

CAMEO



The Journal of the West Africa Study Circle

TRISTAN-DA-CUNHA PENGUINS



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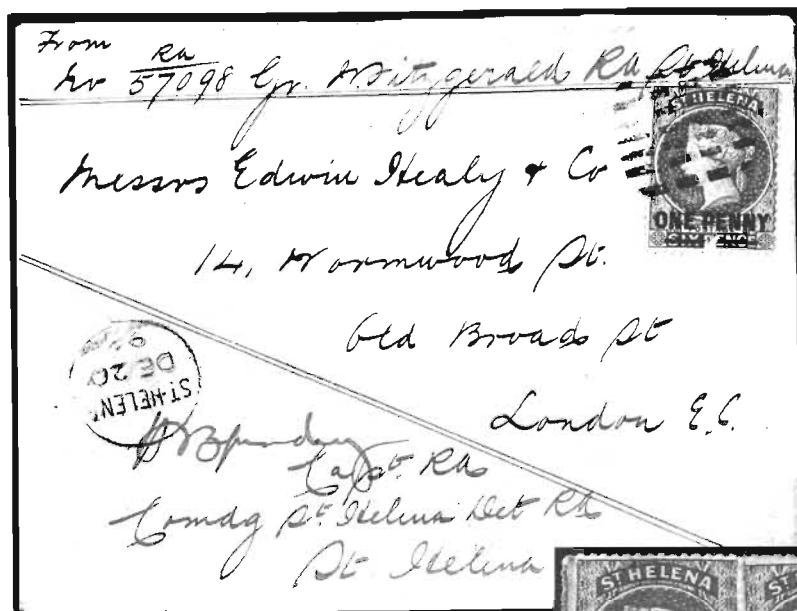
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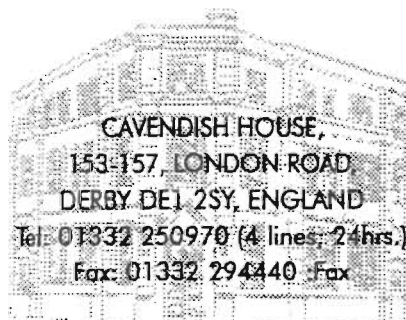
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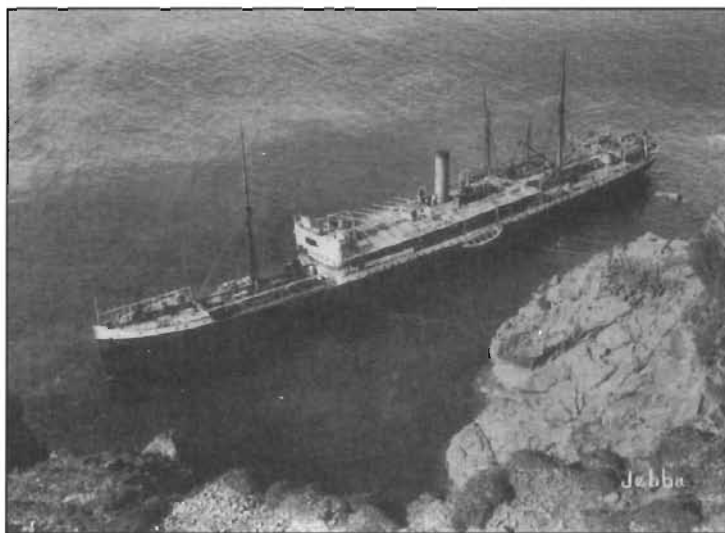
Front Cover

Tristan da Cunha 1974 Rockhopper Penguins set,
handstamped SPECIMEN,
mounted on card for display at the Post Office

See page 278

Editorial

The June issue carried an article by John Knight, the main part of which (several long tables) was published on our website. Having not heard of any adverse comments on this policy, I am adopting the same procedure for another of John's monographs, this time on Vessels calling at St Helena during 1826. Although this route may disappoint those members without internet access, it is worth pointing out that such articles are too long for *Cameo* unless serialised (in this case not convenient; Table 1 alone being of 36 pages). As noted on page 268, I can provide a printed copy (at cost) for such members.



Postcard showing SS *Jebba* off South Devon (see page 289)

It is disappointing that I have to publish this edition without any colour - the printing costs increase dramatically for even a modest number of pages. Our Committee will be looking at all the costs involved in producing *Cameo*, and hopefully we will be able to revert to some colour content in the near future.

This issue completes Volume 9; for those members who bind their copies the next edition (January 2007) will be the first of Volume 10.

Barry Burns

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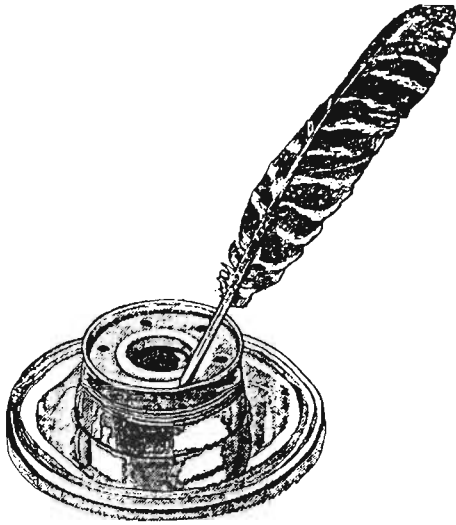
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Scope : The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, Cameroons & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British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

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Colour

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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

Niger Coast Campaign Mail

Dear Rob,

Your article on p216 of *Cameo* June 2006 made me look again at 'Ince & Sacher' p504 as the Howe' cover you illustrated was from my collection before I sold it. I re-read the whole text and realized that there was a further Lt. Howe listed, not F.H. but J.N., both of whom were writing to family members in the UK from this campaign.

I also found myself re-reading all the military mail appendices on pp491-509 (still fascinating although some 20 years since I wrote it all) and I found myself wondering if any of these men survived to fight in World War I. I have a recollection that a WASC member did research the War Office records of Capt W.H. Wikin (p500) who did so serve, but I do not know if he survived the Great War.

Taken in conjunction with the rather melancholy correspondence from Henry Robson in the same *Cameo* pp198-204, it is salutary to be reminded of the bravery and hardship experienced by these and so many other young men in the early days of European discovery and administration of or philatelic interest in areas of West Africa - but in these days it is not fashionable to recall their service or their exploits.

PS I recently acquired a Special Delivery cover from Germany to USA of late April 1940 (posted after the invasion of Scandinavia). Did any of the countries in West Africa ever accept such a service?

Jack Ince
Stirling, Ontario, Canada

Rob - I know Special Delivery and Express letters are commonplace throughout post-Independence West Africa as a response to the unreliability of the ordinary mails. I do not recall seeing material pre-

Independence, but under UPU Regulations the service was presumably available. Would any member be ready to write an article on these special services?

Henry Robson

Dear Rob,

Another nice *Cameo*; thanks. My favourite piece was the story about Henry Robson. I looked up Henry on the 1841 census. He was living with his parents and siblings at the address on the covers. Henry had three older sisters and one older brother. The thing which surprised me was that his age was given as 16, making him just 18 when he went to Bathurst.

Perhaps you could forward this info. to John Rose - I don't have an email address for him.

Frank Walton
Dronfield

1/4d at St Helena

Dear Barry,

The conclusion as to the 1/4d mark at St Helena (*Cameo* No. 66 p82 and No. 67 p146) has already been reached in that the letter, only partly paid, was considered for the purposes of taxation to be fully unpaid and was taxed as such.

It may be of interest to your readers to better understand the French position in all this, particularly as a number of comments have been made that were incorrect.

The letter is dated 13 November 1877. France had been a member of the GPU/UPU since 1 January 1876 and the UK prior to that, but St Helena remained outside of the Union. The postal rate is therefore based on:-

a) the rate between the UK and France, both Member countries.

b) The rate between the UK as a member and St Helena as a Non-member, calculated on the basis of the pre - UPU tariff agreement.

The rate between France and the UK between 1.1.1876 and 30.4.1878 was 30c per 15 grams. The rate contained in 'Tableau C' (i.e. the rates advised to France by the UK in respect of mail charges between the UK and Non-member countries where the UK acts as an intermediary, was, in the case of St Helena 11d or, in French currency 1 franc 10 centimes. The total franking should therefore have been F 1,40 and not 0,81c.

It should be noted that with effect from 1.1.1876 weight steps were 15 grams and multiples thereof, and not as indicated in the Journal. Similarly the statement that the postage rate between France and the United Kingdom as of 1.1.1876 was 25c (equivalent of 2½d) is also wrong as this rate was not introduced until 1.5.1878 and applied to mail within Europe.

If the letter had been franked correctly, the amount representing the credit to the UK in respect of the onward journey to St Helena should have been marked on the front in red crayon. (i.e. F 1,10 - the equivalent of 11d). This has not been done here because the letter was insufficiently franked and the Bordeaux office (note: not the exchange office) has stamped the letter with a 'T' in a triangle showing that the letter is insufficiently paid and that tax is due.

The source of this information is the *Annuaire des Postes 1875 & 1876* and it is interesting to note that they indicate the unpaid rate as being F 1,60 which is the equivalent of 1/4d. which squares the circle.

For those interested in French rates, both domestic, foreign and air mail, the France & Colonies Philatelic Society have recently published the 3rd Edition of *French Postal Rates* by Derek Richardson at £10 plus p&p. Please apply to me if you should want one. Please forgive me the free advert!!

Peter Kelly
Bristol



Nigeria Map

Dear Rob,

Help is at hand for those who may wonder about the location of the strange places that appear to be mentioned on modern Nigerian postmarks (on the increasingly infrequent occasions that anything can be read at all). A new (to me) Nigeria road map has appeared this year (under the name of Brunel Engineering Ltd). On one side it shows the whole country on a scale of 1:1,900,000. On the other it shows a street map of 'Phase 1' Abuja (1:25,000)

and one of Lagos and Victoria Islands, Ikoyi and Lekki (1:20,000). There is also one called Lagos City which shows the names of suburbs, and the road network (without names) as far north as Ikeja and Mile 12. This is obtainable from Stamfords for £8.95 plus postage (I believe this is £1.30 in UK and £2.50 Overseas). [Rob: No doubt it is cheaper in Nigeria, but it would take a braver man than me to try to order one direct, cash enclosed!]

Michael Wright
London



Gambia Censor Mark

Dear Barry,

I refer to John Rose's article on page 218 of *Cameo* Vol. 9, No. 4. The Crown /PASSED /T.176 censor mark was applied in the UK. Code Letters S and T were British Censor Station's letter codes allocated to the UK. I have sent a copy of this letter to John.

The full list of Letter Codes is shown on p245. It has been taken from page 30 of *British Empire Civil Censorship Devices World War II United Kingdom* by A.R. Torrance and K. Morenweiser, published 1991 by The Civil Censorship Study Group. Circle members should find it of interest.

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

British Censor Station's Letter Codes United Kingdom and Commonwealth**UNITED KINGDOM**

P	Private			T	<i>Trade</i>
PER	Permit	O	?		
P.M.	<i>Press Mail</i>	S	<i>Sorters</i>	T.C.	Traveller Censorship
P.O.	Provincial Office	SE	<i>Special Examiner</i>	T.P.	<i>Transit Parcels</i>
P.U.	Provincial Unit	AL	?	P.W.	PoW Mail

COLONIES

A/IA	Gibraltar			AA	Montserrat	
B/IB	Antigua			BB	St. Kitts & Nevis	
C/IC	Bermuda			CC	Virgin Isle	+
D/ID	Jamaica			DD	Malta	
E/IE	Trinidad			EE	Mauritius	
F	Aden			FF	Malaya/Singapore	+
G/IG	Bahamas			GG	Penang	+
H/HH	Barbados			HH	Sarawak	+
I/II	British Guiana			II	North Borneo	+
J	British Honduras			JJ	New Hebrides	+
K	British Solomon Isles			KK	Palestine	
L	Ceylon			LL	Seychelle Island	
M	Cyprus			MM	Sudan	
N	Kenya & Uganda			NN	Gambia	
O	Northern Rhodesia			OO	Gold Coast	
P	United Kingdom			PP	Nigeria	
Q	Nyasaland			QQ	Sierra Leone	
R	Tanganyika			RR	Dominica	
S	United Kingdom			SS/ISS	Grenada	
T	United Kingdom			TT/ITT	St. Lucia	
U	Zansibar			UU	St. Vincent	
V	Egypt	+		VV	St. Helena	
W	Falkland Isles			WW	Tonga	
X	Fiji			XX	Ascension Island	
Y	Gilbert & Ellice Island			YY	Somalia	
Z	Hong Kong	+		ZZ	Eritrea	

OCCUPIED COUNTRIES

ZA	Tripolitania			ZB	Madagascar	
ZC	Reunion			ZD	Rhodes	

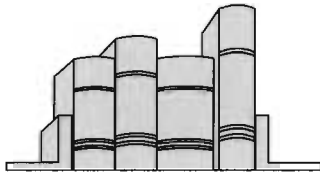
DOMINIONS AND SELF GOVERNING COLONIES

DA	Australia	+		DG	Burma	
DB	Canada			DH	India	
DC	Newfoundland			DI	Syria	+
DDA	New Zealand			DJ	Irak	+
DE	South Rhodesia			DK	Iran	+
DF	Union of South Africa	+		?	Transjordan	

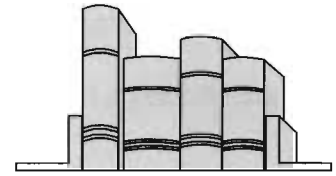
+ = allocated, but never seen, possibly not used.

'I' before the station letter indicates 'Imperial Censorship', mainly dealing with transit mail.


[Editor's note - I have used the same spelling as originally published, possibly in error (?) e.g. Zansibar. Entries in italic are changes since publication.]



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.

 *Tables of French Postal Rates 1849 to 2005* by Derek Richardson, published by France & Colonies Philatelic Society, Brochure No 7, third edition, 2006.

This 100 page A5 stapled card bound booklet was mentioned by Rob May in *Cameo* 68, p186. Further details are now available as follows:

ISBN 0-9519601-4-8, obtainable from Peter Maybury, 18 Courtneys, Wheldrake, York YO19 6BR. Price £11 in UK incl. p&p; elsewhere £10 plus the current rate of postage & packing.

 *The Postal Markings of The Gambia 1858-2000* by Stewart P. Duncan and Oliver Andrew, published by West Africa Study Circle. A4 hardbound, 143 pages, ISBN 0-9537474-9-2. Price - Members £28 (US\$52) Non-members £36 (US\$68). Please add £5 p&p. UK, Europe and Surface mail. Overseas air mail £8 (US\$15). Orders to the WASC Treasurer, 57 Manse Road, Edinburgh, EH12 7SR. Reviewed by Charles Leonard.

It is now over twenty years since the publication of *The Stamps and Postal History of The Gambia* and, although Ted Proud's *The Postal History of The Gambia* was published nine years later, in 1994, it added little to the information already recorded on handstamps and cancellations. But, since that date, much has changed in The Gambia; some postal agencies have closed and new offices opened. Other offices have grown in importance due to their location in areas affected by the growth of the tourist industry.

This latest book brings everything up to date, with new discoveries, many extended date spans, and much more than the title would suggest, as there are sections on Postal and Official Seals, Air Mail etiquettes and the Spitfire Fund labels, and a very useful chapter on Forgeries includes a detailed study of the Madame Joseph emissions. The book also highlights the changes in the way the postal services are operated in The Gambia, which are now somewhat erratic, to say the least, with, for example, registration labels used at an office different to that printed on the label. Even stranger is the label with two different offices printed on it; just cross out the name not needed. And what level of Post Office service is indicated by the dramatic increase in the use of 'Express' markings?

Have no fear, these little idiosyncrasies have been diligently recorded and explained by the authors, who are to be congratulated on a superb production which will prove to be an essential source of reference for all collectors of The Gambia. Other collectors may well find that some of the practices detailed here are now being utilised in their own favourite territories.



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:

Vessels at St Helena - 1826, by John Knight, see pages 262-268 of this *Cameo*

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.

Civil Censorship Study Group Bulletin, No. 51, Vol. 33 No. 3, July 2006

pp 120-125, *WWII - P.C.90, Type 1 Resealing Labels used in the UK*, continued - Part 3, by Konrad Morenweiser

p128 *WWII GB - Correspondence for Merchant Ships* by Graham Mark, reproduces a one page leaflet on the correct addressing and rating of mail to merchant seamen

Journal of the France & Colonies PS, No. 240, Vol. 56 No. 2, June 2006

pp45-47, *Senegal - another World War II Red Cross Postcard, and some Early Direct Airmail to the USA* by Bill Mitchell

pp50-52, *DALLAY catalogue de catations de Timbres de l' ex-empire francais d' Afrique, Ed 2005-2006* - a long review of this new specialised catalogue, by Michael Round

Overprinter - Journal of the GB Overprints Society, No. 2, 2006

pp49-53, *North Atlantic Air Service - notes on the cachet usage 1939-1947* by John Smith

Gibbons Stamp Monthly, Vol. 37 No. 4, September 2006

pp80-83, *Gough Island Scientific Survey Mail* by Peter Jennings FRPSL



Liberia's Post-War Postage Stamps

BBC News

The following article, under the above heading, appeared on the BBC News website on Wednesday 23 August 2006.

Liberia has produced its first postage stamps since civil war began in 1989

Posts and Telecommunications Minister Jackson Doe unveiled two sets of stamps in the capital, Monrovia on Tuesday.

They depict the elections last year and the inauguration this year of President Ellen Johnson-Sirleaf, Africa's first elected female head of state.

Liberia was once known for producing large numbers of stamps aimed at young collectors, with pictures ranging from dinosaurs to former US presidents.



The stamps commemorate the president's inauguration

Most of Liberia's basic services were destroyed during the civil conflict which ended in 2003 when the then president, Charles Taylor, resigned and went into exile in Nigeria.

"As a result of unlawful acts during the 14 years of war, the postal system which served as one of the major revenue generating factors within the ministry was completely looted," Mr Doe said.

Gunter Boehm, Universal Postal Union consultant to Liberia, said it was "a historic day for the republic of Liberia."

The reopening of the first post-war post office is expected on Wednesday.

Thanks to Marc Parren for this information. His article Postal Arrangements in Modern Liberia Revisited was published on page 161 of the January 2006 Cameo - Ed.

Postal Rates between France and the British West African Colonies

Peter Kelly

There has been a considerable amount of correspondence recently (*Cameo* 66 and 67) concerning the postal rates between France and St Helena. As can be seen from the letter I have written to the Editor with regard to this particular case (p243), it is very difficult to understand incoming mail, which may or not be franked correctly, if one has no basic knowledge either of the rate structure or weight steps of the country of origin. The situation is further complicated in cases where mail passes through the hands of an intermediary.

The tables that follow are designed to serve as an introduction to some of the rates between France and British West African Colonies from the 1860s until they joined the UPU. They are based heavily on *Les Tarifs Postaux* by Alexandre, Brun, Barbey & Desarnaud (Editions Loisir & Culture, 1982), *Histoire des Timbres-Poste au Type Sage* by Joany, Storch, Brun & Francon, (Yvert & Tellier, 1980) and also with reference to the original *Annuaire de Poste*, where available and applicable. For very early mail Michèle Chauvet's *Introduction à l'histoire postale des origines à 1849* (Brun & Fils, Paris, 2000) is essential reading.

For the purpose of this study I have ignored samples, printed matter and journals although I am in a position to provide this information to anyone who needs it.

Key

Column 1	(Name of destination country), routing, date of entry to UPU	
Column 2	The date the rate was applied	
Column 3	Paid to D = destination, P = port of discharge F = port of embarkation	- -
Column 4	Mail has to be sent paid, = P or could be sent paid or unpaid = C	
Column 5	Weight step	
Column 6	Basic letter rate	
Column 7	Unpaid letter rate on incoming letter from the country considered	

Blank boxes mean that there is no change.

Ascension

1	2	3	4	5	6	7
Via UK	1.10.1857	D	P	7½ g	80c	80c
	1.01.1866		P	10 g		F1,00
	1.07.1871		C		F1,00	F1,20
	1.01.1876	P	P	15 g	F1,40	F1,70
	1.10.1876				80c	F1,10
	1.05.1878				75c	F1,00
	1.01.1889				60c	80c
Via Portugal	1.01.1889				75c	F1,00
Any Route	1.07.1892				50c	F1,00
Joined UPU 1.10.1896						

Similar rates applied for the following Colonies:

Gambia, Gold Coast, Lagos and Sierra Leone

1	2	3	4	5	6	7
Via UK	1.10.1866	D	C	10 g	80c	F1,00
	1.07.1871				F1,00	F1,20
	1.01.1876			15 g	80c	F1,10
	1.05.1878				75c	F1,00
Joined UPU 1.01.1879						

Great Britain

1	2	3	4	5	6	7
	1.08.1849	D	C	7½ g	80c	80c
	1.01.1855				40c	80c
	1.07.1870			10g	30c	60c
Joined UPU 1.01.1876				15 g	30c	60c
	1.05.1878				25c	50c

St Helena

1	2	3	4	5	6	7
Via UK	1.01.1866	D	C	10 g	80c	F1,00
	1.07.1871				F1,00	F1,00
	1.01.1876			15 g	F1,40	F1,70
	1.10.1876				80c	F1,10
	1.06.1877				F1,40	F1,70
	1.05.1878				F1,35	F1,60
	1.04.1884				75c	F1,50
	1.01.1889				60c	F1,10
Via Portugal	1.01.1889				75c	F1,00
Any Route	1.07.1892				50c	F1,00
Joined UPU 1.10.1896						

These rates relate to mail carried by British (or Portuguese) mailboats and are the result of postal conventions between the UK and France (and Portugal where applicable).

It is important to understand the way in which mail rates were calculated after France joined the GPU/UPU on 1 January 1876 when dealing with the British West African Colonies which did not join until a much later date. In this case, mail was sent to the UK who in turn sent it out by the next mailboat. The complication exists here that while France and Great Britain were both members of the UPU, the colonies were not, and that France therefore had to deal direct with the UK acting as an intermediary. The rate would therefore be calculated on the basis of:

- The rate between Great Britain and France (UPU rate) plus
- The rate between Great Britain and the Colony in question

France was notified by Great Britain and other countries who acted as intermediaries of the rates they applied for the postage to their Colonies. These were listed in a 'tableau' by the French Post Office who combined the two rates for the benefit of the public wishing to pay to destination. The French Post Office would show, by means of a red crayon mark, the onward postage from the UK as a credit (see my letter concerning the taxation of a letter from France to St Helena, p243).

The following rate table applies to mail which has been sent abroad from France by the British route but where there is no provision under postal conventions in force at the time.

1	2	3	4	5	6	7
Via UK	1.08.1849	P	C	7½ g	F1,50	F1,50
	1.01.1857				80c	80c
	1.01.1866			10 g	80c	F1,00
	1.07.1873				F1,00	F1,20

Ship Letters

The rate structure is different again as regards mail sent by private ship leaving from a French port. The 1849 decree stipulated that ship letters be franked 60c (6 décimes) per 7½ grams when they are sent from a town in the interior, and 30c where they originate at the port of embarkation. This can be paid either in postage stamps or in cash. The unpaid rate on incoming mail was the same.

In January 1866 the rate was reduced to 40c with a weight step increased to 10 grams. The unpaid rate remained at 60c. On 1 July 1871 the paid rate increased to 50c and the unpaid on incoming letters to 80c.

While there is no distinction between the rate applied to French and foreign vessels there is a difference between ships providing a 'regular service' and those not. Thus -

Sailing ships or Steamers not providing a regular service

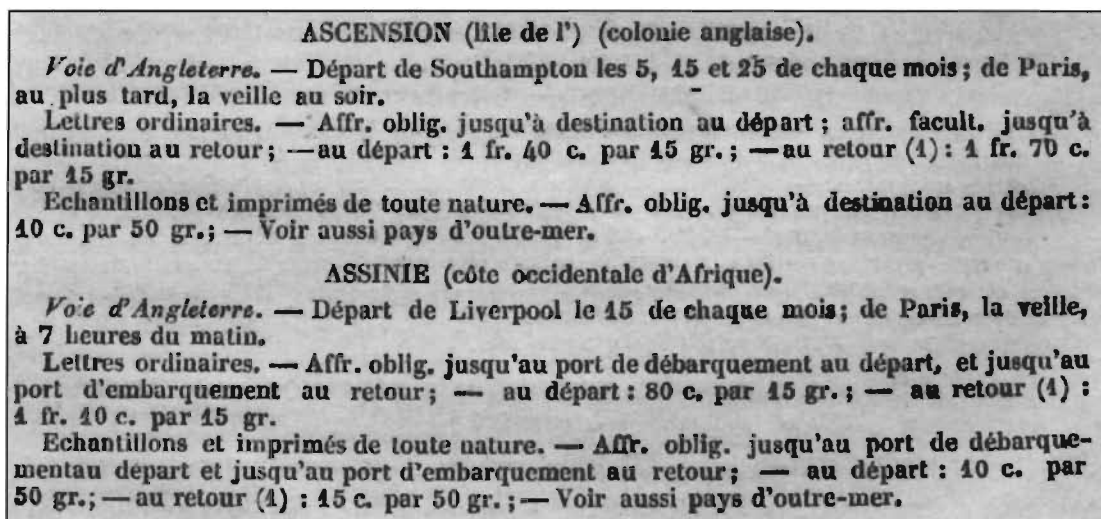
1	2	3	4	5	6	7
Ex French Port	1.07.1873	P	C	10 g	50c	80c
	1.01.1876			15 g	50c	80c

Sailing ships or Steamers providing a regular service

1	2	3	4	5	6	7
Ex French Port	1.07.1873	P	C	10 g	F1,00	F1,20
	1.01.1876			15 g	F1,00	F1,20

This article is but a brief synopsis of what I have been able to find and any errors in it will certainly be mine. I do hope that it may be of use when analysing letters received in the West African Colonies from France.

Finally it may be of interest for readers to know how the general public worked out how to send their letters abroad and at what rate. This information was available to them in the *Annuaire des Postes* which gave details not only of the postage rates but also when the ships sailed from British ports and the latest time for posting in Paris.



Annuaire des Postes - Extract from the 1876 edition



St Helena 1916 War Tax - Double Surcharge

Barry Burns

Argyll Etkin Ltd. auctioned a very interesting item in their sale of 25 November 2005. Lot 781 was described: St Helena; 1916 War Tax One Penny surcharge with the major variety surcharge double, fine used with light St Helena c.d.s. (DE 18 /17). Only six used examples of this variety are believed to exist, one of which is in the Royal Collection, making it the rarest St Helena stamp of the 20th Century and one of the rarest of all War Tax varieties. We can find no record of any examples having been sold in the last 25 years. An important variety, with RPSL Certificate (1988). SG 87a, cat. £6,500. Est. £5000 - £6000 (*illustrated right at 150%*).



After the auction, a press release from Argyll Etkin announced:

The 1916 St. Helena War Tax One Penny Surcharge with the major variety surcharge double, fine used with light St. Helena c.d.s. realised £16,100 (*I believe this includes buyer's premium - Barry*). This stamp is the best example known of the 3 copies recorded and it was the first time the stamp has been offered by Auction since 1939.

Needless to say, it is still missing from the Burns collection! Thanks to Adam Cooke of Argyll Etkin Ltd.

WW II Stationery Printed in West Africa

Rob May, referring to items from Stewart Milner and Henry Pattiz

For various reasons material sent to the editors sometimes does not get published quickly in *Cameo* and goes into a pending file. One of the most common reasons is when material is sent without a write up. As a result of the recent WASC monograph on WW II postal stationery (Ref. 1) two very old items can be seen in a new context, which I have now written up by reference to their previously unseen material.

Figure 1 (at 68%) shows the outside of a Christmas airletter from Leading Aircraftman Walker at RAF Bathurst, the Gambia dated 2 DE 44, postmarked FPO 109 and with the RAF censor 342 within Martin & Walton's known range (Ref. 2). I recently sent a copy to Nigel Lutwyche because the design of the imprints on this Army Form W.3077 does not seem to correspond to the standard issue or any of the locally printed designs identified in Daynes & Lutwyche. Nigel thinks it might be another new local printing.

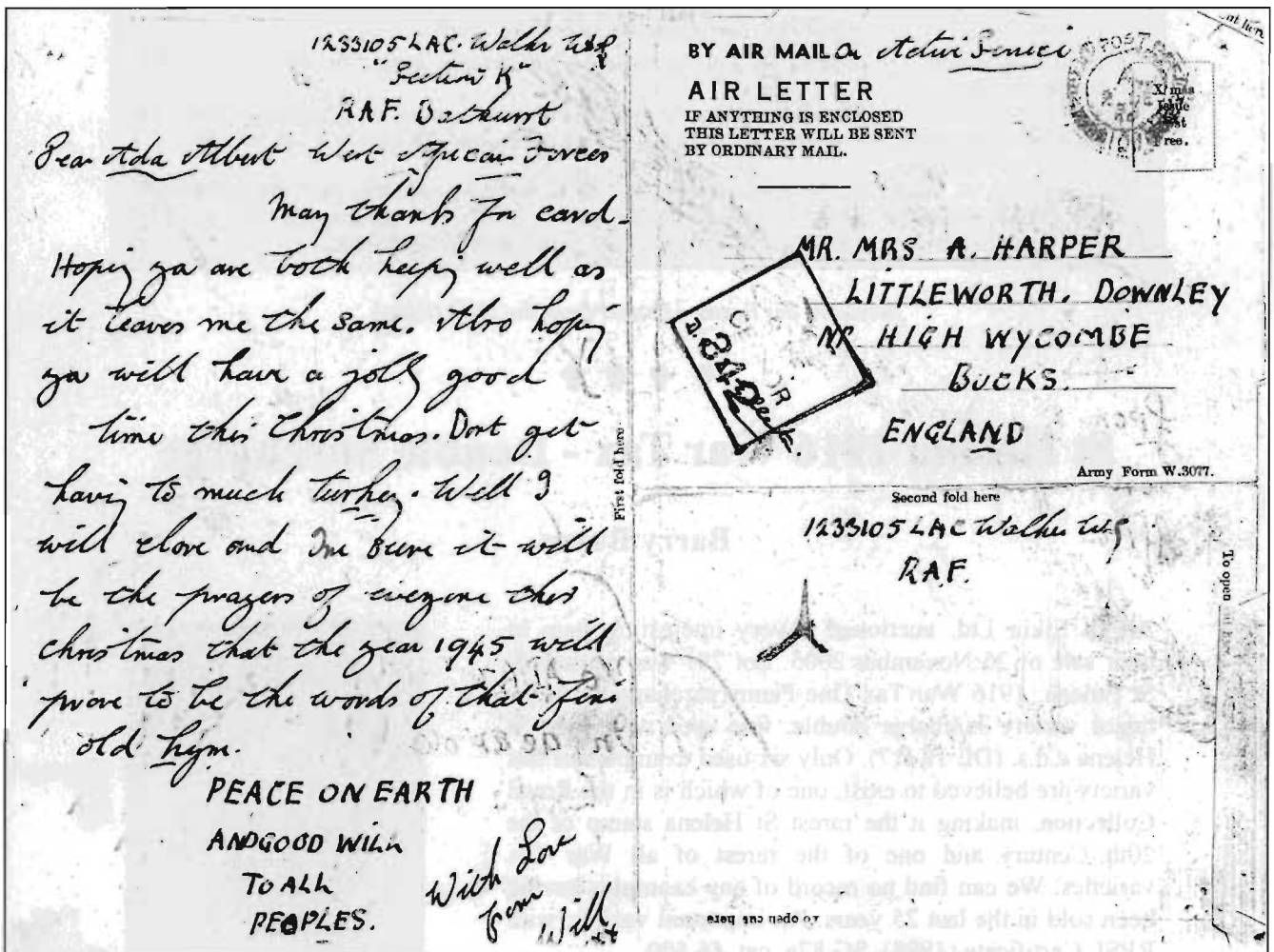


Figure 1 Air Letter from Gambia 1944

In 1993 Henry Pattiz sent the then editor, Robert Nelson, a large batch of fine colour copies of official envelopes for possible publication if they could be written up. The feature of these that has now caught my eye is the design of OHMS economy labels used on them. Such labels were not part of the study made by Daynes & Lutwyche. Figure 2 (75%) shows what seems to be the standard type, of which Henry Pattiz sent covers with several examples – this is a plain label about 70mm x 105mm with just the two basic lines of print. Figure 2 also shows that the design of OHMS envelope used during this time included a printed reminder to staff of the need to reuse their envelopes in this way.

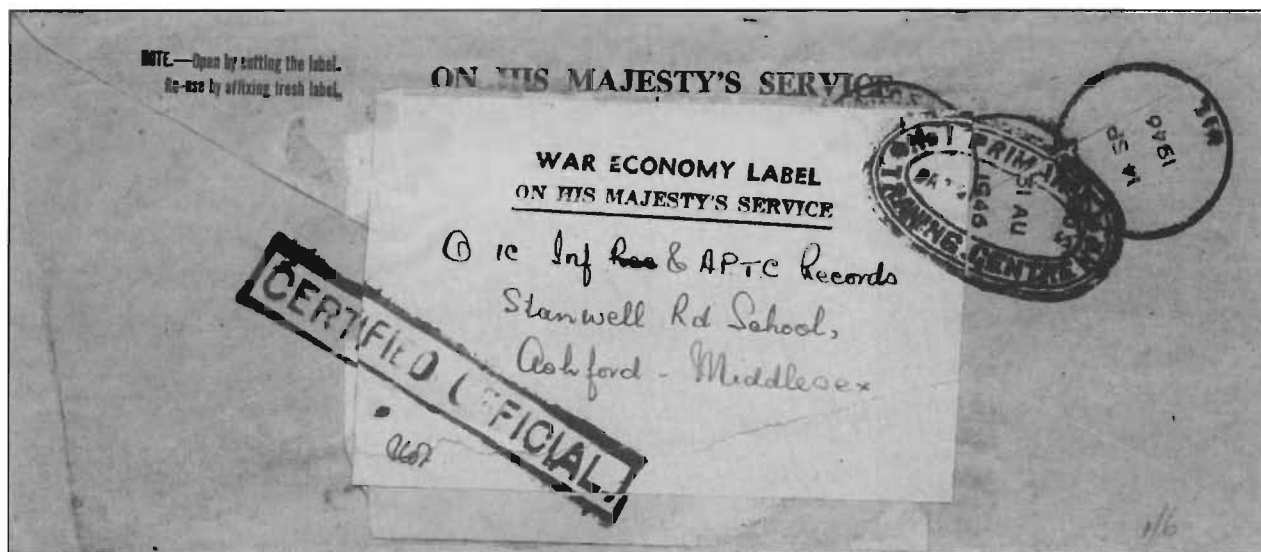


Figure 2 Re-use of Official envelope with War Economy Label

Figure 3 (75%) shows an economy label printed locally by W.A.P.S.S. This is surprising and Michael Ensor's first comment is that he did not think W.A.P.S.S. was capable of this. This example was sent registered from Kaduna North, Nigeria to the UK on 29 October 1945.

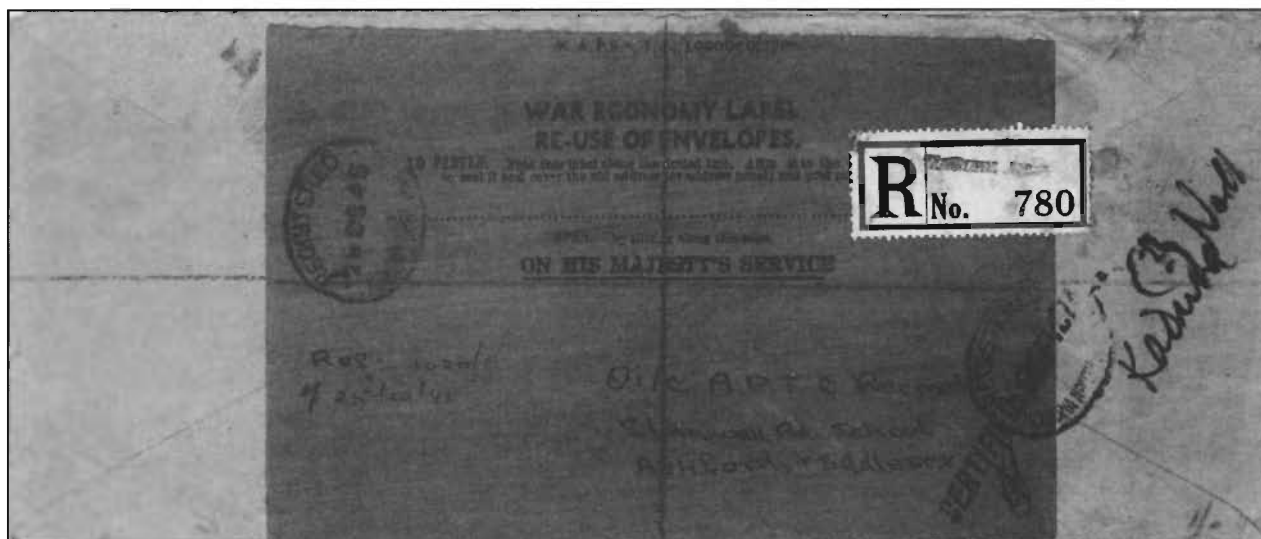


Figure 3 War Economy Label printed by W.A.P.S.S.



Figure 4 (left, at 100%)

Notice printed on back of the OHMS envelope illustrated in Figure 3

Figures 5 and 6 show two more types of labels. I think their codes (Lablot) and (LABLARGE) indicate them to be standard types of war economy labels. The text at the bottom of each includes a printing date and printing firm – 10/41 by A & E W Ltd for the smaller one and 4/43 by S K & S Ltd for the larger one, both British firms? The (Lablot) label is used on an undated cover from Gambia to the UK and the (LABLARGE) is on an East African campaign cover to the USA.

Figure 5
 (right, at 100%)
 (Lablot) label on cover
 from Gambia to UK

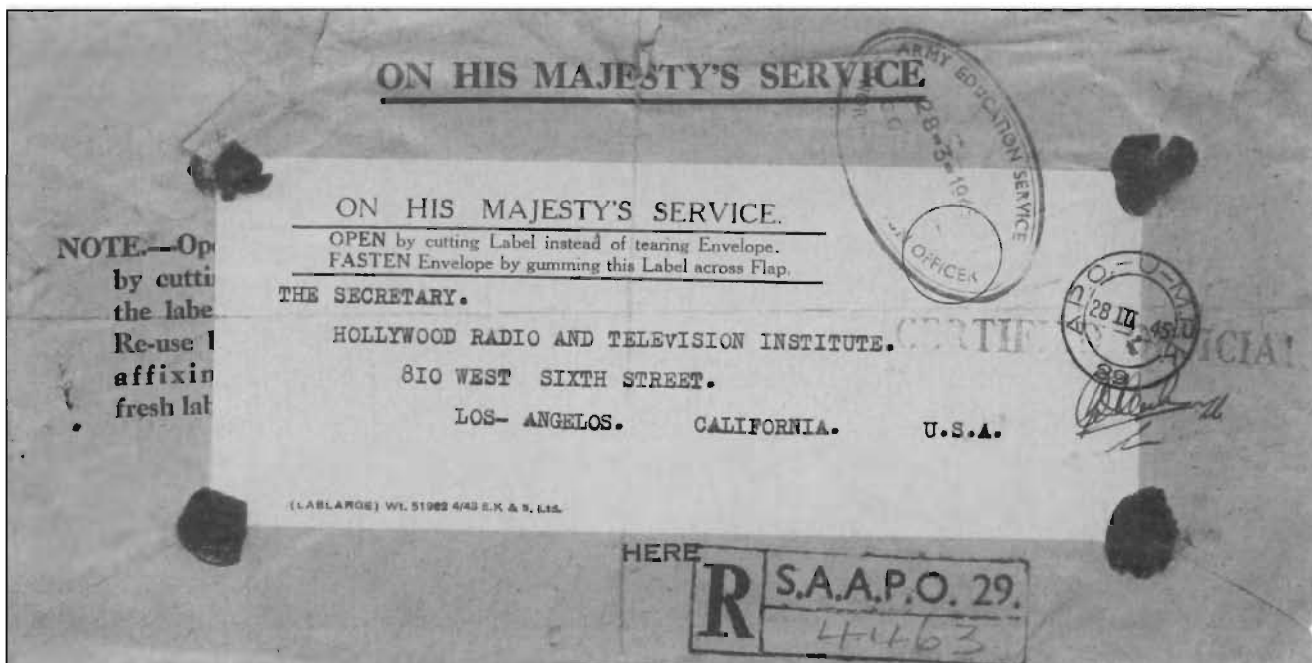
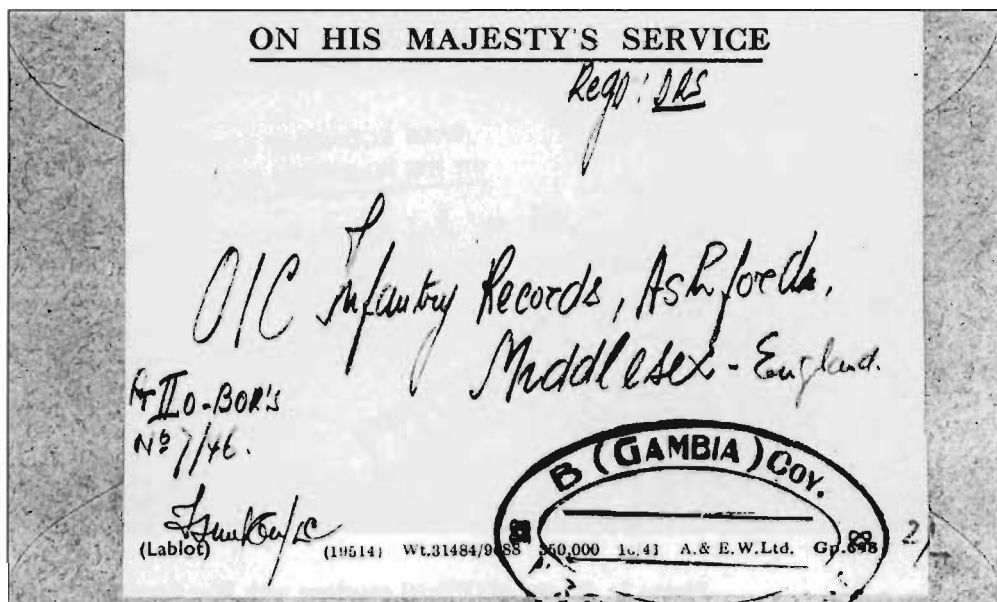


Figure 6 (at 70%)

(LABLARGE) label on East African Campaign cover to USA

Is anything else printed in West Africa out there?

References

- 1 Daynes J.A. & Lutwyche N., *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942-1945*, WASC & Forces Postal History Society, Dronfield & Bromley 2006
2. Martin J.J. & Walton F.L., *West African Censorship*, p31, WASC, Dronfield 2nd Edition 1999



Bompeh Mission, Sierra Leone

Ray Revell

The cover illustrated as Figure 1, addressed to Greenville, USA, shows a very fine strike of Bompeh Mission's handstamp, and contains a letter from the Superintendent. It is franked with the 1884 4d brown, at the correct rate for 'foreign places', and cancelled with the B31 killer at Freetown. It is back-stamped Freetown Sep 3 1891, New York duplex Sep 26 1891 and Greenville received 28 Sep 1891.

Bompeh Mission is at Rotifunk, 80 miles up country from Freetown, and had no post office at the time this letter was sent, 1 September 1891. A private messenger carried the mail to and from the Mission on a monthly basis – see the content of the letter.

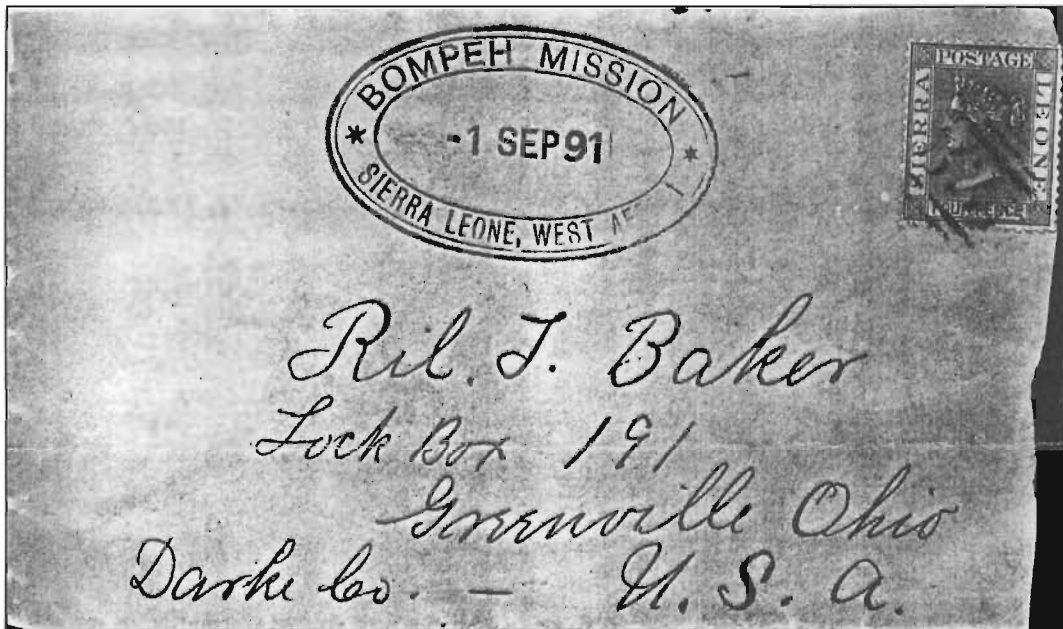


Figure 1 1891 cover from Bompeh Mission to USA

Rotifunk (now Rotifunk), West Africa
August 25th 1891

Mr Rev. T. Baker

Dear Sir

Yours of July 2nd reached us a few days ago. And although you are a stranger to us, we are glad to hear from Old Greenville our home. We are living in the British Colony of "Sierra Leone" which means "Lion Mountains". Our stamps are all of English dimensions ie penny – 2 penny – ½ penny etc. I think there are about a dozen different kinds. But while they have the Queen's image on them, they are only good in Sierra Leone. If you want them I can mail you a complete set for one dollar. If you decide to have them please send me a new One Dollar Bill which I would prefer to a postal money order.

We get our mail here once a month which is brought out from Freetown (our nearest post office) 100 miles by private messenger at our expense. Our P.O. Box in town costs us 10 dollars per year. This is but one of the inconveniences of missionary life in Africa. Please convey our best wishes to Mrs & Mr Hackett & believe me Dear Sir to be your obedient servant.

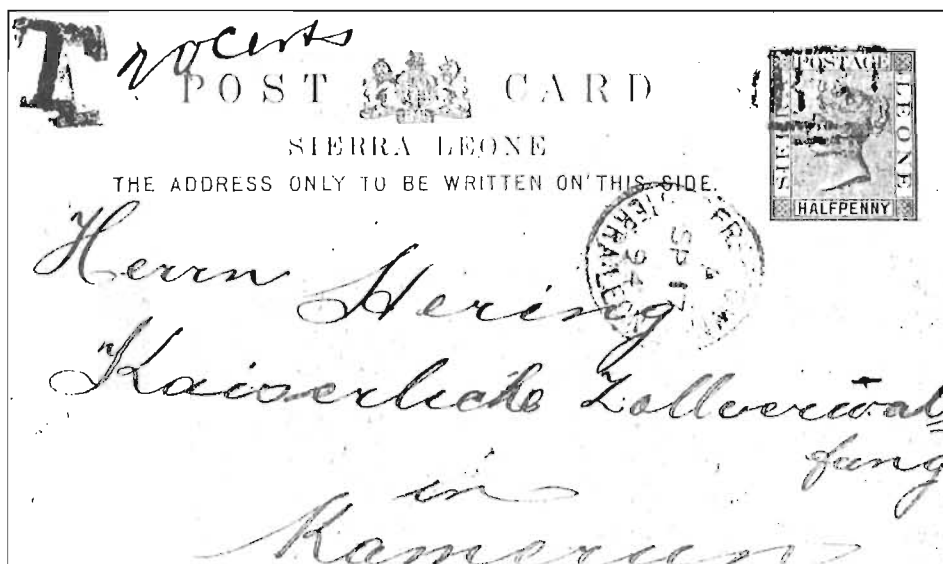
Jacob Miller Jr.
Superintendent of Bompeh Mission
Address Box 23, Freetown, Sierra (Leone)
West Coast Africa

With the arrival of the railway, a post office was opened at Rotifunk on 1 April 1900.

Sierra Leone Postage Due Markings

Jeremy Martin FRPSL

Special hand-stamped due marks have been noted and discussed in *Cameo* previously (Refs. 1 & 2). The ½d postal stationery card illustrated was addressed to Kamerun, datestamped Freetown SP 17 94. As this was a foreign destination at the time, the correct rate was 1d so ½d was underpaid.



The 'T' mark was incorrectly struck in red and then over-struck in black. The fine was double the deficiency which would be 1d = 10 centimes. This has been entered in manuscript '10 cents' (although it could also be read as 20 cents).

References

1. Revell R., "Sierra Leone Hand-struck Postage Due Markings", *Cameo*, Volume 6, pp80-81, WASC, July 1998
2. Walton F., "Sierra Leone hand-struck Postage Due Markings: Summary of Recorded Examples", *Cameo*, Volume 6 p81, WASC, July 1998



AR - Detailed Regulations

Robert Johnson FRPSL

It always surprises me how few postal historians have one of the foundation texts for postal history - the UPU Convention, and in particular the Detailed Regulations made under the Convention. These Regulations explain a lot. Page 219 of *Cameo* June 2006 and 'AR - Advice of Receipt' is a case in point.

I illustrate a copy of Articles 131 and 132 of the Detailed Regulations taken from the 1969 Tokyo Convention (Fig. 1), and also a copy of the form C5 (Fig. 2) [*reproduced with permission - Ed.*]. Earlier UPU Regulations on AR were more or less the same except for the introduction of the air mail provision.

You can work out from the wording that the originating country kept the AR fee whether the stamp was put on the AR card or on the envelope. The UK put it on the 'form later' card. The regulations also explain why the cards are in shades of light red.

Article 131

Advice of delivery

1. Items for which the sender requests an advice of delivery shall bear in bold letters on the front the indication "*Avis de réception*" (Advice of delivery) or the stamp impression "A.R." plus the words "*Par avion*" (By air mail) when the sender has asked for air transmission. The sender shall give his name and address in Roman letters on the outside of the item.

2. The items mentioned in § 1 shall be accompanied by a light red form, of the consistency of a postcard, conforming to the annexed specimen C 5. After the sender has written his name and address in Roman letters on the front of the form, using means other than ordinary pencil, the form shall be completed by the office of origin or by any other office appointed by the dispatching administration and be securely attached to the outside of the item; if the form does not reach the office of destination that office shall automatically make out a new advice of delivery.

3. When the sender asks for the return of the advice of delivery by air the front of the C 5 form shall bear in bold letters the words "*Renvoi par avion*" (Return by air mail); a blue "*Par avion*" (By air mail) impression or label shall also be affixed to the form. The surcharge paid by the sender for the return by air of the advice of delivery, and which is calculated according to the weight of the form, shall be represented on the item with the other charges.

4. The weight of the advice of delivery form shall not be taken into account in calculating postage.

5. The office of destination shall return the C 5 form, duly completed *à découvert* and post free, to the address shown by the sender. If the form contains the words referred to in § 3, it shall be returned by the first air mail.

6. When the sender inquires about an advice of delivery which he has not received within a normal period action shall be taken in accordance with Article 132. The office of origin shall enter at the head of the C 5 form the words "*Duplicata de l'avis de réception, etc.*" (Duplicate of the advice of delivery, etc.).

Article 132

Advice of delivery requested after posting

1. When the sender asks for an advice of delivery after the item has been posted, the office of origin shall complete a C 5 form, on the front of which the sender has already written his name and address in Roman letters.

2. The detailed arrangements adopted by administrations, under Article 144 for the transmission of inquiries about registered items, shall apply to requests for advices of delivery made after posting.

3. The C 5 form shall be attached to the C 9 inquiry form referred to in Article 144; this inquiry form, which shall have postage stamps representing the charge due affixed to it, or bear an indication of the charge collected, shall be dealt with in accordance with the said Article 144. The C 5 form shall remain attached to the inquiry, unless the item has been duly delivered, in which case the office of destination shall detach this form in order to return it in the manner prescribed in Article 131, § 5 and separately from the C 9 form, which shall be returned by the most rapid route (air or surface) to the office of origin. Where return of the advice of delivery by air has been asked for, the C 5 form shall be dealt with as prescribed in Article 131, §§ 3 and 5. The air surcharge paid by the sender for the return by air of the advice of delivery shall be stated on the C 9 form.

Figure 1 Articles 131 and 132

WWI Mail to Enemy Nationals from the Lagos, Nigeria, Postmaster as Intercepted by the London Postal Censor

Bob Maddocks

This piece of postal history was found by chance in the Public Record Office at Kew (Ref. 1) when I was researching Colonial archives on other matters some years ago. It began with a letter dated 7 October 1914 from the London Assistant Postal Censor to the Colonial Office reading as follows:

I enclose 5 packages of unused Nigerian stamps - posted at Lagos by the local postmaster - apparently in compliance with orders received (in some cases) as long ago as May. All seem to have been posted on or about Sept. 14th. None of the packets seem to have been submitted to any censorship.

Is it not strange that packets should thus be sent to individual Germans and Austrians - at such a time - ?

The long apparent interval between the presumed date of the receipt of the order - and dispatch - is also curious.

It has occurred to me that the stamps might be wanted for affixing to letters of German or Austrian origin with the intention of misleading.

A stamp collector would surely have got uneasy if kept waiting from May to September for 'goods bought and paid for'. (Signed ?? Asst. Postal Censor)

The contents of each package were listed, showing large quantities of stamps up to the £1 value and also two postal orders, the total value being close on £100. The stamps here concerned were those of the initial definitive issue of the then newly amalgamated Colony of Nigeria and which, according to Gibbons, first went on sale on 1 June 1914.



This caused certain scratching of both heads and pens in the Colonial Office as the Department circulated a memorandum soliciting various opinions as to action to be taken. These responses, initialed and dated, were noted, minuted as follows:

- 9.10.14 (i) *Is the action of the P.O. Lagos in sending these stamps to enemies in enemy territory 'trading with the enemy'? If so, ought the Nigerian Government to have known this?*
(ii) *Ought not the letters to have been censored?*

The suspicions of the Asst Postal Censor are, I think, unfounded. The stamps are of the new Nigerian issue and doubtless were not ready until September and some of them are of high denominations which would not be used to put on letters. The stamps are very numerous and of considerable value - at a guess I should say well over £100. We should no doubt return them to the Governor General [of Nigeria] with suitable observations.

- 10.10.14 (iii) *Say, they ought not to have carried out the orders till the war was over, I suppose.*

-10.10.14 (iv) *Three of the packets contain printed forms detailing the stamps sent and these give the details of the letters containing the remittances. They are all dated in May so that the notion of 'intention to mislead' is fanciful. Meanwhile, the Nigerian Govt is in the pleasant position of having got the money and (when we return them) the goods as well. They should have been censored and we should say so strongly.*

-12.10.14 (v) Undoubtedly these stamps should not have been sent. See para. 5(7) of the [Royal] Proclamation of September 9th which "was communicated to Nigeria on Sept 11th by telegraph. A similar prohibition occurred in the original Proclamation of August 5th. Perhaps the mistake arose through the order being executed by a junior in pursuance of an old minute on the original application.

- 12.10.14 (vi) I do not know what arrangements are made in Nigeria (or Crown Colonies generally) for directing general attention to important Proclamations such as that of 9th Sept. - posters? Local press warnings? Mere publication in the Official Gazette (one notice only) seems inadequate. If a government department can make a mistake of this kind, other people may well do so too.

- 13.10.14 (vii) I think we must treat this as a stupid and unusual mistake. Next there has been nothing else like it. I can imagine that the censor would stumble over packets emanating from a Government Dept. [i.e. marked 'O.H.M.S.'] Comment as in the preceding minutes but I would ask that the parcels are held for the present. Mr ?? might semi-officially censure the Censor [in Nigeria].

Accordingly, the Colonial Secretary wrote on 15 October 1914 to the Governor General of Nigeria drawing attention to this breach of the Proclamation prohibiting trading with the enemy by the Nigerian Postal Dept. and the failure of the local censor to notice it. His reply of 2 December enclosed copies of minutes by the Postmaster General, Mr. J. Somerville and the Official Censor, Major H.C. Moorhouse in explanation of the matter as follows:

1. Postmaster General: 'The Trading with the Enemy Proclamation' was of course well known by the officers of this Department; I am afraid it did not occur to me to draw special attention to the forwarding of stamps to Germany and Austria.

The packets of stamps for dealers are made up as a routine matter and the officers concerned express their regret that they did not observe that the packets were addressed to the Enemy's country.

It must be remembered that a great number of these packets are made up and the European Officer checking the contents devotes his whole attention to the contents and I think it is reasonable to assume that he would not be interested in the address on the packet, unless something occurred to draw his attention to it. I do not offer this as an excuse but as an explanation of how the oversight occurred.

The 'Censoring' is not, of course, in my hands but I may say that a censor seeing an official envelope sent by a Department would, I suggest, pass it without comment and possibly without looking at the address.'

2. Official Censor: 'I have already explained on another paper - I think on a Despatch from Secretary of State returning a letter from Mr Brunger which had been intercepted in England - that unless a strict postal censorship involving the employment of a considerable European Staff was adopted some leakage was inevitable.

It is possible to deal fairly effectively with the inward mail as it arrives in bulk and I have been able to get four or five volunteers to go down and scrutinise the mail and keep back all suspicious letters, etc before the bags are handed over to the sorting clerks.

The outward mail has to be dealt with by the postal clerks submitting letters that they consider suspicious to the Assistant Censor. That letters marked "O.H.M.S." and franked by a Postal official escaped notice is not surprising.'

There the matter seems to have ended.

An Official Outline Summary of Postal Censorship in British Territories to include West Africa during WWI, and as found by me in the Gambia Archives (Ref. 2), had very little information on, inter alia, such operations in Nigeria. It merely said:

No regulations governing Postal Censorship were apparently issued [in Nigeria]. Censorship was conducted at the ports of Lagos by the Colonial Secretary and at Bonny by the Divisional Marine Officer and Supervisor of Customs.

At Lagos all German, Austrian and Ottoman terminal letters were examined, also those of a suspicious nature from whatever source they emanated, including mails to and from the Spanish Island of Fernando Po and those addressed to individuals, who, for any reason, were under suspicion. All official letters were exempt (emphases by RJM). No special measures were taken for dealing with parcels and printed matter. All Prisoner of War mails were examined.

At Bonny, all letters to and from Syrian traders were examined. All official correspondence and letters from firms of repute were exempt. There were no Prisoners of War here. Censorship ceased following instructions from the Colonial Office on 28.5.19 that it was no longer necessary.

In a letter dated 21.10.14 the Governor General of Nigeria advised that a partial censorship of postal matter had been established in the country. It basically confirmed the foregoing and added a memorandum from the Official Censor, Major H.C. Moorhouse that ... *unless every letter passing through the Post Office is censored it is impossible to guarantee that there will be no leakage but in view of the fact that mails from here are delivered in England and it may be presumed subjected to some scrutiny there, the local precautions appear to me to be adequate.*

According to the *Nigeria Gazette*, censorship at Bonny was in the hands of a Lt. A.W. Hunt, RNR (w.e.f. 27.4.15) and Lt. Commander A.E.W. Cripps, RNR (w.e.f. 29.9.15). A Mr. G.G. Bell was appointed at Lagos (w.e.f. 30.7.15).

References

- 1 P.R.O. Kew, File No. CO 583/23
- 2 Maddocks R.J., "Notes on Postal Censorship in West Africa During WWI", *Cameo*, Volume 4 p291-293, WASC, July 1994



WWII Censorship at Ascension & St Helena

Robert Johnson FRPSL

The following snippets are reproduced from *Report on Postal Censorship during the Great War 1914 - 1919*, published by HMSO for the War Office in September 1921.

429. Ascension Island.

Constitution. - The island is governed by the Admiralty as though it were a ship of His Majesty's Royal Navy. The Postal Censorship was conducted through the Commandant, an officer of the Royal Marines.

466. St. Helena.

Constitution. - The censorship was conducted by the Chief Clerk.

Mails censored. - All letters to and from hostile countries were examined.

Parcels and printed matter. - Parcels were treated in the same way as letters.

Instructions to close were issued on the 28th May, 1919, by the Colonial Office.



Vessels at St Helena - 1826

John Knight

This article concentrates on St Helena as a Port of Call, and the following tabulation (Table 1) shows that 220 vessels dropped anchor there during the year. Details are taken from Lloyd's Lists Numbers 6079 to 6181 inclusive.

Gravesend is shown as departure port (homeward also) mainly because whilst a fair number of vessels started further up the Thames, it was necessary that a north easterly wind prevailed for them to navigate the bends of the River, otherwise it made the very early part of the voyage slow and sometimes hazardous resulting in up to four to five days delay. (Richard Stanier's chart produced in the late 18th Century clearly shows these difficulties together with the shoals (shallows) at the estuary which also had to be navigated; this being housed at the National Maritime Museum).

Ascension and Cape of Good Hope are shown when the vessel called at these places. East India Company's vessels are shown by the letters E/I under the Ship and Captain's name. Those with (ES) also signify that they were vessels given a Licence by the Company to carry merchandise on their behalf as well as using the Company's facilities - this being brought about in 1813 when their monopoly of the trade was lost. It was also a requirement that their vessels called at St Helena homeward bound from Mauritius, India, the Far East and China. This order was implemented as far back as 1673 when the Island was acquired by them from the Crown and continued until 22 April 1834 when all Company operations were closed by Parliament. Occasionally, vessels put into Jamestown on the outward voyage. Letters appearing at the column foot refer to the Marine List.

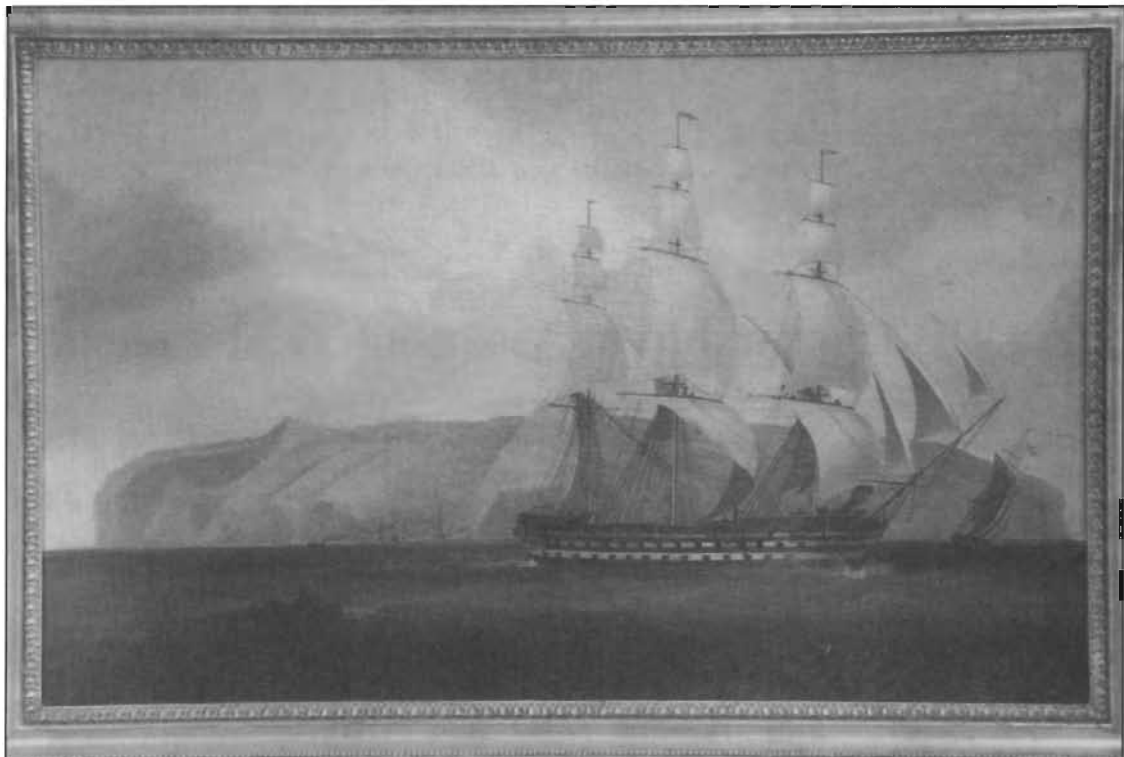


Figure 1
An East Indiaman off St Helena

Painted 1806 by William John Huggins (1781-1845), Marine Painter to King William IV
(Photo: Trevor Hearl 1996)

	Vessel	<i>Hope</i>	<i>Palmyra</i>	<i>Asia</i>	HMS <i>Ariadne</i>	<i>Nestor</i>	<i>Indus</i>
	Captain	Burns	Lamb	Stead		Weakener	Moriarty
	Late Captain						
				E/I (ES)			
	Gravesend	31.12.25					
	Deal	03.01.26					
	Ramsgate						
	Portsmouth				01.01.26	30.12.25	
	Cowes						
	Plymouth					01-05.01.26	
	Harwich						
Foreign	Rio de Janeiro						
	Buenos Aires						
	Quebec						
	St Helena					21.03.26	
	Ascension						
	C.O.G.H. Out	23.03.26					
	C.O.G.H. Return				28.07.26		
	Ascension						
	St Helena	21.05.26	13.11.25	17.11.25	09.08.26	03.05.26	05.11.25
	Clyde						
	Liverpool						
	Bristol						
	Start						
	St Ives						
	Scilly						
	Penzance						
	Falmouth						
	Plymouth						
	Dartmouth						
	Weymouth						
	Cowes						03.01.26
	Portsmouth				27.09.26		
	Hastings						
	Rye						
	Dover			01.01.26			
	Deal						
	Ramsgate						13-27.01.26
	Margate		02.01.26				
	Gravesend		03.01.26	03.01.26			
Foreign	Portugal/Spain						
	France						
	Belgium						(1) 29.01.26 (2) 17.02.26
	Holland/Denmark						
	Germany						
	Russia						
	Americas	(1)12.06.26					(2) 6126
	Marine List						

Table 1 (Sheet 1 only) Vessels Calling at St Helena during 1826

Portugal/Spain	France	Belgium	Holland/Denmark	Germany	Russia	Americas
1 Gibraltar	1 Rochfort	1 Flushing	1 Helvoet	1 Cuxhaven	1 St Petersburg	1 Rio de Janiero
2 Cadiz	2 Marseilles	2 Antwerp	2 Texel	2 Hamburg		2 St Johns NB
3 Lisbon	3 Nantes		3 Copenhagen			3 New York
	4 Bordeaux		4 Rotterdam			4 Quebec
	5 Havre		5 Middleburg			5 Halifax
	6 Pertuits		6 Amsterdam			6 Salem

Table 2 Key to Foreign Ports

6090	14 February	6130	4 July
6093	24 February	6131	7 July
6099	17 March	6132	11 July
6100	21 March	6143	18 August
6102	28 March	6154	26 September
6112	2 May	6155	29 September
6120	30 May	6168	14 November
6125	16 June	6169	17 November
6126	20 June	6175	8 December
6128	27 June	6180	26 December

Table 3 (above) Lloyd's List Numbers
Notate arrival/departure at ports without defined dates

Figure 2 (right) Example of 6154

SMIRNA	arrived from	
Aug 7 Iris, Bannerman	Enos	
Tiber, Roome	d ^o	
9 Perseverance, Sims	Africa	
10 Wellington, Martin	d ^o	
ST. HELENA	arrived from	
Mountaineer, Herbert	Batavia	
Chas. Grant, —	China	
Henry Porcher, —	d ^o	
Lady M ^o Naghten, Faith	Bengal	
& Mauritiu.		
MAURITIUS	arrived from	
June 9 Pr. Regent, Lamb	N.S. Wales	
10. Mary, —	Rio Janeiro	
Coriolanus, —	d ^o	
14 Reliance, Maitland	Bengal	
15 Baretto, Matthews	d ^o	
	with damage	
16 Constance, —	Singapore	
17 Grecian, Smith	Marseilles	
19 Holly Lutchmy, Raymond	Madras & Ceylon	
.	sailed for	
June 12. Ann, Worthington	Bengal	
15 Thomas, Butler	Cape G. Hope	
Flamingo, Sinclair	d ^o	

Marine List

Number 6082 17 January 1826

Vessel *Crown*, Pindar. 10 months for out and home voyage. (A)

Number 6090 14 February 1826

Asia, Pope. Arrived in the River from Bombay, experienced on the 6th inst a most severe gale from SW. Lost the Jolly Boat. (B)

Number 6090 14 February 1826

The *Hope*, Flint. Arrived in the Downs from Madras, experienced a severe gale on the 6th inst. She made very little water, but shipped immense seas, although every precaution was taken a considerable quantity of water found its way betwixt deck, and passed into the hold, the starboard gunwale was stove in, the cuddy, bulkheads, larboard awning cabin and larboard bulwarks carried away. The weather moderated towards evening. (C)

Number 6090 14 February 1826

The *Lalla Rookh*, Captain not stated, arrived in the Downs, touched at the Island of Ascension 7th ulto and was informed by HMS *Swinger* that the *Maria* of Liverpool was condemned as unseaworthy at St Thomas' Africa in December. Cargo was taken out by the Authorities there. Captain Stewart had died previously. (D)

Number 6090 14 February 1826

St Helena 28.12.25: The *London*, Phillips, arrived here bringing advice of the loss of the *Hope*, Sweet, of and from London to Singapore off Anger. The crew and cargo saved.

Number 6125 16 June 1826

Under Cape of Good Hope arrivals states the *Concordia*, Willems, arrived here 3rd April with loss of foremast, bowspit, 2 topmasts, yards, sails, rigging etc and about 140 bags of coffee thrown overboard. (AA)

The Broxbornebury, Fewson, from China, arrived off the Lizard 15th inst. : she sailed 11th April in company with the Henry Porcher, Thomson; left Anger 21st May in company with the Charles Grant, from China to London, (the rudder had been substantially fitted); on the 28th May, off the Cross Islands, experienced a brisk trade, and heavy sea; the leak of the Charles Grant not increasing above $2\frac{1}{2}$ inches per hour; parted company the following day; she resolved to prosecute the voyage to England: on the 5th of July, on the south extreme of the Agullas, spoke the Thomas Scattergood, from China; she reported having spoke the Charles Grant a week previous, all well; continual northerly gales, increasing on the 12th to a perfect burricane, but fortunately of short duration: on the 1st ulto. arrived at St. Helena; on the 2d, the Europe, Frion, from Batavia to Bordeaux, arrived with loss of boats, and leaky, in the gale on the 12th July, considerably westward of the Cape; on the 3d, the American brig Palmer arrived with damage and loss of stern boat, the latter spoke the Elizabeth, of London, from the Mauritius, on the 4th of July; left St. Helena, on the 3d, when a Ship was standing in, supposed to be the Lady East; on the 18th ulto. in lat. 13. N. lon. 24. spoke the Mary, from Liverpool to Rio Janeiro; on the 23d, in. lat. 18. lon. 29. the Fortune, from Bombay to Greenock, which Vessel spoke on the 26th July, off the Cape, the Baretta, from Bengal, with foremast sprung, and other damage.—The Mqs. Hastings would probably sail from China about 22d April.

Minerva, of Salem, from Sumatra and Mauritius (having put into the latter place leaky) 17th July, Cape Good Hope distant 17 leagues.—Agenora, London to Bengal, 17th inst. by the Restitution, Hammond, arrived at Cowes.

St. Helena, Oct. 7th.
“The Celia, Sherwood, ran on shore on 24th July, in the Straits of Banca, and was got off by assistance of the Crew of the Orynthia.—The Sun of Calcutta, was lost on her passage from Sydney, in Torris Straits.” (Mem.—The Celia, was from Manilla and Singapore for London).

Cape of Good Hope, 14th Sept.
“The Woodburne from London, which was stranded in Table Bay 28th ulto. has been condemned and sold.”

Mauritius, 22d Aug.
“The Sir Godfrey Webster,—, from Penang, Singapore, &c. for London, arrived here a few days ago in a very shattered condition, and it is supposed that she will not be able to proceed.”

Figure 3 Examples of Marine Lists
Numbers 6152 (left), 6154 (top right) and 6173 (bottom right)

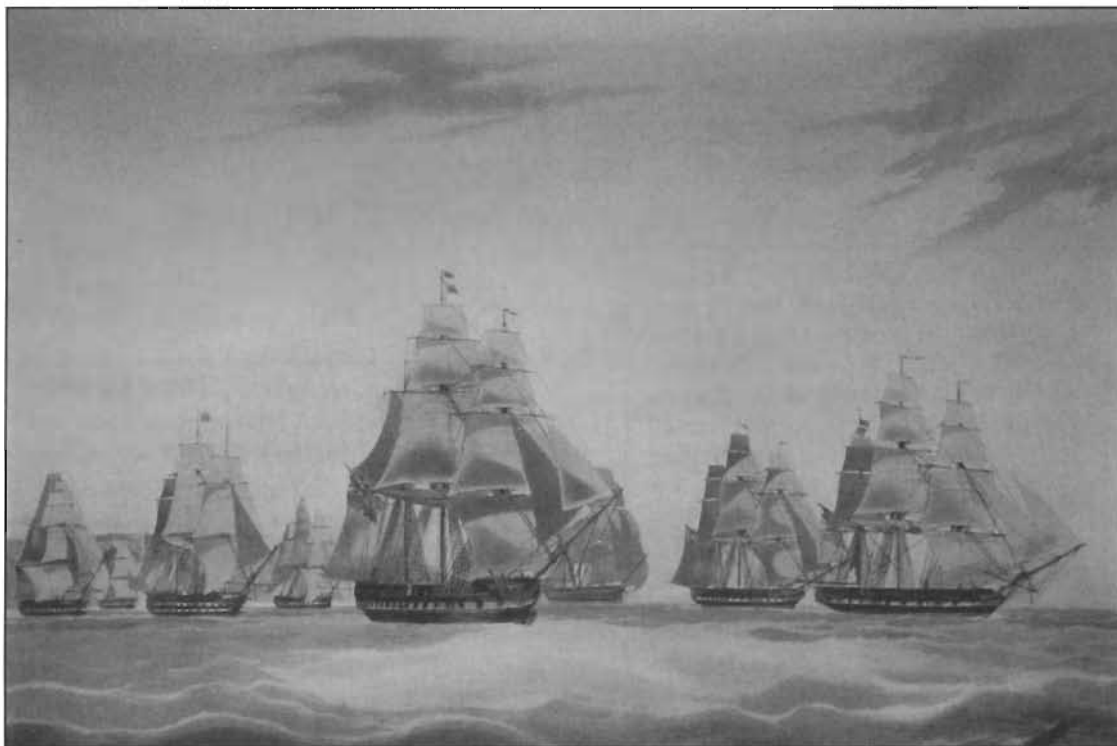


Figure 4
The East India Fleet Leaving St Helena, July 1830

The Hon. Company's Ship *Inglis* with
HCS *Windsor*, *Waterloo*, *Scaleby Castle*, *General Kyd*, *Farquharson* and *Lowther Castle*,
escorted by HM Frigate *Ariadne*, painted by WJ Huggins
(Photo: Trevor Hearl 1993)
Published by Trevor Hearl for *The St Helena Link*

Although painted in 1830, all vessels depicted above were in service in 1826. Brief details are:

- Inglis* 1321 tons, size 133ft 7in x 42ft 9in x 17ft 5in, Service 1811-1834, Launched 22.6.1811 by Caleb Martin Taylor, Penang, for Robert Hudson, Managing Owner. 1st Commander Captain William Hay; 8.1.1823 Captain Samuel Serle. End October 1834 sold for £9150, further private trading to India. 1844 Wrecked.
- Windsor* 1418 tons, size 133ft 11in x 43ft 3in x 17ft 11in, Service 1818-1833, Launched 1.10.1818 by Frances Barnard Son & Roberts for Felix Clay, Managing Owner. Captain JR Francis; 25.4.1821 Captain Thomas Haviside. During November 1834 sold for nearly £8000, further trade with India. End August 1836 Wrecked.
- Waterloo* 1403 tons, size 133ft 9in x 43ft 2in x 17ft, Service 1816-1834, Launched 21.10.1816 by Wigram, Blackwall, for East India Company. Captain J Birch; 1.3.1819 Captain Richard Alsager. 11.6.1834 Broken up.
- Scaleby Castle* 1241 tons, size 131ft 11in x 42ft 1in x 17ft 8in, Service 1807-1834, Launched 13.8.1798 in India by Jamsetjee Bomaingee Wadia, Bombay, for Bruce Fawcett & Co. Between 1798 and early 1807 Licensed ship in private trade with India. 16.2.1807 first voyage for the East India Co. 18.8.1821 Captain David R Navell.

Sold twice during 1834, the second time in excess of £13,000.
December 1847 Hulked.

General Kyd 1318 tons, size 134ft 11in x 42ft 4in x 17ft 1in, Service 1815-1832,
Launched 8.11.1813 in Calcutta by JW Kyd & W Richardson, Kidderpore, for James
Walker, Managing Owner. Captain Alexander Nairne.
8.10.1834 Sold for £9100 to John Pirie.
1846 No longer listed in Lloyd's Register.

Farquharson 1326 tons, size 133ft 10in x 43ft 2in x 17ft 1in, Service 1820-1834, Launched
1.9.1820 by Gordon, Deptford, for JC Lochner, Managing Owner.
Captain William Cruikshank.
23.1.1821 Maiden voyage.
23.5.1834 Initially sold to a J Somes for £6000, however laid up and subsequently sold as a
hulk.

Lowther Castle 1507 tons, size 143ft 9in x 43ft 3in x 17ft 6in, Service 1811-1834.
Launched 26.1.1811 by Thomas Pitcher, Northfleet, for John Wordsworth, Managing
Owner. Captain W Crowder.
During 1823 sold to John Crosthwaite, Managing Owner. Captain Thomas Baker.
18.6.1834 Broken up.

HMS Ariadne Built as a 'Hermes' class 6th Rate Frigate at Paters Yard, later to become the Royal
Dockyard, Pembroke. Keel laid during March 1815, Launched 10.2.1816.
119ft long on the gun deck, 30ft 11in moulded beam, 507 tons.
Initially armed with 9 x 9 Pdr and 18 x 32 Pdr carronades. 1817 as a 20 gun Sloop.
In 1820 after having a forecastle and a quarterdeck with 6 x 18 Pdr carronades, she was
again reclassified as a 26 gun 6th Rate.
During 1823-1825 under Captain Moorsom was involved with preserving Masrui rule in
Mombasa.
1826 West Africa Station, 1837 Hulked as a coal depot at Alexandria. July 1841 sold.

The following vessels were also licensed sometime during their service career, but not necessarily during
the year in focus. Further research will therefore be needed.

<i>Baltic Merchant</i>	1783 - 1840	<i>Orynthia</i>	1823 - xxxx
<i>Coriolanus</i>	1817 - xxxx	<i>Perserverance</i>	1819 - 1828
<i>Elphinstone</i>	1825 - 1833	<i>Portsea</i>	1808 - 1846
<i>John Biggar</i>	1824 - 1832	<i>Symmetry</i>	1823 - xxxx
<i>Katherine Stewart Forbes</i>	1818 - xxxx	<i>William Shand</i>	1818 - xxxx
<i>Lalla Rookh</i>	1823 - xxxx	<i>Woodlark</i>	1819 - 1828

Other Naval vessels mentioned:

Albatross A Merchant Schooner (Slaver?) built in Scotland. Purchased in 1823 as a surveying
vessel and involved with the Great African Survey during that year.
Sold out of service during August 1833.
Purchased at the Cape to replace the tender *Cockburn* which had been wrecked in
Simons Bay during further surveys of Africa commanded by a Lieutenant Richard
Owen. During 1826 was involved with the First Ashanti War.

Blonde A 5th Rate Frigate. Armament 28 x 18 Pdr, 16 x 32 Pdr carronades, 2 x 9 Pdr. Built at
Deptford Dockyard; keel being laid during March 1816. Launched 12.1.1819. Laid up at
Greenhithe until 1824 when finally completed at Woolwich. 155ft on the gun
deck, 36ft 8in moulded beam, 1103 tons.
November 1850 hulked at Portsmouth as a receiving ship. Out of service during 1895.

Liffey

Built as an 'Endymion' class 4th Rate Frigate by Wigram Wells and Green at Blackwall. Keel laid February 1813. Launched 25.9.1813. 159ft 2in on the gun deck, 41ft 11in moulded beam, 1238 tons. Armament consisted of 28 x 24 Pdr, 20 x 32 Pdr carronades, 2 x 9 Pdr. Built within the year of fir to counter the US Frigates in the war of 1812. Broken up during 1827.

References

Lords of the East, Jean Sutton, Conway Maritime Press, London 2000.
Ships of the East India Company, Rowan Hackman, World Ship Society, 2001.
Rear Admiral R.O. Morris CB (Navies Historian), World Ship Society.

Editor's Note:

As explained in the Editorial on page 242, only the first pages of Table 1 and the Marine List are published here. The complete table and details are on our website (www.wasc.org.uk). For members unable to access this I can provide a printout (c. 42 sides A4) at cost plus postage. My contact details are on page 241.



Gold Coast Chief Censor Handstamp

Jeremy Martin FRPSL

On page 43 of our Censor handbook (Ref. 1), Frank Walton and I recorded a CHIEF CENSOR / GOLD COAST handstamp that was known only from a file copy at the Public Records Office, Kew.

I am now able to show an example on cover (Fig. 1, at 80%). Use was intended to be on tapes for packets pre-censored at Accra. Inside the OHMS envelope is a letter from the Chief Censor's Office at Accra authorizing Stead Pope to take with him to the UK 'one packet containing postage stamps and one packet containing Airmail covers which have been censored and sealed by me.' The letter is dated 15 June 1943 and the handstamp is struck in rose-carmine.

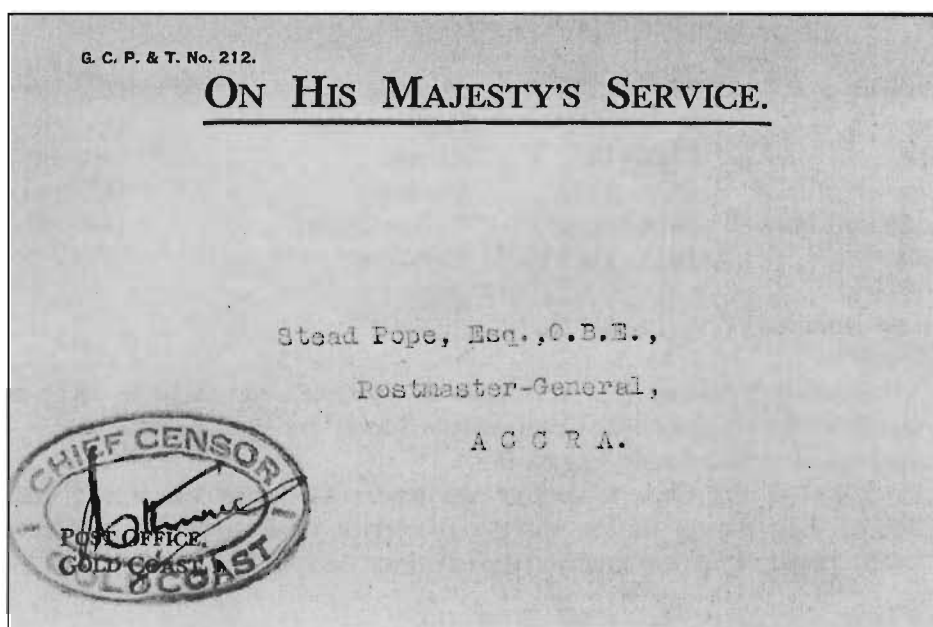


Figure 1 CHIEF CENSOR / GOLD COAST

Reference

1 Martin J.J. & Walton F.L., *West African Censorship*, WASC, Dronfield 2nd Edition 1999



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Nigeria 1999 FIFA Forgeries

Rudolf Lazar

The illustrations below of the Nigerian N40+5 stamp for the FIFA World Youth Championships fundraising issue of 1999 (SG 739), show two different types of forgeries which may be of interest to readers.

The genuine stamp is shown as Figure 1. The first forgery (Fig. 2) which has been torn seems to have been printed by a two colour separation process (bookprint ?). The second forgery (Fig. 3) has been fabricated by the more usual colour photocopying and with an obviously forged postmark. Both of the forgeries are very roughly pin perforated. Does anyone know if the POSTAGE PAID/ LGS-NIS mark on figure 2 is genuine but here misused as a canceller?



Figure 1 (genuine)



Figure 2 (bookprint?)



Figure 3 (photocopying)



Wartime Postal Stationery

Jeremy Martin FRPSL

At the July 2006 Salisbury meeting of the Circle, one of the subjects was Wartime Postal Stationery. A wide range of material was displayed. Two topics suggested further research. The first was the use of Forces Registered Envelopes in West Africa. Figure 1 shows a 3d green size G2 envelope used at FPO 536 in the Gold Coast on 29 March 1946. Huggins (Ref. 1) classes this as FRP 2b and Daynes (Ref. 2) as RE 2b.

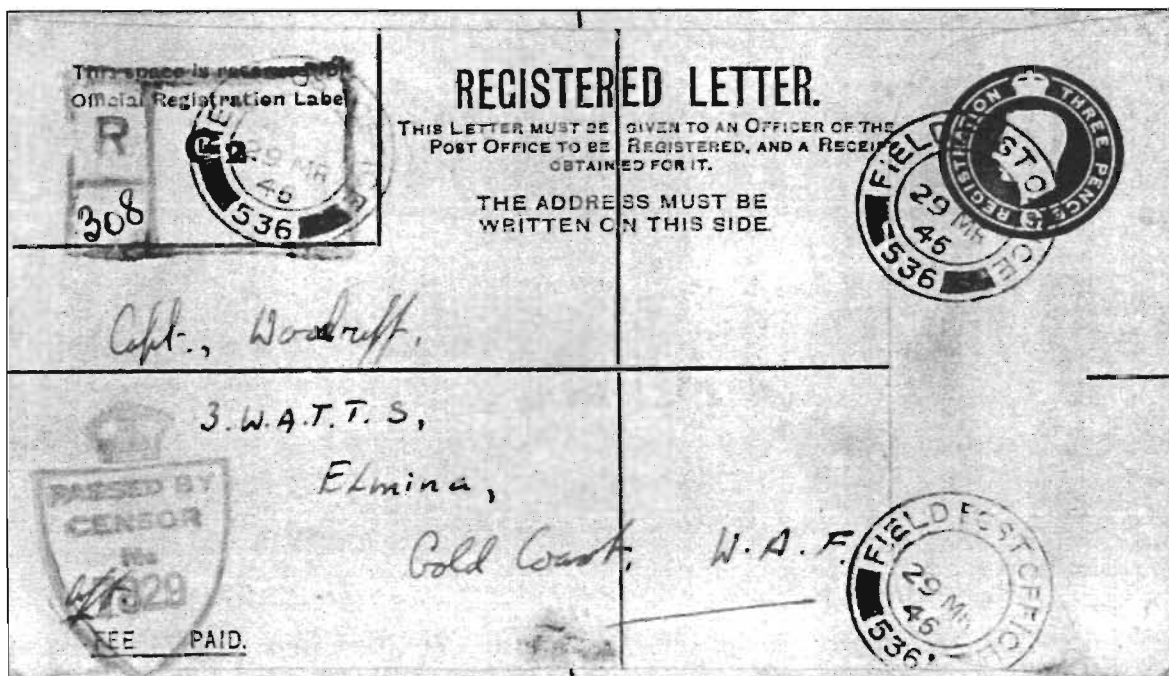


Figure 1 FPO 536 (Gold Coast)

The other topic was the use of Honour labels (Fig. 2, at 90%) which were stuck on to ordinary envelopes, presumably since normal Honour Envelopes were in short supply. These are in pale green print on yellow paper. This example was used at FPO 109 in The Gambia on 17 August 1942.



Figure 2 Honour Label, yellow paper with pale green printing, used in The Gambia

Would members let the writer have details of other examples. Photocopies, both sides of the Registered Envelope, would be appreciated.

References

- 1 Huggins A.K., *British Postal Stationery*, pp127-129, The Great Britain Philatelic Society, London reprinted 1971
- 2 Daynes J.A., *Wartime Postal Stationery*, pp150-161, The Forces Postal History Society, 1986
- 3



Air Letter Service from Nigerian Government Notices

Nigel Lutwyche

The following information has been extracted from the Nigerian Gazettes. I have omitted some of the legalese at the beginning of some of the Government Notices, otherwise I have retained the style and punctuation used at the time the Notices were issued. Similarly, I have retained the spelling of countries, which in some instances changed over the years, e.g. Bahrein which became Bahrain and Hayti which became Haiti.

Although the study was aimed primarily at the King George VI period, I have included rates outwith this period when they became readily apparent. The Notices set out in this article are just those that relate to air letters. Other articles are in preparation to review the Notices that relate to internal air mails, and to surface letter rates.

I wish to acknowledge with thanks the kind assistance I received from the librarians and staff of the Public Archives at Kew.

The Nigerian Gazettes were official notices to the general public. They therefore did not include notice of mail facilities that were available only to the Forces or Official Service during wartime, which makes it appear that the Notices start part way through the story of Air letters during World War II. For more on Forces air mails see my joint study with John Daynes (Ref. 1) and the book by Lee (Ref. 2).

Government Notice No. 295	CIVILIAN AIRGRAPH SERVICE FROM THE UNITED KINGDOM
----------------------------------	--

An airgraph service from the United Kingdom for civilians will open on 8th March. The time in transit will probably be about two weeks.

Published in Gazette No. 13 of 9 March 1944.

Government Notice No. 461	AIR LETTER CARD RATE
----------------------------------	-----------------------------

His Excellency the Governor has determined that the prepaid rate of postage on air letter cards posted in Nigeria for delivery to Nigerian Troops Overseas will be 4d per card with effect from 1st April, 1944.

Lagos 12th April, 1944, *published in Gazette No. 20 of 20 April 1944.*

Government Notice No. 1373	CIVILIAN AIR LETTER SERVICE
-----------------------------------	------------------------------------

Air letters, hitherto available for communication with H.M. Forces Overseas only, may on and from the 15th of October, 1944, be accepted for transmission to Civilians in any of the under-mentioned countries: –

Aden	New Hebrides
Ascension	New Zealand
Australia	Norfolk Island
Banks Islands	Northern Rhodesia
British Somaliland	Nyasaland
Ceylon	Palestine
Cook Islands	Papua
Cyprus	Persian Gulf Ports (Bahrein, Dubai, Kuwait, Muscat, Sharjah)
Egypt	
Eire	Samoa (Territory under British Administration)
Fanning Island	Seychelles
Fiji Islands	Sierra Leone
Gambia	Solomon Islands
Gold Coast	South Africa
Great Britain and Northern Ireland	Southern Rhodesia
India (British and French)	Sudan (Anglo-Egyptian)
Iran	Tanganyika Territory
Iraq	Tibet
Kenya and Uganda	Togo (British Mandate)
Malta	Tonga
Mauritius	Transjordan
New Guinea (Mandated Territory)	Zanzibar

The postage rate to all these destinations is 6d and conveyance to places situated on the Empire Air Route will normally be all the way by air.

Air Letters must be written on the special forms provided at all Post Offices and posted in the ordinary way. They may not be registered and no enclosure is permitted.

No change will be made in the ordinary air mail service, the charge for which remains at 1/3d for a letter weighing half an ounce.

Published in Gazette No. 53 of 2 November 1944.

Government Notice No. 338

AIR LETTER SERVICE

With reference to Government Notice No. 1373 of 2nd November, 1944, the civilian air letter service has been extended to Canada and other Empire countries in the Western Hemisphere:

Canada, Newfoundland, Bermuda, Bahamas, Jamaica, Trinidad, Tobago, British Honduras - all 1/-.
Barbados, Windward and Leeward Islands, British Guiana, Turks and Caicos Islands - all 1/3d.
Falkland Islands (by air to Argentina only) -1/6d.

Air letter postage rates to other Empire countries served by air mail remains at 6d.

Published in Gazette No. 19 of 22 March 1945.

Government Notice No. 677

**POSTAL CONCESSIONS TO NIGERIAN
FORCES SERVING IN INDIA AND SOUTH
EAST ASIA**

With effect from 1st June, 1945 the following concessions are made in respect of correspondence and parcels addressed to members of the Nigerian forces serving in India and South East Asia –

- a) air letters reduced from 4d to 1d,
- b) letters up to 2 ounces free as at present, such letters will be carried by air as far as Cairo and thence by the best available opportunity,
- c) parcels at present reduced rates will be carried by air to Cairo and thence by sea. This should reduce the time of carriage up to 4 weeks.

Lagos 2nd June, 1945, *published in Gazette No. 37 of 7 June 1945.*

Government Notice No. 1990

**SIXPENNY AIR LETTER
FORMS**

Air Letter forms impressed with a sixpenny stamp will be on sale at post offices on 15th December, 1948. The selling price will be 6d per form.

No more un-impressed forms will be issued but those already in public hands may be used with a 6d stamp.

Lagos 6th December, 1948, *published in Gazette No. 63 of 9 December 1948.*

Government Notice No. 320

POSTAGE RATES

(Only part reproduced here)

His Excellency the Governor has determined that the prepaid rates of postage on postal articles posted in Nigeria shall be as follows with effect from the 1st day of April, 1951.

	Nigeria and the Cameroons under United Kingdom Trusteeship	United Kingdom, British possessions (except the Cameroons under United Kingdom Trusteeship) His Majesty's Ships, His Majesty's armed forces overseas. Republic of Ireland. Republic of India.	Foreign Countries
(a) LETTERS-			
Not exceeding 1 ounce	1½d	1½d	4d
Exceeding 1 ounce but not exceeding 2 ounces	3d	3d	6½d
Each additional ounce or part thereof	1d	1d	2½d
(b) AIR MAIL LETTER FORMS-			
Each	1d	6d	6d

Government Notice No. 1250

POSTAGE RATES

(1) His Excellency the Governor has determined that the prepaid rate of postage on air mail letter forms posted in Nigeria and the Cameroons under United Kingdom Trusteeship for delivery in Nigeria and the Cameroons under United Kingdom Trusteeship shall be 1½d per form with effect from 1st April, 1952.

(2) Government Notice No. 320 published in Gazette No. 12 of 8th March, 1951 is amended from the date that this comes into operation.

Published in Gazette No. 70 of 27 December 1951.

CONCESSIONAL RATES ON FORCES CORRESPONDENCE

AIR MAIL. Posted to or by members of the Forces addressed to their home country or within the British Commonwealth:-

Air Letters :	2½d each.
Air Correspondence : Not exceeding 1 oz.	2½d
Each succeeding half oz.	6d
Postcards :	3d each.

No concessional rates outside the British Commonwealth.
Appropriate ordinary rates apply.

Taken from the Post Office Guide, 1953, published in September 1953.

Government Notice No. 1157

**INTRODUCTION OF A 6D STAMPED
AIR LETTER FORM - EXTERNAL
SERVICE**

1. It is notified for general information that, concurrently with the release of the new series of Nigerian Postage Stamps on 1st September, 1953, there will be placed on sale at all Post Offices and Postal Agencies an air letter form bearing a stamped reproduction of the new sixpenny design ("Ife Head") of Postage Stamp.

2. The form will be sold for 6d, and will replace the existing unstamped form. No further issues of the unstamped forms will be made after 31st August, 1953, but it is desired to emphasise that any of these remaining in the possession of members of the public after that date will continue to be accepted for

transmission in the post provided an adhesive 6d postage stamp, of either the current series or the superseding series of pictorial design, is affixed thereto.

Published in Gazette No. 49 of 20 August 1953.

Government Notice No. 1625

POSTAGE RATES

(Only part reproduced here)

The Governor-General has determined the following rates to be charged for transmission and registration of postal articles, with effect from the 1st October, 1957. This Government Notice supersedes all other Government Notices on Postage Rates.

Category	Internal		British Commonwealth		Foreign	
	s	d	s	d	s	d
Aerogrammes (Air Letter Forms):						
Each	0	2	0	6	0	6

Published in Gazette No. 52 of 12 September 1957.

References

- 1 Daynes J. & Lutwyche N., *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes, 1942-1945*, WASC, Dronfield 2006
- 2 Lee O.R.J., *British Forces Air Mail Letter Cards and Air Letters*, FPHS 1988



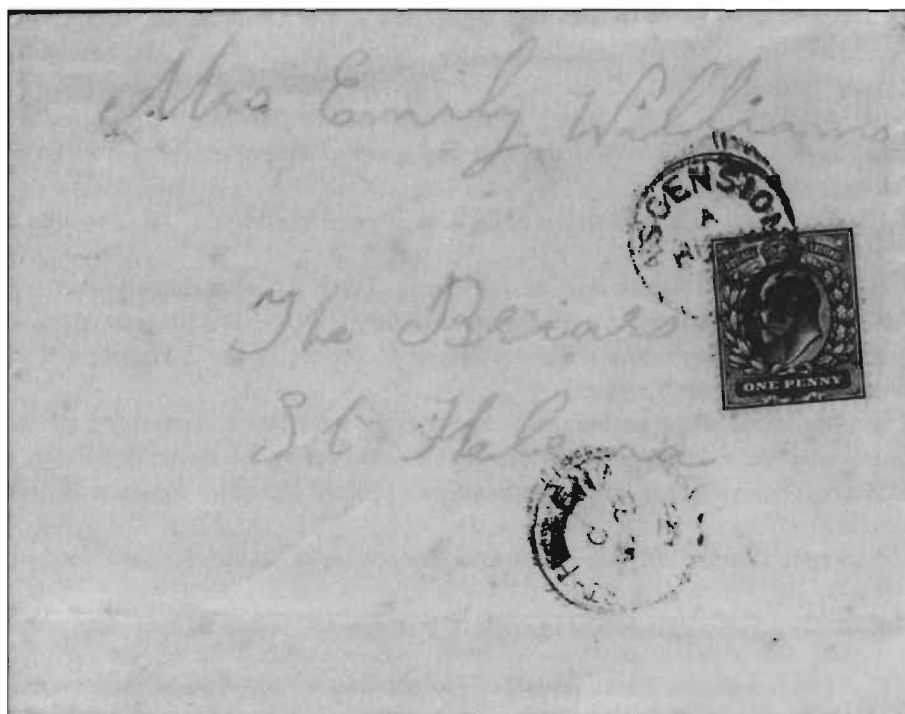
Ascension to St Helena - an Early Cover

Bob Deakin FRPSL

The illustrated cover (right) is a quite rare early example of non philatelic mail from Ascension to St Helena.

The Edward VII stamp, SG Z22, is cancelled with Type Z2 postmark Code A. The date is unclear (possibly 1908?)

The addressee is Mrs. Emily Williams of The Briars, St Helena. The cover bears a St Helena Mabbett Type 4 c.d.s., date again unclear.



The Gambia Expedition, January - March 1901

Jeremy Martin FRPSL

WASC member Chris Rainey recently gave a display to the Salisbury P.S. which included a stampless cover from the Gambia marked 'Field Service Gambia / No stamps available', initialed (possibly HB), with a Bathurst datestamp FE 19, the year being omitted but presumably 1901 (Fig. 1).

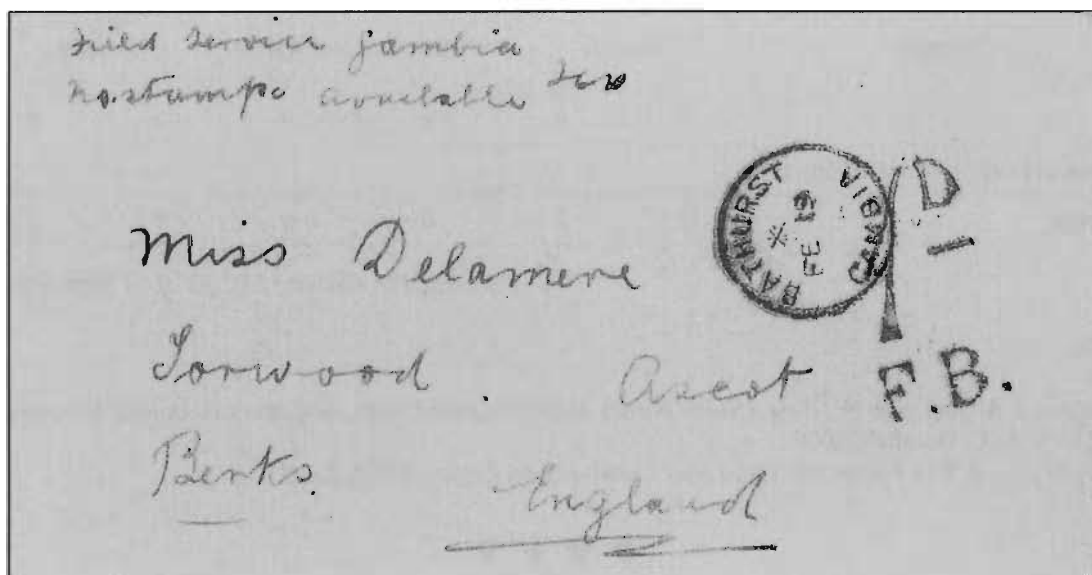


Figure 1 'Field Service Gambia'

I said I would try to find out more information. I discovered I had reported some details in *The Stamps and Postal History of the Gambia* (Ref. 1). Philip Beale has sent more information (Ref. 2) as follows:

"A dangerous state of affairs has developed in the Gambia, the details of which are given in a Colonial Office report, issued as a Parliamentary Paper, 'Africa West', No. 643, dated October 1901.

On the 14th June 1900, Traveling Commissioners T.C.S. Sitwell and Silva had been murdered in the Kiang District. The local chief refused to surrender the responsible natives and adopted a very truculent attitude. Disaffection in the Colony was spreading to an alarming extent and no troops existed in the Colony to deal with the matter.

Fodi Kabba himself had taken refuge in French country at Medina and was harrying both sides of the border from there.

It happened that Lieutenant-Colonel Brake, DSO, RA was returning with his battalion of Central African Rifles from the Ashanti Campaign in January 1901. His ship was therefore diverted to Bathurst to take command of the operations. Brevet-Major H. Bryan, of the 2 Battalion WAFF (Nigeria) was on board and acted as Brake's staff officer.

The operations were successfully carried out with the co-operation of the French. Fodi Kabba and the murderers were captured and a heavy fine imposed on the towns responsible.

It is not on record that any other member of the WAFF than Bryan was present, or could have received the medal or clasp.

Besides the Central African Rifles four companies WIR and the Navy took part in the operation."

References

- 1 *The Stamps and Postal History of The Gambia*, p104, Edited by Andrew O., Christies, 1985
- 2 *The History of the Royal West African Frontier Force*, pp59-60, Hayward A.H.W. & Clarke F.A.S., Gale & Polden, 1964



Ascension

CW 28ab 1949 1½d black and rose-carmine, perf 14. Vertical strip of 3, R3/1 'cut mast and railings'. VFUM £35

SG 41ca 1949 2d scarlet with R4/4 mountaineer flaw. VFU £65

CW 25 1945 10/- grey-black and red-purple, perf 13. Bottom marginal block of 4 with part imprint, and FP 1. VFUM £95

Gold Coast

SG 125 1938-42 4d line perf, marginal block of 4. VFUM £25

SG 135-42 1948 plate number group. ½d (block of 12), 1a, 2d (12) 1a, 2½d (3), 3a, 1a, 6d (2 x 12) 1a-1a,

King George VI

and 1-1 (greyish paper). VFUM £15

SG 153-64 1952-54 set of 12 values in blocks of 4. VFUM £100

SG D4 1945 Due 3d rough paper.

Horizontal pair, Prestea CDS of 7 Dec 45 £16

Nigeria

SG 58ab 1946 2/6d blackish ultra frame. VFU £35

SG 60-61s 1946 Victory pair, perforated 'SPECIMEN' Type D21. VFUM £48

SG 60 1946 Victory 1½d block, top three rows of sheet with the Row 3 progressive 'tadpole' flaws. VFUM £24

SG 81 1953 2d Royal Visit. Plate 5-5 (folded) sheet of 60. VFUM £12



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1893 "Oil Rivers Obliterated" issue – Imperforate colour trials in unissued colours for the six values on un gummed unwatermarked paper, probably struck from original dies

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Specimen Handstamps of S. Atlantic Islands

Barry Burns

The article 'The Specimen Handstamps of St Helena & Ascension' in *Cameo* 66 (Ref. 1) brought, as hoped, a number of replies with additions to those listed. I was particularly pleased to receive details of examples from Tristan da Cunha - hence the change in title. All of these extra recordings are of the Samuel Type SH2 handstamp, mainly on the so-called grille cards displayed in the Post Office(s) to advertise the issue when current. The following checklist shows only these recent recordings, and I use the same format as last time. The 'SH2' column shows the colour of the handstamp. Bk = black, ? = colour not stated.

I thank Adam Cooke of Argyll Etkin Ltd., WASC member Robin Taylor and Ron Burn for the extra information and illustrations. Some of those recorded by Adam are available from his company.

SH2 Check List - Ascension

Date of Issue	Value(s)	Issue	SG	SH2	Notes
1971	½p to £1 (14 values)	Space Travel definitives	135-148	?	n
1972	2½p to 11p (4 values)	Anniv. of Shackleton's Death	159-162	?	n
1976	1p to £2 (16 values)	Birds definitives	199-214	Bk	n
1978	3p to 25p (5 values)	Volcanic Rocks min. sheet	MS241	Bk	n
1979	3p to 25p (4 values)	Capt. Cook's Voyages	242-245	Bk	n

SH2 Check List - St Helena

Date of Issue	Value(s)	Watermark / Issue	SG	SH2	Notes
1927	5d	Mult. Script CA	103	Bk	o
1927	2s	Mult. Script CA	108	Bk	o
1966	1d to 1/6d (4 values)	Churchill	201-204	Bk	p
1967	1/-, 2/6d	New Constitution	212, 213	Bk	p
1968	4d to 2/3d (4 values)	Tristan Dependency	218-221	Bk	p
1968	3d to 2/6d (4 values)	Abolition of Slavery	222-225	Bk	p
1968	½d to £1 (15 values)	Development definitives	226-240	Bk	p
1969	4d to 2/3d (4 values)	Mail Communications	241-244	Bk	q, r
1969	6d to 2/6d (4 values)	Military Uniforms	245-248	Bk	p
1970	4d to 2/6d (4 values)	Charles Dickens	249-252	Bk	p
1970	4d to 2/11d (4 values)	Military Equipment (1st issue)	257-260	Bk	p
1971	½p to £1 (14 values)	Decimal Currency definitives	261-274	?	p, s
1971	2p to 12½p (4 values)	Easter	275-278	Bk	p
1971	1½p to 22½p (4 values)	Military Equipment (2nd issue)	281-284	Bk	p
1972	2p, 16p	Royal Silver Wedding	289, 290	Bk	p
1973	2p to 12½p (4 values)	Military Equipment (4th issue)	291-294	Bk	p
1973	2p, 18p	Royal Wedding	295, 296	Bk	p
1973	1½p to 22½p (4 values)	East India Company	297-300	Bk	p
1974	5p, 25p	Centenary of UPU	301, 302	Bk	p
1974	5p, 25p	Churchill min. sheet	MS306	Bk	p
1975	5p, 25p	Capt. Cook's Return visit	307, 308	?	t
1975	2p to 25p (4 values)	Melliss 'St Helena'	310-313	?	t
1976	8p, 33p	First Currency Notes	314, 315	?	t
1977	8p to 26p (3 values)	Silver Jubilee	332-334	Bk	p
1977	5p to 27p (3 values)	Tercent. of Halley's Visit	335-337	?	u

SH2 Check List - Tristan da Cunha

Date of Issue	Value(s)	Issue	SG	SH2	Notes
1967	£1	£1 QE II definitive	84b	?	v
1971	½p to 50p (12 values)	Decimal Surcharge definitives	137-148	?	v
1971	1½p to 12½p (4 values)	Shackleton-Rowett Expedition	149-152	?	w
1971	1½p to 12½p (5 values)	Island Families	153-157	?	w
1972	½p to £1 (12 values)	Flowering Plants definitives	158-169	?	w
1974	2½p to 25p (4 values)	Rockhopper Penguins	188-191	Bk	x,y
1974	35p	The Lonely Island	MS192	Bk	x
1977	1p to £2 (12 values)	Birds definitives	220-231	?	w
1979	5p to 20p (4 values)	Visit of Queen Elizabeth 2	259-262	?	w

Notes

- n Cavendish Philatelic Auctions, 6 December 1997, Lots 224 - 227
o Cavendish Philatelic Auctions, 6 December 1997, Lot 318, also includes most values of 'Badge' set, already recorded from other sources (see below)
p Argyll Etkin, email from Adam Cooke 12.12.2005
q Argyll Etkin, email from Adam Cooke 12.12.2005, illustrated below at 60%
r Cavendish Philatelic Auctions, 6 December 1997, Lot 319, Colour not stated
s Cavendish Philatelic Auctions, 6 December 1997, Lot 320, Colour not stated
t Cavendish Philatelic Auctions, 6 December 1997, Lots 322 - 324
u Cavendish Philatelic Auctions, 6 December 1997, Lot 325 (see below)
v Cavendish Philatelic Auctions, 6 December 1997, Lot 346, ½p to £1 (13 values) on one card
w Cavendish Philatelic Auctions, 6 December 1997, Lots 347 - 351
x Personal correspondence Robin Taylor 31.1.2006
y Illustrated on front cover



A few points worth making:

Cavendish Auction Lot 318 was a display notice bearing ½d to 7/6d plus the 10/- and £1 values of the 1922-1937 'Badge' set. It is not possible to tell from the illustration in the catalogue if the 1/6d, 2/6d and 5/- values are the Multiple Crown CA or Multiple Script CA watermarks. If the latter, these are the first recorded examples (to my knowledge). If any reader purchased this lot perhaps they would enlighten us?

Cavendish Auction Lot 325 consisted of 3 items; the card bearing the Halley's Comet set recorded above, 'plus two official commemorative covers bearing 1976 1p, 5p, 6p & 8p defins. with "SPECIMEN" handstamps, commemorating the First outward mail carried by St. Helena's Own ship, the R.M.V. "St. Helena". This description suggests this to be the first record of stamps with 'SPECIMEN' handstamps on cover. Once again, if any reader was the purchaser I would appreciate photocopies or scans of the covers.

Reference

- 1 Burns B.M., "The Specimen Handstamps of St Helena & Ascension", *Cameo*, Volume 9 pp72-81p, WASC, October 2005

St Helena - Doubtful Handstamps on Cover

Marc Parren

I illustrate the front (Figure 1) and reverse (Figure 3) of an underfranked cover sent from Cape Town, South Africa on 11 April 1988 to the island of Reunion in the Indian Ocean, recently purchased from Israel on eBay.

The cover was first misdirected to Isipingo, of which my South African friend Brian Franklin informed me that it is a suburb of Durban, situated just south-west of the airport, a section known as Reunion! Here it arrived 16 April and was reposted/directed on 18 April. Thus, the MISSENT above and left of the stamp may be a South African instructional mark. The overseas basic rate was 30c at the time which was charged in Durban like the application of MISSENT as Durban is the nearest harbour for sending mail to Reunion by ship. Next the cover arrived in the capital of Reunion, St. Denis on 28 September and received the postage due stamps the next day as well as the instructional markings since this was not a valid address and accordingly had to be returned to the sender.



Figure 1 Obverse

I believe that the Postage Due markings for South Africa and Reunion are genuine, but am uncertain of the other instructional marks, particularly MISSENT TO ST HELENA STHL 1ZZ, DAMAGED BY WATER and RECEIVED IN THIS CONDITION, and wonder if they all originate from St Helena? I will let Barry Burns continue the discussion.

Thank you Marc for bringing this very colourful cover to my attention (the two 'Missent' marks are black, the 'Damaged...' and 'Received...' are different shades of red, and other marks are black, magenta, or violet, with 8/11/88 and signature in green!)

Initially I took this to be the first recorded use of the MISSENT TO ST HELENA/STHL 1ZZ handstamp (Figure 2, Ref. 1), which had replaced the earlier one without the postcode (Ref. 2). Although similar to the example on the cover, a closer inspection reveals some minor variations.

Figure 2

**MISSENT TO ST HELENA
STHL 1ZZ**

The lettering on the cover is generally thicker than Figure 2, and the 'S' of STHL is to the left of the 'T' of 'MISSENT'. Also, the second 'Z' of '1ZZ' is to the right of the base of the left 'leg' of the 'H' of 'HELENA'. It is my view that the example on the cover is not the same as shown in Figure 2.



Figure 3 Reverse

I sent copies of the cover to Beverley Francis, the Postmistress at Jamestown who had supplied me with the strike of Figure 2. She replied by email on 3 August 2006 that no other similar handstamp had been supplied. The inference then is that the strike on the cover is a forgery. Another clue is the lack of a St Helena c.d.s. backstamp. This conclusion of course puts the other markings in doubt, none of which have been recorded on cover from St Helena, or by Beverley in correspondence with me.

It was only later, in forwarding this information to Marc, that I realised how unobservant I had been. The cover originated in 1988 - twelve years before St Helena was given the STHL 1ZZ postcode! (Ref. 3). In my enthusiasm for the markings I had missed the obvious clue; the date. Must do better next time. Reports of either of these handstamps on cover, the genuine as well as the forgery, will be welcome.

References

- 1 Burns B.M., "New St Helena Instructional Markings", *Cameo*, Volume 9 p51, WASC, June 2005
- 2 Mabbett B., *St Helena; The Postal, Instructional and Censor Markings 1815-2000*, p80, WASC, Dronfield, 1st Edition 2002
- 3 Burns B.M., "From the South Atlantic", *St Helena & Ascension Supplement No. 34*, p16, WASC, July 2000



Nigeria 1938-1951 2/6d with Inverted Watermark

Murray Payne Ltd.

This Nigeria 2/6d value, perf. 14, used, was sent to Murray Payne from a Dublin collector. Not in brilliant condition, but unarguably genuine. There must be others about - worth checking!



First illustrated in Sixth Sense, Issue 63, June 2006. Reproduced with thanks to Murray Payne Ltd., particularly Tanzy Brown.

Forces Mail from West Africa

Ross Debenham

I illustrate three scanned envelopes that fellow readers of *Cameo* may be able to assist me with.

Figures 1 and 2 are of an envelope that I picked up a few years ago inscribed 'Forces Mail By Air' and posted from Accra, Gold Coast to Malta in August 1946. On the back are the sender's details 'GC73887 Private Samuel Mensak' stationed at 'R.S.D HQ 302 (WA) BOD' in Accra. Was it normal for soldiers mail to be passed through the mail system without charge in 1946?

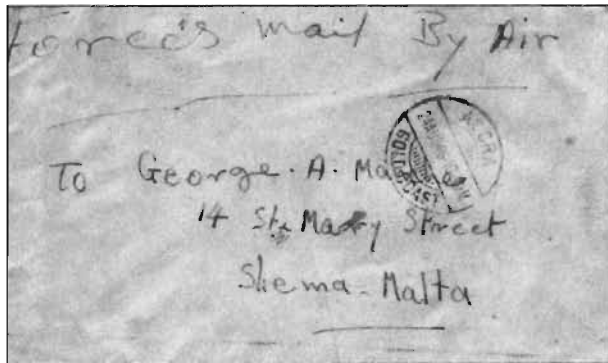


Figure 1 Forces Mail By Air, Accra to Malta

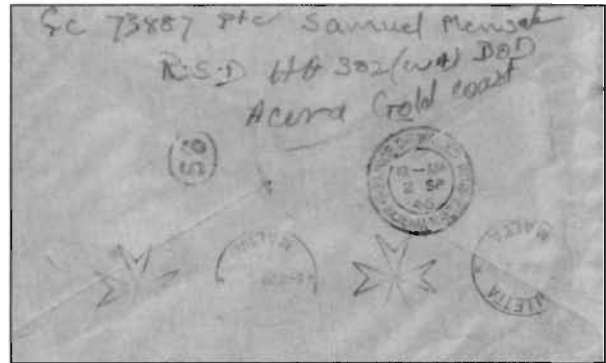


Figure 2 Reverse of Fig. 1

Figure 3 shows a postcard mailed from Jebba, Northern Nigeria, on 26 November 1913 (*unfortunately not clear in the black and white illustration - Ed.*), with the only clue to the sender's identity 'Harry' and that he is the little brother of the addressee.



Figure 3 Postcard from 'little brother Harry' at Jebba to Mrs. Frank Tingle, Hertfordshire

Figure 4 shows a postcard from the same gentleman at 'Kabba Country' and partially postmarked Kabba, Northern Nigeria on 27 March 1914. The reverse (Figure 5) shows the reverse (reduced) which makes me believe the card may be of military origin.

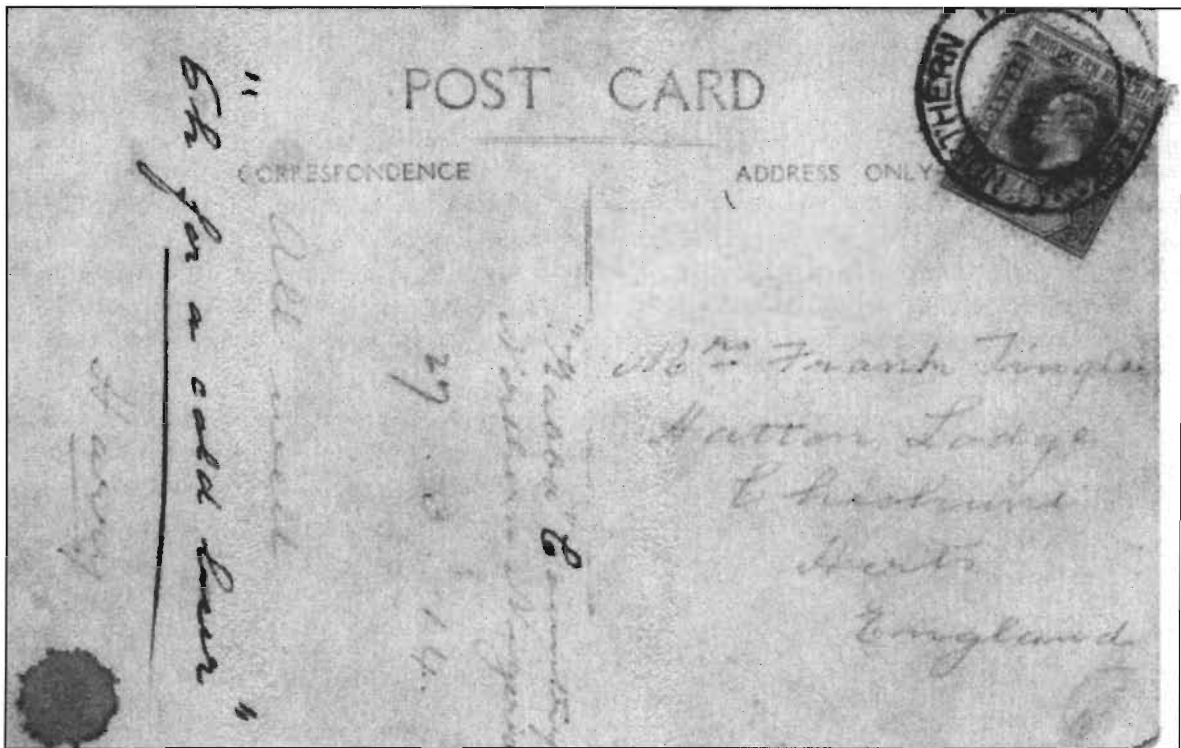


Figure 4 Postcard from Kabba sent from and to the same persons as Fig. 4

The questions I would like answered are:

Were Jebba and Kabba areas with a military presence; and could anybody help identify the sender?

I apologise for the quality of the prints.



Figure 5 (right) Reverse of Fig. 4



Sierra Leone Frame Breaks - Correction

Frank Walton FRPSL



In the short article 'Sierra Leone Frame Breaks' (*Cameo* June 2006, p231) the illustration of the 1907 Edward VII series 1d stamp became lost in the electronic wizardry.

This (with fingers crossed) is now illustrated, left, at 200%. The break on the top right frame of the key plate is clear. If constant it could appear on any value - and indeed on any value from any country - for this reign.

AR Postcards from AEF to USA in 1942

Richard Beith and Bob Picirilli

Richard Beith wrote to Rob May in response to the article *AR - Advice of Receipt* in *Cameo* June 2006 (Ref. 1), providing illustrations of two of the commemorative postcards issued by AEF with one of the set of four special stamps pre-attached to each, celebrating De Gaulle's visit to the territory in 1940. These had been sent by air mail to the USA, registered and with advice of receipt, rated a total of 16Fr 50c each. Both bear MIAMI transit marks indicating carriage by FAM-22 from Lagos. He asked whether anyone could break down the charge into its components.



Figure 1 (top) & Figure 2 (above)

Address sides of the 2 PPCs sent 16.4.1942 by FAM-22



Figure 3 (above, left) and Figure 4 (above, right, both at 80%) Picture sides of Figures 1 and 2 respectively

Rob May sent a copy of the scans and Richard Beith's letter to Bob Picirilli to log them onto his database and ask if he could answer Richard's query, which he has kindly done, as follows:

New foreign (international/UPU) rates went into effect in AEF as of 1 February 1940. The basic rate for postcards was 1Fr 50 with regular messages and 50c with no more than five words of message. The 1942 changes in French postal rates set out in Derek Richardson's table (Ref. 2) did not go into effect in AEF until 1944 – the first pitfall for the unwary. In the AEF Official Journal, when the new foreign rates were announced for 1 February 1940 no new AR rate was given; consequently the foreign AR rate was apparently unchanged at the rate announced in 1938, which was 2Fr. These cards have no messages so the rate required for basic plus AR (both had to be paid) was 2Fr 50 leaving 14Fr for air mail.

14Fr seems a reasonable amount, though in fact the AEF Official Journal announced on 15 March 1942 an air mail surtaxe of 15Fr per 5g to the USA. There was not an effective date given in this announcement, so it is possible that the 15Fr rate did not go into effect until after the date of these postcards – or that the mailer or postal clerk did not know of (or forgot) the change. This is less than a complete explanation because I examined essentially all of the AEF JOs from 1935 to 1945 and this 1942 15Fr rate to the USA is the first one listed there! The JOs are not 100% complete in announcing all postal rates.

Furthermore, it seems clear from Marty Bratzel's large hoard of Cameroun covers that the rates from nearby Cameroun to the USA changed from 13Fr per 5g to 16Fr per 5g at some point between 29 January 1942 and 4 March 1942. So it is very possible that there was a 14Fr rate from AEF to the USA prior to the 15Fr rate. For that matter, during this period there were sometimes different rates depending on whether the mail was flown via Lagos or via Leopoldville.

Given that Queroy, the addressee of these cards, was a stamp dealer it is quite obvious that they were philatelically motivated. That could mean that the sender did not care whether the franking matched the prevailing rates, though it is more usual for philatelic mail to be over-franked, not apparently under-franked as in this case. In my reference file there is another postcard from a different owner of exactly the same character, same date, except that it is franked 17Fr instead of 16Fr 50.

Finally, Bob Picirilli provided help to Rob May in understanding the application of Derek Richardson's rates table to mails during this 1940-1944 period. Richardson's tables only cover rates from Metropolitan France. Changes in the basic rates even in peacetime did not go into effect at the same date for mails from French colonies for foreign mails or to Metropolitan France. Then also, the air mail rates were never the same from any of the colonies as they were in France for mails to the colonies; all air mail rates were individualised for each colony and each destination. It is not even possible to lump together groups comprising the Free French colonies and the Vichy colonies during the 1940-1944 period – the dates of changes in air mail rates were different between Free French Cameroun and Free French AEF for instance. Then the split between the Vichy colonies and the Free French colonies during the war added a further variable – that there was no official exchange rate for the French Franc between the Free French colonies in Africa and the rest of the world's currencies; the official rate being controlled by the central bank in occupied France!

Bob co-ordinates the work of a small, informal study group of collectors of French colonies (from several countries), researching air mail rates in all French colonies to the end of 1945. One important part of this work is building a database of air mail covers that fit these parameters. Any readers who have such air mail covers are urged to send photocopies (front and back please) to him at 301 Greenway Avenue, Nashville, TN 37205, USA. He will respond with an analysis of the franking based on information obtained thus far.

Reference

- 1 Richardson D.J. & Coles C.W.E., "AR - Advice of Receipt", *Cameo*, Volume 9 p219, WASC, June 2006
- 2 Richardson D., *Tables of French Postal Rates 1849 to 2005 3rd Edition*, France & Colonies Philatelic Society, 2006




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Togo Tax Markings

John Mayne

I last wrote in *Cameo* regarding Togo Tax marks in July 2002 (Ref. 1). Jeremy Martin in his book (Ref. 2) does not record the German boxed Tax mark in the 1914 - 1922 period of the Anglo-French occupation, although I now hold examples on two items both from Anecho, one of which I described in the previous article but which was not then illustrated. Both are now illustrated as Figures 1 and 2.

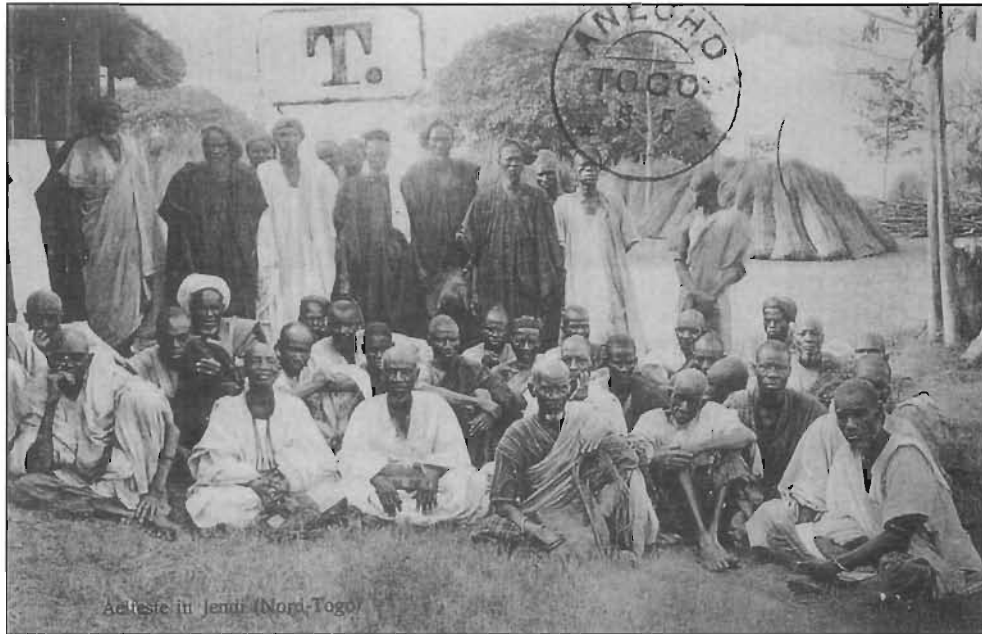


Figure 1 Picture postcard used from Anecho to Lome 5 May 1920

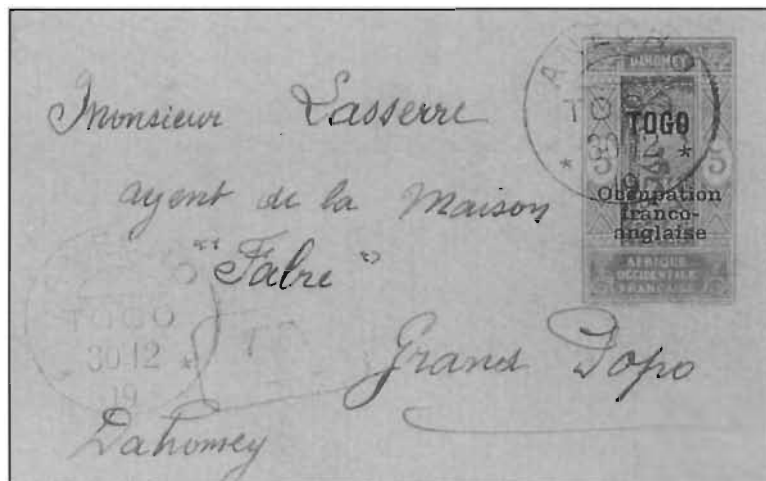


Figure 2 Dahomey overprinted 5c postal stationery envelope sent 30 December 1919 from Anecho to Grand-Popo

An additional Tax mark also appears as a straight hand-stamped T applied to a stamp, 10c Togo SG 41, cancelled by the German-type Anecho cancel of 6 April 1922, illustrated at Figure 3. I believe Jeremy Martin and I hold matching covers suggesting philatelic contrivance.

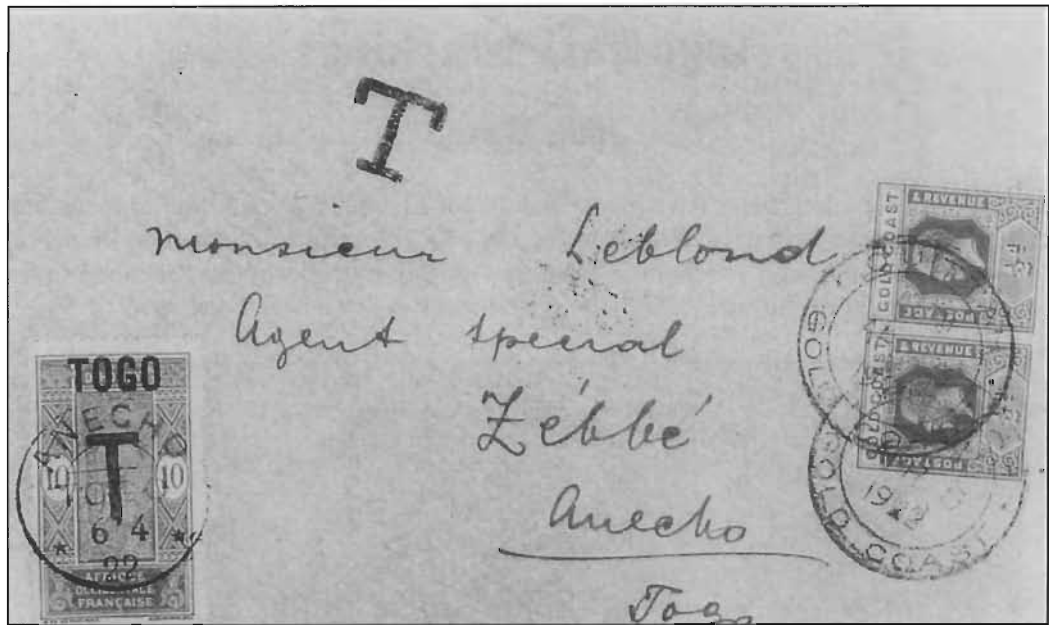


Figure 3 Inbound cover from Quittah, Gold Coast to Anecho with 10c Togo stamp adapted as a postage due using a straight T handstamp

This straight T tax mark has now come to light along with the German boxed T on a cover from Atakpame on 29 November 1927 to Havana, Cuba (Figure 4). This was back-stamped at Lome on 30 November 1927 and may have been routed via the Gold Coast, which would explain the manuscript 4d. 75c postage was paid using 8 of SG 63 (5c) and one of SG 70 (35c), but if I read Derek Richardson's rate table correctly (Ref. 3) I understand the rate should have been 1Fr 25c.

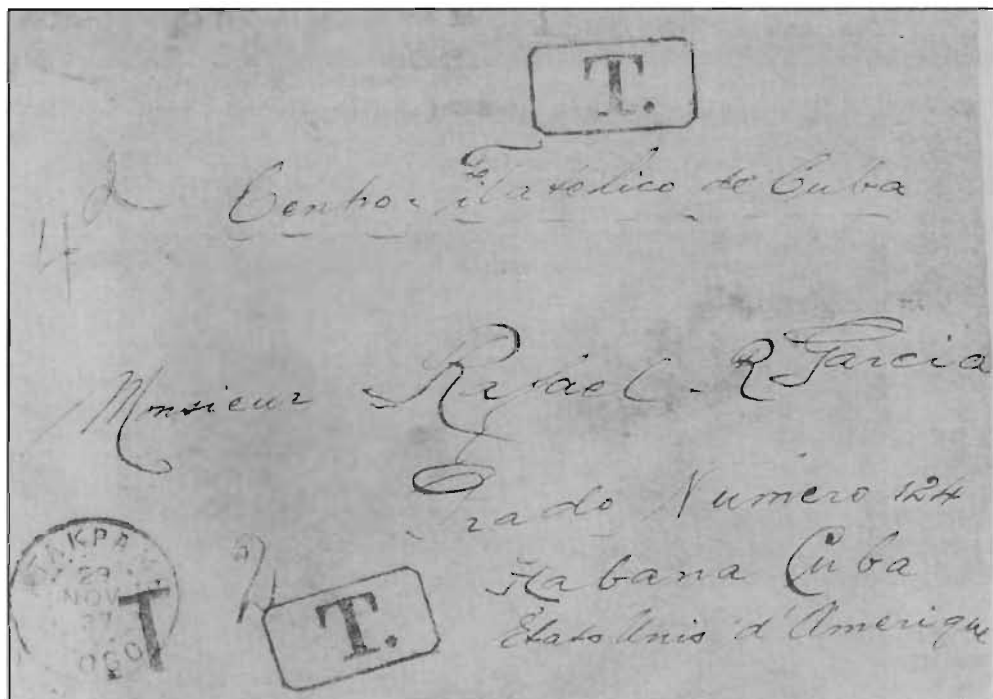


Figure 4 1927 (29 November) cover from Atakpame to Cuba showing both the straight T and boxed T marks from Togo

References

- 1 Mayne J., "Togo Tax Markings", *Cameo*, Volume 7 p205, WASC, July 2002
- 2 Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, WASC, Sheffield 1995
- 3 Richardson D., *Tables of French Postal Rates 1849 to 2005 3rd Edition*, p56, France & Colonies Philatelic Society, 2006

Nigeria - Perforation Shift on 1996 Olympics

Gordon Crow

The illustrations show a large perforation shift on the N30 value of the 1996 set commemorating the Atlanta Olympic Games. Instead of the word NIGERIA appearing at the top of the stamp (Figure 1), it is at the bottom (Figure 2). I would be interested if any readers have records of similar examples. (*Apologies for the low resolution of the images - Ed.*)



Figure 1 (left)
Normal



Figure 2 (right)
Missperf.



Malayan Cover with *Jebba* Wreck Cachet

Jeremy Martin FRPSL

Andrew Norris, a fellow member of the Society of Postal Historians, has provided illustrations (Figures 1, below and 2, over) of this interesting cover.



Figure 1 Federated Malay States cover 'Salved from SS Jebba'

From Kuala Lumpur it was addressed to the General Manager of the Sierra Leone Railway. It was then re-directed to England and carried by the *SS Jebba* on its ill-fated voyage. When salvaged from the wreck off the South Devon coast in 1907 (illustrated on page 242) a purple cachet Type 3a (Ref. 1) was applied.

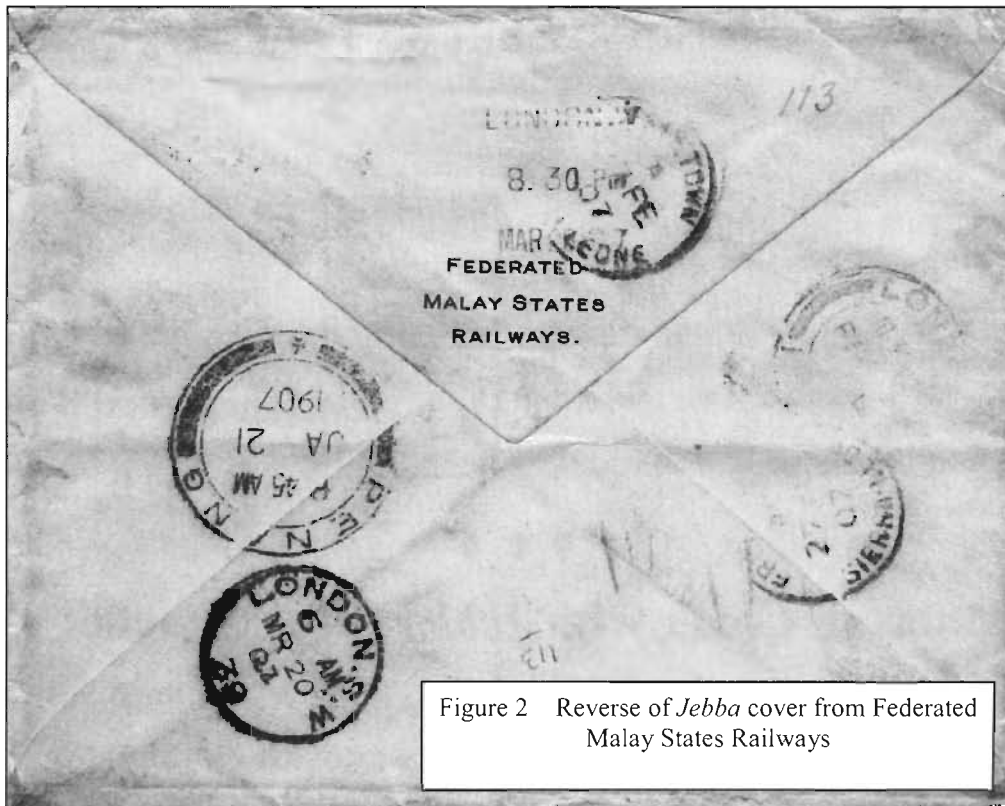


Figure 2 Reverse of *Jebba* cover from Federated Malay States Railways

Reference

1 Hogarth N. & Gwynn R., *Maritime Disaster Mail*, pp129-131, Stuart Rossiter Trust Fund 2003

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St Helena Picture Postcards - Help Required

Clifford Masters

Together with fellow Northampton collector David Dickinson and Martin Crawford of Cape Town, I am involved in compiling details of St Helena picture postcards in order to produce a definitive catalogue. Much has already been reported in past issues of the *St Helena and Ascension Supplement* and other society journals, and we have accumulated a great deal of later information which Martin has entered into a database. We have made a good start in putting it all together in book form, and envisage two volumes, covering the years 1900 to 1918 (Volume 1) and 1919 to 1970 (Volume 2).

There are still gaps in certain specific areas, and this request for information will hopefully fill some of these. In addition, many of the photocopies accumulated over the years are in poor condition and readers may have cards in their collections which they may be willing to copy or, preferably, scan for our study.

The following are just some of the 'sets' on which we are seeking assistance and anybody able to provide useful information will be acknowledged in the book. If you can help please contact the *Cameo* co-editor Barry Burns (contact details p241) or myself at sthelena.postcards@ntlworld.com.

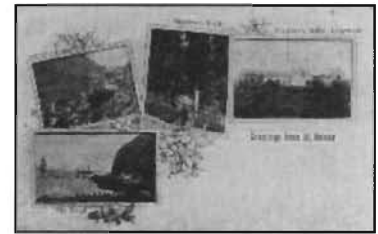
Anon. Set 1. Victorian Multiviews (x4)



Card A
Version 1, Black, No number



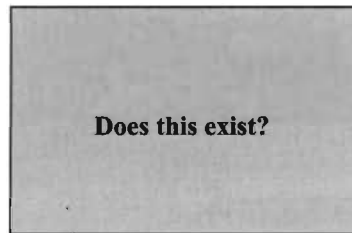
Card C
Version 1, Red, No number



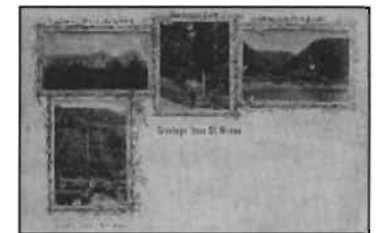
Card E
Version 1, Red, No 1



Card B
Version 2, Black, No number



Card D
Version 2, Red, No number

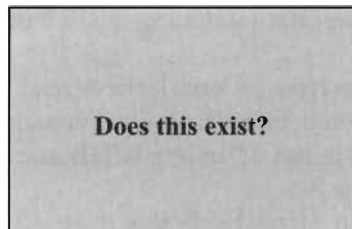


Card F
Version 2, Red, No 2

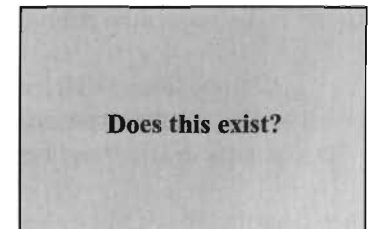
Anon. Set 2. 'Art Nouveau' vignettes



Card A
No 13, Good scan required



Card B
No 14

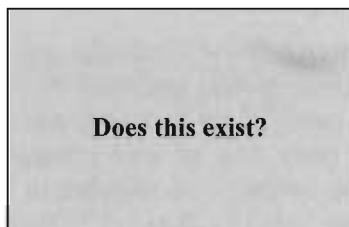


Card C
No 15

Card A is a very early card postally used in 1900. It has 'No 13' at right centre (the other cards in this set have the number at left), and it seems possible that there may be a group of cards with this configuration, produced earlier than the remainder - perhaps as proofs. More examples are needed to decide if this is so. Continuing with Set 2:



Card D
No 16



Card E
No 17



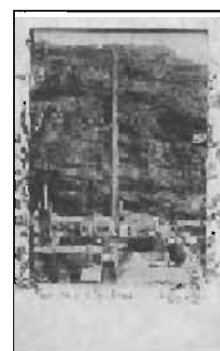
Card F
No 18



Card G
No 19



Card H
No 20



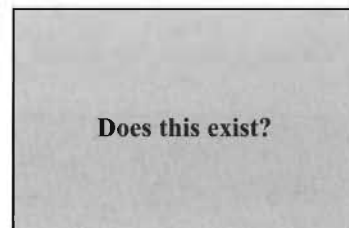
Card I
No 21 **Good scan required**



Card J
No 22



Card K
No 23



Card L
No 24

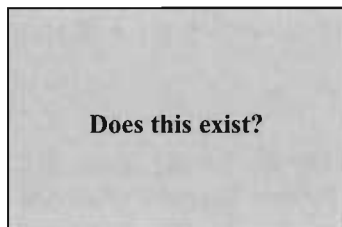
Anon. Set 8. Marching in Jamestown

Identifying this set:

This set is distinguished from the original print (assuming this **is** a reprint - which is far from certain) by:

- a 'Greetings from St Helena' in two lines of **non-italic** type at top right of card in writing panel
- b Top line of the expression 'Greetings from St. Helena' contains the **two** words - 'Greetings from...'
- c Numbers in small red type placed at **top** of margin to left side of picture facing **out** towards card edge

Other than the above minor variations, it seems likely that these sets (which also have the typesetters error *trough* corrected to *through*) have identical images and layout. The photographs were almost certainly taken in April 1900, when the first Prisoners of War arrived and cards were on sale some six months or so later. These may very well have been printed in Dresden - with the publishing organized via Natal.



Card A
No 3



Card B
No 4



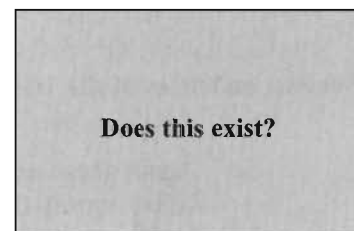
Card C
No 5 **Good scan required**



Card D
No 6



Card E
No 7



Card F
No 8

The above represents just a small part of the missing information we are hoping to find. On behalf of David and Martin, I thank you for any help members of the WASC may be able to provide.



St Helena GV 'Badge' Set - Some More Varieties

Ralph Stanton

What is a Variety?

First, let me make clear what a variety is, since there seems to be considerable confusion about the matter. I keep getting offers from a very reputable firm of 'unlisted varieties'. Now there are many unlisted varieties, but these offers are something quite different. Let me give a few examples.

First let us dismiss flukes or printer's waste that did not get destroyed. I have an auction catalogue that shows a Newfoundland 'stamp' that is really the four corners of four different stamps. This results in the white margins forming a cross in the middle of the stamp. Such an item may be amusing as a fluke (and it should never have gotten away from the printer's wastebasket), but it is not a variety. The first requisite for a variety is that it must have appeared on a number of copies of the stamp. Other printed descriptions of 'varieties' on 'Badge' stamps have pointed out stray colour on the border of a stamp, a 'moon' on a penny-halfpenny stamp (possibly caused by a stray perforation preventing the ink from acting), a 'white patch' on a one-penny, and various breaks in shading lines (not replicated).

In all these cases, the important consideration of showing that there were several copies of the stamp was ignored. If one wants a host of these 'oncer' varieties, one need only look at the six-penny badge stamp, second printing. You will have to look very hard to find any two stamps that are exactly the same. Either as a result of ink stripping or of a greasy plate, there are innumerable examples of poorly inked stamps with white spots or white areas that are not reproduced on other stamps.

Another cause of 'oncer' breaks is the fact that some of the coloured paper used for the badge issues was pitted (probably most notably on the four-penny stamp). This results in lack of ink on a pit, not an authentic shading line break. Another problem is caused by the fact that the coloured papers that were used displayed various degrees of porosity (most notably on the 2 shilling stamp), causing ink to run and obscure many minor flaws, also thickening some lines at random. Any variety that is described as a 'thickening' of the base of the vignette is almost certainly illusory (I can recall only one real variety of this nature).

In short, to sum up, a true variety MUST occur on several stamps of a printing and always in the same position. This article will describe several varieties that merit attention.

1. The deflated pound.



This variety has two features, both involving the border plate. The right-hand pound sign has a semicircular portion removed from the upper side of the lower curve of the £ sign. In addition, there is a scratch below the upper left scroll. I do not know the position of this variety; I know many positions in which it does not occur, but have been unable to identify the exact position.

2. Worms on leaves of the 1/- and the 7/6.

Again these are border plate varieties. There is a white worm on the second lily leaf on the 7/6 stamp, position 55. This worm is at the very left of the leaf and touches the border margin of the stamp.



The other worm is on the 1/- stamp; it is below the leaves and is resting on the top slope of the lower left scroll of the one shilling stamp, position 56. Both of these worms are small, but are readily visible when one looks for them.

3. Splotch right of the medallion on the 2/- stamp.

This involves a blue splotch over the shading lines to the right of the medallion. It occurs on position 41 of the two shilling stamp. The splotch may vary considerably in shape.



4. Broken mizzenmast on the 15/- stamp.



For some time, I thought that this was a 'oncer', since I only had one copy of it. It involves a very prominent break in the mizzenmast on the 15 shilling stamp. Then I encountered another copy at a Gibbons auction (and immediately bought it). I do not know the position of this variety.

5. Mantis on the flax on the 1/6 stamp.

On position number 1 of the one shilling & sixpence stamp, there is a prominent white line that looks like an insect resting on the flax. I have named this the 'mantis flaw'. It occurs on both printings of the 1/6 stamp.

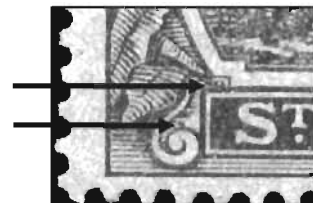


6. Daggers on the 2/- stamp and the deep carmine 1½d. stamp.



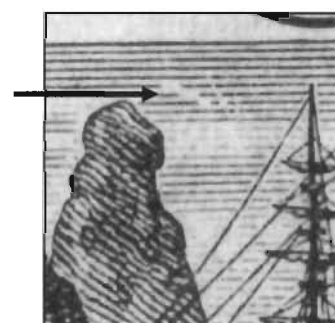
On stamp 34 of the deep carmine penny-halfpenny stamp, there is a carmine dirk with its point on the upper right scroll.

On the 2-shilling stamp, position 58, there are two blue dirks on the lower left scroll, one at the top and the other at the bottom (there are also much more prominent shading lines than usual on this lower left scroll).



7. The most prominent vignette badge flaw - Storm over rock.

Traditionally, the three most prominent vignette badge flaws have been indicated as being the 'broken mast', 'torn flag', and 'cleft rock'. But there is a vignette flaw that is even more prominent than any of these three classical vignette flaws and that certainly deserves catalogue inclusion. This is the 'storm over the rock', on position 29. There are three lightning flashes above the rock, and they are very noticeable (the left flash is especially prominent). This variety occurs only on the December 1922 printings of the halfpenny, penny-halfpenny, three-penny, four-penny, six-penny, and eight-penny stamps. It was repaired, but the 'repaired storm' can also be identified.



8. The broken mast, state 2.

The broken mast is a well known variety, but Gibbons does not list the fact that there are two states of this variety. The first state occurred with the stamps of the 1923 issue and continued until 1932. Then the plates were stored and were not used again until 1936.

I shall now describe State Two of the broken mast variety. Like all of the main varieties on De La Rue printings, it was almost surely caused by the method of storing the plates (like many of the varieties on the Australian George V heads). It does not appear on the stamps printed before 1936, but it is present on all the late printings. In this second state, the diagonal break in the mast is still present, but there are three additional flaws.



Broken Mast
(as 1st state)

The most obvious is a dent or compression, on the left side of the vignette frame for about 2 millimetres, opposite the middle leaf on the left side. The other two flaws are in the base of the vignette. There are 3 small breaks in the base just above the right-hand part of the 'T' of 'ST. HELENA' (of these, the left-hand break is by far the most prominent). There is also a break in the base of the vignette just above the 'A' of 'ST. HELENA'.

The importance of these three additional flaws in State 2 is obvious. It allows us to state unequivocally that any stamp 13 with these three additional features must come from one of the late printings of the badge stamps.

OFFERS FROM STOCK

ASCENSION. 1909 KE VII 4d orange marginal block of six tied to piece with 'JA 2 13' c.d.s. Rare multiple. SG Z28. £850	ST HELENA. 1868 4d carmine (Type B : 19mm). Very fine mint. Scarce. SG 15. £150
ASCENSION. 1938 10/- in De La Rue imprint block of four. Unmounted mint. SG 47 £300	ST HELENA. 1876 4d carmine (Perf 14 x 12½) in marginal block of four. Very fine mint. SG 24. £325
GAMBIA. 1912 6d dull purple and reddish-purple with split 'A'. Very fine mint. SG 94a. £100	ST HELENA. 1923 ½d Badge marginal block of four with 'tom flag'. Unmounted mint. SG 97b. £125
GOLD COAST. 1923 ½d black Postage Due. Very fine used with c.d.s. Scarce. SG D1. £90	SIERRA LEONE. 1872 1/- green (Crown CC sideways). Very fine mint. Exceptionally fresh. SG 15. £350
NIGER COAST. 1893 ½d on 2½d (Type 4 in vermilion). Very fine mint. Rare - reportedly only 60 printed. SG 12. £750	SIERRA LEONE. 1935 1d Jubilee 'short extra flagstaff'. Very fine mint. SG 181b. £75
NIGER COAST. 1893 ½d on 2½d (Type 8 in green). Very fine mint. BPA Cert. SG 27. £250	SIERRA LEONE. 1884 (CA) 3d REVENUE in complete pane of 60 with Plate numbers. Unmounted mint. £90
NIGER COAST. 1893 ½d on 2½d (Type 9 in blue). Very fine used on piece with OCR c.d.s. SG 32. £250	TOGO. 1915 20/- marginal Plate copy showing the small 'F' in 'FRENCH'. Very fine mint. SG H46a. £250

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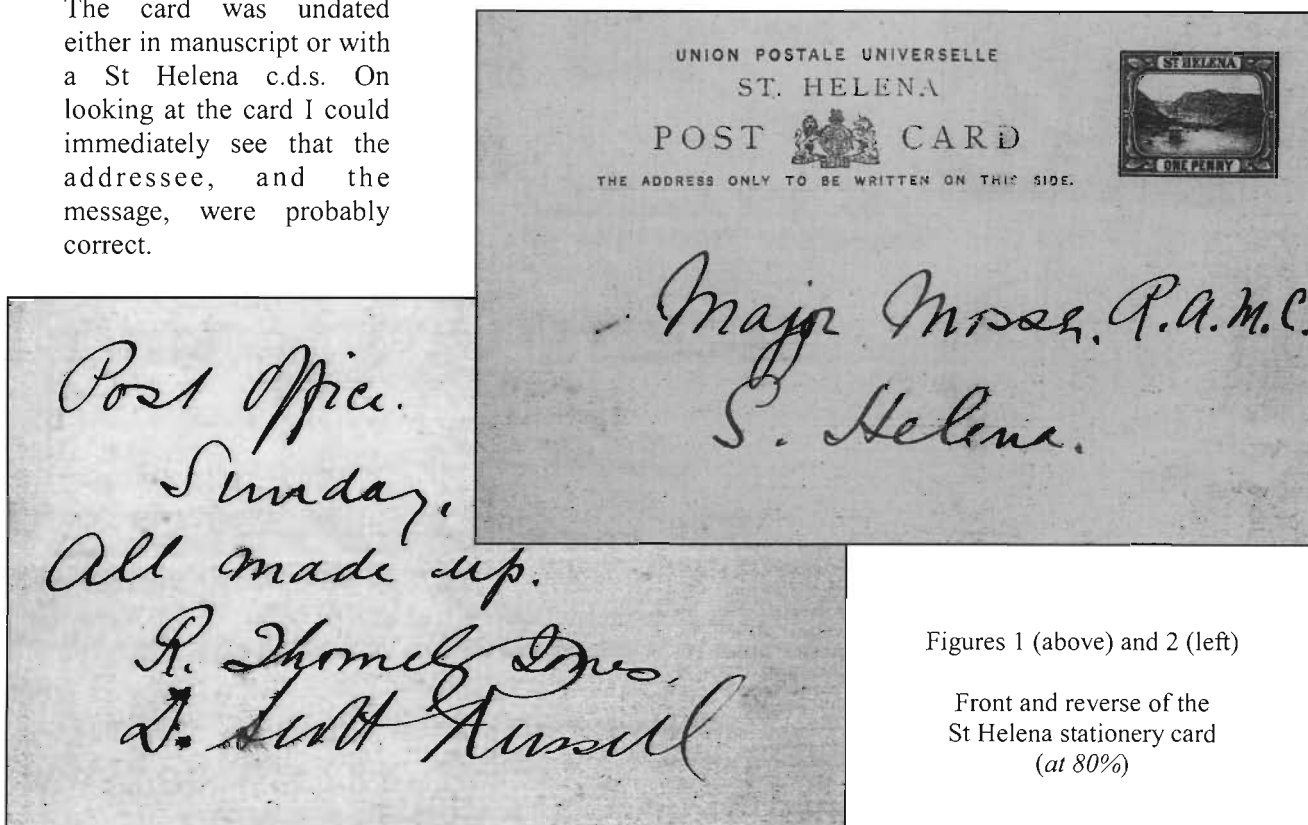
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Unusual Usage of a St Helena Postal Stationery Card

Bernard Mabbett

At a recent stamp fair I was rummaging through a dealers stock of St Helena items when I came across the following card (Figures 1 & 2). The dealer had marked the card as having a probable fictitious addressee and message, and had priced the card accordingly (£6).

The card was undated either in manuscript or with a St Helena c.d.s. On looking at the card I could immediately see that the addressee, and the message, were probably correct.



Figures 1 (above) and 2 (left)

Front and reverse of the
St Helena stationery card
(at 80%)

The card was addressed to 'Major Mosse, R.A.M.C., St. Helena.' The message on the reverse reads:- 'Post Office. Sunday. All made up. R. Thomas Jones. D. Scott Russell'. Major Mosse was Charles George Drummond Mosse RAMC. He was born in Jamaica in 1857. By 1897 he was on St Helena and was elected to the St Helena Council in September 1897. After the death of Fred. E. Welby, who was the Colonial Surgeon in November 1900, and the youngest son Bishop Welby, Bishop of St Helena, he was made Colonial Surgeon. In Emily Jackson's *St. Helena*, he is listed as Lt-Col C.G.D. Mosse. As to the two names on the reverse, these are still a mystery. Possibly they worked in the Jamestown Post Office, or the main hospital, and were responsible for bagging the mail up ready for the Mail Ship probably due to depart on Monday. Major Mosse is listed as being Colonial Surgeon from 1900 to 11 April 1903, so this card must date from around the Boer War period. (With thanks to Trevor Hearl for biographical information).



Tristan da Cunha Postage Dues

Jeremy Martin FRPSL

At the July 2006 meeting of The Society of Postal Historians at Cockermouth, Judith Edwards showed two covers bearing Tristan postage due labels. The first (Fig. 1) was sent in 1957 from Canada to the USA and franked 20 cents for the Express mail rate.

It arrived on 31 January 1957. It was re-posted, without further franking, to Tristan where a set of the 1957 postage dues was attached, SG D1 - D5, and date-stamped 20 December 1958 - almost two years later. Philatelic but intriguing.



Figure 1
Canada to USA,
redirected to
Tristan da Cunha

The second cover (Fig. 2) was sent from the UK in 1977 and franked 2½ pence. The surface mail rate was 10½ pence, the 8 pence deficiency was made up in Tristan of 3 values (1p, 2p, 5p) of the 1976 postage due set, SG D6, D7 and D9. They were date-stamped 13 March 1978, a journey time of 118 days. The Air Mail etiquette was ignored by the GPO.

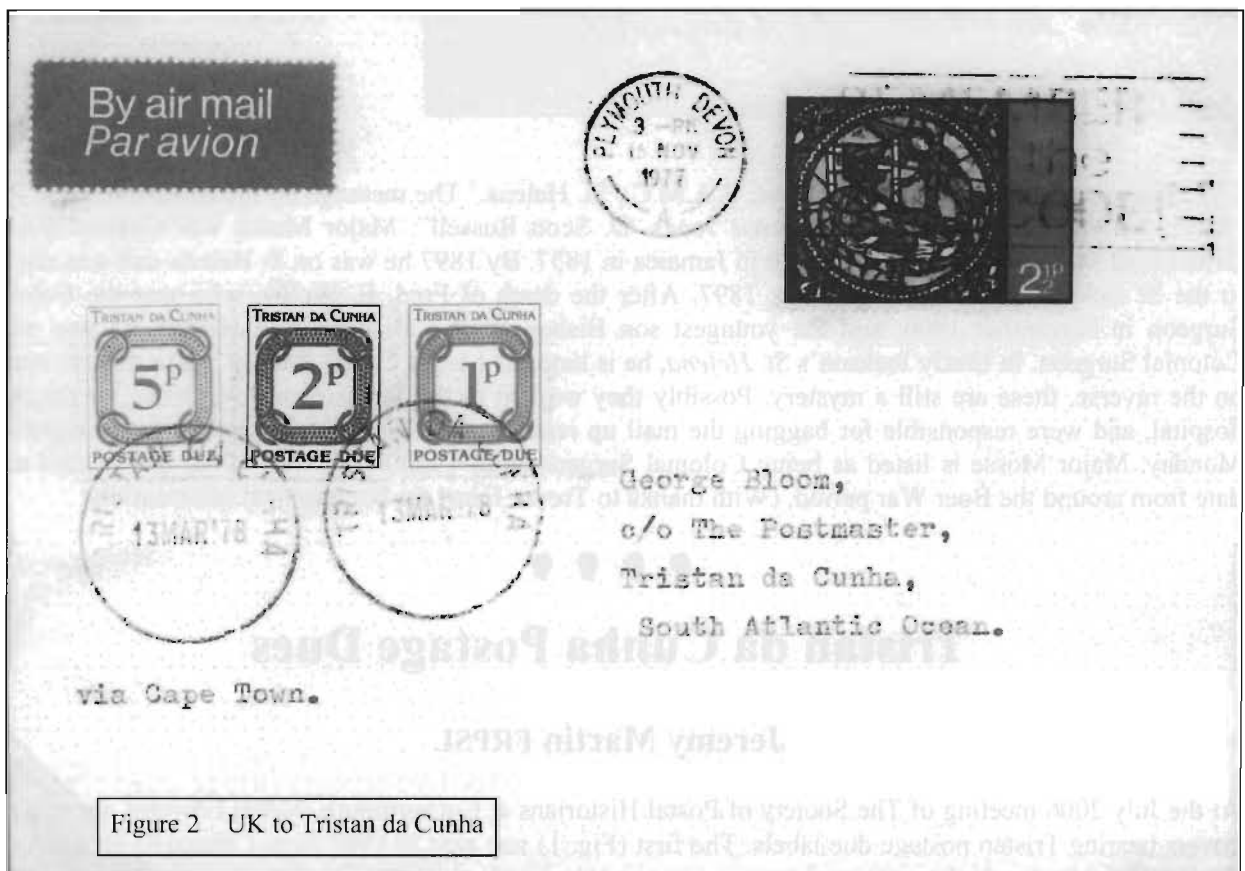
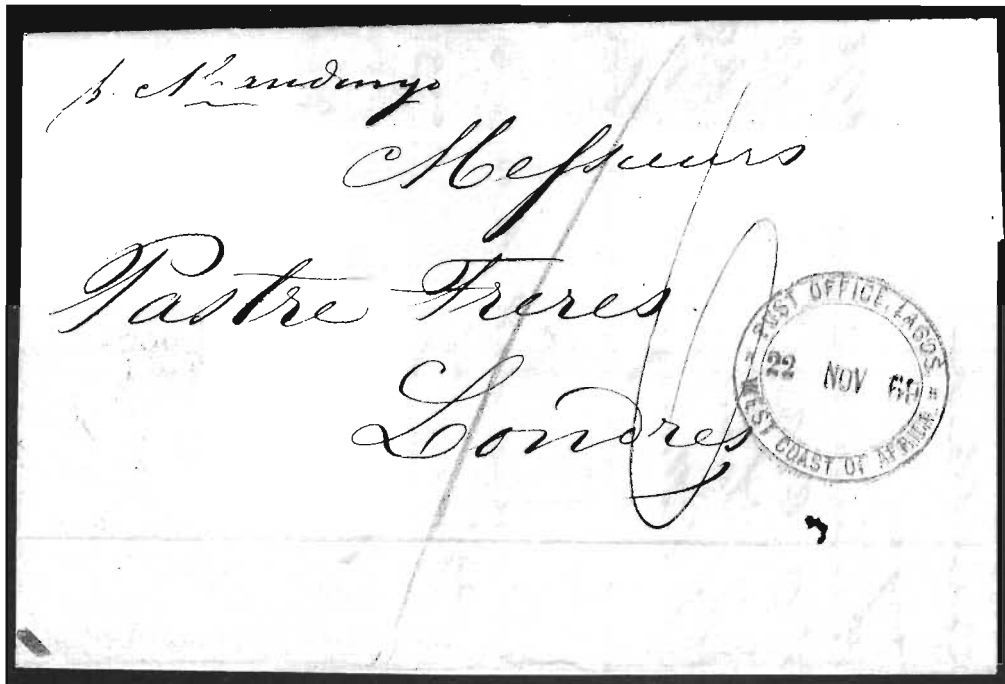


Figure 2 UK to Tristan da Cunha

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