, type C, with the surcharge in blue-black, unused without gum, reached £1882 (est £1000-£1200). Finally an unmounted mint vertical pair of the 1968 3d made £411, at the top end of a pre-sale estimate of £300-£350.

Sierra Leone

An 1872 envelope to London, bearing a perf 12½ 6d was pushed up to £729 (est 400-£500), followed by an envelope to France in May 1892 with a bisected 3d yellow, plus a 2½d, to make the correct 4d rate which, priced at £611 (est £300-£400) seemed reasonable.

A block of four, mint with a few faint toned spots, of the ½d on 1½d with surcharge inverted, watermark Crown CA met very keen bidding, leaving an estimate of £1200-£1500 way behind, climbing to £4469.

Sierra Leone Postage & Revenue provisionals provided some surprises. All are mint, listed by SG number: SG64, made £1082 (est £400-£450), SG65 £446 (est £250-£300), SG67 £705 (est £700-£800), SG68 £47,050 (est £25,000-£30,000), SG69 £14,115 (est £9000-£12,000), SG70 £5881 (est £3500-£4000), SG71 £47,050 (est £20,000-£22,000), SG71 another example £44,697 (est £18,000-£20,000)

A successful sale which may lead to to catalogue price increases in future.

Colonies & Art. 12 Handstamp from St Helena

John Yeomans

The Paris auctioneers Roumet R.H.P. included two interesting covers from St Helena to France in their sale of 19 September 2006. The first, Lot 501, was a cover of 1844 to Bordeaux, with a superb example of the rare Colonies & Art 12 handstamp, illustrated as Figure 1.

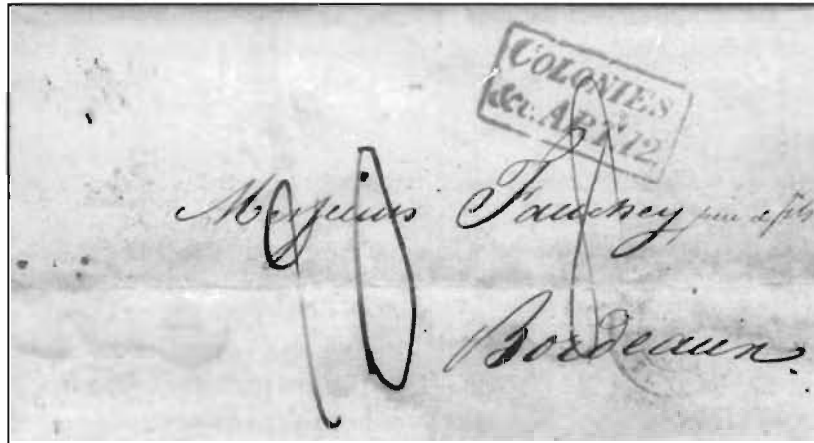


Figure 1 1844 St Helena to Bordeaux

The boxed *COLONIES / & ART.12.* handstamp would have been applied in London in the usual orange-red ink, and there is a BRIXHAM / SHIP LETTER cachet on the reverse. The manuscript '8' in black represents the reimbursement to the UK. This cover realised 1358 euros (c. £920) on an estimate of 1200€.

The second cover, Lot 502, was sent from St Helena 12 December 1870, to Nantes and has another rare marking, the postal accountancy handstamp 'GB/2F' applied in black over the address. This cover realised 1664€ (c. £1125) on an estimate of 1500€. Neither of these markings were recorded by Hibbert (Ref. 1) on mail from St Helena to France.



Figure 2 1870 St Helena to Nantes

The Anglo/French Postal Convention of 1843 provided that unpaid letters for France from or travelling via the UK should be struck on the address side with the origins of the appropriate article of the waybill ill

accompanying the mailbag. Different origins needed different article handstamps denoting different amounts to be paid by France to the UK. The convention was in force for thirteen years.

So the 1844 cover from St Helena to France via the UK was struck with the 'Art 12' handstamp and has resulted in the reimbursement by France to the UK of probably 8d per ¼ oz - I do not have the rate for St Helena, but Mauritius was 10d. After 1846 the strike was changed to 'Art 13' - because Art 12 had been allocated to Canada! - without change to amount due and this arrangement continued to 1855.

Turning to the French entry mark '20' this is a charge to the recipient calculated:

1833 tariff. France entry charge from Dover 9 decimes, plus
1828 tariff. France internal, less than 7.5g Calais to Bordeaux (750km) 11 decimes; total 20 decimes (2 F).







The Anglo French Convention of 1856 introduced the 'GB' form of strike as shown in the second cover, and the amount due was set in French Francs for 30g, and the charge included in the frame, i.e. GB 2F.

Reference

- 1 Hibbert E., *St. Helena; Postal History and Stamps*, Robson Lowe Ltd., London 1979

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Royal Navy West African Packets 1848-1851

Colin Tabcart

The following paper was originally published in two parts in the Forces Postal History Society Journal numbers 268 dated Summer 2006, vol 27, number 8 and 269 dated Autumn 2006, vol 27, number 9. It is reproduced here with kind permission of the author and editor, one and the same person.

Background

The early history of the post in Sierra Leone prior to the packet service is nicely described by Philip Beale in his splendid work (Ref 1), so need not be repeated here.

Prior to 1848 there was no regular packet service to West Africa by any means. Letters were sent as opportunity offered by private ships and also, since the Royal Navy was actively employed on the coast in the suppression of the slave trade, by HM Ships going to, or returning from, anti-slavery patrols. Under the terms of an 1837 Act (1 Vic c 36) letters by HM Ships could be treated as packet mails; Beale mentions "... a very few letters carried by naval vessels which were stamped **Packet** before the regular service was announced." (Ref 1, p19) Such practice would align with the 1837 Act mentioned, but Beale also says: "Some naval mail was stamped **Ship Letter**," so the status of mails carried by HM Ships seems to have been somewhat arbitrarily decided. Figures 1 and 2 below, shown by kind permission from the John Sacher collection, illustrate the confusion.

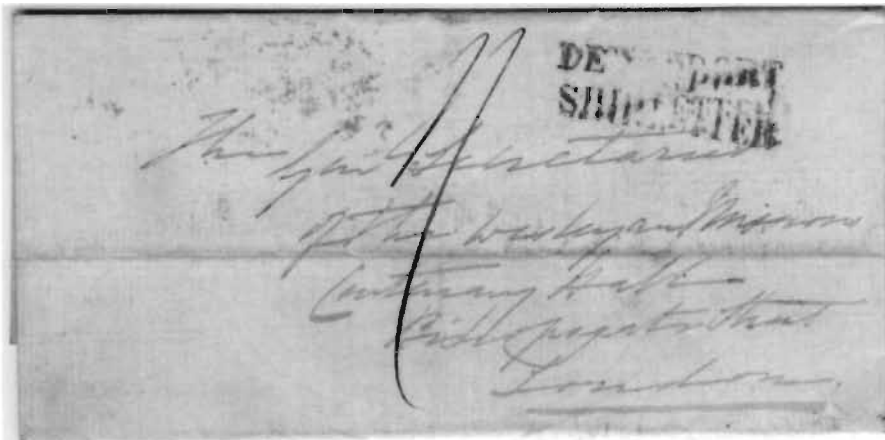


Fig 1 (reduced) 1846—from Cape Coast Castle dated 21 August, stamped with DEVONPORT SHIP LETTER, but rated at the 1/- packet rate. Back stamp of London 14 Dec 1846

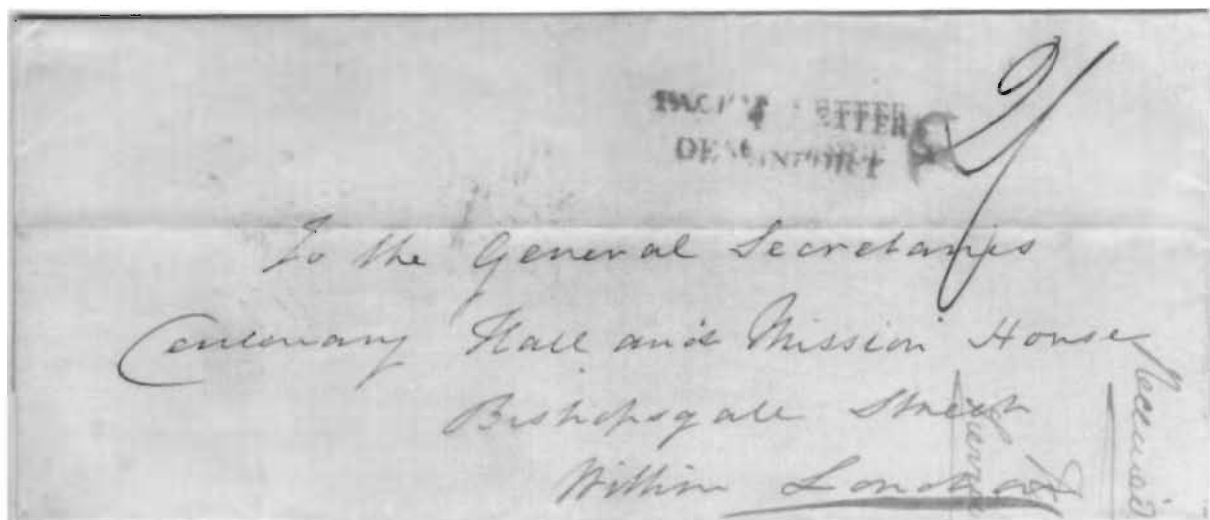


Fig 2. 1847. From Sierra Leone dated 15 February stamped PACKET LETTER DEVONPORT (P2) to London, where back stamped 8.4.1847. Charged 2/- for double packet rate. Back stamp of London, 8 Apr 1847. (both courtesy John Sacher).

Both these letters came to Devonport by HM Ship. Fig 1 arrived at Devonport on 12 Nov per HMS *Avon* “from the coast of Africa where she had been surveying.” (Ref 2) The second probably arrived per HMS *Espoir*, also “from the coast of Africa” on 7 or 8 April. (Ref 2) Regardless of the DEVONPORT SHIP LETTER hand-stamp applied to Fig 1 the letter was treated as a packet letter as shown by the postage due of 1/-.

A sizeable squadron was maintained for many years off the West African coast, based on Ascension Island, but calling frequently at important ports such as Freetown, Sierra Leone. In May 1848 the *Hampshire Telegraph and Sussex Chronicle* reported the squadron as follows:

“Portsmouth 15 July. *Kingfisher*, 12, Cdr FW Horton, arrived on Wednesday [12 Jul] from the coast of Africa. Left Ascension 20 May, Cape Coast Castle 31 May, Porto Reyna Cape Verde Islands 21 Jun. The vessels of the Squadron were as follows at the last date: (See table below). *Heroine* and *Ferret*, brigs, are next on the roster for the homeward voyage. Sickness is beginning to manifest itself on the coast.”

<u>Ship</u>	<u>Description</u>	<u>Additional Info</u>	<u>Rank of CO</u>	<u>Location</u>
<i>Penelope</i>	Steam paddle frigate	Commodore FW Horton, flag	Full Captain	At Ascension
<i>Tortoise</i>	Store lighter	Guard ship, Capt Hutton	Full Captain	At Ascension
<i>Snap</i>	Ex slaver <i>Cacique</i> captured 1847	Tender		At Ascension
<i>Adelaide</i>	Schooner. Ex slaver			At Ascension
<i>Amphitrite</i>	Corvette, 26 guns	Capt TR Eden	Full Captain	Bight of Benin
<i>Britomart</i>	12 guns. New brig	Cdr Chamberlain	Cdr	Bight of Benin
<i>Cygnat</i>	6-gun brigantine	Cdr Kenyon	Cdr	Bight of Benin
<i>Dolphin</i>	Brigantine, 3 guns	Lt E Boyle	Lt	Bight of Benin
<i>Blazer</i>	Steam paddle sloop	Cdr Smith	Cdr	Bight of Benin
<i>Grappler</i>	Iron paddle steamer	Lt Lysaght	Lt	Bight of Benin. “Very sickly”
<i>Heroine</i>	6 guns	Cdr Edmonds	Cdr	At Kabenda
<i>Favourite</i>	16 gun sloop	Cdr Murray	Cdr	At Kabenda
<i>Bittern</i>	26 guns. Colledge has 12-gun brig	Cdr Hope	Cdr	At Kabenda
<i>Firefly</i>	Steam paddle sloop	Lt Ponsonby	Lt	At Kabenda
<i>Siren</i>	16 gun brig sloop	Cdr Challoner	Cdr	At Kabenda
<i>Contest</i>	12 gun brig	Cdr McMurdo	Cdr	At Kabenda
<i>Wanderer</i>	16 gun brig	Cdr Montresor	Cdr	Off Cape Lopez
<i>Rapid</i>	6 gun brig	Cdr Dixon	Cdr	Off Sierra Leone
<i>Bonetta</i>	Brigantine, 3 guns	Lt Forbes	Lt	Off Sierra Leone
<i>Sealark</i>	8 gun brig	Cdr Money Penny	Cdr	Off Sierra Leone

Descriptions of the ships are from Colledge (Ref 3) where not reported by the *Hampshire Telegraph*. Note how few of the working ships were steam assisted at this time. Already the slave traders had earned so much money that they were able to put steam ships into the trade; these often eluded the sail-only Royal Navy pursuers. The balance of steam ships in the squadron rapidly improved, so that by 1860, and probably earlier, they were all steam driven, as a snapshot from the 1860 Navy List shows. The West Coast of Africa Station was then commanded by Commodore Edmonstone, flying his broad pendant in the 47-gun screw steam frigate *Arrogant*, with the following additional ships under his command:

The 1860 Squadron according to the Navy List

<i>Ship</i>	Description	Additional Info	Rank of CO	Remarks
<i>Archer</i>	13-gun steam corvette		Full Captain	
<i>Maeander</i>	44-gun frigate	Store ship at Ascension	Full Captain	Probably non-combatant
<i>Falcon</i>	17-gun screw steam sloop		Commander	
<i>Prometheus</i>	5-gun paddle steam sloop		Commander	
<i>Torch</i>	5-gun screw steam gun vessel		Commander	
<i>Wrangler</i>	4-gun screw steam gun vessel		Commander	
<i>Bloodhound</i>	3-gun iron paddle vessel		Lt	
<i>Sharpshooter</i>	8-gun iron screw steamship		Lt	
<i>Spitfire</i>	5-gun paddle steamer		Lt	
<i>Triton</i>	3-gun iron paddle vessel		Lt	
<i>Buffalo</i>	Screw steam store ship		Master	
<i>Brune</i>	80 hp paddle steamer	Tender to <i>Arrogant</i>	Master	
<i>Dover</i>	Iron paddle steamer		Master	On River Gambia

This was a considerable force in what was very much a peacetime Navy, and they were all steam ships in a period when that was not universally true of the Royal Navy. This generally gave them a better chance when pursuing slavers. In addition to this considerable investment in men and materiel, prize courts were established at the Gold Coast, Sierra Leone, and St Helena, as well as at Cape Town.

The Price

The Royal Navy paid heavily for this anti-slavery patrol both in monetary terms and in loss of personnel on what was undoubtedly the worst of all stations for disease. Two examples may suffice:

- A “An Admiralty return shows that in the five years 1855-59 there died 368 officers, men, and boys belonging to HM ships employed in the suppression of the slave trade, and 999 were invalided. The approximate annual cost of the ships employed averaged £458,523.” (Ref 5)
- B In October 1854 HMS *Éclair* arrived off Portsmouth having been sent home from the West Africa station with a mysterious fever raging. By the time she arrived her Commanding Officer, Surgeon, 5 other officers, and 57 of her crew were dead (Ref 6). She was placed in quarantine, initially at the Motherbank in the Solent, and later at Standgate Creek in the Medway. All told she lost:
 - 10 men between 1 Apr and 30 Jun at anchor off Sherbro.
 - 16 more from 1 Jul to 31 Aug off Sierra Leone etc.
 - 38 more en route to England.
 - 5 more on arrival at the Motherbank and Standgate Creek quarantine stations.

This disaster was unusually severe, but just about every ship returning from the West Africa station brought home invalids from the Squadron, or had lost some of her own people with disease. A typical report was: “She has only lost 8 men during her time on the coast.” One of the major problems was fresh water. Until the invention of the distilling apparatus, only usable by steam ships because of the heat needed, ships had to replenish with water more than any other commodity, and it could only be obtained ashore. Very few places on the West African coast had good clean water supplies, and almost none had both clean water and an easy landing. Water barrels are heavy, and getting them into a ship’s boat in a 12-foot surf caused innumerable injuries. The other problem was that crews on shore were exposed much more to disease than when lying

offshore in clean air. Once the distiller was invented and fitted in the majority of the squadron deaths from disease decreased significantly. The first instance known of distilling apparatus aboard one of the squadron was reported in the *Hampshire Telegraph* on 18 August 1849, as follows: "A letter from the *Reynard*, steam schooner, on the coast of Africa, speaks in the highest terms of Mr Grant's apparatus for converting salt water into fresh. *Reynard* daily provides 160 gallons more than is wanted of excellent water, and the difficulties attendant on sickness in watering in boats from the shore was, by this invention, avoided."

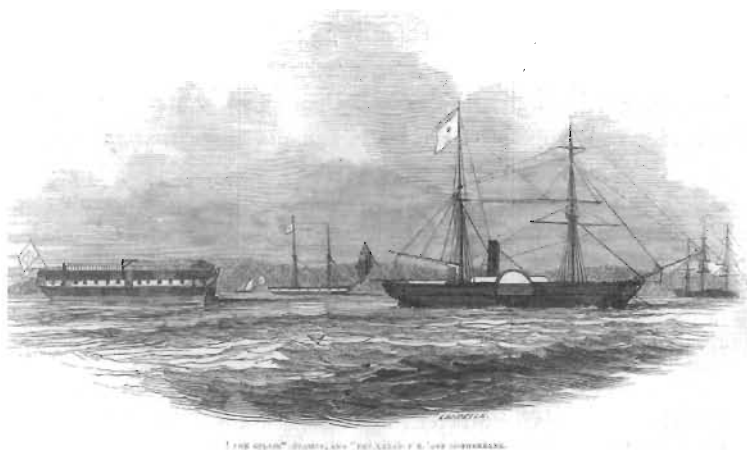


Fig 3. HMS *Éclair* at the Motherbank Quarantine Station (*Illustrated London News*)

A guard ship can be seen patrolling to prevent any communication with the shore. The hulk at the left is the lazaretto.

Log of Her Majesty's Steam Ship Firefly Saturday

Hours	Knots	Fathoms	Compass	Winds		Weather	Sea	Leeway	Officers' Orders	REMARKS
				Direction	Force					
1										<u>A. M.</u>
2										
3										
4										
5			at		Windy 2 S.E.					Daylight found a gun as signal for her
6										S. The Clerk in charge paid the Roommen the wages due to them in the presence of Lieut. Peers and Mr. C. Brown second Master discharged as to the shore.
7			Single							The Officer in charge of stores ordered the Surge boat to be sent to the shore they did not touch the shore as they demanded yesterday
8			Anchor		Windy 2 S.E.					11. The Officer in charge of stores ordered second master to take charge as Pilot at 9.30 tonight and to be running out of anchor from
9			Running out of anchor							12. 1.30 Cape Sierra Leone 13. 1.30 14. 1.30
10										15. 1.30 Cape Sierra Leone 16. 1.30 17. 1.30
11	3	2								Water { Expended... 125 gallons
12	3	2			Windy 2 S.E.					Remaining .. 1370
Course		Distance made good through the water		Effect of Current or Sea		Latitude		Longitude		

Extract from the log of HMS *Firefly*, 24 April 1850 (ADM 53/2491), as she was leaving Sierra Leone. Note the bottom line: water expended and remaining; at this usage rate she had less than 12 days' supply remaining. For a picture of HMS *Firefly* see page 27.

Introduction of the Royal Navy Packet Service

In mid-November 1847 the Admiralty informed the Postmaster-General that they intended to operate a monthly packet service by naval vessels going out to the West Coast of Africa station. Commenting on this to the Postmaster-General, Col W.L. Maberly (Secretary of the Post Office) minuted:

“In order to give publicity to this arrangement I propose to insert about the 5th of each month a notice in the Packet List that letters and newspapers will be despatched by the vessel proceeding to the West Coast of Africa on the 1st of the succeeding month stating the postage to which they will be liable and adding that further notice will be given as regards the name of the vessel and the port of departure as soon as the Admiralty shall have furnished the requisite information. When this information has been received it will be inserted in the Packet List and the officers of this Department whom the matter may concern, shall receive proper instructions on the subject.” (Ref 4)

This was initialled “Approved C” on 19 November 1847 by Lord Clanricarde, the Postmaster-General.

GPO Instruction No 37 dated December 1847

This informed the public, reading as follows:

“An arrangement having been made for despatching one of Her Majesty’s Ships on the 1st of every month, to the West Coast of Africa, calling at Madeira and Sierra Leone, mails to be conveyed by such vessels, will in future be made up at this office [i.e. London] on the evening of the last day in each month, or, when that day falls on a Sunday, on the previous evening. All letters and newspapers for Sierra Leone, not directed to be forwarded by any other vessel, will be despatched in these mails. Letters and newspapers for Madeira, or for any part of the West Coast of Africa except Sierra Leone, intended to be sent by these vessels must be specially addressed by “*Her Majesty’s Ship*.” The name of the vessel will be announced in the Packet List about the 26th of every month.”

Note that nothing was said about return mails. It is unlikely that any attempt was made to operate a return service to fixed dates since the Commodore commanding was unlikely to allow any ship home until her relief had arrived, and the time taken for the outward voyage was always subject to chance, especially as not all the ships were steam-assisted.

In practice the outgoing mails were not always too punctual either: the first of the month seems to have been taken as an aiming point by the Admiralty rather than a positive commitment although, to be fair, when a sailing vessel was involved, contrary winds could delay her departure for many days. Students will make their own judgment from the facts presented in the sailings tables.

The Sailings Tables

The sailings data that follow are taken primarily from the *Hampshire Telegraph and Sussex Chronicle*, a weekly newspaper that, amongst other things, reported naval shipping to and from Portsmouth, and quite often for Plymouth (Devonport), the two naval ports primarily involved. Coverage is incomplete, particularly homebound, and it was hoped to improve on the situation using the ships’ logs, most of which still exist in the National Archive at Kew. ADM references are to these ships’ logs held at the National Archives, Kew. However, the logs very rarely report anything to do with mail; perhaps as they were not specifically packet boats, the officers felt it of minor importance. Then there is the other problem that if one does not know the name of the ship it is not possible to check her log. If anyone can add to the Tables, or has a letter to or from West Africa between 1848 and 1851 I would be delighted to hear from them.

1848 outbound

See the table opposite. *Ranger* was badly damaged at St Vincent, HMS *Pantaloon* subsequently rendering assistance—see notes 7 & 8.

S h i p / Commander	Type	Sailed date	From	At Madeira	At Sierra Leone	Notes
<i>Cygnets</i> / G Kenyon	6-gun brig	1 Jan	Portsmouth	15/16 Jan	30 Jan	1
<i>Firefly</i> / Ponsonby	Steam survey ship	4 Feb	Falmouth	12/20 Feb	4/12 Mar	2
<i>Sealark</i> / Monypenny	8-gun brig	2 Mar	Devonport	10/11 Mar	27 Mar	3
<i>Star</i> / CW Riley	8-gun packet brig	1 Apr	Devonport	16/18 Apr	6/11 May	4
<i>Waterwitch</i> / Quin	10-gun brig sloop	3 May	Devonport	16/20 May	20/23 Jun	5
<i>Pluto</i>	Wooden paddle gun vessel	1 Jun	Devonport	17/18 Jun	9/15 Jul	6
<i>Ranger</i> / Newland	8-gun packet brig	2 Jul	Devonport	15 Jul	Wrecked	7
<i>Pantaloon</i> / Prevost	10-gun brig	1 Aug	Devonport		(22 Sep)	8
<i>Heroine</i>	Portuguese schooner			Dep St. V. 1 Sep for SL	?	
<i>Spy</i> / Western	3-gun brig	3 Sep	Devonport	17/20 Sep	21/26 Oct	9
<i>Cyclops</i> / Hastings	Wood paddle frigate	10 Oct	Devonport	17/18 Oct	1/5 Nov	10
<i>Kingfisher</i> / Harvey	12-gun brig	3 Nov	Devonport	14/15 Nov	7 Dec	11
<i>Amazon</i> / Troubridge	24-gun frigate	10/23 Dec	Devonport	6 Jan 1849	21/24 Jan	12

Notes

- 1 "Portsmouth Sat 1 Jan. *Cygnets* 6, Cdr G Kenyon, was paid advanced wages yesterday, and having taken on board the packages of silver coin for St Helena put to sea this morning with mails for Madeira, Verde Islands (to be landed at St Jago), Sierra Leone, Ascension & St Helena. *Cygnets* is afterwards to return to Ascension and be attached to the Africa Squadron." From the log of HMS *Cygnets* (ADM53/2199): "1 Jan 1848. 8.30 a.m. Received a mail for Madeira and West of Africa. Sailed at 1 p.m. Arrived Madeira 11.30 a.m. 15 Jan, landed the mails p.m. 16 Jan. Arrived Freetown Cove p.m. 30 Jan, and sent mail to *Penelope* [the Commodore's flagship] and landed one for Sierra Leone." One of the few logs that mentions mails.
- 2 "The *Firefly*, steam vessel, Lt Ponsonby, will sail on 1 Feb for the coast of Africa; she will take a mail." From the log of HMS *Firefly* (ADM 53/2483) from Portsmouth. 2 Feb 1848 drew fires forward at 6 a.m. proceeded at full power. 7 a.m. through the Needles. 1.55 pm off Portland Bill. 3 Feb arrived Falmouth, sent a boat to *Astrea* [the depot ship for the Falmouth Packets] to enquire about mails and water. 4 Feb go alongside HMS *Aurora* in St Just Pool to coal. 4.40 pm same day sailed from Falmouth. Arrived Funchal Roads [Madeira] 8 pm 12 Feb - HM Strm vessel *Jackal* in harbour. Several days coaling, HM Packet *Swift* arrived 17 Feb & left 18th. *Firefly* left a.m. 20 Feb. 27 Feb - "Steamed for St George's Bay, rounded the Point of St Nicholas. 11.15 a.m. down boat and sent the mails on shore. Sugar Loaf Hill bearing NE 1/2 E." [this location is probably St Nicholas, Cape Verde Islands] Sailed pm 28 Feb. 4 Mar arrived Sierra Leone a.m. Out paddle box boats and sent the mail on shore. [the paddle box boats sat upside down on top of the paddle wheels, forming part of the fairing when under weigh] Coaled until 9 Mar - 148 tons in all. Morning of 12 Mar received the mails and steamed out of Sierra Leone. Stopped off Turtle Island that night. 13 Mar anchored off Sherbro Island. Arrived Kabenda Bay a.m. 26 Mar. HM Steamer *Penelope* there with Cdre Hotham. Captured Brazilian slaver on 24 Mar with 270 slaves. Prize sent to Sierra Leone under command of 2nd Master and 9 men - slaver's crew to *Firefly* - they were landed at Kabenda.
- 3 "Devonport 2 March. *Sealark*, 10, Cdr Monypenny, sailed today with mails for Madeira, Ascension,

- West coast of Africa &c.” From the Log of HMS *Sealark* (ADM53/3128): 1 March 4.30 pm. Received mails on board for the coast of Africa in Plymouth Sound. Sailed a.m. 2 Mar. 10 Mar arrived Funchal Roads and anchored at 11.30 a.m. Sailed pm 11 Mar. Late pm 18 Mar arrived St Nicholas Island, 19 Mar pm anchored in St George's Bay. Left pm 20 Mar. Arrived off Sierra Leone 11.30 pm 26 Mar and anchored for the night. Under way next morning and anchored at Sierra Leone.
- 4 “*Star* arrived Devonport on the 13th from Sheerness - to take next mail to the Coast.” “The *Star*, 6, CW Riley, was towed out of harbour by the *Confiance*, steamer, into Barnpool on Monday, will be paid wages tomorrow, and sail on 1st April taking mails to the Western Islands, Cape de Verde, Sierra Leone and Ascension.” The log of HMS *Star* (ADM53/3279) : Left Plymouth 1 April at 2 p.m. No mention of mails. Arrived Funchal Roads Madeira 16 April at 11.30 a.m. Left pm 18 April. 28 Apr anchored off Island of St Nicholas. Sailed pm 29 Apr. Arrived Sierra Leone 6 May 1848. Left Sierra Leone 11 May, arrived Ascension 24 May.
- 5 “*Waterwitch*, 8, Cdr Quin, at Chatham, will be ready for sea on 28th inst when she is to proceed to Devonport to be paid wages and sail on 2 May with dispatches and mails for Lisbon, Madeira, St Nicholas, Sierra Leone, and Ascension.” Log of HMS *Waterwitch* (ADM 53/1683): Left Plymouth 4.15 p.m. on 3 May - no mention of mails. Anchored Funchal Roads at 6 a.m. 16 May. Left at 5.30 a.m. on 20 May. PM 3 June arrived St George's Bay, later St Nicholas. Lat 15.55N, long 23.53W. Left St Nicholas a.m. 5 June. At 2.30 p.m. 9 June anchored off Bathurst. Left 5.30 a.m. on 11 June. Anchored off Freetown 3.15 p.m. on 20 June. HMS *Sealark* at Freetown. Landed the mails at circa 4 p.m. Left pm 23 June. On 31 July met HMS *Penelope* and transferred mails to her in Lat 5.25S, 10.58E.
- 6 “Devonport Thursday 25 May. *Pluto*, steamer, arrived from Cork on Tuesday to take the June mails to the coast of Africa.” “Devonport 1 June. *Pluto* sailed today with mails for Madeira & the coast of Africa.” From her Captain's Journal (ADM 51/3654—her log has not survived): Left Plymouth 2 p.m. on 1 Jun - no mention of mails. Anchored off Lisbon 0030 on 10 Jun, then went alongside. HMS *Stromboli* at Lisbon. Left at 4.30 p.m. on 12 Jun after coaling for 1½ days. Arrived Funchal 6.15 a.m. on 17 Jun. Coaled and watered, and left at 3 p.m. 18 Jun. Exchanged numbers with *Seagull*, mail packet. Anchored at St Nicholas at 4.10 p.m. 29 Jun. Left 0815 on 1 Jul. 9 Jul - anchored off Sierra Leone at about 7 p.m. where found HM brigs *Sealark* and *Alert*. Left at 3 p.m. on 15 July. Arrived Clarence Bay, Fernando Po 31 July. Coaled, watered, and left p.m. 2 Aug.
- 7 “Devonport 29 June. *Ranger*, 8, Cdr Newland, will take the Coast of Africa mails on 1 July.” Log of HMS *Ranger* (ADM 53/3043): Left Plymouth Sound 9.30 a.m. on 2 Jul - no mention of mails. At 4.30 p.m. 3 Jul anchored at Falmouth Outer anchorage. Departed Falmouth p.m. on 4 Jul no mention of mails. Arrived Funchal Roads 0015 on 15th & left again at 2030. On 22 Jul she went aground off Porto Grande, St Vincent. Hauled herself off next morning after ditching 4 guns, but was badly damaged. Much pumping. Hove down in August for repairs, remaining at Porto Grande until 14 Nov, so it must have been serious. Presumably the mails went on by another ship. See *Pantaloon* entry below.
- 8 “Portsmouth 22 July. *Pantaloon*, 8, Cdr Prevost, will sail from Plymouth on 1 August with mails for Madeira, Ascension, Cape de Verdes, Sierra Leone, the Gambia, and SW coast of Africa. Letters will be in time on the evening of 31st inst: must be specially addressed "By HMS *Pantaloon*".” Log of HMS *Pantaloon*. 1 August - received the mail at 1100 a.m. & sailed 6 p.m. Anchored Funchal Bay 0920 on 15 Aug & left at 1930 on 18 Aug. Anchored Porto Grande 1000 on 28 Aug. HMS *Ranger* in harbour. On 29 Sep “held survey on Portuguese schooner *Heroine*, hired for carrying the mails to Sierra Leone.” Assisting HMS *Ranger* for next few days and fitting out the Portuguese schooner - which latter left at 1930 on 1 Sep with the mails for Sierra Leone. *Pantaloon* remained to assist *Ranger* in effecting repairs. Left Porto Grande on 16 Sep. Anchored off Sierra Leone at 1600 on 22 Sep. HM Brigs *Heroine* and *Alert* in harbour. Left SL pm 27 Sep. Arrived Fernando Po 0930 on 13 Oct, where found HMS *Firefly*. **See Opposite: Fig 5. Extract from Log of *Pantaloon***
- 9 “The *Spy*, 3, brigantine, has been commissioned at Chatham for service on the coast of Africa. To

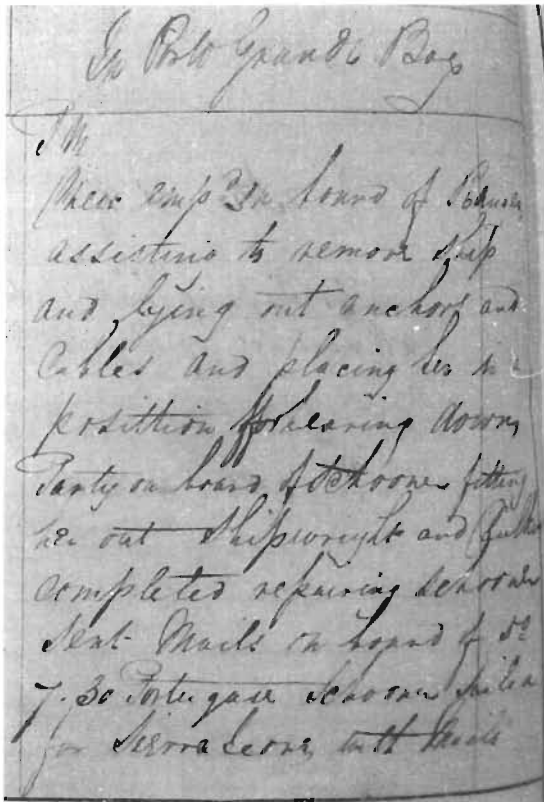


Fig 5. Extract from Log of *Pantaloon* dated 1 Sep 1848. Note last entry. “7.30 Portuguese schooner sailed for Sierra Leone with mails.”

Coast of Africa.” Other dates from her log.

proceed thither on 1 Sep with the mails.” The mail to Sierra Leone contained 686 letters, postage paid £33.13.2d. (POST 29/51) From *Spy*’s log (ADM 53/1618): Left Plymouth a.m. on 3 Sep. 17 Sep working into Funchal Roads - landed the mails at 10 a.m. by boat, still working in. Anchored at 12.10 p.m. on 17 Sep. HM Brig *Pilot* arrived 18 Sep. Left at 1400 on 20 Sep. 28 Sep. Anchored at 1530 on 29 Sep at Porto Grande, St Vincent HMS *Ranger* and US Frigate *Jamestown* in harbour. Left on 1 Oct. At the River Gambia 9 Oct and left the next day. Came to single anchor off Sierra Leone at 7.25 p.m. on 21 Oct. “Fired a rocket as signal for the mail boat.”

10 “London. Mails to be made up on 5th proximo for Madeira, St Nicholas, Cape de Verdes, Sierra Leone & Ascension, to be conveyed by HM Steamer *Cyclops*, appointed to sail from Portsmouth on 6th proximo, delayed from the 1st by orders of the Admiralty.” “Devonport 12 Oct. *Cyclops*, steamer, Capt Hastings, arrived on Sunday from Portsmouth and sailed on Tuesday [10th] for the coast of Africa with the mails for that station, Madeira &c.” Arrived St George’s Bay, Cape Verde Is, at noon on 24 Oct. “Landed mail for St Nicholas. Sent working party to HMS *Ranger*.” (ADM 53/1735)

11 “Devonport Thursday 9 Nov. *Kingfisher* sailed Friday last [3rd Nov] with the mails for Madeira & the

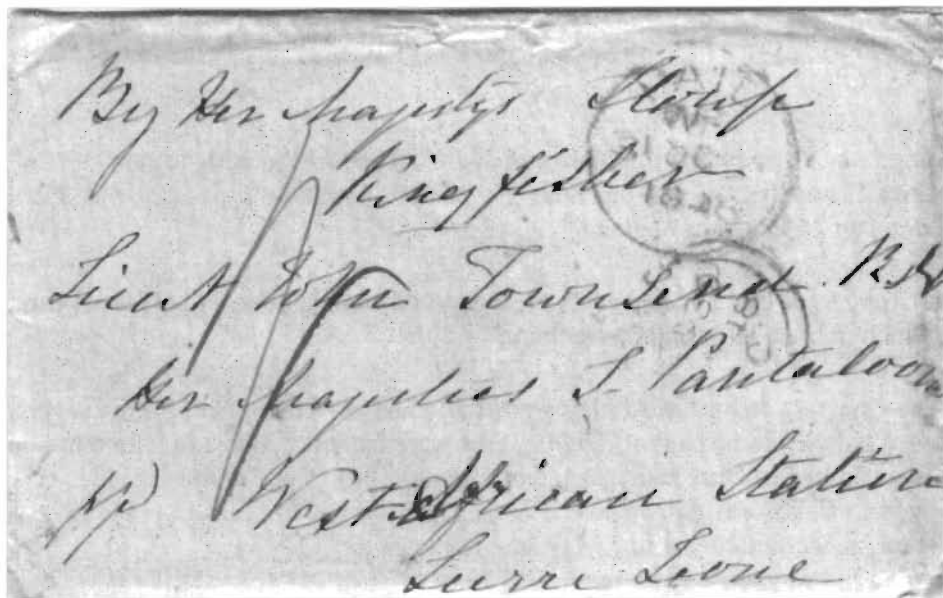


Figure 6: 1848 letter to Sierra Leone endorsed “By HMS Kingfisher”

Outgoing letters are even scarcer than incoming. Note the 1/- packet rate prepaid.

12 “Portsmouth 25 Nov. The *Amazon*, 26, Capt Troubridge, is fitting at Devonport for conveyance of the President of Liberia to that settlement & is to be ready to sail on the 2nd of next month. She will take a mail to the coast of Africa.” “Portsmouth Friday 8 Dec: *Amazon* with mails for Madeira, Cape de Verde, Sierra Leone & Ascension, is still detained at Devonport in consequence of the boisterous

weather.” “Devonport Thursday 14 Dec: *Amazon* sailed on Sunday [10th] for the coast of Africa taking the usual monthly mail.” “Devonport Thursday 28 Dec. The *Amazon*, which sailed from this port on the 10th inst, put back on 22nd in consequence of the small pox having appeared. Patients were landed, defects made good, & she sailed again next night.” Other dates from her log. Sailed for Rio from Sierra Leone, arriving 23 Feb.

1848 Homebound

Homebound mails were not specified in the GPO Notice, and were probably sent as opportunity offered. Consequently it has proved more difficult to discover what ships brought the mails back. Those tabulated below at least came via “the coast of Africa”, and are often quoted as via Sierra Leone, so since opportunities for forwarding mail were few it seems likely that they did carry mail, even if that fact was not reported by the newspaper. The expression “the Coast of Africa” invariably means the West Coast of Africa at this period in this newspaper.

<i>Ship/Commander</i>	Type	Left Sierra Leone	Arrived UK date	UK Port	Notes
<i>Flying Fish</i> /Powell	12-gun brig	26 Jan	23 Feb	Portsmouth	1
<i>Ranger</i> /Anderson	Packet brig	20 Feb	17 Apr	Portsmouth	2
<i>Styx</i> /Chads	Wood paddle sloop	3 May	26 May	Portsmouth	3
<i>Kingfisher</i> /Horton	12-gun brig	Cape Coast 31 May	12 Jul	Portsmouth	4
<i>Ferret</i> /Sprigg	8-gun brig	Loanda 3 Jul	1 Sep	Devonport	5
<i>Heroine</i> /Edwards	8-gun packet brig	22 Sep	7 Nov	Devonport	6
<i>Siren</i> /Challoner	16-gun brig sloop	7 Nov	5 Dec	Portsmouth	7
<i>Rapid</i> /Dixon	8-gun brig	5 Dec?	12 Jan	Portsmouth	8
<i>Bittern</i> /Hope	12-gun brig	26 Dec	22 Jan 1849	Portsmouth	9

Notes

- 1 Portsmouth 26 Feb: *Flying Fish*, 12, arrived on 23 Feb from the Coast of Africa with accounts to 26th Jan. She sailed from Sierra Leone Jan 26, leaving there *Britomart*, *Penelope*, *Favourite* and *Alert*. *Alert* arrived at Sierra Leone on 24 Jan from England.”
- 2 “Portsmouth 22 Apr. The *Ranger*, 8, Cdr James Anderson, arrived on Monday evening [17 Apr] from Sierra Leone 20 Feb at which time no HM Ships were there.”
- 3 “Portsmouth 27 May. The *Styx*, ss, arrived yesterday from the coast of Africa. She brings several invalids and is ordered to Woolwich to be paid off. 5000 slaves were landed at Bahia in 2 months and 7000 at Rio. The trade is so flourishing that many steamers are employed. The common practice now is that sickly and very young slaves are thrown overboard on getting out to sea.” Her log records departing Ascension 20 Apr, at Sierra Leone 1 to 3 May, and Madeira 15 to 17 May.
- 4 “Portsmouth 15 July. *Kingfisher*, 12, Cdr FW Horton, arrived on 12 Jul from the coast of Africa. Left Ascension 20 May, Cape Coast Castle 31 May, Porto Reyna Cape Verde Islands 21 June. The vessels of the Squadron were as follows at the last date: At Ascension *Penelope*, with broad pendant of Cdre Sir C Hotham; *Tortoise*, guard ship, Capt Hutton; *Snap*, tender, and *Adelaide* schooner. In the Bight of Benin: *Amphitrite*, corvette, 26, Capt TR Eden; *Britomart*, 12, Cdr Chamberlain; *Cygnets*, 6, brigantine, Cdr Kenyon; *Dolphin*, brigantine, Lt E Boyle; *Blazer*, stm sloop, Cdr Smith; *Grappler*, steamer, Lt Lysaght. The latter was very sickly. At Kabenda: *Heroine*, 6, Cdr Edmonds; *Favourite*, 16, Cdr Murray; *Bittern*, 16, Cdr Hope; *Firefly*, stm sloop, Lt Ponsonby; *Siren*, 16, Cdr Challoner;

Contest, 12, Cdr McMurdo. Off Cape Lopez: *Wanderer*, 16, Cdr Montresor. Off Sierra Leone: *Rapid*, 6, Cdr Dixon; *Bonetta*, Brigantine, Lt Forbes; *Sealark*, 8, Cdr Money Penny. *Heroine* and *Ferret*, brigs, are next on the roster for the homeward voyage. Sickness is beginning to manifest itself on the coast.”

- 5 “Portsmouth 9 Sep. *Ferret*, 8, Cdr Sprigg, arrived at Plymouth on 1st inst from the coast of Africa. Left Loanda on 3 July leaving there the *Penelope*, Cdre Hotham, all well. *Bittern*, 16, Cdr Hope, will bring home the September mail. *Ferret* has been in commission 2 years 6 months and during 2 years service on the coast of Africa captured 12 slavers and upwards of 1600 slaves, giving about 50L prize money to each man. She lost by fever 7 men, by accident 2 men, invalided 14. All the officers and men in her, excepting the surgeon, have suffered from fever. She left Ascension 18 July.” Log confirms departure Ascension, whence she sailed direct for Plymouth.
- 6 “*Heroine*, 8, Cdr C Edwards, arrived at Plymouth on Tuesday [7 Nov] from the coast of Africa with accounts to 1 Sep. She brought a mail with letters from Ascension to 2 Sep and Sierra Leone 22 Sep.”
- 7 “Portsmouth 9 Dec. *Siren*, 16, Cdr Challoner, arrived on 5 Dec from the coast of Africa, having sailed from St Paul de Loanda Oct 8, St Helena Oct 19, Ascension 25 Oct, and Sierra Leone 7 Nov. During her 2 years on the station the *Siren* had captured 6 vessels, but only 1 with slaves on board; and from fever she lost about 20 men.”
- 8 “Portsmouth Sat 13th. The *Rapid*, 8, Cdr Dixon, from the coast of Africa, arrived off the Isle of Wight on Thursday, and after beating about for several hours, and being reduced almost to a wreck by the gales then raging and the previous hard weather she had encountered on the voyage home, she drove into Sandown Bay, IOW, and held fast for the rest of the day and night, making the anchorage of Spithead yesterday afternoon about 1 o'clock. She could fire no salute having been compelled to throw her guns overboard off the Azores on the passage home. Lt Richardson of the *Pluto*, steam vessel, invalided from his ship from jaundice, took passage in the *Rapid*, but died on 2 Nov in the Bight of Benin. She brought letter bags from most of the stations and vessels on the African coast.”
- 9 “Portsmouth Sat 27 Jan 1849. *Bittern*, 16, Cdr T Hope, arrived on Monday from the coast of Africa. Sailed from Sierra Leone Dec 26th. After landing the mails she proceeded to Sheerness to pay off.”

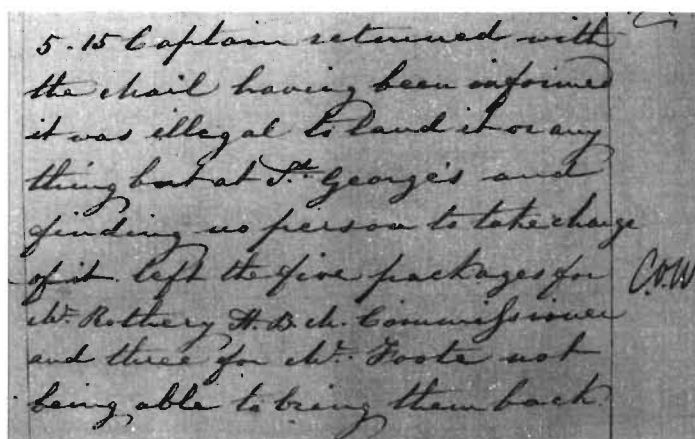
1849 Outbound

All reports from the *Hampshire Telegraph and Sussex Chronicle* unless otherwise indicated.

Ship/Commander	Type	Sailed date	From	At Madeira	At Sierra Leone	Note
<i>Teazer</i> /Selwyn	2-gun wood steam tender	3 Jan	Devonport	12/13 Jan	1/3 Feb	1
<i>Centaur</i>	Steam paddle frigate	13 Feb	Devonport	20/21 Feb	8 Mar	2
<i>Rattler</i> /Cumming	Steam screw sloop	5 Mar	Devonport	12/12 Mar	25 Mar	3
<i>Lark</i> /Hall	Schooner	3/8 Apr	Devonport	19/20 Apr	7 May	4
<i>Heroine</i> /Marsh	8-gun packet brig	5 May	Devonport	17/19 May	19 Jun	5
<i>Reynard</i> /Cracroft	Screw steamer	5 Jun	Devonport	15/16 Jun	? No log	6
<i>Ranger</i> /Miller	8-gun packet brig	4 Jul	Devonport	16/18 Jul	7 Aug	7
<i>Phoenix</i> /Woodhouse	Steam sloop	5 Aug	Devonport	15/17 Aug	No log	8
<i>Flying Fish</i> /Patey	12-gun brig	4 Sep	Devonport	16/17 Sep	9 Oct	9
<i>Hecla</i> /Beauchamp	Wooden paddle sloop	2 Oct	Devonport	10/13 Oct	30 Oct	10
<i>Wolverine</i> /Falcon	16-gun brig sloop	2 Nov	Devonport	No logs	No logs	11
<i>Hound</i> /Patten	8-gun brig	3 Dec	Devonport	22/23 Dec	12 Jan	12

Notes

- 1 "Devonport Thursday 4 Jan. *Teazer*, screw steamer, Lt Selwyn was paid wages on Monday and sailed on Wednesday 3 Jan with the usual monthly mails for the coast of Africa." "*Teazer*, Lt Selwyn, arrived at Madeira on 12 Jan where she was to undergo 5 days quarantine in consequence of cholera in England." Her log records that she arrived Funchal at 0900 on 12 Jan, hoisted quarantine flag, and sailed at 3 p.m. on 13 Jan. Anchored at St Nicholas on 20 Jan and left on 24 Jan. Arrived Sierra Leone 10.55 a.m. on 1 Feb. HMS *Ranger* in port. Left at 1 p.m. on 3 Feb.
- 2 "London Fri 2 Feb. Mails will be made up here on evening of 12th inst for Madeira, Cape de Verde Is, Sierra Leone & Ascension, to be conveyed by HM steamer *Centaur*, sailing from Devonport a.m. 13th inst." "Devonport 15 Feb. *Centaur* sailed on sailed on Tuesday [13th] to the coast of Africa with the usual monthly mails." Other dates from her Log (ADM53/3513).
- 3 "Devonport Thursday 8 Mar. *Rattler* sailed on Sunday [4th] with mails for Madeira, Coast of Africa etc." Other dates from her Log (ADM53/1848).
- 4 "London 30 March. Mails will be made up on evening of 2nd April for Madeira, Cape Verde, Sierra Leone & Ascension to be conveyed by HM schooner *Lark*, appointed to sail from Devonport on the morning of the 3rd April." "Devonport March 29th. The *Lark*, schooner, Lt Cdr Hall, arrived on Sunday from Sheerness to take out the next mails for Madeira & coast of Africa. She will sail from here on 3rd April." Paper of 7 Apr confirms sailing on the 3rd, but she put back next night with loss of fore and main topmasts and other damage. Damage repaired and sailed on Sunday 8th April. Other dates from her Log (ADM53/2774).
- 5 "Devonport Thursday 3 May. *Heroine* is appointed to sail on 5 May with mails for Madeira & Coast of Africa." From her log (ADM 53/3579): 4 May - received from Admiral's office various parcels and boxes for conveyance to the Squadron on the coast of Africa. On 5 May at 0930 Captain came on board, loosed sails, received the following mails from the Post Office: 1 bag for Madeira, 1 for Cape de Verde, 2 for Sierra Leone, and one bag for Ascension. Left at 0945. Anchored Funchal at 1710 on 17 May. HMS *Peterel* at anchor. Health boat came alongside and placed the ship in quarantine to whom the mail and letters for Madeira were delivered. Left at daylight on 19 May. At 0830 on 26 May anchored at St Nicholas. Captain went ashore with the mail. Captain returned at 5.15 - unable to find anyone to take charge of the mail, "having been informed it was illegal to land it or anything but at St George's." Sailed 0900 on 27 May. At 1910 on 27 May hove to off St George, and sent mail ashore by boat with 2nd Lt. Boat returned at 10 p.m., and made sail. Arrived at Sierra Leone at 1545 on 19 June.



5.15 Captain returned with
the mail having been informed
it was illegal to land it or any
thing but at St. George's and
finding no person to take charge
of it left the five packages for
Lt. Rothery St. Nicholas Commissioner
and three for Lt. Postle not
being able to bring them back

Fig 7, showing the relevant extract from the log of HMS *Heroine*.

- 6 "Portsmouth Sat 2 Jun. *Reynard*, 11, screw schooner, Cdr Cacroft, sailed today for Plymouth whence she is ordered to proceed to Madeira, Cape de Verde Is, Ascension, & Sierra Leone on Tuesday next with the mail for the coast of Africa, & then to the Cape & E Indies to join the squadron under command of Sir Francis Collier." "Devonport 7 June. *Reynard*, Steamer, arrived on Sunday from Portsmouth & came into harbour to coal. She was paid wages on Monday & left on Tuesday

afternoon for the coast of Africa with the mails.” “The *Reynard*, steam sloop, Cracroft, arrived at Madeira on 15 Jun in 9 days from Plymouth, under sail all the way. She was to sail on the next day for Cape Verde, then to Portendic on the Gum coast [sic], Sierra Leone, and Rio de Janeiro.” Logs missing at the National Archives.

- 7 “Portsmouth Sat 16 Jun. *Ranger*, 8, at Plymouth, has been commissioned by Cdr Thos Miller, & will take the July mail to the coast of Africa.” “London 29 June. Mails to be made upon evening of 2nd July for Madeira, San Nicholas (Cape de Verde Islands), Sierra Leone & Ascension, to be conveyed by HM Sloop *Ranger*, from Devonport on 3rd July.” “Portsmouth 7 July. *Ranger* sailed from Plymouth on Wednesday [4th].” “*Ranger* arrived Madeira 16 July and was to sail on the 18th after completing with water and setting up rigging afresh, for the coast of Africa.”
- 8 “Mails will be made up on evening of 3rd Aug for Madeira (Cape de Verde Islands) Sierra Leone & Ascension to be conveyed by the *Phoenix*, steamer.” “Portsmouth 4 Aug. *Phoenix*, steam sloop, Cdr Woodhouse, sailed on 1 Aug for Plymouth to take in the mails for the coast of Africa - she was expected to sail yesterday.” “Devonport Thursday 9 Aug. *Phoenix* sailed on Sunday [5 Aug] with the mails for Madeira & Coast of Africa.” Log missing at the National Archives.
- 9 “London 31 Aug. mails will be made up on 3rd Sep for Madeira, (Cape de Verde Islands) Sierra Leone & Ascension to be conveyed by HMS *Flying Fish*, from Devonport on 4th Sep.” “Devonport Thursday 6 Sep. *Flying Fish*, 12, Cdr Patey, arrived from Portsmouth on Saturday & sailed for the Coast of Africa on Tuesday.” Other dates from her Log (ADM53/3644).
- 10 “Devonport Thursday 4th Oct. *Hecla* went out of harbour on Saturday, was paid wages on Monday, and sailed on Tuesday for the coast of Africa with the usual monthly mails.”
- 11 “Plymouth 1 Nov. *Wolverine* was inspected on Wednesday and sailed the following day with the usual monthly mails for the coast of Africa.” Log missing at the National Archives.
- 12 “Devonport 29 Nov. *Hound*, 8, Cdr Patten, will be paid wages on Friday & sail on Saturday 1 Dec with the monthly mail for the coast of Africa.” At St Vincent 5/6 Jan.

1849 Homebound

Ship/Commander	Type	Left Sierra Leone	At	Arrived UK	UK Port	Notes
<i>Wanderer</i> /Montresor	16-gun brig sloop	10 Feb		10 Mar	Portsmouth	1
<i>Ranger</i> /Anderson	8-gun packet brig			19 Mar	Devonport	2
<i>Penelope</i> /Jones	Steam frigate	22 Feb		8 Apr	Portsmouth	3
<i>Hart</i>	Cutter			15 Apr	Devonport	4
<i>Favourite</i> /Murray	18-gun sloop	21 Feb		25 Apr	Portsmouth	5
<i>Grappler</i> /Lysaught	Iron steam vessel	3 May	1 – 2 Jun	12 Jun	Portsmouth	6
<i>Pantaloon</i> /Prevost	10-gun brig	14 May		20 Jun	Portsmouth	7
<i>Blazer</i> /Smith	Steam vessel – survey ship	13 Jun		29 Jul	Portsmouth	8
<i>Contest</i> /McMurdo	12-gun brig	11 Jul		10 Aug	Portsmouth	9
<i>Philomel</i> /Johnson	8-gun brig	9 Aug		13 Sep	Portsmouth	10
<i>Inflexible</i> /Hoseason	Steam sloop	X	X	15 Sep	Portsmouth	11
<i>Dolphin</i> /Boyle	3-gun brig	13 Sep		25 Oct	Portsmouth	12
<i>Dart</i> /Hill	3-gun brig	18 Oct		21 Nov	Portsmouth	13
<i>Adventure</i> /Wellington	Store ship	X	X	28 Nov	Portsmouth	14
<i>Britomart</i> /Chamberlain	8-gun brig	24 Nov		21 Dec	Devonport	15

Notes

1. "Portsmouth Sat 10 March. *Wanderer*, 16, Cdr Montresor, arrived this morning from the Coast of Africa. Left Sierra Leone direct for this port on 10 Feb."
2. "The *Ranger*, 6, Cdr Anderson, arrived at Devonport on Monday [19 Mar] from Sierra Leone but brought no later advices. She sank some time since but was recovered after much exertion."
3. *Penelope*, steam frigate, Capt TL Jones, and flag of Cdre Sir Charles Hotham, arrived at Portsmouth on Sunday 8th Apr from the coast of Africa, left Sierra Leone 22 Feb.
4. *Hart* reported arrived at Devonport "from the coast of Africa." She was a tiny ex-Revenue cutter of 80 tons, 55 feet long. May have brought mail.
5. "*Favourite*, 14, Cdr Murray, arrived Portsmouth on Wednesday [25 Apr] from the coast of Africa. As she left 1 day prior to the *Penelope*, steam frigate, she brought no news."
6. "Portsmouth Saturday 16 Jun. *Grappler*, iron steam vessel, Cdr Lysaught, arrived on Tuesday from the coast of Africa. Left Loanda 1 Apr, at Ascension 21 Apr, Sierra Leone 3 May. At Goree 9th to 12th ult. Went into Gomera [sic] on 22nd [May?] short of coal - had to send a schooner to Teneriffe for a supply of coal which arrived from the Consul of that place on the 27th. She got away immediately and reached Teneriffe next morning where she replenished again, and left on 30th, arriving Madeira 1st inst and leaving next day for Spithead. She brought home 79 invalids."
7. "Portsmouth 23 June. *Pantaloön*, 6, Prevost, arrived from the coast of Africa on Wednesday [20th]. Left Ascension 1 May, Sierra Leone 14 May, she brings a mail from the Squadron. As an instance of the inutility of sailing vessels in the pursuit of slavers, we may state that the *Pantaloön*, although considered a fast vessel, has not made a prize by chasing."
8. *Blazer*, steam vessel, Lt Smith, arrived Portsmouth on Sunday 29 Jul from the coast of Africa, last from Lisbon. She left Sierra Leone 13 June. As she sailed immediately after the *Grappler* she brought no news. She has been 2 years on the coast, and has only taken 3 empty slavers."
9. "*Contest*, 12, McMurdo, arrived at Spithead yesterday afternoon [10 Aug] from the coast of Africa. Left Sierra Leone 11 July, about 3 weeks after the *Blazer*. She has taken no less than 16 vessels 4 of whom were full; 1500 slaves were in these 4 vessels. This will give her Commander about £6000. We are sorry to state that Cdr Wood of the *Philomel* died of the fever, and Cdr Moneypenny of the *Sealark* was too ill to be removed from his vessel, or he would have been brought home in the *Contest*."
10. "Portsmouth Saturday 15th Sep. *Philomel*, 10, Cdr JO Johnson, arrived on Thursday night from the coast of Africa. Left Loanda 16 July, Ascension 1 Aug, Sierra Leone 9 Aug, She lost her late Commander WMC Wood of fever on 26 May off Ambriz."
11. *Inflexible*, Cdr Hoseason, arrived at Portsmouth a.m. 15 Sep from the East Indies, bringing news from the Cape to 2 August. Left St Helena on 17 Aug, and Ascension on 21 Aug. Mail known.
12. "The *Dolphin*, brigantine, Hon Lt Boyle commander, arrived on Thursday night [25th] and landed a mail from Sierra Leone and the coast of Africa, which was despatched by the mail of that night. She left Ascension on 3 Sep, and Sierra Leone on the 13th. The *Dolphin* has captured and liberated about 1500 slaves in a few months. She brought invalids from the squadron."
13. "The *Dart*, 3, brigantine, Lt Edward Hill Cdr, arrived at Portsmouth on Wednesday [21 Nov] from Sierra Leone 18th ult, when Cdre Fanshawe in *Centaur* left for Ascension. *Britomart* was to leave Cdre Fanshawe with dispatches off Cape Lopez for England on 18 Oct."
14. Left Ascension 26 Oct for Portsmouth direct – mail known.
15. *Britomart*, 8, Cdr Chamberlain, arrived Devonport on 21 Dec from the Coast of Africa after a very fine passage of 27 days, and brought a heavy mail from the station." From her Log (ADM 53/2157): Arrived St Helena 1 Nov 1849 & left at 2.30 p.m. on 5 Nov. Arrived Ascension on 10 Nov & left on 12 Nov. On 18 Nov anchored off the Gallinas River - *Centaur* and *Spy* at anchor - & left same day. Arrived Sierra Leone 4.50 p.m. on 21 Nov. HMS *Alert* & *Teazer* present. Left at 3.15 p.m. on 24 Nov. Arrived Plymouth Sound 8.30 p.m. on 21 Dec.



Figure 8. 1849 from Sierra Leone dated 3 Feb, endorsed “p HMS. *Wanderer*”. Scarce PACKET LETTER PORTSMOUTH (P1), arrived London 11 Mar 1849. Rated 4/- for 1 to 2ozs. Courtesy of John Sacher.

1850 Outbound

All reports are from the *Hampshire Telegraph and Sussex Chronicle* unless otherwise indicated.

Ship/ Commander	Type	Sailed	From	At Madeira	At Sierra Leone	Notes
<i>Contest</i> /Spencer	12-gun brig	1 Jan	Devonport	10 Jan	1 Feb	1
<i>Gladiator</i> /	Wood paddle frigate	3/22 Feb	Devonport	28 Feb/4 Mar	20 Mar	2
<i>Sphinx</i> /	Wood paddle sloop	2 Mar	Devonport	9/12 Mar	26 Mar	3
<i>Philomel</i> /Forbes	8-gun brig	7 Mar	Devonport		1 Apr	4
<i>Lily</i> /	16-gun brig	6/10 Apr	Devonport	30 Apr/3 May	28 May/1 Jun	5
<i>Archer</i>	14-gun wood steam sloop	2/9 May	Devonport	17/19 May	6 Jun	6
<i>Prometheus</i> /Foote	Wood paddle sloop	4 Jun	Devonport	No logs	No Logs	7
<i>Sealark</i> /Sotheby	8-gun brig	5 Jul	Devonport	16/19 Jul	6/7 Aug	8
<i>Cygnets</i> /White	8-gun brig	1 Aug	Devonport	11/13 Aug	26/29 Aug	9
<i>Niger</i> /Heath	14-gun wood steam sloop	21 Aug	Devonport		Ascension 8 Oct	10
<i>Flamer</i> /St Leger	Wood paddle sloop	5 Sep	Devonport	14/17 Sep	2 Oct	11
<i>Firefly</i>	Wood paddle survey ship	3 Oct	Devonport	14/17 Oct	3/8 Nov	12
<i>Wasp</i>	14-gun wood steam sloop	17/27 Nov	Devonport	15/18 Dec	1/3 Jan	13
<i>Harlequin</i>	16-gun brig-sloop	11 Dec	Devonport	27 Dec/1 Jan	22/25 Jan	14

Notes

- 1 “Devonport Thursday 3 Jan. *Contest*, 12, Cdr Hon JWS Spencer, sailed on Tuesday afternoon with the monthly mails for the coast of Africa.”
- 2 “*Gladiator*, sailed on 3 Feb from Plymouth, but returned to that Port on Weds night after encountering 3 days of stormy weather in the Channel. She has lost most of her berthing and shipped so much water that every cabin, from the Captain downward, was flooded, and the officers suffered great pecuniary loss.” “Devonport Thursday 14th Feb. *Gladiator* moved into the Sound on Sunday having completed her repairs. Her tender, *Jackal*, arrived from Falmouth on Sunday and will be repairing until 22nd inst.” A week later [21 Feb]: “*Gladiator*, *Hermes*, & *Jackal* are awaiting a favourable change in the weather. Finally sailed on 22 Feb, still with the Feb mails.
- 3 “Devonport Thursday 28 Feb. *Sphynx*, steam sloop, Cdr Shadwell, was paid wages today and is appointed to sail tomorrow for the coast of Africa, Rio, E Indies and China, and will take the March mail for the coast of Africa.” From her Log (ADM 53/4194): Anchored at Funchal on 9 Mar & left on 12 Mar. On 19 Mar observed St Vincent - at 7.15 a.m. stopped engines and hove to in Porto Grande harbour. Landed mail and left again at 10.45 a.m. same day. Arrived Sierra Leone on 26 March.
- 4 “*Philomel*, Thomas B Forbes, arrived at Sierra Leone 1 April after a remarkably quick passage of only 25 days from Plymouth, and was to proceed to Ascension immediately.”
- 5 “GPO London. Mails will be made up at this office on the evening of 1 April for Madeira St Vincent (Cape de Verde Islands) and Sierra Leone, to be conveyed by HM Sloop *Lily*, which will sail from Devonport on the morning of 2 April.” “*Lily* sailed on Saturday [6th Apr] for the coast of Africa but was forced back in the evening by contrary winds, and sailed again on Wednesday 10 April.” From her Log (ADM 53/4668): Sailed at 1215 on 10 Apr under reefed topsails and topgallants. Wind increased to force 10. Put 4th reef into topsails. Anchored off Lisbon on 20 Apr. Left on 24 April towed out by HMS *Confiance*. Arrived Funchal on 30 April & sailed on 3 May. Anchored Porto Grande on 12 May & left on 15 May. Arrived Freetown anchorage 7.20 p.m. on 28 May.
- 6 “London 26 Apr. Mails will be made up on evening of 30 April for Madeira, St Vincent, & Sierra Leone, to be conveyed in HM steam sloop *Archer*, to sail from Devonport on the evening of 1 May.” “London 3 May. *Archer* is delayed at Devonport owing to an accident.” From her Log (ADM 53/4279): On 9 May at the Barnpool, Plymouth. At 0815 lit the fires and received the Africa mails. Steamed out at 0900. Anchored Funchal 1140 on 17 May, coaled & watered & left on 19 May - met HMS *Firefly*. Anchored Porto Grande St Vincent on 26 May & left on 28 May. Anchored at Sierra Leone at 12.50 p.m. on 6 June.
- 7 “London 31 May. Mails will be made up on the evening of 3rd June for Madeira, San Nicholas, Cape de Verde Islands, Sierra Leone, and Ascension, to be conveyed by HMS *Prometheus* (S), which is appointed to sail from Devonport on 4th June.” “Devonport Thursday 6 Jun. *Prometheus*, Steamer, Cdr Henry R Foote, arrived from Woolwich and Portsmouth on Saturday and came into harbour to replenish coal & make good a few defects. Paid wages on Tuesday and sailed that evening with the usual monthly mails for the coast of Africa.”
- 8 “London 28 June. Mails will be made up on evening of 2nd July for Madeira, St Vincent, San Nicolas, Cape de Verde Islands, Sierra Leone & Ascension, to be conveyed in HM sloop *Sealark*, from Devonport on the morning of 3 July.” Log of HMS *Sealark* (ADM 53/3908): 3 July in Plymouth Sound. At 2 p.m. received the mail for the coast of Africa - 5 bags. Winds generally westerly force 5 to 7 - not sure why she could not sail. Winds NW on 5 July and she sailed at 11 a.m. Weather worsened on 6 July so she ran into Falmouth for shelter, arriving noon that day. Left Carrick Roads pm 7 July. Arrived Funchal 16 July. left pm 19 July. Touched St George's Bay 28 July where Captain went ashore. Arrived Sierra Leone am 6 Aug & left pm 7 Aug. Arrived Ascension 24 Aug.
- 9 “Devonport. The *Cygnets*, 8, Cdr White is complete & will take the August mails to the Coast of Africa.” Log of HMS *Cygnets* (ADM 53/4158): 1 Aug at 1.30 p.m. - received the mail on board. Weighed at 2 pm and proceeded to work out of Plymouth Sound. Arrived Funchal Bay on 11 Aug. Landed the mails at 4.15 p.m. Left on 13 Aug. On 20th Aug anchored off St Nicholas from 3 to 8 p.m., and proceeded. Anchored off Sierra Leone at 11.20 a.m. on 26 Aug. Left SL 1.30 p.m. on 29 Aug.
- 10 “London 9 Aug. Mails will be made up on evening of 16th inst for Sierra Leone & Ascension, to be conveyed in HMS *Niger* (S) which is appointed to sail from Devonport on the 17th inst.” Later amended to sail on 20th. “Devonport Thursday 22 Aug. *Niger* arrived here from Portsmouth on Friday [16th], filled up with coals, & sailed on Weds [21st] for the Coast of Africa with a mail &c for the Squadron.” She arrived at Ascension on 8 Oct, looking for the Commodore - this seems to have been a mail of opportunity rather than a regular packet mail.

- 11 "London 30 Aug. Mails will be made up on 4th prox for Madeira, St Vincent, San Nicolas, Sierra Leone & Ascension, to be conveyed by HMS *Flamer* (S), which is appointed to sail from Devonport on 5th Sept." Log of HMS *Flamer* (ADM 53/1874). 5 Sep - at a buoy in Barnpool (Plymouth). Received mail for the coast of Africa. Commander Lord John Hay came on board, inspected the ship, and paid advance of wages. Sailed at 6.10 p.m. Anchored at Funchal Bay on 14 Sep & left on 17 Sep. Anchored in Porto Grande, St Vincent, on 25 Sep, left same day having landed the vice Consul, Mr Randall. Arrived St Nicholas Roads 26 Sep and left again same day. Arrived Sierra Leone at 4 p.m. on 2 Oct. She was wrecked on 22 Nov off W Africa.
- 12 "London 27 Sep. Mails will be made up on 1st Oct for Madeira, St Vincent, San Nicolas, Sierra Leone & Ascension to be conveyed by HMS *Firefly* (S) from Devonport on 2 October." Extracted from Log (ADM 53/4201): Arrived Plymouth 1 Oct evening and went alongside *Jupiter*, coal hulk. Left Plymouth pm 3 Oct. having paid ship's company 2 months advance of wages. Arrived Funchal pm 14 Oct. Left pm 17 Oct - HMS *Fox* at Funchal. 3 Nov 1850 - arrived Freetown 11.30 a.m. and landed the mail. Left pm 8 Nov. Arrived Monrovia pm 11 Nov & landed British Consul for Liberia, and left on completion. 22 Nov arrived Clarence Cove [Fernando Po] & left 27 Nov. Arrived Ambriz pm 4 Dec - where C-in-C was in *Centaur*.
- 13 "London 2 Nov. Mails will be made up on 4th inst for Madeira, St Vincent, San Nicolas, Sierra Leone & Ascension, to be conveyed by HMS *Wasp* (S), from Devonport on 5 November." "Devonport 7 Nov. *Wasp*, screw steamer, arrived from Portsmouth on Wednesday [6th] & will sail on Sunday with mails for coast of Africa." "Devonport 16 Nov. *Wasp* was docked on Wednesday for defects, undocked next day, & is expected to sail today." Sailed Sunday 17th but put back on the 20th with more heavy weather defects. Finally left Devonport 27 Nov "with the mails for the coast of Africa." These reports all confirmed in her Log (ADM 53/4826) which goes on to report arrival at Madeira on 15 Dec, St George's at San Nicholas on 24 Dec, where the mails were sent ashore in charge of a Lieutenant at noon; arrived Sierra Leone on 1 Jan and sent the mail ashore.
- 14 "London 6 Dec. Mails will be made up on 9th inst for Madeira, St Vincent, San Nicolas, Sierra Leone & Ascension, to be conveyed by HMS *Harlequin*, from Devonport on 10th inst." "Devonport December 14th. *Harlequin* sailed on Weds [11th] for the coast of Africa with the usual monthly mails." Her log (ADM 53/4234) records that she ran for shelter in Torbay 18/20 Dec, and arrived Funchal 27 Dec. The St Vincent mails were sent ashore by boat on 11 Jan at Porto Grande.

1850 Homebound

<i>Ship/Commander</i>	Type	Left Sierra Leone	At Madeira	Arrived UK date	UK Port	Notes
<i>Hydra</i> /Skipwith	Steam sloop	Goree 12 Jan	X	5 Feb	Portsmouth	1
<i>Cygnets</i> /Robertson	8-gun brig	1 Feb		24 Mar	Portsmouth	2
<i>Alert</i> /Dunlop	8-gun brig	13 Feb		4 Apr	Plymouth	3
<i>Sealark</i> /Moneypenny	8-gun brig	22 Mar		1 May	Portsmouth	4
<i>Firefly</i> /Tudor	Steam sloop	27 Apr	20 May	30 May	Portsmouth	5
<i>Star</i> /Selwyn	8-gun brig	Ascension 15 Jun	X	22 Jul	Portsmouth	6
<i>Adventure</i> /Wellington	Survey ship	Ascension 7 Jul	X	22 Aug	Portsmouth	7
<i>Mariner</i> /Mathison	12-gun brig	Ascension 18 Sep	X	26 Oct	Plymouth	8
<i>Pluto</i>	Wood paddle gunboat	5 Sep		30 Oct	Plymouth	9
<i>Spy</i> /Weston	Brigantine	5 Oct		8 Nov	Portsmouth	10
<i>Waterwitch</i> /Quin	10-gun brig	11 Nov		11 Dec	Portsmouth	11
<i>Cyclops</i>	Wood paddle frigate	20 Dec		19 Jan	Portsmouth	12

Notes

1. *Hydra*, steam sloop, Cdr Skipwith, arrived Portsmouth on 5 Feb from Rio 13 Dec, Ascension on 29th, Goree on 12 Jan and Teneriffe on 23 Jan. She has captured 3 slavers since she has been out, and rescued 350 slaves from a wreck.
2. "Portsmouth. *Cygnets*, 8, Commander D Robertson, arrived on Sunday [24 Mar] from Benguela 29 Dec, St Helena 11th, [Jan?], Ascension on 16 Jan, and Sierra Leone on 1 February. From the 8th to the 19th inst she experienced a succession of heavy gales. The *Teazer* was at Sierra Leone, which place the Commodore left on 27 January in the *Centaur*, falling in with the *Cygnets* on the following day off the Bananas. The *Teazer* had lost 4 men by fever. The slave trade was as brisk as ever. She has been fortunate in making captures, having made three prizes with 1500 slaves, and six empty ones during her sojourn on the Coast. Lt Branch and Assist Surgeon Tronsdell of the *Cyclops*, and a few men of the St Helena Regt and Royal Artillery have come home invalided in the *Cygnets*.

Time	Wind	Weather	Signals	Notes
1				
2			L Y R	To 1 Paper Mail... and...
3			O Q V	
4			C L Q	
5			B R	
6			A R B	
7			A H V	
8			D B Q	
9			B N Y	
10			T N Q	
11			K H V	
12			K Q F	Discharged Pilot

Note.—The Events are to consist of 10 instead of 8 divisions. The Columns for the Force of the Wind and for the Weather are to be filled in conformity with the Scheme in the First Page of the Book.
See Admiralty Instructions, page 175, Art. 1st, and 211, Art. 1st.

Figure 9: Part of the log of HMS *Cygnets* for p.m. 24 March 1850, showing her arrival at Spithead, landing mails and discharging pilot

3. "*Alert*, 8, Cdr Dunlop, arrived Plymouth on Thursday [4 Apr] from the coast of Africa, leaving Sierra Leone 13 Feb and the River Gambia 18 March."
4. "Portsmouth Saturday 4 May. *Sealark*, 8, Cdr Monypenny, arrived on Wednesday [1 May] from the Coast of Africa, having left Sierra Leone 22 March."
5. "Portsmouth Sat 1 June. *Firefly*, steam sloop, Cdr Tudor, arrived on Thursday from the Coast of Africa with mails from the Squadron. Sailed Ambriz 28 Mar, Ascension 13 Apr, Sierra Leone 27 April, Bathurst 3 May, Tenerife 17 May, Madeira 20 May."
6. "The *Star*, Cdr Selwyn, arrived on Monday [22 Jul] from the Coast of Africa station. Left Ascension 15 June." May not be a mail packet.
7. "Portsmouth 24 Aug. The *Adventure*, naval transport, Mr Wellington Master Commanding, arrived on Thursday [22nd] from the Brazils and Coast of Africa stations. She left Ascension on 7 July. She brought a mail and 21 invalids from the Africa station." Her log says she arrived at Spithead a.m. 22 Aug direct from Ascension, and "discharged mails to the Custom House." Presumably these mails were picked up at Ascension.
8. The *Mariner*, 12, Cdr Mathison, arrived at Plymouth on Monday 26 Oct from Hong Kong 31 May, Singapore 11 July, CGH 31 Aug, St Helena 14 Sep, and Ascension 18 Sep. Mail known.
9. "*Pluto*, steam vessel, arrived at Plymouth on 30 Oct from coast of Africa. Left Cabenda Bay 8th Aug, at Ascension 20/22 Aug; Sierra Leone 30 Aug/5 Sep; at Goree 10/11 Sep."
10. The *Spy*, brigantine Lt Cdr George Weston arrived Portsmouth a.m. 8 Nov from the Coast of Africa, last from Sierra Leone, whence she sailed on 5 Oct. Left Ascension on 25 Oct.
11. "*Waterwitch*, 8, Cdr Quin, sailed from St Helena 18 Oct for Ascension and Sierra Leone to collect the mails for England." "*Waterwitch* anchored in Cowes Roads from the coast of Africa on Tuesday night and came up to Spithead on Weds morning [11th Dec]. She passed Plymouth on Sunday morning but

was detained by light winds and fog. Dates: Ascension 25 Oct, Sierra Leone 11th ult. *Firefly* was at Sierra Leone when she left, having arrived 2 days earlier.”

12. “*Cyclops*, steam frigate, arrived Portsmouth Sunday evening [19 Jan] from the Coast of Africa. Arrived Sierra Leone 20 Dec. Left Monrovia 28 Dec, and arrived Madeira 9 Jan [very poor print - may be inaccurate.]”

From 1851 the mail contract was taken over by the General Screw Steam Ship Company, but HM Ships continued to take mails on an opportunity basis. I have some details for the General Screw sailings if anyone has a cover and cares to contact me.

1851 Outbound

Although the General Screw contract to Cape Town via Sierra Leone commenced in December 1850, mails were still sent out by HM Ships as opportunity offered. The early 1851 mails are recorded below. All reports from the *Hampshire Telegraph and Sussex Chronicle* unless otherwise indicated.

Ship/Commander	Type	Sailed date	From	At Madeira	Arr Sierra Leone	Notes
<i>Volcano</i> /Rivers	Wood paddle sloop	2 Feb	Milford Haven	12/15 Feb	8 Mar	1
<i>Penguin</i> /Etheridge	6-gun packet brig	9 Feb	Devonport	2/3 Mar	12 Mar	2
<i>Sampson</i>	Wood paddle frigate	18 Feb?	Devonport	9/10 Mar	28 Mar	3

Notes

1. “London 27 Dec. Mails will be made up on 3 Jan for Madeira, Sierra Leone & Ascension, to be conveyed by HMS *Volcano* (S), from Devonport on the 4th Jan.” *Volcano* then had a torrid time, weather-bound in Plymouth Sound “with the African mails on board”. Sailed on the 18 Jan, but put into Falmouth from stress of weather. She then was forced into Milford Haven where she made good defects, finally getting away on 2 Feb. From her Log (ADM 53/4377): Arrived Madeira 0950 on 12 Feb: “Sent the mail on shore.” Sailed 1330 on 15 Feb. Anchored St George's Bay, San Nicholas, at 0840 on 2 March. “Discharged Cdr TW(?) Rivers to the shore. Lt TM(?) Reeve read his Commission as Acting Commander.” Sailed 1830 same day. Arrived Sierra Leone at 0805 on 8 March and “Sent the mail on shore”. HMS *Centaur*, Cdre Fanshawe, alongside the coal hulk. The reason for change of Captain at San Nicholas is not known.
2. “Devonport. The *Penguin*, 6, Cdr Etheridge, sailed on Sunday [9th Feb] for the Coast of Africa.” It is not known that she carried mails, but probably did. Remaining details from her log (ADM 53/4729).
3. “Mails will be made up on the evening of 7th Feb for Sierra Leone, Ascension & St Helena to be conveyed by HMS *Sampson* (S) from Devonport on the 8th of Feb.” “HMS *Sampson*, which was appointed to sail from Devonport on 8 Feb with mails for Sierra Leone, Ascension & St Helena, is detained until the morning of the 18th Feb. Mails will therefore be made up at this office on 17th Feb.” Her log records that she left on 20 Feb for Lisbon, where she remained 27 Feb to 5 March. At Madeira 9/10 Mar then St George's 18/21 Mar, arriving Sierra Leone on 28 March (ADM 53/4574).

1851 Homebound

Ship/Commander	Type	Left Sierra Leone	At Madeira	Arrived UK date	UK Port	Notes
<i>Kingfisher</i> /Harvey	12-gun brig	26 Jan		26 Feb	Plymouth	1
<i>Rattler</i> /Cumming	Wood steam sloop	26 Feb		5 Apr	Portsmouth	2

Notes

1. “*Kingfisher*, 12, Cdr Henry Harvey, arrived at Plymouth on Wednesday evening [26 Feb] from the Coast of Africa. Left Ascension 15 Jan, at Sierra Leone 24/26 Jan. She brings 8 invalid seamen and

marines. After leaving the Trade Winds she experienced nothing but strong and severe gales from NNW round to NE and then round to South. She was bound to Spithead but put into Plymouth owing to her disabled state and the strong winds blowing down channel. She landed a mail at Plymouth.”

- 2 “Portsmouth Sat 5 April. *Rattler*, steam sloop, Cdr Cumming, arrived at Spithead this morning from the Coast of Africa. Left Benguela 20 Jan, St Helena 30 Jan, Ascension 10 Feb. At Sierra Leone 24/26 Feb. At the Gambia 1 to 8 March”

Acknowledgements

Grateful thanks are due to: John Sacher for permission to use his very fine covers as illustrations and for other kind assistance; to Bernard Hughes for sharing his knowledge of the subject, especially concerning the Townsend correspondence; to the *Hampshire Telegraph*, now defunct; the National Archives; and to Philip Beale, a great mentor and friend.

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1. Beale P.O., *The Postal Service of Sierra Leone...*, p19, RPSL, London 1988
2. *Hampshire Telegraph and Sussex Chronicle*, various dates
3. Colledge, J.J., *Ships of the Royal Navy*, Naval Institute Press, Annapolis, 1987
4. *Illustrated London News*, dated 4 October 1854



St Helena 1893 Halfpenny Surcharge with Damaged ‘N’

Barry Burns

In the January 2007 edition of *Gibbons Stamp Monthly* (Ref. 1), the Editor of the magazine, Hugh Jefferies (also the Editor of the SG Catalogues) illustrates two varieties on the halfpenny surcharge from the 1884 - 1894 set. This is the Crown CA watermarked issue, and the stamp in question is the narrow surcharge on Six Pence printed in green, SG 36. This value was surcharged using a forme of which at least three settings have been identified (Refs. 2, 3). One of the varieties shown is the previously recorded ‘Capped Y’, which occurs at Position 158, Row 14 Column 2 of Setting 1 only. It is therefore scarce, only appearing once in every three sheets i.e. 720 stamps (assuming equal numbers of each setting). But this is not the subject of this article.

The other stamp shows damage to both letter ‘N’s of HALFPENNY. The right-hand vertical stroke of the first ‘N’ is completely missing, and the second ‘N’ shows the lower left section of the left-hand vertical stroke missing. Hugh’s unused example is shown opposite, enlarged to 300%, as Figure 1. Although, as far as I am aware, this variety has not been recorded, I immediately recognised it as I was intending to illustrate another example of the same flaw in a future *Cameo*. A photocopy of the stamp had been sent to me by Bob Richardson of the USA shortly before he died. His used example is illustrated as Figure 2, and it can be seen that the two varieties are identical. There is no such example in the Burns accumulation, despite having two full sheets and numerous blocks.

I am illustrating both examples enlarged in the hope that one of our plating enthusiasts can identify the position from the basic stamp. A few details may help. Both stamps show Stage 5 of the roller die, and also damage to the bottom left corner, where the left upright is weak. Although Hugh’s example has the perforations through the design, I believe both stamps show similar damage. Needless to say, if any reader has a similar variety both Hugh and I will be very interested, particularly if part of a larger piece - even a pair would probably enable a plating to be carried out.



HMS *Firefly* at Malta, circa 1860

From a watercolour by Captain Foley Verecker, R.N. *Firefly* was a wooden paddle steamer built at Woolwich Dockyard in 1833. She served as a mail packet in the Mediterranean, as a survey ship, and on the Africa Station on occasions. She was part of the Baltic Fleet during the Crimean War. Scrapped in 1866 at Malta. See page 13 for reference to the log of this vessel.



Figure 1 (left)

Hugh
Jefferies'
unused
example



Figure 2
(right)

References

- 1 Jefferies H., "Catalogue Column", *Gibbons Stamp Monthly*, Volume 37 p106, Stanley Gibbons Ltd., Jan. 2007
- 2 Mounfield J.D., "St Helena The ½d Green Issues of 1884-94", *London Philatelist*, Volume 82 p103, RPSL, May 1973
- 3 Mounfield J.D., "St Helena The ½d Green Issues of 1884-94", *London Philatelist*, Volume 82 p127, RPSL, June 1973

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An anti-Slavery Expedition, Sierra Leone, 1826

Rob May



Siege of Makuba, River Sherbro.



Makuba.

19. Feb 1826

Pictures shown approximately their actual size

Although I do not collect Sierra Leone postal history, my antennae twitched when I saw the two illustrated watercolour sketches for sale in a small antique shop this summer; I could remember where the River Sherbro is! With the kind assistance of Philip Beale and the historian, Christopher Fyfe, I have been pointed towards a file of letters held at the Public Records Office at Kew (CO 267/71): an archive of correspondence from the Governor of Sierra Leone (at the time including British trading posts as far as the Gold Coast), Major General Charles Turner, to Earl Bathurst at the Colonial Office. What this reveals is another sad story of sacrifice of lives in British government service, and the extraordinary commitment made to the eradication of slavery at that time.

I can start by quoting part of a letter of 22 January 1826 which sets the scene. The Governor's Aide de Camp, Major Ross, had just died of the fever, leaving the office with only one literate secretary. The army billeted at Freetown had also suffered a heavy loss of officers and there was an Acting Major of Brigade, Lieut Duncan Robertson in command. Major General Turner had been calling on such of Robertson's time as he could spare from army administration to help with the civil correspondence. The Governing Council required a quorum of five, but was not supposed to include any military officers. In practice there were not enough suitable civilian Europeans available and the quorum was made up by including Lieut Robertson. The letter then reads

"Of the duties which I have been called upon to perform with the troops I shall not say much to your Lordship, because they belong more properly to another department, but they are of so oppressive and appalling a nature as to make it necessary for me, should they continue, to submit to your Lordship the dangers with which, in my opinion, they threaten the safety of the Colony. Three field officers and five captains are absent. I have had for a long time but one captain and three subalterns to do duty with near 500 men of the most desperate characters. The Guard house is filled every day with rioters and nightly depredators. I am obliged to take command of them myself, as they pay little or no regard to the few young officers doing duty with them, and when I am obliged to go any distance on duty I am forced to take the most desperate characters with me for fear of their mutinying in my absence. After these details I hope that your Lordship will not consider me as asking for assistance without cause....."

At the end of January 1826 a Royal Navy survey team arrived at Freetown with orders to survey the whole coast and inlets, under the command of Captain Owen, RN. A short letter dated 5th February 1826 was sent to Earl Bathurst, accompanied by a letter addressed to Major General Turner written and signed by Captain Owen. Turner's letter reads:

"I sail tomorrow with 100 troops to join Captain Owen in the Sherbro for the double purpose of consolidating our power in that quarter and of co-operating with him in completing the survey of these rivers and the shoals of St. Ann. I hope to be back here in 14 days and then to proceed to the Gambia without any other delay than that of removing some obstacles which "Amuraba" (?spelling not clear), the King or Chief of the Mandingoes has thrown in the way of our intercourse with the interior. It will not require, I hope, more than a week to arrange this service, but being very essential to the general interests of the Colony it would not be proper that I

should suffer its continuance."

What happened in the next few weeks is related in some detail in Major General Turner's next letter to Earl Bathurst, dated 2nd March 1826.

"In my last dispatch No.29 I had the honour to state to your lordship that I was on the eve of proceeding to the Sherbro Country, for the purpose of consolidating those arrangements for the Abolition of Slavery which I had entered into with the Kings and Native Chiefs at the surrender of these Coasts and Territories. On the next day 7th February I sailed in His Majesty's Colonial Brig Susan, accompanied by the Brigantine Eleanor and Swift, Cutter, with a detachment of troops consisting of 50 Europeans and 40 Natives. There being but four regimental officers at Sierra Leone with 500 men none could be spared and my A.D.Camp, Captain Ross, having recently died there was but Lieut. Robertson, Acting Major of Brigade who could accompany me, except Staff Surgeon Stewart as medical officer, Mr McAuley and Mr. Rendall, both members of Council had again the kindness to give me the benefit of their assistance.

On my arrival in the Sherbro I discovered that the Great Slave Dealers who had retired from the Sherbro and Sea Bar on the signing of the convention prohibiting the export of slaves had joined with those of the Gallinas and, supported by the French engaged in that trade, had come to the Resolution of establishing it by force even in the Districts ceded to us where it had been voluntarily given up by the native Chiefs and were there assembled in force up the Boom River, sevring our people and putting at Defiance our power and our rights. These slave dealers are all mulattoes, descendants of Europeans, stranger to the soil, and I grieve to say men generally educated in England. Their education gives them great superiority, and their wealth, power.

My force was not of a nature, under ordinary circumstances, to justify my undertaking a difficult service up these rivers but as the Native Chiefs were wavering and a great case of humanity at issue, I determined upon a rapid advance and attack of these people.

Captain Owen RN employed upon the surveying service with the Lieven, Frigate, and Albatross, Schooner (ed- see also reference to this vessel by John Knight in Cameo, October 2006, p267) happening to be surveying these rivers at the time, I thought it my duty to communicate with him with a view to ascertain whether he could consistently with his instructions co-operate with me for a few days, which he very kindly and cordially consented to do. The Lieven, the Susan and the Eleanor drew too much water to enter the river, but by taking

everything out of the Albatross and Swift we contrived to get them over the bar, and with them, our different boats and four large canoes, we proceeded up the Boom River on 16th February. Capt. Owen appointed Lieutenant Mudge, 1st of the Lieven and two midshipmen with two boats and their crews to accompany me in the Swift, whilst he himself embarked in the Albatross, commanded by Lieut. Owen RN. The difficulty of getting these vessels up the river was considerable and they frequently took the ground but by increasing exertions we got with the troops two hours before daylight next morning within 2 miles of the stockade of Bolm, as they named it, Sierra Leone. The Albatross had taken the ground two miles down the river but I decided not to lose a moment in attacking the place. One of the guides acquainted me with a path which led through the woods to the rear of the town and I sent a Sergeant and twenty men to show themselves there whilst we attacked the front. The unexpected appearance of this party threw the enemy into such confusion that they made a precipitate retreat into the woods without waiting to fire the Guns found loaded and primed, upon the Advanced Guard, who thus landed without opposition and took possession of the place which was fortified in the manner usual with stockades, that is a double row of palisades, the place a square, with flank defences thrown out at the angles. We found in it ten pieces of Ordnance loaded, near one hundred stand of small arms of all sorts, a quantity of ammunition, nine barrels of powder, a quantity of loose balls and a quantity of other stores which with 15 prisoners we secured and then reduced to ashes the town and stockade. The prisoners and others having acquainted me that the principal stand was intended to be made at Macaibo (sic) a place fifteen miles higher up the river I set out for it the next morning when I had the satisfaction to see the Albatross, Schooner join having been lightened still further by discharging her ballast and water. About noon on 19th we all arrived within two miles of Macaibo at a shoal over which we could not carry the vessels. The place being in sight I ordered the men into the boats and an immediate attack to be made upon it. Two boats with small brass guns in their bows manned with seamen under the command of Lt. Mudge RN and two large canoes with forty soldiers under Lt. Robertson Acting Major of Brigade formed the Advanced Guard and I followed close with the rest of the troops, Captain Owen RN with the seamen accompanying me. The extraordinary fertility of the soil producing a strong impervious cane grass generally from 12 to 15 feet high made it impracticable without great delay to secure our flanks by occupying the banks

of the river, whilst with the steep banks having become very high at this dry season it gave to the enemy great advantage by its shelter. On approaching the town a flank fire of musketry from the long grass on the left bank opened on the Advanced Guard whilst two pieces of ordnance from the town enfiladed the river in front by a fire of grape.

Lt. Robertson with the troops made for the left bank but a little confusion took place, from several of the black rowers in the canoes leaping overboard with fright and nearly upsetting them but he made good his landing, though he unfortunately received a wound through the leg, and I immediately joined him with the rest of the troops, the two little guns in the boats rendering us good service. Desirous to save loss to our little party as much as possible I determined to force my way to the town through the long grass but I was shortly checked by an impassable creek in front which secured the town against assault on that bank. Seeing this and the loss which would attend an advance in the boats I immediately crossed the river with the principal part of the troops and occupied the bank opposite to the town, where from the shelter of the long grass they soon silenced the two guns and weakened the fire from the town. Leaving these men in charge of Lt. Robertson I decided under cover of their fire to carry the town by the boats and having no other officer I joined them myself, and accompanied by the naval officers, seamen and a few soldiers we advanced rapidly and carried it without further loss.

I regret that against an enemy so little worthy, several valuable men have been disabled, but the Country is one of great strength and the position was chosen with judgment. There is little doubt that they have had the advice and support of Frenchmen from the Slave Ships who are much exasperated at the rapid progress which I am making towards the total extinction of the trade in these seas. The nature of the country made it impossible to ascertain either the numbers or the loss of the enemy. Not being able to learn that they had any other place up the river, and as they were thus driven out of our territories defeated and disgraced with the loss of all their towns and stores, I determined to proceed no further and after carrying away the Guns, stores and destroying by fire the town and neighbouring village we re-embarked and got safely to the shipping in the Sherbro on the 23rd after destroying the two principal strongholds with eight smaller towns where these wretches kept their victims in chains until the ships were ready to receive them.

And I sincerely trust that this lesson will teach the deluded people of the Country not to put further

faith in the vain boastings of these wicked people who, by administering to the worst passions of the ignorant and unfortunate inhabitants not only depopulate and turn into deserts the most fertile plains which I have ever seen, but so blunt their feelings and brutalise their natures that for a few bottles of rum and heads of tobacco the parent is found, without remorse, casting away the offspring, each village is engaged against the others for the purpose of making prisoners, and men like beasts of prey, are ever on the watch to seize their neighbours and their fellow men.

Although where each vied with the other in the discharge of laborious and arduous duties in the cause of humanity, it becomes difficult to name individuals, still it is my duty to state that I owe much to Capt Owen for his manly co-operation and to bear testimony to his great zeal for the public service. To Lt. Mudge RN who was immediately attached to myself in command of the Swift, Cutter, I am under great obligations not only for his increasing and successful exertions in getting the vessel up the river but for his judicious and spirited conduct in command of the gunboats. To Lt. Owen RN who commanded, and carried by the most persevering exertions, the Albatross up the river my best thanks are also due. His forwardness both in the boats and on the shore afterwards was highly creditable to him.

And I do but justice to Mr Tudor, Midshipman of the Service, in noticing his very spirited and conspicuous conduct in command of one of the gunboats. To the other officers and seamen who did not fall so immediately under my notice my best thanks are due.

I beg also to draw your Lordship's favourable notice to the conduct of Lt. Robertson, Acting Major of Brigade, who although called upon to do much duty from my having no officer but himself, continued his exertions without even acquainting me that he was wounded. Staff Surgeon Stewart was not only ready to give his professional assistance to those who required it but was most ready to execute other duties which the want of officers made sometimes necessary.

To Mr. Rendall and Mr. McAulay I am under the greatest obligation for their voluntary assistance. The former acted, during the affair at Macaibo as my A.D.Camp with no less credit to himself than advantage to me, and the latter was most indefatigable in his exertions to promote the public service. Mr Campbell, acting captain of the Susan, a volunteer upon the occasion, showed much spirit and zeal and was wounded in the arm.

Enclosed is a list of the casualties in this little affair and I regret exceedingly that some valuable men are disabled. There is also a return of the

ordnance, arms and prisoners taken, and I will hope to have the good fortune to see those measures approved which my sense of public duty compelled me to adopt after three unsuccessful attempts at amicable adjustment against a party of remorseless wretches who live and fatten upon the blood and misery of their fellow creatures

I have the honour to be

*Your Lordship's
Most Obedient
Humble servant*

(signed)

*Cha. Turner
Majr. Genl."*

The attached return of casualties is written in a different hand, and headed "Return of Killed, Wounded and Missing; Maccabba (sic) on 19th February 1826 under the command of His Excellency Major General Charles Turner C.B.

2nd W.I.R.; one rank & file wounded, severely Royal African Corps; 1 Lieut wounded slightly, 4 rank & file wounded, two severely (one leg amputated) and two slightly
Party of Seamen from Lieven and Albatross: three wounded, all severely (one arm amputated)
Party of Seamen from HM Colonial Brig Susan: 1 master wounded slightly

It is noted at the foot that one rank & file member of the Royal African Corps died of fatigue on 19th February. Otherwise there are none recorded dead or missing.

Upon his return Charles Turner issued a printed proclamation declaring a state of blockade of the port of the Gallinas and the whole coast between Camalay (stated to be the southern boundary of the then territory of Sierra Leone) South East to Cape Mount. The proclamation names a "Man named James Tucker" as responsible for the events that led up to the skirmish on the 19th February.

The file ends with a copy of a printed announcement from the Sierra Leone Gazette dated 7th March 1826 declaring that Charles Turner had died that morning of a fever contracted during his expedition up the Sherbro River.

I checked the Army list for 1826 and 1827. Lt. Duncan Robertson is named in the list for 1826 as a member of the Royal African Corps, but is not named anywhere in the 1827 list. It seems likely that he became another casualty of disease or infection of his wound, but the casualty list for the Royal

African Corps is unhelpful – the whole of 1826 and 1827 being nil returns!

The artist's initials on one of the watercolours are "F.R". This seems to rule out Lt. Robertson, but there is another candidate amongst the European contingent; the civilian, Mr. Rendall, who may well have had better opportunity to take notes of the action than the more directly involved army and navy protagonists. More research would be required to find out his Christian name. It may also be significant that one of the pictures has a prominent black border, possibly signifying mourning for the death of Charles Turner soon afterwards and as a direct result of this patrol.



The Ashanti Expedition 1873-74

Jeremy Martin FRPSL

An un-dated booklet *The History of Early British Aeronautics*, by Brigadier P.W.L. Broke-Smith gives details of early attempts to use balloons to help the military with observation. I thought readers might be interested in a short extract concerning the possible use of observation balloons in Ashanti.

"In 1873 the War Office called upon the R.E. Committee to prepare details of a balloon equipment for the Ashanti expedition. Lieutenant Watson worked out proposals for a transportable gas generating apparatus, devised in 80lb loads, so as to be suitable for carriage by native porters as was necessary on the Gold Coast, and Mr. Coxwell offered to supply two silk balloons with car and net, etc., for £2,000. But the improvised outfit would have been costly, besides being of doubtful efficiency, and could not have been completed in time for use on the expedition, so the idea of providing balloon observation for it was abandoned."



Gold Coast: the Accra Seal

Jeremy Martin FRPSL

To the best of my knowledge the Accra seal has, so far, been recorded only impressed in wax on registered mail; its correct usage. I have such an example on a registered postal stationery envelope posted in 1896.

At Belgica 2006 I came across an example of this seal used in 1895 as a canceller on a 1d postal stationery card, commercially used to Germany. The card was written at Accra on 3 March 1895 and date-stamped Accra the next day. The stamp impression received a nine bar oval with a type 4 seal (Ref 1) on top. Sadly, it would not photocopy clearly to illustrate here.

Proud (Ref 2) does not record the Accra seal. It is also of interest to note that the use of seals elsewhere is earlier, where dated examples have been recorded: Addah 1876-1888, Elmina 1888, Winnebah 1883; none in the 1890's (Ref 1).

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1. Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, p71-73, 76, 79, RPSL, London, 2003
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Ascension Postcard Index - c. 1902 Series

Bill Thorpe

Since the article in *Cameo*, June 2006 (Ref. 1), I have acquired a few more postcards, and also, having found what I thought were errors on my part in the article, decided to give the subject further thought.

The first thing that sprang to mind was that not only would the reader need the original Index, but also the copious notes prepared by John Attwood and John Plant, which run to some six pages. These explain in detail the different variants, missing full stops and commas etc. Having re-read the original Index with these notes, I realised that there were some errors between the notes and Index, together with errors, mainly printing, and some omissions. I then re-examined my own cards and their varieties and found several errors on my part. My apologies to anyone who has been misled.

I have come up with a new Index, which I hope will make things a little easier. In the 'PS' and 'AS' columns, the various types are as published in the *St Helena & Ascension Supplements* Numbers 20 and 21. Any variant or combination has been printed in bold and underlined. In the 'AS' column, where there is a letter that is only underlined, this is an Address Side which has not previously been found for that card. In the 'Description' column the differences in the lettering have both been highlighted and underlined or the difference has been printed. Hopefully this will enable the reader identify a postcard without recourse to cross-referencing two sets of documents each with about six pages.

The last time that the c.1908 Series was discussed was in the *St Helena and Ascension Supplement* No.12 of July 1989. I have found a few more 'variants', and as there are only 3 cards in the series, I thought they were worth a mention. The two c.1910 and the 1920 Series were also dealt with in this article, and as far as I am aware there has been no changes in the listing.

One card that is not listed anywhere, and is only mentioned on p13 of John Attwood's book (Ref. 2) is the one issued for the Royal Tour visit to the island by the Duke and Duchess of Cornwall and York in HMS *Ophir* in 1901. Despite the fact that they never set foot ashore because of the bad weather, the card was still issued, and several were sent to England postmarked Ascension 30 August 1901. They occasionally appear on the market, and one was recently in a postal auction with a reserve of £350!!

Once again my apologies for the errors on my part. Whilst the Index has been updated, it only goes as far as the material at hand. I have no doubt whatsoever that with the large number of cards and the variants that can exist, more cards can be found that are not listed. Any feedback would be greatly appreciated.

References

1. Thorpe W., "The Ascension Picture Postcards - c. 1902 Series", *Cameo*, Volume 9 p233, WASC, June 2006
2. Attwood J.H., *Ascension; The Stamps and Postal History*, p13, Robson Lowe Ltd., London 1981

Notes to The Following Table

/	=	Separate Lines in Title
#	=	No Listing
FS	=	Full Stop (Period)
PS	=	Lettering on Picture Side (picture is in Black and White unless otherwise stated.)
AS	=	Format of Address Side
[C]	=	Combination
[V]	=	Variant

Editor's note: This table is also published, with an expanded text, in the latest edition of Wideawake Journal, Vol. 20 No. 1, published by the Ascension Study Circle.

No	Description	PS	AS
1	The Devil's / Ash Pit, Ascension.	B	R
1a.	As 1 but no Full Stop (FS) after 'CARD' or 'side'.	B	<u>R V </u>
1b.	The Devil's / Ash Pit, Ascension.	B	S
2	As 2, but 'Devils'	<u>B V </u>	S
2a.	The Devils' <u>Ash</u> / Pit, Ascension.	<u>B V </u>	S
3	Devil's Ash <u>Pitt</u> , / Ascension.	B	<u>R&S C </u>
4	View of Ramps / from Green / Mountain, / nearly 2,000 feet / high, Ascension.	B	S
4a.	View of Ramps / from Green / Mountain, / nearly 2,000 feet / high, Ascension.	B	<u>R&S C </u>
4b.	View of Ramps / from Green / Mountain, / nearly 2,000 feet / high, Ascension.	B	<u>U&S C </u>
5	View of Ramps / from Green / Mountain, / nearly 2,800 feet / high, Ascension.	B	R
5a	View of Ramps / from Green / Mountain, / nearly 2,800 feet / high, Ascension.	B	S
5b.	As 5a., but no FS after 'side'	B	<u>S V </u>
6	VIEW OF RAMPS/FROM GREEN MOUNTAIN,/NEARLY 2,800 FEET/HIGH, ASCENSION.	A	U
6a.	VIEW OF RAMPS/FROM GREEN MOUNTAIN,/NEARLY 2,800 FEET/HIGH, ASCENSION.	A	<u>R U C </u>
6b.	As 6 but FS after 'RAMPS'	<u>A V </u>	U
7	View of Mountain / Road and The / Sisters' Peak, / Ascension	B	Q
7a.	View of Mountain / Road and The / Sisters' Peak, / Ascension	B	R
7b.	View of Mountain / Road and The / Sisters' Peak, / Ascension	B	S
7c.	As 7b., but FS after 'Peak'	<u>B V </u>	S
8	As 7b., but no Comma after 'Peak'	B	S
9	George Town, / South, / Ascension.	B	R
9a.	As 9, but no FS after 'Ascension'	<u>B V </u>	R
9b.	George Town, / South, / Ascension.	B	S
10	George Town_ / South_ Ascension.	B	S
11	George Town, / North, Ascension.	B	Q
11a.	George Town, / North, Ascension.	B	R
11b.	As 11a., but no FS after 'CARD' or 'side'.	B	<u>R V </u>
11c.	George Town, / North, Ascension.	B	<u>R&U C </u>
12	George Town / North, Ascension.	B	Q
12a	George Town / North, Ascension.	B	S
13	Picture as 11, Title as 9	B	Q
13a.	Picture as 11, Title as 9	B	S
13b.	As 13a., but no FS after 'side'.	B	<u>S V </u>
14	The Gardens, / Green Mountain, / Ascension.	B	Q
14a.	The Gardens, / Green Mountain, / Ascension.	B	R
14b.	The Gardens, / Green Mountain, / Ascension.	B	<u>X</u>
14c.	The Gardens_ / Green Mountain, / Ascension.	<u>B V </u>	<u>Z V as 18</u>
15	THE GARDENS,/GREEN MOUNTAIN,/2,000FEET ABOVE/SEA LEVEL,/ASCENSION	A	U
15a.	As 15, but FS after Card.	A	<u>U V </u>
15b.	As 15, but no Comma in 2000, and R/U Comb	<u>A V </u>	<u>R&U C </u>
15c.	THE GARDENS,/GREEN MOUNTAIN,/2000 FEET ABOVE/SEA LEVEL,/ASCENSION.	<u>A V </u>	<u>I</u>

No.	Description	PS	AS
16	The Gardens, /Green Mountain, /2,000 feet above/Sea Level, /Ascension.	B	R
16a.	As 16, but no FS after 'side'	B	<u>R V </u>
16b.	The Gardens, /Green Mountain, /2,000 feet above/Sea Level, /Ascension.	B	S
17	The Eastern/Telegraph/Company's/Station and/Quarters, /Ascension.	<u>B V </u>	Z
18	As 17, but "THE ADDRESS ONLY TO BE WRITTEN HERE" is 81 mm, not 71 mm long.	B	<u>Z V </u>
19	The Eastern/Telegraph/Company's/Station and/Quarters, /Ascension.	B	X
20	WIDE AWAKE FAIR, /BIRDS FACING WIND, /AND SHADOWS OF/BIRDS FLYING, /ASCENSION.	A	T
20a.	WIDE AWAKE FAIR, /BIRDS FACING WIND, /AND SHADOWS OF/BIRDS FLYING, /ASCENSION.	A	U
20b.	WIDE AWAKE FAIR, /BIRDS FACING WIND, /AND SHADOWS OF/BIRDS FLYING, /ASCENSION.	A	<u>R&U C </u>
21	Wide Awake Fair _ / Birds facing <u>w</u> ind, / and Shadows of / Birds flying, / Ascension.	B	S
21a.	As 21, but no FS after 'Ascension'	<u>B V </u>	S
22	Wide Awake Fair, / Birds Facing <u>W</u> ind, / and Shadows of / Birds Flying, / Ascension.	B	Q
22a.	Wide Awake Fair, / Birds Facing <u>W</u> ind, / and Shadows of / Birds Flying, / Ascension.	B	R
22b.	As 22, but FS after 'Fair'.	<u>B V </u>	Q
23	Wideawake Fair, Ascension Island.	D	V
23a.	As 23, but FS after 'SIDE'.	D	<u>V V </u>
23b.	Wideawake Fair, Ascension Island.	F	V
24	Turtle Turners / and Turtle, / Ascension.	B	R
24a.	As 24, but no FS after 'CARD' or 'side'	B	<u>R V </u>
24b.	Turtle Turners / and Turtle, / Ascension.	B	S
24c.	Turtle Turners / and Turtle, / Ascension.	B	<u>Q</u>
25	BARTER'S COTTAGE, /GREEN MOUNTAIN, /2,000 FEET ABOVE/SEA LEVEL, /ASCENSION.	A	U
25a.	BARTER'S COTTAGE, /GREEN MOUNTAIN, /2,000 FEET ABOVE/SEA LEVEL, /ASCENSION.	A	<u>R&U C </u>
26	Barter's Cottage, /Green Mountain, / 2,000 feet above / Sea Level, / Ascension.	B	R
26a.	Barter's Cottage, /Green Mountain, / 2,000 feet above / Sea Level, / Ascension.	B	S
26b.	As 26, but no FS after 'side'	B	<u>S V </u>
26c.	Barter's Cottage, /Green Mountain, / 2,000 feet above / sea level, / Ascension.	<u>B V </u>	R
27	Barter's Cottage, / Green Mountain, / Ascension.	B	Q
27a.	Barter's Cottage, / Green Mountain, / Ascension.	B	S
27b.	As 27a., but no FS after 'side'	B	<u>S V </u>
28	Garden Cottage, / Green Mountain, / Ascension.	B	S
28a.	As 28, but no Comma after 'Mountain'	<u>B V </u>	S
28b.	Garden Cottage, / Green Mountain, / Ascension.	B	Z
29	Rock Cottage, / Green Mountains, / Ascension.	B	Q
29a.	Rock Cottage, / Green Mountains, / Ascension.	B	S
29b.	Rock Cottage, / Green Mountains, / Ascension.	B	<u>R&S C </u>
30	Rock Cottage, / Green Mountain, / Ascension.	B	P
31	The Settlement, / Green Mountain, / Ascension.	B	R
31a.	The Settlement, / Green Mountain, / Ascension.	B	X
32	The Settlement, / Green Mountains, / Ascension.	B	<u>R&S C </u>

No.	Description	PS	AS
33	The Settlement, / Green Mountains, / Ascension.	B	S
34	The Mountain Settlement, / Ascension Island.	E	V
34a.	As 34, but no FS after 'Island' and FS after 'SIDE'.	<u>E V </u>	<u>V V </u>
35	Sanatorium for / South Atlantic, / Ascension.	B	S
35a.	Sanatorium for / South Atlantic, / Ascension.	B	Z
36	Sanatorium for / South Atlantic, / Squadron / Ascension.	B	R
36a.	Sanatorium for / South Atlantic / Squadron, / Ascension.	<u>B V </u>	R
36b.	As 36a., but no FS after 'CARD'	<u>B V </u>	<u>R V </u>
37	SANATORIUM FOR/ SOUTH ATLANTIC / SQUADRON / ASCENSION.	A	R
37a.	SANATORIUM FOR/ SOUTH ATLANTIC / SQUADRON / ASCENSION.	A	<u>R&U C </u>
37b.	SANATORIUM FOR/ SOUTH ATLANTIC / SQUADRON / ASCENSION.	A	T
37c.	SANATORIUM FOR/ SOUTH ATLANTIC / SQUADRON / ASCENSION.	A	U
38	Mountain Sanatorium, Ascension Island.	E	V
38a.	As 38, but no FS after 'Island' and FS after 'CARD'.	<u>E V </u>	<u>V V </u>
39	View from foot of / Green Mountain, / Ascension, 3,000 / ft. above sea level.	B	R
39a.	View from foot of / Green Mountain, / Ascension, 3,000 / ft. above sea level.	B	S
39b.	As 39a., but no FS after 'level'	<u>B V </u>	S
39c.	View from foot of / Green Mountain, / Ascension, 3,000 / ft. above sea level.	B	<u>Q</u>
39d.	View from foot of / Green Mountain, / Ascension, 3,000 / ft. above sea level.	B	R
39e.	View from foot of / Green Mountain, / Ascension, 3,000 / ft. above sea level.	B	S
40	View from foot of / Green Mountain, / Ascension, 3,000 / ft. above <u>Sea Level</u> .	B	R
41	Cable Hut, / Comfortless / Cove, Ascension.	B	S
41a.	Cable Hut, / Comfortless / Cove, Ascension.	B	<u>Z</u>
42	Commandant's / Offices, Barracks / and Salt Water / Tower / Ascension.	B	<u>S&U C </u>
42a.	Commandant's / Offices, Barracks / and Salt Water / Tower / Ascension.	B	<u>R&S C </u>
42b.	As 42a., but Comma after 'Tower'	<u>B V </u>	S
42c.	As 42a., but FS after 'Tower'.	<u>B V </u>	S
43	The Captain-in-Charge's Offices, Ascension Island.	F	V
43a.	As 43, but FS after 'SIDE'.	F	<u>V V </u>
44	CAPTAIN'S OFFICES, / BARRACKS AND / SALT WATER / TOWER, ASCENSION.	A	T
44a.	As 44, but FS after 'SIDE'.	A	<u>T V </u>
44b.	CAPTAIN'S OFFICES, / BARRACKS AND / SALT WATER / TOWER, ASCENSION.	A	U
44c.	As 44b., but FS after 'TOWER' and FS after 'CARD'.	<u>A V </u>	<u>U V </u>
44d.	As 44b., but FS after 'CARD' and R/U Com.	A	<u>R&U C </u>
45	Captain's Offices, / Barracks and / Salt Water / Tower, / Ascension.	B	R
46	ELLIOTTS' PASS, / GREEN MOUNTAIN, ASCENSION.	AA	Y
46a.	As 46, but Title at Bottom of Message Space	<u>AA V </u>	Y
46b.	As 46, but B and 'THE ADDRESS ONLY TO BE WRITTEN HERE' is 81 mm, not 54 mm long.	B	<u>Y V </u>
47	Elliotts' Pass, / Green Mountain, / Ascension.	B	<u>S</u>

48	Dew Pond, / 2,800 ft. above / Sea Level, / Ascension.	B	S
48a.	Dew Pond, / 2,800 ft. above / Sea Level, / Ascension.	B	Z
48b.	As 48a., but 'THE ADDRESS ONLY TO BE WRITTEN HERE' is 81 mm, not 71 mm long	B	<u>Z V </u>
49	"Sea Turtle" in Pond, Ascension Island.	F	V
49a.	As 49, but no FS after 'Island' and FS after 'SIDE'.	<u>F V </u>	<u>V V </u>
50	Double Rollers, Ascension Island.	C	V
51	Double Rollers, Ascension Island. - but no message space on Picture Side.	<u>B V </u>	V
52	Double Rollers, Ascension Island. 5/8" message space, with Title in, at Bottom. Small fancy lettering, with initials in Capitals. Title 37 mm long and "Muller & Co's Series" included.	#	
53	As 52, but the Title is in larger letters. Title is 52 mm, not 37 mm long		V
54	The Garrison, Ascension Island.	D	V
54a.	The Garrison, Ascension Island.	E	V
55	As 54, but 5/8" message space, and "Muller & Co's Series" included.	#	V
56	THE CEMETARY, / GREEN MOUNTAIN, / ASCENSION.	A	R
57	The Cemetary, / Green Mountain, / Ascension.	B	R
57a.	The Cemetary, / Green Mountain, / Ascension.	B	S
58	View of Island / of Ascension, / from 2,800 feet / above Sea Level.	B	R
58a.	View of Island / of Ascension, / from 2,800 feet / above Sea Level.	B	S
58b.	As 58, but 'level' with small 'l'.	<u>B V </u>	R
58c.	As 58b., but no FS after 'CARD' or 'side'	<u>B V </u>	<u>R V </u>
58d.	As 58b., but no comma after 'Ascension'; 'ft' not 'feet' and small 's' in 'sea'.	<u>B V </u>	<u>Z V as 18</u>
59	Top of Green / Mountain, / showing rain / water catchments, / Ascension.	B	P
60	View of S.W. of / Island, from / Green Mountain, / Ascension.	B	R
61	St. Mary's / Church, / Ascension.	B	S
61a.	St. Mary's / Church, / Ascension.	B	Z
62	Admiralty / Cottage, / Ascension.	B	S
62a.	As 62, but no FS after 'Ascension'	<u>B V </u>	S
62b.	Admiralty / Cottage, / Ascension.	B	Z
63	Pier Head, / Ascension.	B	S
64	Georgetown, North, / Ascension.	B	P
65	Turned Turtle on Long Beach Ascension. (<i>Multicoloured</i>)	#	W
66	Turtle Pond with / Turtle and Kiroomen / Ascension. (<i>Multicoloured</i>)	#	W
67	Wideawakes (Sooty Terns) & Eggs, Ascension. (<i>Multicoloured</i>)	#	W

c. 1908 Series - Three cards in glossy sepia.

- a PIER HEAD, ASCENSION.
- b GEORGE TOWN, ASCENSION, FROM MAIL BOAT.
- c ROLLERS, LONG BEACH, ASCENSION

The title is at the top left in fancy capitals. On the reverse are the words 'POST CARD', which are similar to 'X', being 4½ mm in height. The length of the words is either 3½ or 4 mm, with a full stop appearing only after the 4 mm. There is a short horizontal line under Post Card, with a vertical dividing line from it. These lines can be double or single, and can be in combination. The lettering can be in Red or Brown, with two distinct shades of the latter. The address part is on the right, and the words 'Address Only', in capitals similar to the title, can sometimes appear. On all cards, the words 'Printed in Saxony' can sometimes appear, printed vertically on the left of the message space.

Togo—Station Cancels

John Mayne & Michael Ensor

John Mayne submitted the following article to Michael Ensor at the same time as to the editor and so we have the benefit of including Michael Ensor's response.

John Mayne writes

In Vorläufer issue 36 pp 20-23 Ludwig Meyer stated that stationstempels were issued to Government Offices and Police Stations. Albert Friedemann (Ref 1) stated that their use as cancels on mail was strictly forbidden by the Reichs Postal Bureau from 23 October 1909, although examples of such use can be found before that date. Meyer added that mail from one 'Station' to another did not attract postage, but in thirty years of collecting I have not seen one and enquiries of other collectors have failed to unearth any!

Meyer's article listed eleven major stations. He recorded mail with stempels from seven, noting that no stempel was issued to Station Bismarckburg and that he had not recorded mail from the stations at Nuatjä, Sokode or Tokpli. Peter Vogenbeck (a German auction house of Auf dem Sand) confirmed some time ago that he had not seen stempels from these three stations.

Meyer listed nine further stations, only one of which had a post office adjacent, but had not recorded any stempel from them. He added that stempels were issued to customs posts, listing twenty, none of which he had recorded. Agome Palime was the commercial centre for Misahöhe district and Station Misahöhe the administrative centre and a hill station. He does not list a stempel for Agome Palime but the stempel for Station Misahöhe is well known.

Collectors of Togo are familiar with the cancel STATION PALIME which Martin & Walton (ref 2) considered to be a German Station stempel used by the British as a post office cancel, but to date no example of this marking has been recorded during the German period. A very similar style of cancel for STATION ANECHO has now emerged in a collection offered for sale at the September 2006 sale by Heinrich Köhler of Weisbaden. It is on cover, illustrated below, marked by the owner "RRR" which it certainly is. The mark is used postally on 26 May 1914. I have seen a photocopy of the reverse of the cover which, interestingly, is endorsed by the sender at EISENBAHN STATION, ANECHO, TOGO.



Michael Ensor writes

Fritz Kemme has kindly confirmed my belief that ‘Station’, in German as in English, started off meaning a place where something stopped or someone was posted, for instance a weather station or a military post. A colonial service officer might say “Ho was my favourite station; I was posted there from 1945 to 1951”. With the coming of railways it came also to mean in both languages a place where trains stopped, in particular the terminus of a line, though in this sense the Germans came to use “bahnhof” in preference.

So, in German Togo, Station could mean the headquarters of a district where the bezirksmann was posted, or a railway station. There evidently was a need for an official handstamp (German stempel) at both, for confirming the authoritative nature of the document to which it was applied, but not for the cancellation of postage stamps. It might serve to show that internal official mail did not need a postage stamp. The stationstempel of district headquarters appears on envelopes going abroad but not over the postage stamp. The railway stationstempel of Palime, of Anecho (see John Mayne’s article) and perhaps also of Lome and Atakpame (though these last two have never been reported) was presumably intended for use on railway documents and the use of it on mail from one of these places in German times would not have been postally correct. The British in 1914 may not have found the postal canceller for the Misahöhe district (Agome Palime) but found the railway canceller, which showed where the post office for the area, Palime, was situated, and put it to postal use.

Incidentally the Germans were precise over the location of Agome Palime to show that that Palime was in the Agome Division (a traditional chiefdom) as distinct from another Palime, a small village to the south west of Ho, no longer to be found on maps.

References

- 1 Friedemann A., *The Stamps and Cancels of the German Colonies and the German Post Offices Abroad*, Section XIII Togo, German Colonies Collectors Group translation 1979
- 2 Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, WASC, Sheffield 1995



Sierra Leone Edward VII Key Plates 1 and 2

Frank Walton FRPSL

Philip Beale, in the standard literature on the postage stamps of Sierra Leone (Ref. 1), states that the Edwardian key plate 1 was used for all values on the first watermark set, with key plate 2 being used for just the 1d value. The use of two different plates for the 1d is rather unusual, as it appears that only one despatch was made, on 31 December 1902, and it is normally the case that all stamps printed for one despatch are produced from the same key plate. Beale doesn’t comment on the plate numbers used for the second and third Edward VII series.



Figure 1. Key plate 1



Figure 2. Key plate 2

Although not in the Stanley Gibbons catalogue, there is a constant variety which is demonstrated by these two blocks. The ‘Spavin Flaw’, named after its discoverer Mike Spavin, is a thinning of the frame-line immediately to the right of the crown. It is found on Row 1, Stamp 3. This variety is constant to every printing from the Edwardian key plate, from every country. As can be seen from the above illustrations, the flaw is not present on key plate 2.



Figure 3. Spavin Flaw

With respect to the second and third Edward VII series, Beale, along with Poole (Ref. 2) and The Philatelic Society London (Ref. 3), do not mention any plates other than key plate 1. Poole and the PSL are excused somewhat, in that they were of course contemporary works published in 1911 and 1906 respectively!

I was both surprised and delighted when I found the 3d stamp from the 1907 series with plate number 2 attached in the bottom margin (Fig. 4); this should not exist according to the reference works published to date.

A most credible theory put forward by Peter Fernbank (Ref. 4) suggests that if more than one value of stamp was requisitioned at one time, then all values would have printed from the same plate. My own corollary to this is that if only one printing has been discovered from a particular plate, then it is likely that it was done from a requisition that only one value was printed under. This can never of course be proved, but it seems that the chances of all values remaining undiscovered is low.



Figure 4.
3d Plate 2

Beale provides a full listing of each printing of the Edward VII stamps (Ref. 5). There is only one date on which a 3d printing was made that no other values were also printed: 16 March 1912. A further clue is given by Beale in that he states that all 3d Edwardian stamps on the new colours were printed on chalky paper with the exception of the requisition of 16 March 1912. This all fits in very well as this newly discovered 3d plate 2 example is on ordinary paper.

So why has this Plate 2 printing remained unrecorded for so long, especially as there were 12,480 stamps? All one can do is speculate. By 1912, plate 2 had been split from its original 240-set layout into two 120-set plates. This new discovery tells us that it was the lower half that was used in 1912 for this Sierra Leone requisition. Although there were 12,480 stamps, this equates to 104 sheets, with just 208 plate number examples possible. What we do know is that the first 3d George V stamps were printed on 5 November 1912. Could it be that not all of the old Edwardian stamps were used?

One further mystery remains. According to the inventory (Ref. 6), the Royal Philatelic Collection has a block of four of the 1907 1d carmine from plate 2. If anyone has viewed this and can confirm its existence it would be most interesting.

References

1. Beale P.O., *The Postal Service of Sierra Leone...*, p160, RPSL, London 1988
2. Poole B.W.H., *The Postage Stamps of Sierra Leone*, pp29-33, Field, London 1911
3. The Philatelic Society London, *The Postage Stamps... of the British Colonies... in Africa, Part III*, pp355-356, Stanley Gibbons, London 1906
4. Fernbank P.E., *King George V Key Plates...*, p69, WASC, Banbury 1997
5. Beale P.O., *The Postal Service of Sierra Leone...*, pp160-162, RPSL, London 1988
6. Wilson Sir John, *The Royal Philatelic Collection*, p B.Af. 45, Dropmore Press, London 1952



Sierra Leone Frame breaks

Jack Ince has written to remind readers that the key-type frame break described by Frank Walton in *Cameo* June 2006 p231 and illustrated in *Cameo* October 2006 p283 has previously been discussed in his joint work with John Sacher, *The Postal Services of the British Nigeria region to 1914*, pages 307/308.

“These breaks, except where specifically noted, appear to occur solely on printings from Plate No. 1....The NE corner break is incipient in the 1902 issues, opens into a clear break in the 1905 issue and continues into the first two printings of the 1910-11 issue, by which time other signs of wear are becoming apparent... The breaks, both NE and NW, are not constant throughout the panes...”



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Gold Coast : Duty Plate Flaws on the 1d

Peter Duggan

The varieties of the Universal Key Plate issue of 1898-1901 listed in *The Postal Services of the Gold Coast to 1901* (Ref. 1) include on the 1d 'a colourless indentation on the upper left side of the G of GOLD'. Ensor in *The Postal Services of the Gold Coast 1901-1957* (Ref. 2) also reports 'a deformed G of GOLD on the 1d of 1904'. In the same chapter he records, as offered in the Robson Lowe sale of 24 November 1976, a die proof for a new duty plate for the 1d marked 'July 24 120 leads' with 'Sep 14 05' added.

There are in fact two such flaws which occur not only on the 1d of the 1898 issue but also continue into the reign of King Edward VII. The enlarged reproductions show the difference between the two.



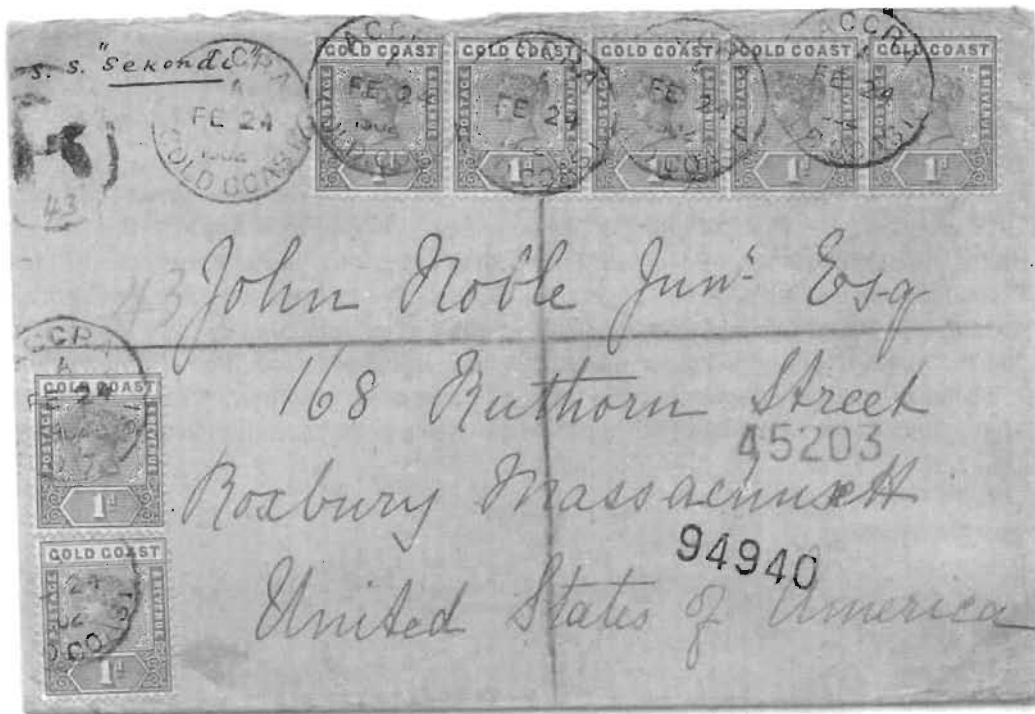
The more prominent of the two occurs on the top right hand stamp in the illustrated block of four.



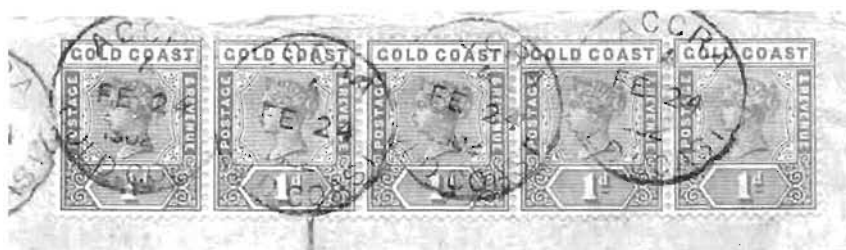
In the lower margin of a sheet of Crown CA paper, the word 'CROWN' appears as part of the watermark at the foot of the left pane and 'AGENTS' at the foot of the right pane. As a result, the marginal block of four can be shown to be from columns 2 and 3 of the right pane and the flaw can therefore be shown to occur on Row 9 Position 3.

The second of the two flaws is far less prominent.

Peter Newroth, who believes that he was the first to record these flaws, has provided the illustration here of a cover postmarked 'ACCRA / FE 24/1904/ GOLD COAST'. It bears a strip of five in which both flaws occur. The more prominent flaw can be seen on the second stamp from the left and the other flaw on the third. This second flaw is therefore found on Row 9 Position 4.



1d. - Chipped 'G' of 'GOLD' - lower left stamp on 1902 cover



Strip of five QV stamps from the above cover, enlarged

At this stage the key plates were printed from plates of 120 but the duty plates were for 60 stamps only. Both flaws should therefore occur in the same positions on both panes. They are found on the 1898 issue of Queen Victoria, and on both the 1902 (wmk. Crown CA) and 1904 (wmk. Multiple Crown CA) issues of King Edward VII but, as a new duty plate appears to have come into use in late 1905, not on the 1d red of 1907.

Universal Key Plate Duty plate flaws on the 1d

- Damage to top left corner of G of GOLD Row 9 Position 3
- Small chip top left of G of GOLD Row 9 Position 4
- Present on issue of Queen Victoria 1898
- King Edward VII 1902 (wmk. Crown CA)
- King Edward VII 1904 (wmk. Multiple Crown CA)

References

1. Sacher, John ed. *The Postal Services of the Gold Coast to 1901*. The Royal Philatelic Society London 2003.
2. Ensor, Michael *The Postal Services of the Gold Coast 1901-1957*. West Africa Study Circle 1998.

China via West Africa WW2—Leopoldville or Lagos?

John Wilson

Earlier this year, Frank Walton commented on an airmail cover I have which was sent from China to the United States in 1942, and was endorsed by the sender to follow a route “By airmail, China, Calcutta, Cairo and Port Bell – Entebbe. By South African Airways to Leopoldville, thence by P.A.A. to destination.” See Sieh & Baker (Ref 1). Frank’s comment was that this route was only in force from the 30th June 1942 to 10th July 1942, and that he had not seen any covers which may have traveled the route during this very short period. My own cover was despatched from Chengtu on the 20th of July, shortly after the route instruction had ceased, but the manuscript endorsement was still being applied for some time as evidenced by a cover held by Jeremy Martin dated 26th September 1942 and a further cover acquired by me dated 24th September 1942. Several questions come immediately to mind when trying to ascertain the facts about this short lived route change.

First, the covers themselves:



Figure 1 was despatched from Chengtu on 20th July 1942 and arrived at its destination in the United States on 25th August 1942. En route it was censored in India, showing a backstamp of DHA/04?, the last digit being illegible, and evidence of an Indian re-sealing label which has been removed, leaving a partial Indian crowned “Passed” octagonal censor cachet, presumably corresponding to the strike on the reverse of the cover.

The rate paid was \$9.50, which corresponds to the airmail surcharge for this route according to Boyle (Ref. 2) during the period beginning 30th June 1942 (Note the date). Boyle states however that the route was as shown in the endorsement but with SABENA instead of South African Airways. However, despite forensic inspection of the cover there is no evidence of the \$1 surface rate stamp which should have been applied, and I can only suggest that there was an error by the Chengtu postal clerk when calculating the new rates (not unknown).

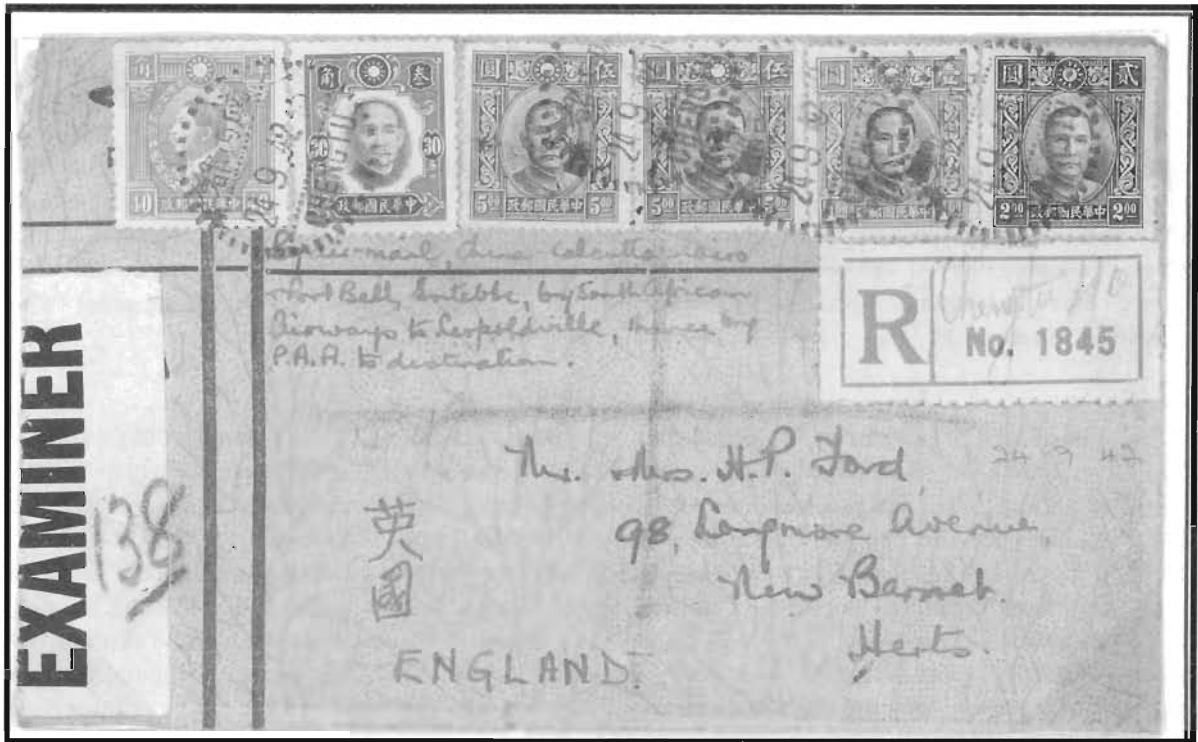


Figure 2 with the same routing endorsement was despatched from Chengtu on 24th September 1942 and arrived in London on 24th November, a considerably extended transit compared to figure 1.

This can probably be explained by the fact that this cover must have travelled "Double Atlantic" evidenced

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by the presence of a PC 90 re-sealing label from which the original number has been carefully cut off and a handwritten "138" applied which ties the label to the cover. Wike (Ref. 3) records Censor 139 as being used in Trinidad and I believe it is not unreasonable to assume that this "138" was also a Trinidad censor.

The rate paid was \$13.70 made up from \$1 Registration fee + \$1 surface rate + \$11.70 airmail surcharge for the route China-Calcutta-Cairo-Lagos-Lisbon-UK. (Refs 1 and 2). In this case the rate was calculated correctly for the route then in force, and the manuscript endorsement was unnecessary and incorrect. However, the cover did not actually take the correct route, having been diverted to Trinidad, probably by the "Clare" crash at Bathurst on the 14th of September and the consequent withdrawal of the other two "C" class flying boats from the UK – West Africa service. (Ref. 4 page 21)

Question 1: Why was the route changed, and for such a short time?

We glibly talk about the Horseshoe route and mail travelling "via Lagos" but by which route did the mail actually travel from Cairo/Khartoum to Lagos? The BOAC Horseshoe S23 seaplane route which I shall call "Cairo 1" ran Cairo-Wadi Halfa-Khartoum-Malakal-Juba-Port Bell then mail transferred to the Butiaba-Stanleyville-Coquilhatville-Leopoldville-Pointe Noire-Libreville-Lagos. The CAA report (Ref 4) lists two regular land plane services from Cairo to West Africa, and in railway terminology these seem to represent the "stopping" and "express" services. The first route "Cairo 2" was Cairo-Wadi Halfa-Khartoum-El Obeid-El Fasher-El Geneina-Fort Lamy-Maiduguri-Kano-Kaduna-Oshogbo-Lagos-Accra-Takoradi, whilst the second "express" route "Cairo 3" was Cairo-Wadi Halfa-Khartoum-El Fasher-El Geneina-Fort Lamy-Maiduguri-Kano-Lagos, missing out the call at El Obeid and the intermediate calls within Nigeria. Interestingly, both services were suspended on the 15th of May 1942, "Cairo 2" resuming on 19th June, and "Cairo 3" resuming on 14th June.

Finally, SABENA under contract to BOAC also ran a route which I call "Cairo 4" via Cairo-Wadi Halfa-Khartoum-Malakal-Juba-Stanleyville-Libenge-Bangui-Douala-Lagos-Takoradi, operating on a twice-weekly basis until 10th July when it was re-routed via Entebbe and Accra and ran once weekly.

My first thoughts are that the Horseshoe route "Cairo 1" using S23 flying boats had an order of priorities in which strategic supplies were top of the list, with civilian and commercial airmail right down at the bottom. This view has been expressed by many wartime authorities. Because the trans-Africa leg of the journey was particularly vital, it is possible that civil airmail from the Far East and India was routed by the BOAC and SABENA landplane services from Cairo and reached West Africa by "Cairo 2", "Cairo 3" and "Cairo 4". "Cairo 2" and "Cairo 3" were both suspended on May 15th 1942 (I cannot find any reference as to why this happened), and there may not have been any forecast at the time as to when the routes would be restored. "Cairo 4" was to be re-routed on the 10th of July, which is coincidentally the date on which the Chinese route endorsement ended (Ref 1).

Provisional answer 1:

My suggestion is that following the suspension of "Cairo 2" and "Cairo 3" on 15th of May, someone (where?) cobbled up an alternative route to bridge the gap until 10th of July. However, could anyone have known that South African Airways were going to suspend all operations on 1st of July, thus making the suggested route unworkable.

Question 2: Did any mail actually travel via Leopoldville?

I assume that in normal circumstances (if one could consider 1942 as normal) mail bound from Cairo to Lagos would not have travelled to or via Leopoldville, unless it was being carried on the S23 "Cairo 1" route, but rather via the landplane trans-Sahara routes. However, I have a report from a South African correspondent which pointed me towards Burrell (Ref 5) who notes:

"Sabena; Leopoldville-SA. The flight was via Elizabethville to Cape Town, arrived 29/1. SAA soon commenced operating the flights to Leopoldville under a reciprocal arrangement, for it was announced on 28 Feb 1942 that letters and postcards were accepted for despatch to the US at 4 shillings per half ounce for letters and 2 shillings for postcards. The mail was carried on alternate weeks by SAA and SABENA to Leopoldville where PanAm took over."

My South African correspondent does however urge caution when using the Burrell reference because of

reported inaccuracies, and the CAA report (Ref 3) Appendix C (not yet transcribed) lists the following for 1942:

“South African Airways. Johannesburg-Bulawayo-Lusaka-Ndola-Elisabethville-Mpika-Dodoma-Nairobi-Entebbe-Irumu-Stanleyville-Coquilhatville-Leopoldville; Until 1/7, once weekly, with Lockheed “Lodestar” landplanes. On 1/7 the services ceased.”

And also:

“SABENA. Stanleyville-Kindu-Manono-Elisabethville-Lusaka-Bulawayo-Johannesburg-Bloemfontein-Beaufort West-Cape Town: 29/1 – 30/4 once fortnightly; 1/5 – 15/8 once weekly; after 15/8 once fortnightly.”

There is an immediate inconsistency in that Burrell reports both operators flying to Leopoldville, whereas the CAA report does not, with only the SAA flight actually going to Leopoldville, and significantly via Entebbe. A further problem is that Burrell was making a verbatim quote from the Baldwin and Stern catalogue (Ref 6) and I cannot find any source documentation for the Baldwin/Burrell statement other than this reference.

Provisional answer 2:

From my available evidence I conclude that no mail destined for FAM-22 or the BOAC service from Lagos actually travelled to Leopoldville by either South African Airways or SABENA. However, I should be delighted to see any cover which contradicts this view, because that would further everyone’s knowledge.

Question 3: Why was the endorsement “via Leopoldville” applied only to China mail?

I am of course making the bold assumption that this is a statement of fact. Evidence to the contrary would be very welcome. If the route change applied to mail coming down the Horseshoe from China, one has to ask why airmail from intermediate points on the Far Eastern Horseshoe route did not carry this particular endorsement, since the same route changes would apply equally to, for example, mail from India? Since the China mail was customarily censored in India, it seems unlikely that it was bagged for onward transmission separately from the local Indian mail and therefore must have travelled the same route and subject to the same route changes.

Provisional answer 3:

The endorsement instruction was issued only in China and was in error (but I hope that someone contradicts this with evidence to the contrary).

My thanks go to Frank Walton for his initial observations which led me down this somewhat tortuous road, with no firm conclusions as yet. I trust that any member of WASC who feels that they can add to the story will contact me so that we can together work out whether or not “via Port Bell – Entebbe to Leopoldville” ever existed. The “Double Atlantic” crossing could also do with some investigation.

References

1. *“Postal Rates of China 1867 - 1980”*. Blackburn, J. Lewis & Sieh, Ping-Wen. 1981.
2. *“Air Mail Operations During World War II. A Study of Routes, Rates and Markings”*. Thomas H. Boyle Jr. American Air Mail Society. 1998.
3. *“British Empire Civil Censorship Devices WW2, Trinidad and Tobago”*. R.G.Wike. Chavril Press. 1993
4. *“Report on the progress of Civil Aviation 1939 – 1945. The Wartime Postal History Collector’s answer to a thousand questions”*. John Wilson. 1994
5. *“Par Avion in South Africa”*. John T Burrell, RDSPA. Vol 2 1934-1946. Publisher unknown. 1986.
6. *“The Airpost of South Africa”*. Baldwin N.C. and Stern M.F. From “The Aero Field” ca. 1956

1936 Test Flight from Kano to Lagos

Tony Plumbe and Jack Lemm

Airmail connections to Kano from Khartoum via El Fasher, Geneina, Fort Lamy and Maiduguri were established in February 1936 when Flight WAS 2 departed Khartoum on 15 February 1936 and mail received an arrival Kano cachet dated 16 February 1936. Hitherto, mail has been recorded as having been all transferred onward to Lagos by rail, with a transit time of usually 3 days, during the period February 1936 until 22 October 1936 when the Kano service was officially extended to Lagos. It appears though that at least test mail arriving on Flight WAS6 (see Figure 1), that had departed Khartoum on 12 March 1936, was flown on from Kano to Lagos. Evidence of this is the postmarks on the cover shown in Figure 2 which has a departure Kano 6.45 PM 16 MR 36 and an arrival Lagos 11.0 AM 17 MR 36 backstamp that could have been achieved only by air transmission.

The test letter had already experienced the hazards of those early flights as it had been detained at Geneina until mid-March and was to have been put aboard Flight WAS 6 when the DH86 'Daedaleus' passed through having left Khartoum on 12 March 1936. This aeroplane, however, sustained damage at Geneina and had to be replaced by the Avro 'Ten Achilles' which made it through to Kano and performed the whole of the return flight back to Khartoum. It appears that this Avro 'Ten Achilles' also proved the route from Kano to Lagos, and so carried the illustrated test letter, even though some intermediate aerodromes were yet to open.

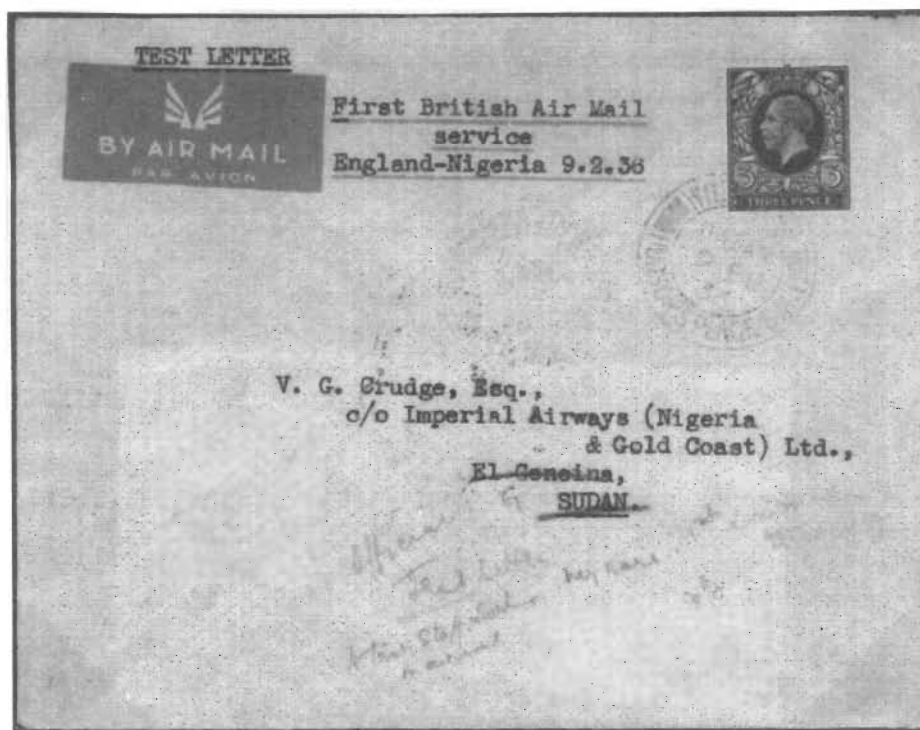


Figure 1

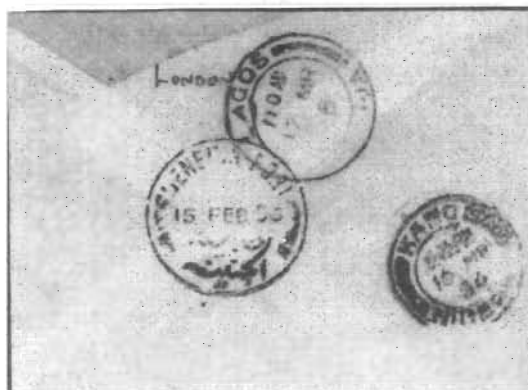


Figure 2

Cameroun AR Form

Brian Lythgoe

Following the recent articles on the Advice of Receipt service (Refs 1 & 2) I am able to illustrate at figure 1 an example from Douala, Cameroun in 1950, which again shows that the office receiving the mail, in this case Copenhagen, did not follow the UPU rules for this service; perhaps because such mail was unfamiliar to them.

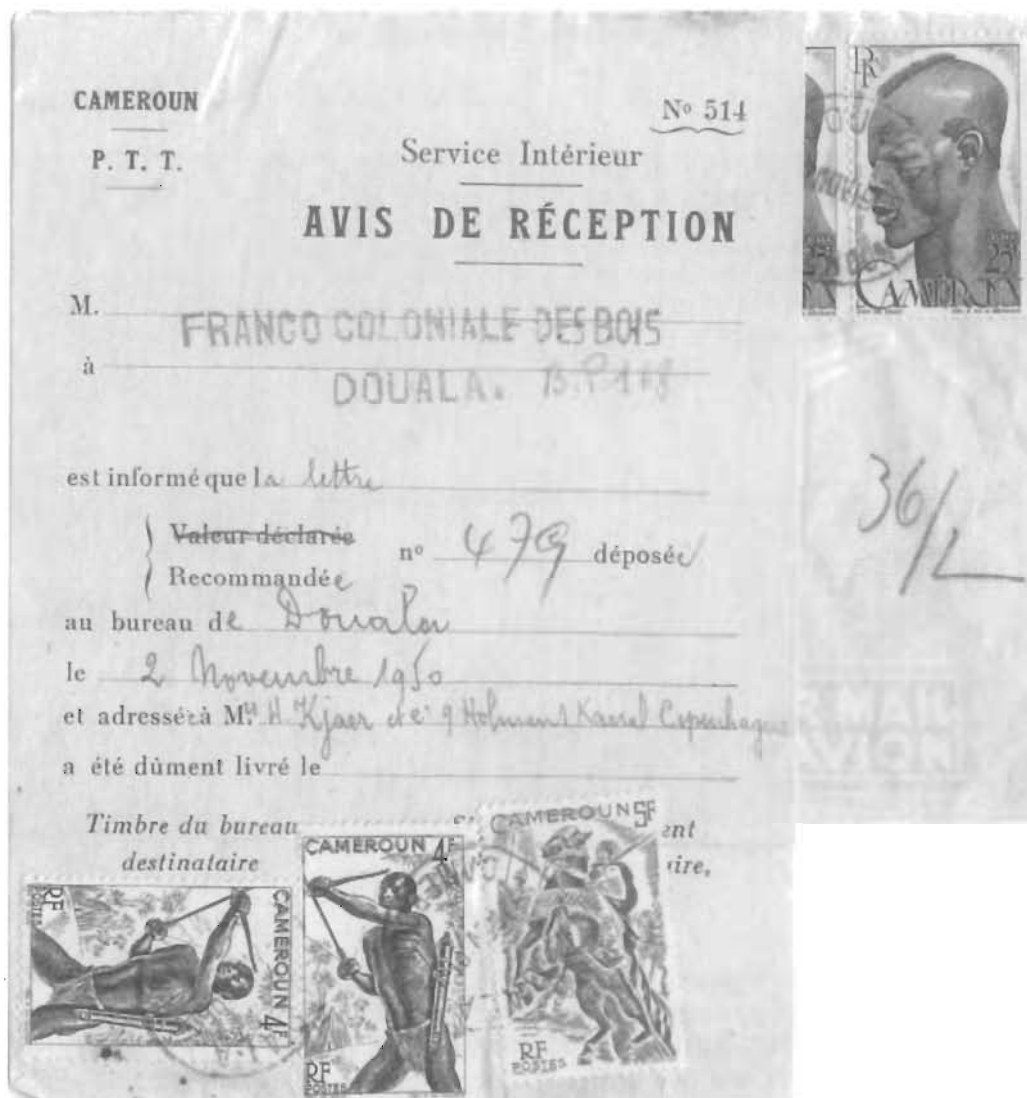


Figure 1 (reduced)

The AR form is still attached to the letter, in this case glued to it at the top left corner. The form is in buff, instead of the more usual pink, and has been franked 13Fr (at this date in CFA francs). The back of the form is blank but the address it should have been sent back to is clear enough; a box at Douala.

In the illustration the envelope is mostly covered by the form. It is franked 50Fr by two 25Fr stamps, has a red perforated adhesive registration label, hand-stamped Douala, a black boxed AR hand-stamp and a violet rectangular boxed receiver hand-stamp reading ANKOM/ 6 Nov 1950/ BESV, taking four days in transit. A further pencil marking 36/L can be seen in the illustration.

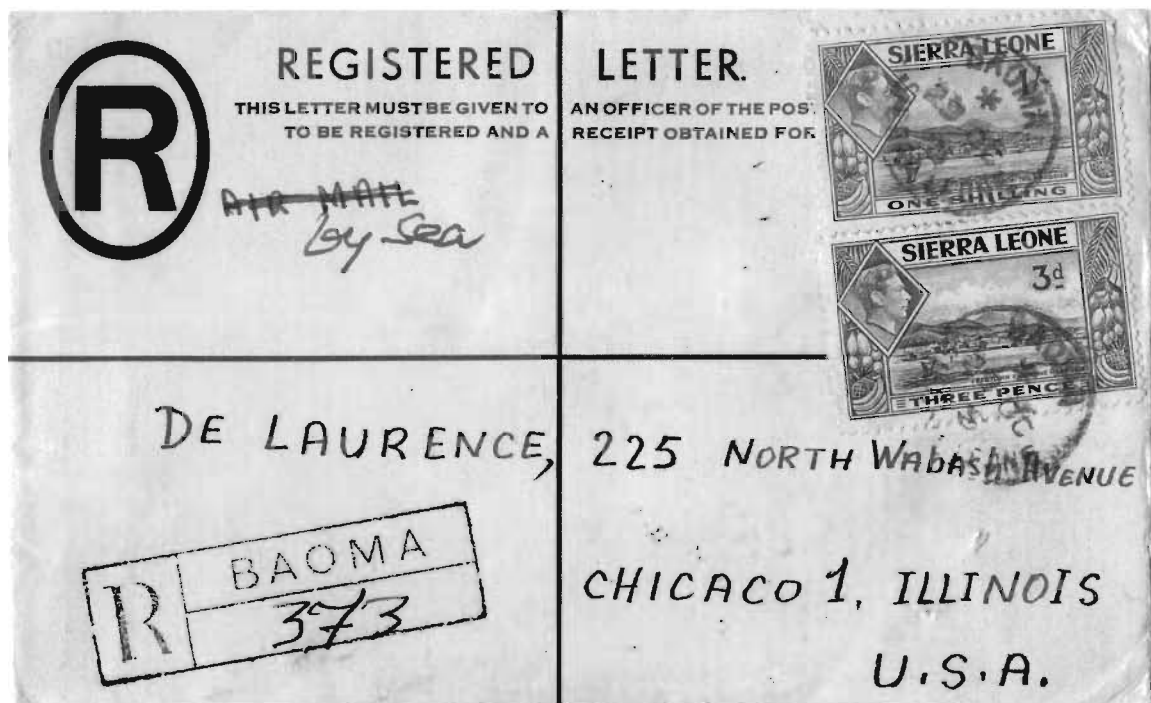
References

- 1 Richardson D., "AR-Advice of Receipt", *Cameo*, Volume 9 pp219-224, WASC, June 2006
- 2 Johnson R., "AR-Detailed Regulations", *Cameo*, Volume 9 pp256-258, WASC, October 2006

Sierra Leone: Baoma Registered Handstamp

Frank Walton FRPSL

Some members may recall a monograph I published through the West Africa Study Circle in 1994 (Ref 1) which listed all of the Sierra Leone registration handstamps and labels that were known to me at that point in time. Ted Proud extended the listing of the rubber handstruck marks later that same year (Ref 2). One office that has proved elusive is Baoma. It is situated on the railway, halfway between Bo and Kenema. In my booklet, I referenced a single used example dated 9 August 1955; Ted does not mention this handstamp at all. I was delighted to acquire the cover illustrated below



This envelope bears a very fine strike of the Baoma registered handstamp, Ref 508.50. A bonus to this particular cover is the range of postmarks on the back. There are clear strikes of BAOMA / SIERRA LEONE (29 Oct 1955), WS PENDEMBU TPO / SIERRA LEONE (29 Oct 1955), REGISTERED / G.P.O. SIERRA LEONE (30 Oct 1955) and two different Chicago arrival marks dated 4 Nov 1955. The swift passage suggests that the cover was flown despite the manuscript endorsement on the front.

Since 1994 I have been keeping records of all additional registered handstamps that have come my way. At the time of the initial publication, I had illustrations from 53 different handstamps. I now have copies of examples of a further 21. Should any member have new information I would always be grateful to hear from them. One day I'll issue a second edition.....

References

1. Walton F.L., *Sierra Leone Registration*, p13, WASC, Dronfield 1990
2. Proud E.B., *The Postal History of Sierra Leone*, p146, Proud Bailey, Heathfield 1994

1961 Cover from St Helena at 1d. Rate

Barry Burns



A fellow member of Middlesbrough & District P.S., Mike Oxley, recently showed me this cover (*shown at 80%*), which was sent from St Helena to East Germany on 12 October 1961. The manila envelope, which was not sealed, bears a single 1d stamp from the 1953 definitive series, and there are no backstamps or other markings. There are two interesting points about this cover:

1 The postage rate for letters to all countries other than those of the British Commonwealth was 6d for the first ounce, plus 3d for each additional ounce. Printed matter was 2d for the first two ounces, plus 1d for each additional ounce. These rates were set on 1 April 1959 and remained in force until 1 February 1967. The envelope is in good condition, and it is clear that it has never carried other adhesives.

2 The date, 12 October 1961, was a significant day at the St Helena Post Office in Jamestown, as it was the first day of issue of the 'Tristan Relief Fund' set. Most of the used copies of this infamous issue are cancelled with this same c.d.s.

Could it be that the Post Office staff were so busy processing the Tristan Relief stamps and covers that this humble, apparently underpaid, letter slipped through? Mike and I welcome other possible explanations.

Ascension Leaves Crown Agents

Barry Burns

The December 2006 issue of *ABPS News* carried the following announcement:

South Atlantic Islands

Both St Helena and Tristan da Cunha have announced that they intend to remain with the Crown Agents Stamp Bureau for the design, production, marketing and production of their stamps. However, Ascension Island has decided to use the services of Creative Direction (Worldwide) Ltd for production and Pobjoy Mint Ltd for marketing its stamp issues with effect from January 1, 2007.

The committed Ascension collector will be reflecting on whether or not it will effect the stamp issuing policy of the Island. Although some will have been disillusioned by some of the Crown Agents releases (too many miniature sheets, for instance), they have maintained a fairly responsible new issue policy. Let us hope this will continue. *With thanks to Jeremy Martin for this information.*

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GOLD COAST. 1883 (Crown CA) 1d blue. Very fine mint. Rare stamp. SG 10. £650	ST HELENA. 1885 ½d block of four (wmk reversed) with 'N' and 'Y' spaced. Very fine mint. BPA Cert. SG 35ax. £325
GOLD COAST. 1897 6d Imperium Trial in dull mauve and carmine on gummed paper (as 1898 1d SG 27). £250	ST HELENA. 1923 ½d Badge with 'A' of 'CA' missing from watermark. Very fine used. Discovery copy. SG 97d. £850
GOLD COAST. 1907 6d Imperium Trial in black and red/blue on piece endorsed '2/6' (as 1911 2/6 SG 67). £300	SIERRA LEONE. 1888 2c Imperium Trial (Perf 14) in dull mauve and orange (as 1896 4d SG 44). £250
GAMBIA. 1912 3/- yellow and green with split 'A' variety. Very fine mint. Exceptionally fresh. Rare. SG 101a. £450	TOGO. 1915 10pf carmine. Very fine used with ANECHO c.d.s. BPA Cert. SG H31. £75
NIGER COAST. 1893 1s on 2d (violet surcharge). The scarce Type 'A' (just one sheet). Very fine mint. SG 37. £350	TOGO. 1915 set of 12 each with 'CCUPATION' error. Very fine mint (usual perms). Exceptional set. SG H34f/46f. £2500

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Sierra Leone: Yengema postmark

John Hossack

I have about half a dozen examples of the postmark from Yengema in the eastern province of Sierra Leone. The strikes are from 1960 until 1962 and have, to a greater or lesser extent, a distinctive 'M' shaped mark in front of the village name. The post office at Yengema was only opened in 1958, so it seems unlikely that the datestamp would have become very worn or damaged in such a short time.

I have not noticed any similar marks on my other Sierra Leone postmarks. Is this damage or does it serve any purpose?



Gambia; 1900—1908 revenue from stamp sales

William Cochrane

The following snippet has been taken from *The Postage Stamp* of March 1910

Gambia.

The coming of the King's Head issue for Gambia, in 1902, nearly doubled that Colony's postal income from £770 in 1901 to £1,453 in 1902, and only increased expenditure by £80. The appearance of the 5d., 7½d. and 10d. stamps in 1905, and the introduction of the multiple watermark nearly quadrupled the revenue of 1904 in the year of the issue of those novelties.

The figures are not uninteresting:—

	Revenue.	Expenditure.
1900 ...	£295	£370
1901 ...	770	450
1902 ...	1453	530
1903 ...	553	620
1904 ...	596	671
1905 ...	2730	808
1906 ...	1317	713
1907 ...	745	770
1908 ...	684	757

St Helena 1961 Set Handstamped Specimen Type SH4

Mike Brown

I was interested in the two articles in recent editions of *Cameo* (Refs. 1 & 2) regarding SPECIMEN handstamps. Illustrated (*at 90%*) is an expertising certificate of Sergio Sismondo for a complete set of 14 values, all with the Type SH4 handstamp. This is therefore the second set recorded with the handstamp.

Sergio Sismondo

Philatelic Expert
Syracuse, New York & Ottawa, Canada

Syracuse, New York, 2005.03.19.

ST. HELENA, 1961.

I have examined the set of fourteen postage stamps issued by the Colonial Administration of St. Helena on December 12th of 1961, "Queen Elizabeth II" 1p, 1 1/2p, 2p, 3p, 4 1/2p, 6p, 7p, 10p, 1sh, 1sh6p, 2sh6p, 5sh, 10sh multicoloured, and 1 Pound turquoise blue and chocolate, each stamp handstamped in black "SPECIMEN" in small serified capital letters, 9.75 mm in length, Scott Catalogue #159-171; Stanley Gibbons #176-189, a colour reproduction of which is below, in true size or reduced to 80% of true size, and I am of the opinion that:

The set of fourteen stamps is **genuine in all respects**, with full original gum, lightly hinged. The "SPECIMEN" overprint was individually applied to these stamps by the postmaster of St. Helena since they were part of a display of stamps available at the philatelic counter of the post office. When the stamps were no longer available for sale the display was removed and subsequently dispersed. A very rare set of Specimen stamps. I have initialed them in order to attest to their rarity and authenticity.

Sergio Sismondo.



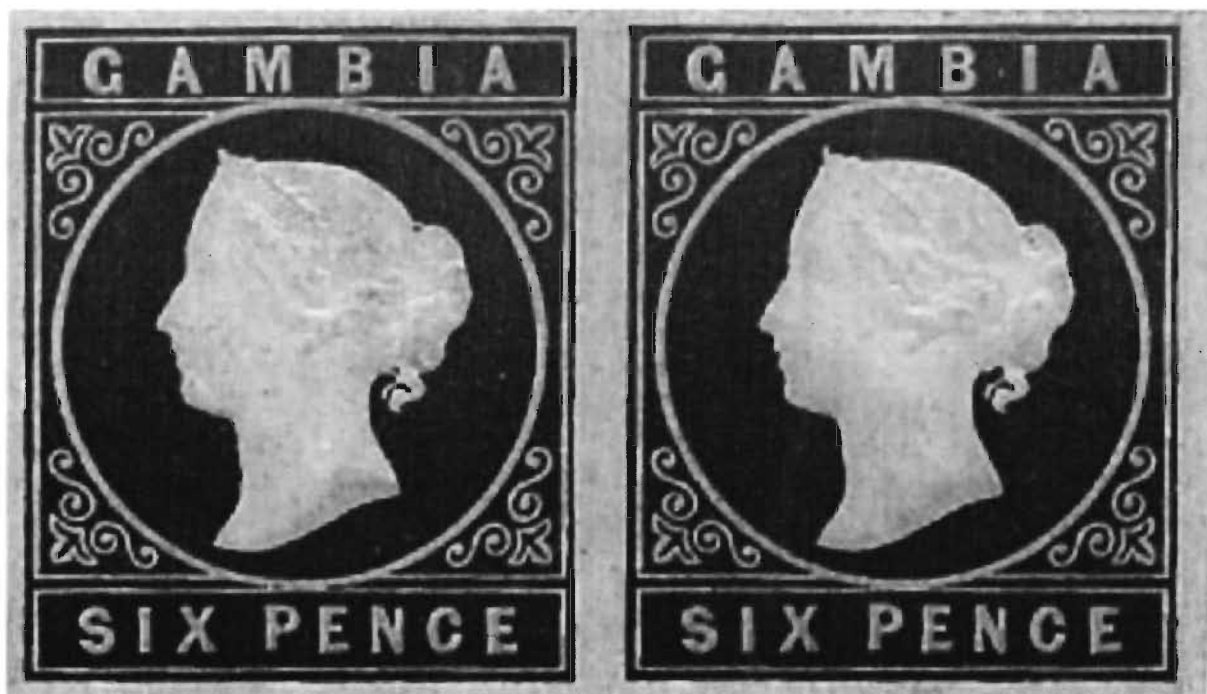
References

- 1 Burns B., "Specimen Handstamps of St Helena & Ascension", *Cameo*, Volume 9 p72, WASC, October 2005
- 2 Burns B., "Specimen Handstamps of S. Atlantic Islands", *Cameo*, Volume 9 p278, WASC, October 2006

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Lagos: 1869 (Nov. 21), EL written in French, addressed to London and with a superb strike of the large blue "POST OFFICE LAGOS/WEST COAST OF AFRICA/22 NOV 69" datestamp, manuscript "6" rate marking and blue "1" (indicating share due to the Colony), on reverse red London arrival of Dec. 18. Extremely fine and very rare. Believed to be the earliest recorded use of the datestamp. Offered in a recent sale.

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