POST OFFICE.

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Meetings. The Australian Philatelic Society meets on the third Monday of each month at 7.45 pm at the RSL Canterbury Memorial Homes, 152 Canterbury Rd, Canterbury, Melway ref page 46 C 10/11. Visitors welcome.

Subscription. The annual subscription: In Australia: $A25.00 (Australian Journal of Philately by surface); Asia/Pacific - including New Zealand: $A30.00 (airmail*); USA, Canada, Europe etc: $A35.00 (airmail*). Joining fee for new members $A10. Society members receive four copies of The Australian Journal of Philately each year . (* airmail is now the only AP option)

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Journal articles to be with the Editor by 15 February, May, August and November for March, June, September & December issues respectively.

OFFICE BEARERS 2005 - 2006

2006 Programme		
20 February 2006	John Young	Social Philately, Department Stores
18 April 2006 (Tuesday)	Michael Barden	Airmail Letters from Belgium
19 June 2006	Annual Competition	
21 August 2006	AGM	Presidents Display

Contents

Front Cover is an engraving of the Melbourne GPO from a book published in 1891. Thanks to William Cochrane for the scan.

Editorial   *Tony Lyon*

The final Journal for 2005 is completed. I hope you like the varied content. Thanks to Ron Lee for his follow-up article on the H.M.A.S. Sydney. It was rather intriguing to discover more about a series of covers I bought a few years ago at the Blackburn Baptist Stamp sale, as it was known then. I just liked the look of them. It was especially pleasing to find, thanks to Ron, that I had actually acquired one or two significant items.

Ron has also presented the first of a number of articles he plans, in regard to Australian Ships, illustrating mail connected to them. Ron is working on a monograph of the Royal Australian Navy. Therefore any items that would be of interest, scans or photocopies could be forwarded to Ron through the society. I have already had some feedback of further items from H.M.A.S Sydney which I will forward to Ron for his perusal.

Also presenting an interesting aspect of ship mail, is an article by William Cochrane, on the R.M.S. Homeric. We welcome William as a contributor to the AJP. The knowledge of the two aforementioned gentlemen certainly will provide an interesting and thoughtful addition to our journal.

John Young once again demonstrates his eclectic collecting habits, with his article about department stores and their associated mail. This will be part of his display at the April society meeting.

A number of members had success at New Zealand 2005 Stamp Show and we congratulate all those members who entered. It is time to get your entries in for the 2006 exhibitions and we wish you every success.

Just a short note of thanks to George Vearing for his continued compilation of HHDS notes.

May you all enjoy the festive season and be ready to enjoy this great hobby during the coming year. Ciao.

A Short Presidential Note

David Brindle

Your President missed writing for the last journal due to an extended drop of leave in the sunny north NSW and south Q. Therefore this is my first missive and I hope this is easier to read than to write. Maybe over time I'll get better.

A word about next year. We are moving to Bi-Monthly member's meets on our usual third Monday in the Month, starting on February 20th, 2006. Look for the schedule in this magazine and watch out for special displays. April by the way will be a week early due to Easter so watch out. If you do not know where, what or when, do not hesitate to ring a Council member or myself to check. My phone (03) 9891 6574, please talk to me or if I am rude enough not to be there leave a message.

New Zealand 2005, in Auckland, has just passed and members John Lancaster and Tony Lyon had very successful displays with gratifying results. Congratulations to each of you.

John achieved a Large Vermeil plus a special prize of a Thematic Association Stockbook for his thematic display in Division 4, Open/Social. The exhibit was on "New Zealand Trade exhibitions, 1889 to 1926". John, I expect you showed the Kiwis something special about their own history that most were not aware of, congrats.

Tony showed his Kiwi roots and entered into two tough divisions with NZ material.

Tony achieved a Silver in Division 2, New Zealand with an exhibit on "New Zealand at War, 1939 to 1945". Also Tony entered a one framer on "NZ Postal Stationery Cards, 1876 to 1886", achieving a very creditable Emerald. The proverbial "coals to Newcastle". Tony you had a tough job with difficult subjects and I believe the results indicate a job well done.

Enough from me and cheers from him.

PS; I was also lucky at NZ and entered an exhibit on Danish Military Postal History, 1700 to 1866. Very satisfying.

H.M.A.S SYDNEY- SOME FURTHER INFORMATION

Ronald .M. Lee

Prompted by Tony Lyon's interesting article on this subject in the March 2005 Journal I decided to comment on several points raised and add information about other Sydney mail known to me.

The navy has always been security conscious in times of war and generally it is impossible to identify the ship from which the mail was sent. Nevertheless sufficient items exist for an interesting study and I am currently working on a postal history of the R.A.N.

Handling of mail from R.A.N. vessels

Regulations required the mail to be censored on board the ship. Once censored the letters were sealed and put in a bag which was sealed and labeled 'Navy'. This bag was delivered by hand to the superintendent of mails at a convenient post office near their berth together with a letter reading:

"*In pursuance of the arrangement agreed upon between the Navy and the Postal Department of the Commonwealth of Australia the bag of ship's mail now presented should please be forwarded to its destination enclosed in a covering mail bag fastened and addressed in the same manner as ordinary bag of Letter Mail*"

Surface mail and airmail were separately bagged G.P.O. Sydney.

Much of this mail, especially airmail, entered the Australian civil postal system at Sydney where the bags were opened and sorted. Correctly franked mail was cancelled using either the PAQUEBOT machine cancel or the PAQUEBOT hand cancel but some mail was cancelled by civil machine cancel. Letters which were not franked with stamps were cancelled PAID AT SYDNEY and the cost debited to the navy.

No postal concessions in the navy

Unlike the army and airforce, naval personnel did not enjoy postal concessions but full civilians rates applicable to the country where they were berthed. This arrangement was necessary because naval vessels constantly moved from place to place and stays in port could be short. This made it impossible to arrange special concession postage rates.

POSTAL HISTORY OF H.M.A.S. SYDNEY

Pre W.W.2

Sydney was built at Newcastle on Tyne in Britain. Laid down as Phaeton for the Royal Navy in 1933 she was taken over by the R.A.N. in 1934 during construction and launched on 22nd September 1934

In October 1935 she was loaned to the Royal Navy to strengthen the Mediterranean fleet following Italy's invasion of Ethiopia. She sailed in the Mediterranean until she left for Australia in July 1936.

My earliest example of mail connected with the Sydney is an airmail item (Fig1.) posted at Yarraville Victoria and cancelled at 3.15pm on 4 February 1936- just too late to be carried on Imperial Airways flight departing Brisbane on 5 February 1936. It therefore would have been carried on flight IW 417 which left Brisbane 12 February and arrived in London (Croydon airport) on 26th February. It was two days late due to exceptional storms in the Mediterranean (Wingent p.p.161&162). The letter arrived in London the day the Sydney

left Gibraltar for Malta and Alexandria where it remained for several weeks. As the air service was completed in London the airmail etiquette was cancelled at the G.P.O. there and the letter sent to Alexandria by sea.
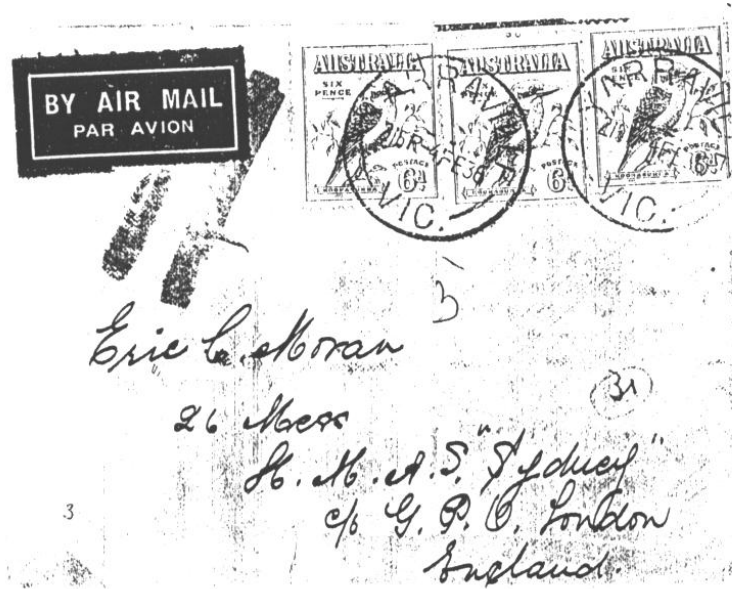

Figure 1

W.W.2

When war was declared on 3rd. September 1939 H.M.A.S .Sydney was based in Fremantle and continued to sail in Australian waters and on escort duty across the Indian Ocean until on 3rd May 1940 when she was ordered to Colombo via Singapore, then to Aden and finally on 26th May 1940 arrived in Alexandria where she joined the R.N Seventh Cruiser Squadron.

Many of the covers emanating from R.A.N naval vessels in the Middle East cannot be allocated to particular ships because the senders name was seldom on the envelope. One can only be sure of the ship by checking crew lists or when the source of the material provides information as in the case of Tony Lyon's material.

There were often several R.A.N. vessels at Alexandria together.

The cover (Fig 1 in Tony Lyon's article) is the earliest R.A.N. mail I have seen from Alexandria. The item was bagged on board and sent in unopened and sealed bag by flying boat from Alexandria to Sydney where it received a PAQUEBOT cancellation.

From June 1940, although flying the Horseshoe Route, a regular flying boat service was maintained between Alexandria and Sydney taking 9 days.

Ships dispatched mail when in port. This cover was posted on board about 20 August 1940. Records show the Sydney was in port in Alexandria from 2 August to 20 August. Mail would have been sent through the British Army P.O. and the G.P.O. Cairo for dispatch to the flying boats in Alexandria.

This item is correctly franked 4.5 mils the civilian air mail rate (not 30 mil concession rate applicable only to mail from Army and R.A.A.F personnel). Mail was censored on board as indicated by the 'tombstone' censor mark. Incidentally P.O. referred to Petty Officer.

Tony Lyon's second cover (Fig.2) arrived by air in Sydney on 3rd December 1940. Estimated time of posting in Alexandria 21st November 1940. The Sydney was in port at Alexandria from 20th November to 22nd November leaving on 23rd November for Suda

Bay in Crete.

In about October 1940 the civilian airmail rate increased to 47mils. This letter is also, therefore, correctly franked at 47mils.

The final cover in the trio from Alexandria (Tony Lyon's Figures 3 and 3ce) arrived in Sydney on 17th December 1940 and I estimate was posted on board about 2nd December 1940.

The Sydney was in port in Alexandria between 20th November and 9th December 1940. The deputy field censer mark establishes that this item was dispatched through the British Army P.O.

Although the covers from Alexandria are extremely interesting and add considerably to our knowledge of mail from H.M.A.S Sydney the item from Seychelles is the real gem. (Tony Lyon's figure 4 & 4a) I was excited to see the item as it is the first Seychelles to Australia airmail I have seen although I have been studying commercial airmail to Australia for about 30 years. I talked to Rod Perry, who I believe, has more covers than anyone else in Australia and who also has been interested in Australian airmail for a very long time and from his vast holding of covers he could only locate two surface mail items from the Seychelles to Australia. It is obviously a very scarce item in its own right but coupled with its Sydney connection it is, indeed, rare.

Seychelles Islands are a long way from regular airmail routes of the period. Part of the trip to Australia was surface i.e. it is an example of sea/air mail.

Seychelles was a British colony and participated in The Empire Airmail Scheme. Its distance from the Empire air route required the Seychelles P.O. to charge an additional fee for surface transport as it was responsible for the cost of getting the mail to an airport on The Empire route.

When war was declared on 3rd September 1939 The British Secretary of State for the Colonies informed all colonies by telegraph that the 'all up' scheme was to be abandoned and replaced by a surcharged rate- in the case of the Seychelles this was determined as one rupee per 10 grammes plus the cost of surface postage. Thus the letter from the Seychelles is correctly franked at 1R7cents.

Mail from the colony was transported by sea to either Mombasa (Kenya) and then to Kisumu on The Empire Route or by the British/India mail steamer to Bombay and then to Karachi also on the Empire Route. It seems more logical that mail for Australia would travel via Karachi further along The Empire Route in Australia's direction.

Although an air service operated between Bombay and Karachi the Seychelles P.O., not wishing to carry the cost of air transport to The Empire Route, sent the item from Seychelles by surface transport (Fitton 1986). Sydney was in the Seychelles berthed at its capital Victoria on 24th January 1940. The letter is cancelled on that day. The Sydney arrived in Sydney on 10th February 1940. One wonders whether the letter was waiting for shipwright Weller when he arrived?.

There are many gaps in this brief postal history of H.M.A.S. Sydney. Can any reader help with other examples of mail from The Sydney or any other R.A.N vessels.

Please advise the editor if you can help.

REFERENCES

Wingent   Aircraft Moments on Imperial Airway's Eastern Routes

Fitton   Seychelles No3 Airmail History 1938-1971 published March 1986

Startup   Air mails of New Zealand Vol.3

Naval Historical Society of Australia   HMAS Sydney 1971

Cover Story
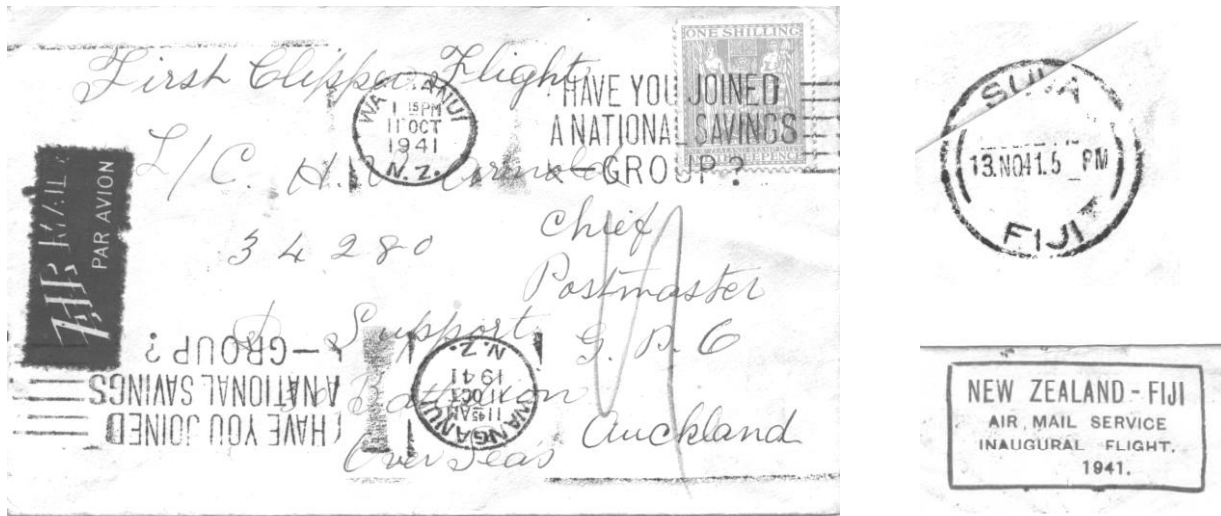
PAN AMERICAN AIRWAYS RETURN CLIPPER FLIGHT 11 November 1941, Auckland-San Francisco via Suva. Cachet applied at Auckland for Fiji mail. Addressed to Lance Corporal from D Support Company 30th Battalion. Airmail rate 1/3d.
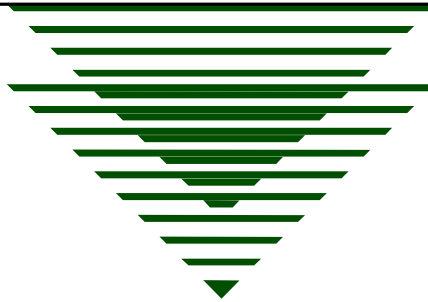
The What's Next Department?

New Zealand Post Corp joins the ranks of the like of Tonga and Sierra Leone whom in the 1960's started to play cut outs. Is it just because they can do it that it is done?

Thanks to Mr R G (Dick) Armstrong of Auckland, New Zealand for his alert.

Will Australia Post see an opportunity? They wouldn't? They couldn't! It's definitely not my cup of tea.

Social Philately: Fabulous Department Stores

By: John Young

Only David Jones and Myer continue as department store names. Myer recently re-badged its Grace Bros stores as Myer, and may itself soon be re-badged if Coles-Myer sells off the department store sector. Fifty years ago there were over 50 department store names in Australia. There has been an extraordinary "rationalization" of the industry.

Of all the different kinds of retail and shopping ephemera that survive, department stores figure the most. Not only did the stores appear on postcards and in travel books – they were in main streets that were standard fare for photographers – but they advertised themselves on their mail outs: and millions of monthly accounts and sale adverts were mailed out. Some have survived in the bottoms of drawers, in hat boxes or tucked in books as bookmarks.

The world's first department store was the Paris Bon Marche (1852). Australian department stores often started as drapers, and slowly enlarged their ranges of goods. Early examples of the massive, full-range stores were John Martin's Adelaide (1901), Anthony Hordern's, Sydney (1906) and Foy and Gibsons, Collingwood (1906). David Jones went from Hobart to Sydney in 1838, and his son Edward evolved the firm into a department store in the 1900s.

By 1948 department stores had 11% of Australia's retail trade (excluding cars and fuel). They set the standards, tone and trends of city shopping. Later, the big stores set the trend for post-war, motor-car shopping, building suburban drive-in shopping centres (Chermside in Brisbane, Chadstone in Melbourne, Roselands in Sydney). Department stores put themselves as the leading "anchor tenants" in the suburban drive-ins, paradoxically creating super-size pedestrianized, full-range shopping complexes around themselves. Ultimately the offspring devoured them, or just about. A social-philatelic display of department stores begins with Aherns in Perth and ends with Winns in Newcastle. Some firms are represented by non-philatelic ephemera, showing how collecting can wander into unexpected byways.

Fig. 1

9
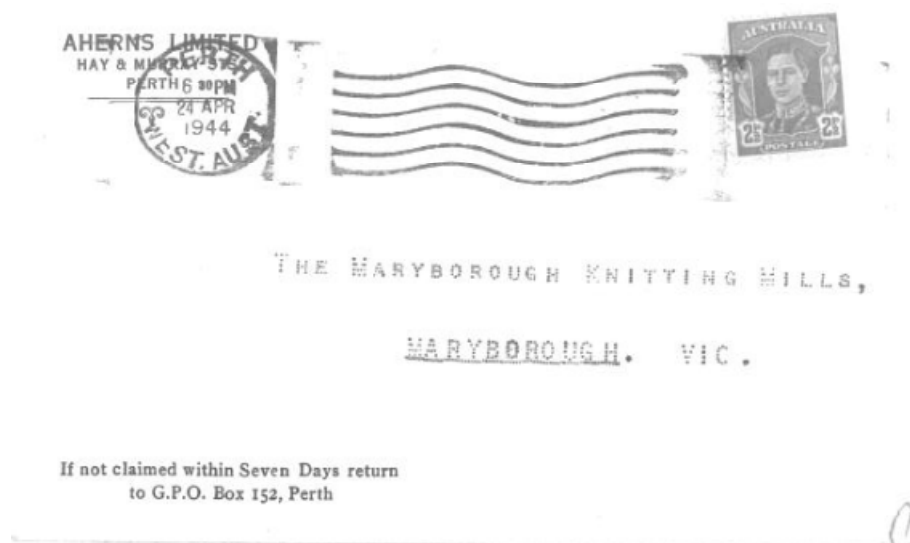
Fig. 2

Allan and Stark (1882) moved to Queen Street after the 1893 Brisbane flood. They built Australia's first drive-in shopping centre at Chermside in 1957. Taken over by Myer in 1959.

Fig.3

Buckley and Nunn started by Mars Buckley in Bourke Street, Melbourne in 1853 or 1854. Taken over by David Jones in 1982.
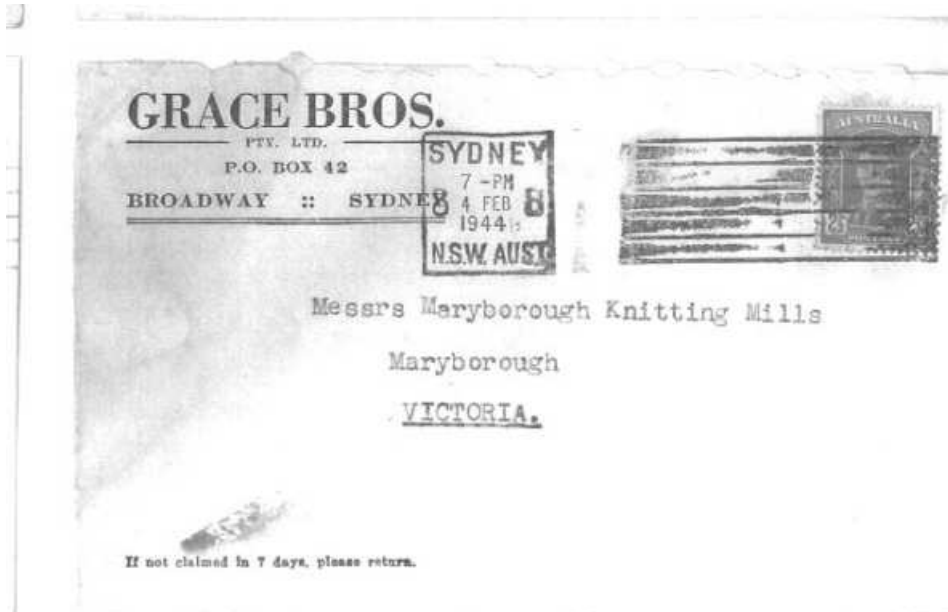
Fig 4

Grace Bros started as a draper's store in George Street, Sydney in 1855. In 1887 they built their massive model store, 10 ha of floor space, on Broadway near the Central railway station. Taken over by Myer in 1983.

Fig 5

Farmer and Company, began by Caroline Farmer, dressmaker and milliner, in 1839. Their department store at Pitt and Market Streets started the 2FC radio station (1923) and had the Blaxland art gallery. Merged with Grace Bros in the 1970s.

Fig. 6

George Fitzgerald charged from wholesaling to retailing in Hobart in 1882. His large department store included the Cat and Fiddle Arcade. Ultimately merged with Harris Scarfe.
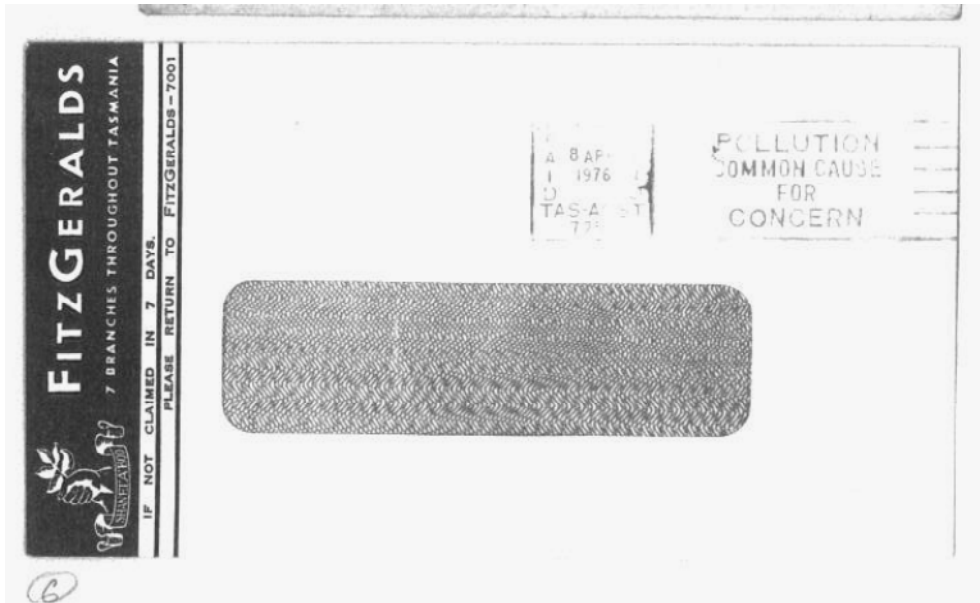

Fig. 7

John Martins, Rundle Street (1866). Rebuilt in 1901 it was Adelaide's premier department store. Its Christmas pageants were renowned. Taken over by the Ezywalkin Group, then by David Jones, in the 1980s.

MURRAY VIEWS NO. 5. DEAN STREET ALBURY, N.S.W.

Fig 8

Mates, Albury's department store. A retail landmark with an auditorium that hosted the formation of Menzies' Liberal Party in 1944. "A friend to the man on the land", Mates was taken over by Burns Philp in 1972.

Fig 9

Sidney Myer started in Bourke Street, Melbourne by taking over Wright and Neill in 1911. He kept the name for the grand bargain sale to mark his arrival in Melbourne.

13
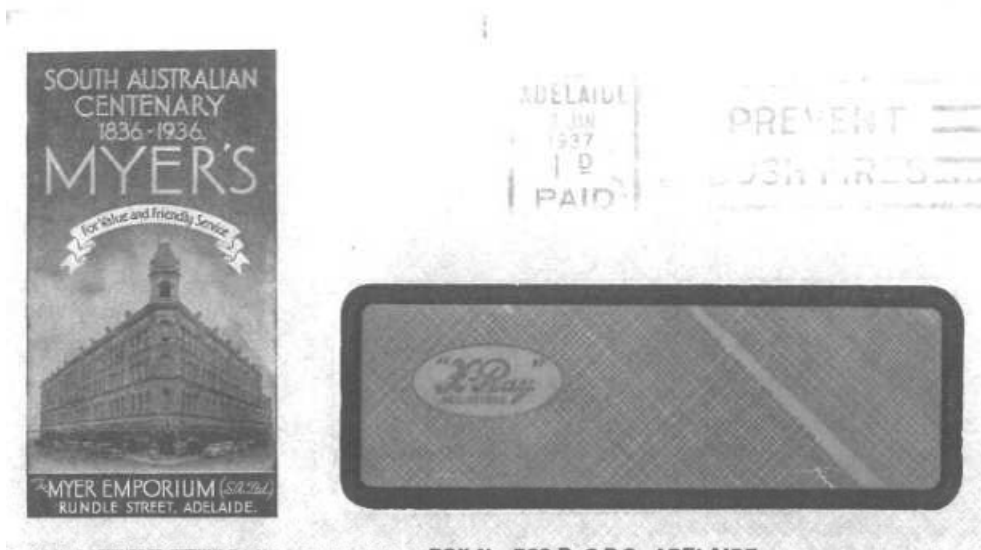
Fig 10

In 1928 Myer expanded to Adelaide, taking over James Marshall and Co., Rundle Street's biggest department store. This centenary envelope depicts the department store built by Marshall in the 1880s, and managed by Sidney's nephew, Norman Myer.
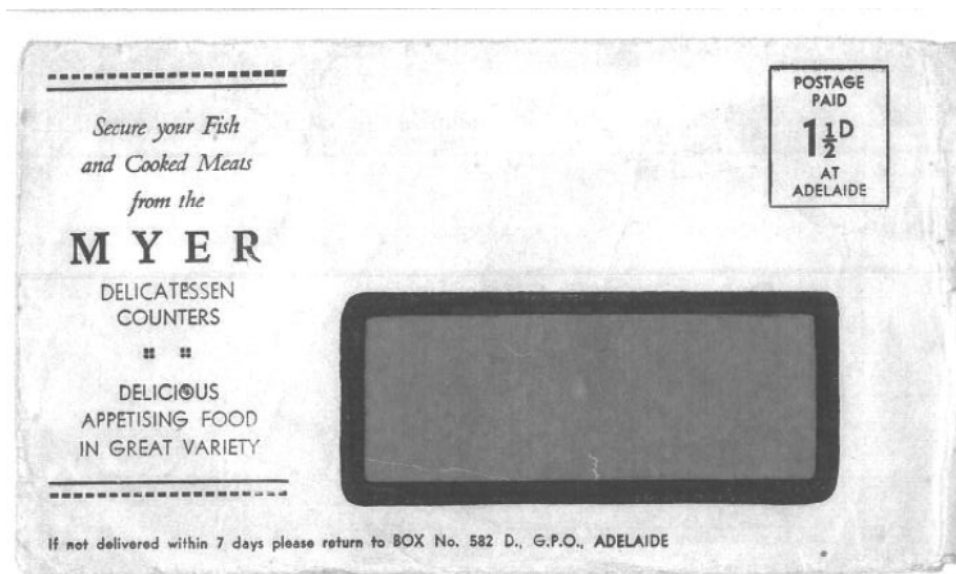
Fig 11

Myer had the host of departments and in-store facilities. Some had their own stationery.

Fig 12
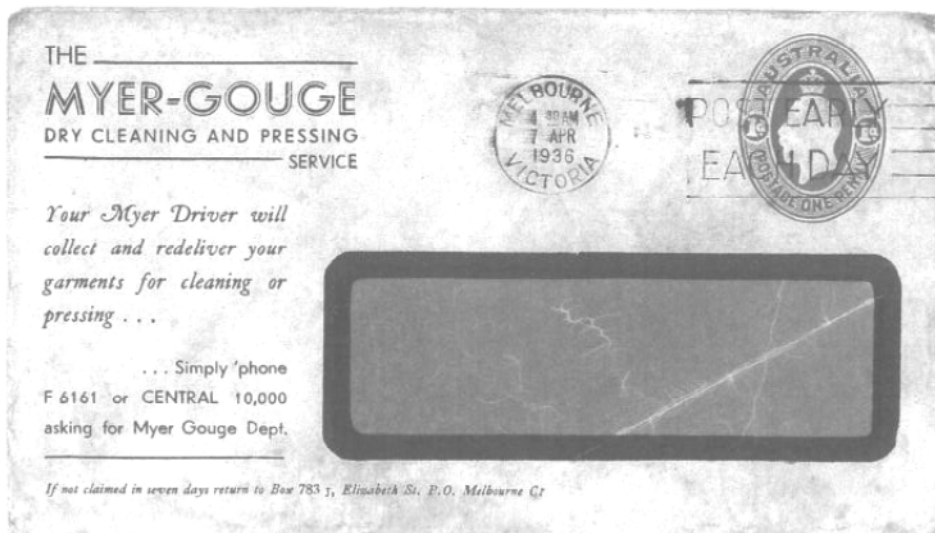
Fig 13
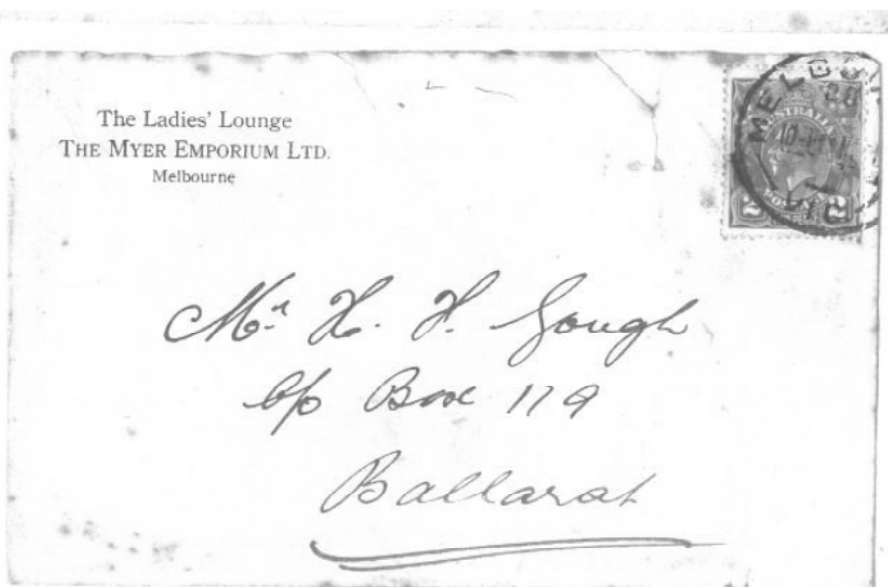
Fig 14
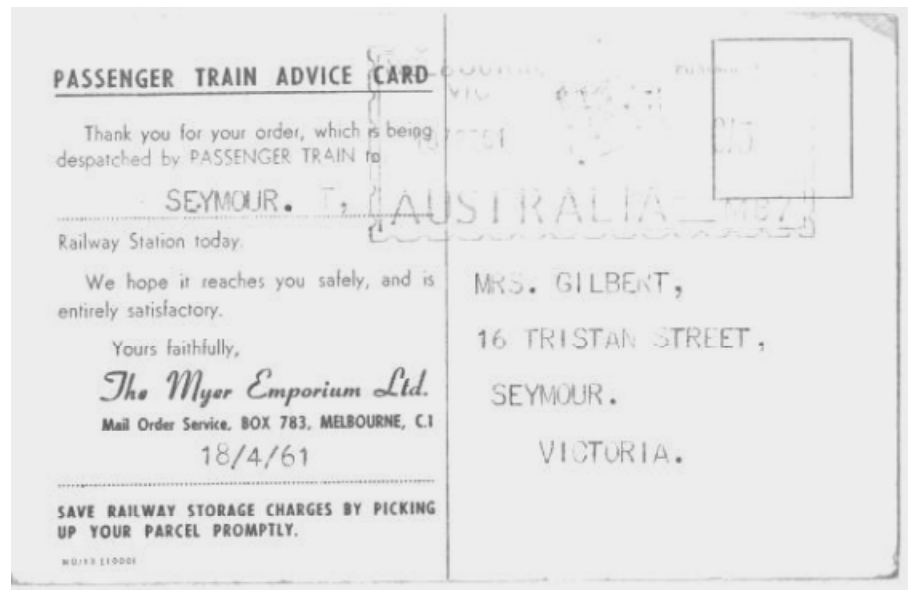
Fig 15

Myer had a fleet of vans for metropolitan home deliveries, and used the railways for country customers. They were sent a postcard to tell them to collect their purchase from the railway station.

Fig 16

William and Isaac Winn started their drapery business in Hunter Street, Newcastle in 1878. They expanded to Sydney and had a strong mail-order business. Their Newcastle department grew by patient property acquisitions, finally having 200 employees. Closed in 1982.

Please note: This article is based on a collection to be displayed at the society's meeting in February 2006.

QUEENSCLIFF AND POINT LONSDALE POST OFFICES

By Ian Borrie

QUEENSCLIFF

In 1841 Fairfax Fenwick was granted a grazing lease of all land east of the "Narrows", the narrow strip of land linking what are today Queenscliff and Point Lonsdale. Fenwick built "The Homestead", a timber cottage, at the west side of the north end of the present Learmonth Street. In 1845 Governor La Trobe built his holiday cottage between "The Homestead" and the top of the hill, where St. George's Church now stands. J.W.Stevens took over the pastoral lease from Fenwick in 1850 and permitted Charles Dod and his family to reside there. That arrangement and permitted Charles Dod and his family to reside there. That arrangement continued even when, in 1852, the lease was transferred to William Harding for the remaining few months of its term. Later in 1852 the land reverted to the Crown. The area was known as "Shortland Bluff" until 23 June 1853 when the town, "Queenscliff' was proclaimed. The town had been surveyed and subdivided. Its allotments were sold by the Crown in 1853, except for "The Homestead" which remained in the hands of the Crown. Dod and his family continued to reside there.

On 1 May 1853 the Shortland Bluff Post Office was opened at "The Homestead" with Charles Dod as Postmaster. The first postmark was the barred oval type with numeral "62". Although the town name was proclaimed "Queenscliff" on 23 June 1853, it was not until 1 January 1854 that the Post Office name was changed to "Queenscliff", when an oval date stamp was introduced and often used in duplex with the barred oval canceller. (Fig 1). From 9 July 1861 the barred oval postmarks were replaced with barred numeral postmarks. In the first allocation of the new postmarks Queenscliff was given number 70. (Fig. 2 shows the barred numeral 70 in duplex with a circular date stamp)

Fig. 1

Fig. 2

Most mails for Geelong and the Western District were unloaded at Shortland Bluff, thus saving the delay of them first being taken to Melbourne. In about 1852 George Tobin, who had established the first pilot service, retired from that service and obtained the first contract to carry mails to and from Geelong.

By proclamation of 22 July 1853 it became compulsory to land all mails to and via Geelong at Queenscliff. That, however, became the subject of an Inquiry before a Select Committee between October 1853 and February 1854. On 15 February 1854 the Committee recommended it should no longer be compulsory to land mails at Queenscliff; but left it to the discretion of each ship's captain.

On 2 June 1855, a contract. to carry the mails between Queenscliff and Geelong six days per week was awarded to Thomas Gibson at a fee of £1200 per annum, for which he also undertook to provide two horses and a spring cart. Subsequently, mails between Queenscliff and Geelong were carried by various horse drawn vehicles, including Cobb & Co. coaches, which had a depot in Queenscliff. With completion of the rail link to Geelong in 1879, mails were also carried by train and, later, by motor vehicles.

Charles Dod remained Postmaster until his death in April 1868. His widow, Anna Marie Dod, who was substantially younger than Charles, took his place until July 1869 when the Postal Department and Telegraph Department were amalgamated. She was succeeded by the Signal Master, G. S. Caldwell, who was appointed Post and Signal Master. The Government, recognising the plight of the Dod family, appointed Charles Dod's daughter Assistant Postmistress and employed his son, Henry Charles Dod, aged 15, as a telegraph messenger. As a result of the amalgamation, the Post Office was moved to the building housing the telegraph office. (Fig. 3). That building, now within the Queenscliff Fort walls, was built in 1854-5 by George Moody to Public Works Office plans. Still standing and in good condition, it is one of the oldest buildings in Queenscliff and is the second oldest telegraph station surviving in Victoria.
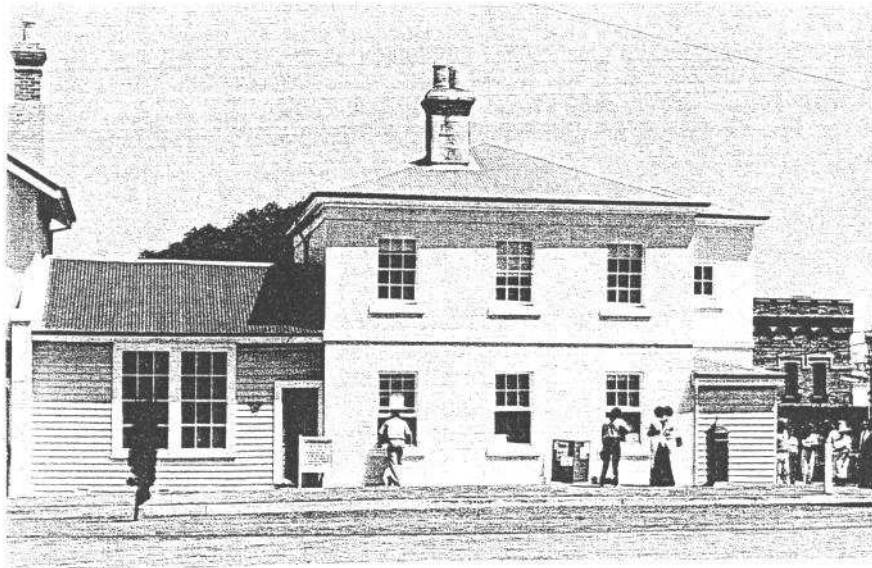
Fig 3 Telegraph Office building at the time of the re-enactment of the mail coach run;

21 Nov 1982

In July 1875 Henry Charles Dod, at the age of 21, succeeded Caldwell as Post and Signal Master. He remained in that post until he was transferred to Colac in 1884. In that year 46,712 letters passed through the Post Office. Ten years later that had almost trebled. The Dod family lived in "The Homestead" until it was demolished in about 1880. it having been purchased by Anna Dod in 1877.

In 1883 a wall with keep and battlements was being constructed around the gun batteries and buildings on Shortland Bluff to form the Fort. As it enclosed the Post and Telegraph Office building, the Post Office was moved on 28 April 1883 into temporary premises in a house in "Pilots' Row" at the south end of Gellibrand Street, near the Fort, whilst a new Post Office, including an upstairs residence, was being built at the corner of Hesse and Hobson Streets in the heart of Queenscliff. The new Post Office was opened on 4 September 1887. (Fig. 4).

Fig. 4. Queenscliff Post Office circa 1905.

Additions and alterations were made to the Post Office from time to time by adding a portico, post boxes and public telephones. The building was painted white. The alterations were far from harmonious. (Fig. 5).

Fig. 5. Post Office 1968.

In 1987 it was decided to restore the Post Office to its former glory and to modernise its interior. Consequently, from 13 July 1987 until 29 August 1989 the Post Office operated from temporary premises at the Council offices in Learmonth Street. The restored Post Office now graces Hesse Street in the central business area of Queenscliff.

On 1 October 1998 Australia Post ceased to man the Queenscliff Post Office. It was changed to a Licensed Post Office with the premises being leased to Mr and Mrs Alan Moloney who conducted the postal services under license from Australia Post.

POINT LONSDALE

Point Lonsdale Post Office was established on 5 January 1902 at the light keeper's quarters and was allocated a barred numeral postmark 1722. A circular date stamp was introduced on 5 January 1903 and was used separately or in duplex with the barred numeral until the latter was discontinued some years later.

In 1910 the Post Office was moved to Gill's General Store in the centre of Point Lonsdale village. Edward Lockington Gill held the contract to conduct a postal agency there from 1910 to 1939. Later, the Post Office was moved to the Newsagency. (Fig 6). The Newsagency building was demolished in the 1980's and the Post Office continued in the Newsagency in the new building.

Both Queenscliff and Point Lonsdale share the same postcode 3225.

Fig. 6. Point Lonsdale Post Office 1982.

Postcards

An adjunct to collecting postmarks is to endeavour to find a postcard of the post office. Here is an excellent example showing Ballarat circa 1914.

Information Required

We have three questions from William Hempel of Denmark and I am sure someone will know the answer. Please advise the editor if you have any information. The email and address is on page 2 of the journal.

SYDNEY HARBOUR BRIDGE

In 1991 I visited Sydney for one week so the bridge is something I remember.

For some years I was editor and chairman of the Maritime Stamp Club in Denmark. I also supplied several articles myself. One was about the Sydney Harbour Bridge and the stamps ASC 143-148, 495-500, 721, 362-63 (SG 142-44, Cook 459-464, 864, 705, 1375/6).

The stamp design from 1932 shows view of bridge from south-eastern side with R.M.S Orford, one of the largest passenger ships then on the Australia to England run.

The 5/- stamp shows the ship entering the harbour, to the left is a road leading down to the left below the pillars that hold the bridge.

The postcard has on the left, in front of the pillars, no road but buildings with towers and to the right the branches of a tree frames the side. The ship is leaving the harbour, and although it has 2 funnels they are rather small, and after that a lifeboat is visible. Is it a harbour ferry ?

The postcard also lower left has the text: SYDNEY HARBOUR BRIDGE SYDNEY, and lower right V 28. The card is used and sent from Sydney on October 27, 1950.

When was this postcard made? To me it seems the stamp artist has used it to design the stamp, only he exchanged the 'ferry' with the more impressing R.M.S Orford. The view towards the bridge is taken from almost the same place, it seems to me.

There is the information that it is a "Valentine's Postcard" but who was that ? The "BY AIR MAIL" label" covers the information, and was it issued before the stamp in 1932 ?

William Hempel

Denmark

A Valentine's card is used and sent from Sydney on October 27, 1950.

Kingfishers

As I also collect kingfishers and kookaburras on stamps I need some information regarding the mint postcard from South Australia, which is printed in blue and the size is 14 x 8,8 cm. I used to have a catalogue from Seven Seas Stamps that also listed postcards and covers besides stamps. But my 29th edition does not have this information. Is it possible to learn who printed this card, when, how many were printed? In April I shall exhibit some of my kingfisher collection at BIRDPEX 5 held 29-30 th April 2006 at Norresundby a city in northern Jutland. (Anybody interested in this exhibition may contact: leif.w.rasmussen@mail.tele.dk).
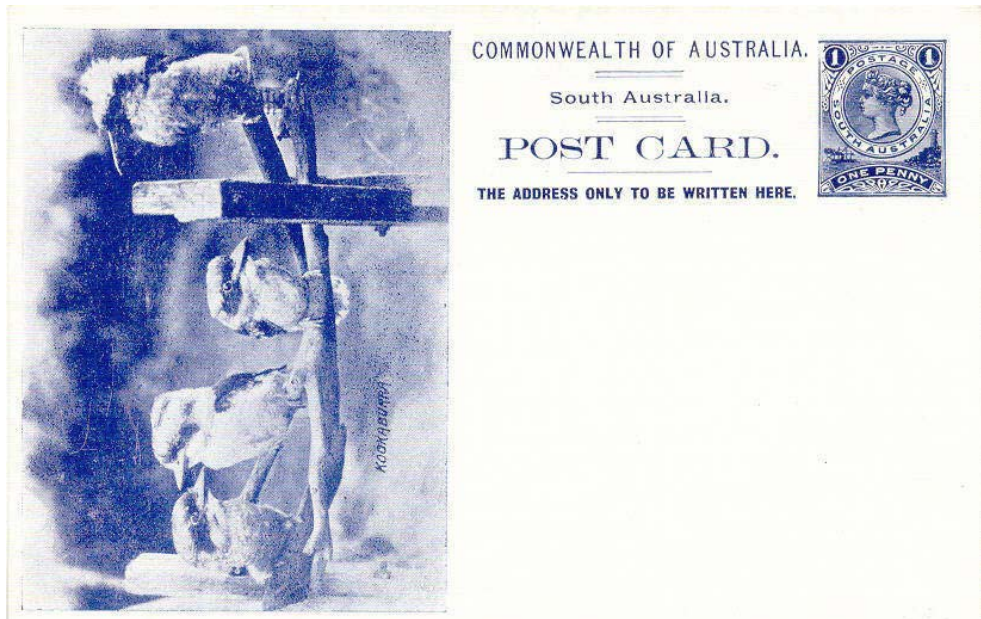
Rose Series. could you perhaps tell us about these postcards. I have seen some of these postcards, but who made them and how many were made. (The publisher was the Rose Stereograph Co., Armidale, Victoria and I would think 1950's. I have two cards of scenes from Tasmania Series P. 12304 & 12310. ed.)


THE ROSE SERIES P. 292   SILVAN RESERVOIR FROM SUMMIT OF MT. DANDENONG, VIC.

R.M.S. HOMERIC

By William Cochrane

Having always had a love of ships and naval history, I suppose, as a philatelist, it was only a matter of time before I developed an interest into maritime postal history. Like many philatelic pursuits it has become quite an obsession!

Recently I acquired paquebot postcard from the S.S. "Homeric" and I was determined to find out more (Fig 1)

WHITE STAR LINE.

TWIN-SCREW R.M.S. "HOMERIC." 34,351 TONS.
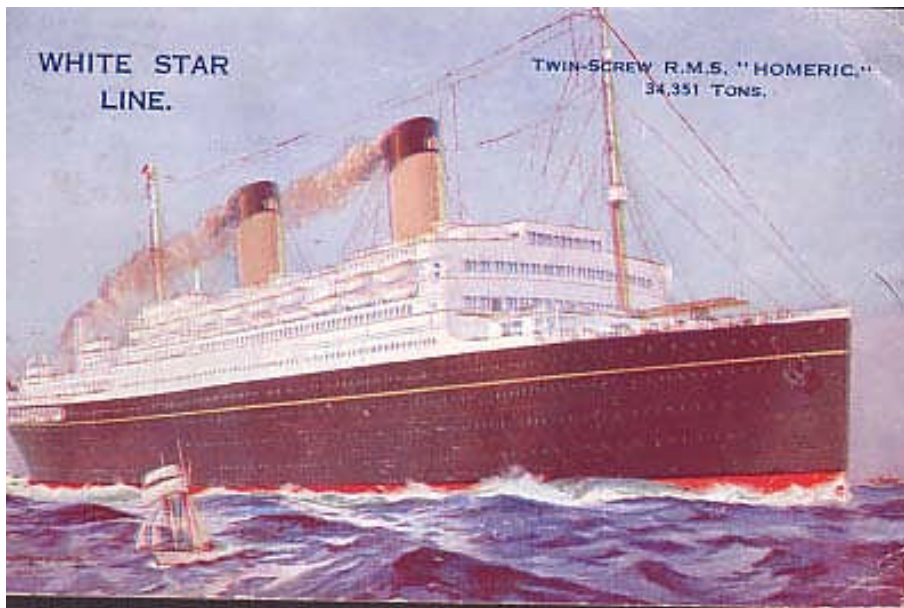
Fig 1

On the reverse is a short letter is on the reverse.

It reads as follows:

July 4

Monday.

"Dear Joe,

This is the top-deck of the thing you see on the other side.

Mama and Papa and some others saw me off midnight Saturday, I was I was happy only when sitting down. But everything is lovely now.

.You might write me some time..

The card bears a Paquebot mark and a New City cancellation for July 15 1927 and is addressed to Iowa. (Fig 2.)
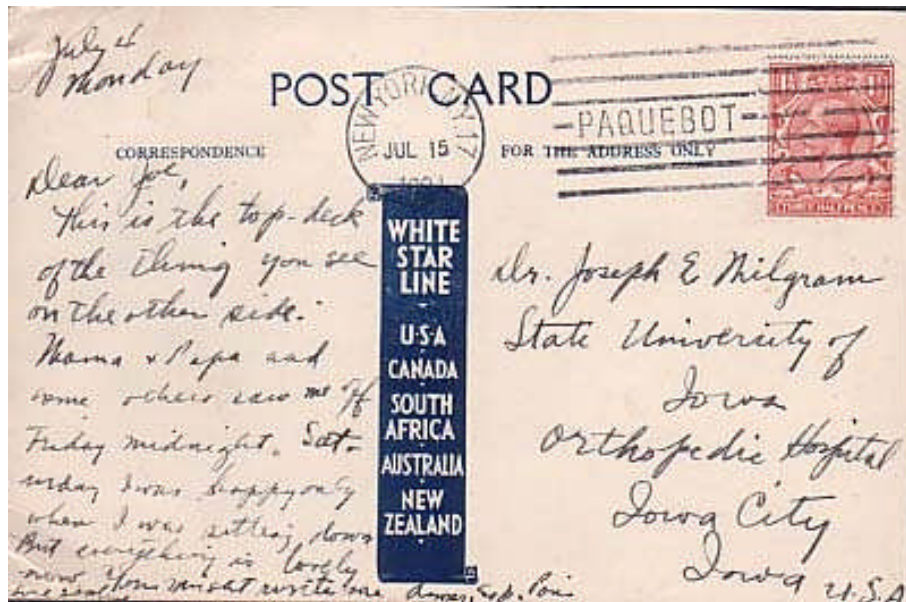
Fig 2

A pocket history of the liner will paint a broader picture:

The "Homeric" started life as the German vessel "Columbus" The hull of "Columbus' was originally launched in 1913, having been built by F. Schichau of Danzig, for the Norddeutscher line but remained unfinished for the duration of WWI (Fig 3)
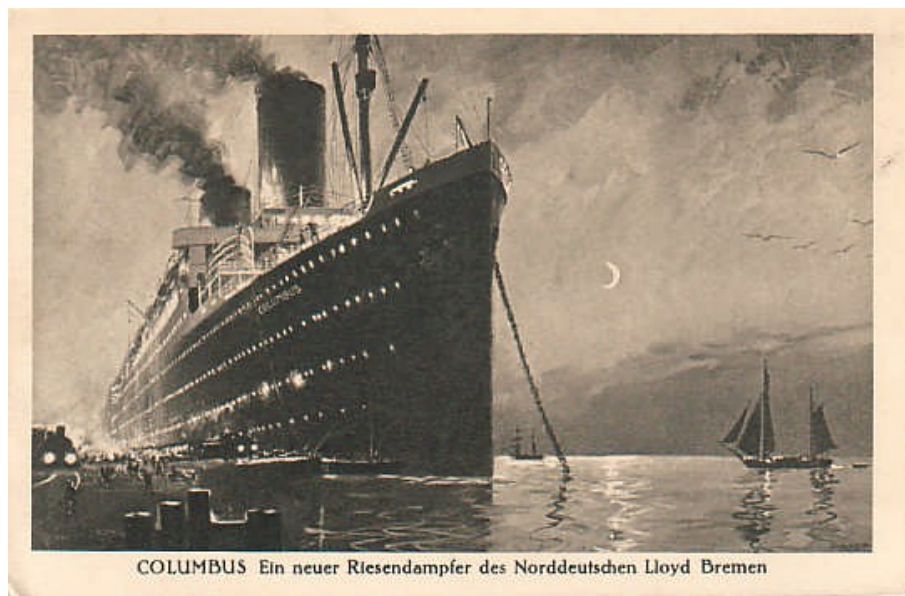

COLUMBUS Ein neuer Riesendampfer des Norddeutschen Lloyd Bremen

Fig 3

In 1919 "Columbus " was ceded to Britain, sold or (given as replacement to the White Star Line and was completed as a coal burning ship (even though the technology was out of date). It was not until 1922 that she was finally delivered and renamed "Homeric". In 1923 she was converted to oil and in early 1924 was given a refit. She was slow (at least 20% slower than other ships of the time) but apparently was very stable and was popular for this reason.

Along with the "majestic' and the "Olympic" White Star used her on the transatlantic run from Southampton to New York, stopping at Cherbourg. She was the smallest of the three at 33,526 tons (Fig 4). She was scrapped in Scotland in 1936 after only 13 years in actual service.

Fig 4
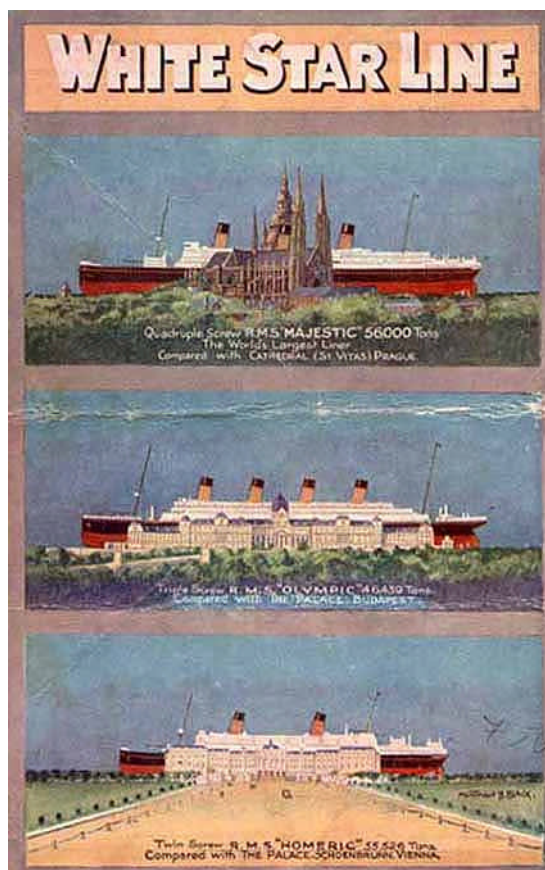
Information please

William Hempel, member in Denmark has received the following request from Poul Larsen Can anyone help? Send reply to me and I will on forward to Poul.

'Hello William

Here is the postcard, which was mailed from Perth in

Australia to Denmark on the 24th of September 1898 (SHIP MAIL ROOM PERTH) with arrival in Denmark on the 21st of October 1898.

I would to know what ship has transported this postcard to Europe ?

I have checked the P&O line, the German ships and the French ships, but the dates don't fit.

Could you please help me'

Regards Poul

ROYAL AUSTRALIAN NAVY MAIL

Ronald M. Lee

Ron Lee is currently producing a monograph on the mail of the Royal Australian Navy. He will be producing from time to time notes on material connected with various ships.

The first such item appears in this journal. It is hoped that members will be able to provide further information. Any information should be sent to the journal's editor.

Australian ships served in many countries overseas and an indication as to where they served can be found in the abbreviated schedules. It is hoped that some Australian naval items may be discovered in specialist country collections

H.M.A.S. AUSTRALIA (1)

Battle Cruiser

Indefatigable Class

Number of Crew 820

Construction completed 21st June 1916

Service in Pacific and Atlantic during W.W.1.

1914

August-September   Departed Sydney to Rabaul New Britain, Bougainville, Port Moresby, Noumea New Caledonia, Suva Fiji,
Apia Samoa, Suva, Herbertshoe New Britain, Rabaul,

October- December Rabaul, Suva, Fanning Island, Chamela Bay Mexico, Galapagos Islands, Colombia, Panama, Colombia, Peru,
St.Felix Island, Valparaiso Chile, Magellan Straits.

1915

January

Falkland Islands, Brazil, Cape Verde Islands

28th January

Arrived Plymouth England. Until April 1916 patrolled North Sea from naval base at Rosyth, Scotland. Also operated from Scapa Flow.

1919

15th June.

Returned to Sydney its home base

1924

12th April   Scuttled.

Censorship

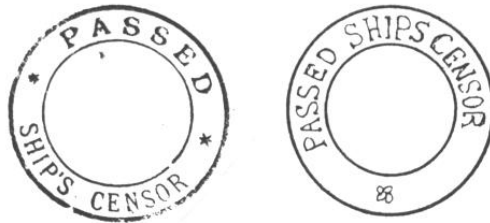Two types of censor marks used on board (Fig.1).

Fig 1

Mail is cancelled with a security canceller the shape of propellers (Fig.2) or crosses (Fig.3) and other security canceller types.
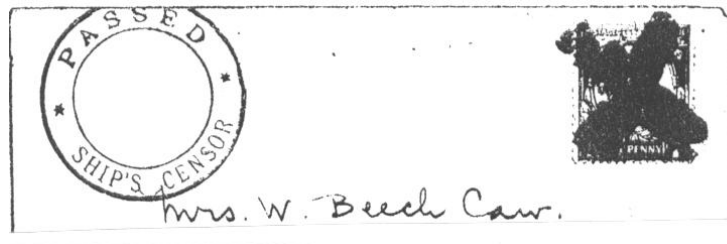

Fig 2

Fig 3

Machine cancellers were used at the larger naval bases and (Fig.4) shows machine cancellers used at the Fleet Mail Office Scapa Flow.
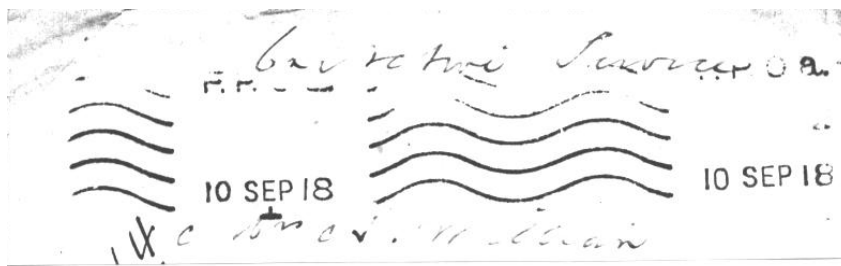

Fig 4

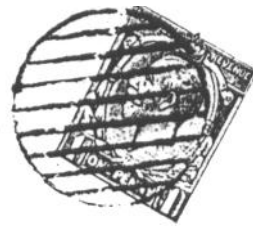An 8 bar dumb canceller used at shore bases which were issued in November 1914 to Scapa Flow base P.O. (Fig 5).

Fig 5

Postcards

Postcards of the crew and ships have been produced

Stationery

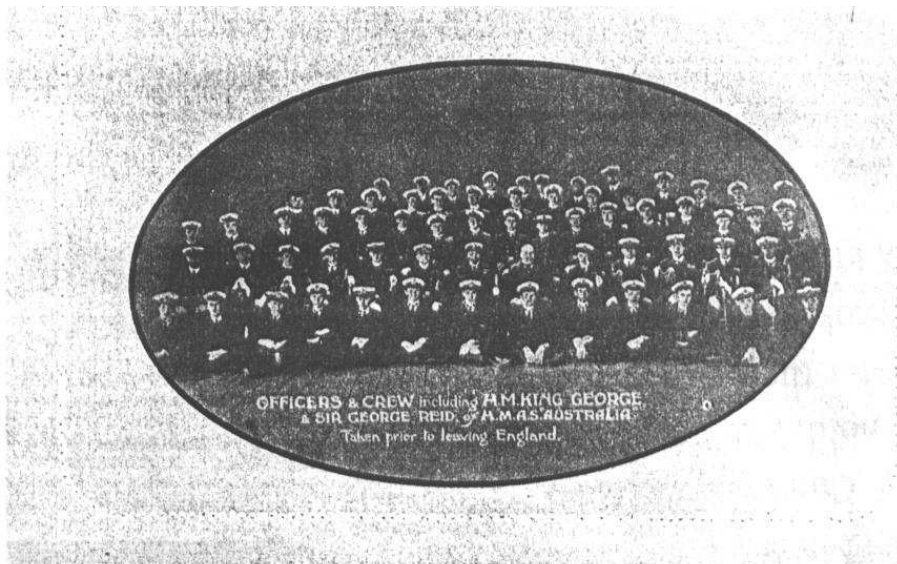Australian lettercards were issued during W.W.1. with illustrations on back of some Australia 1. crew (Fig 6).

Fig 6

National Exhibitions 2006/07

August 18-20	<u>Stampex</u> 2006 Ridley Centre, Wayville Showgrounds, Adelaide, SA	National	Secretary: A Downes PO Box 83 Ingle Farm SA 5098	Entries close 28 April 2006
August 26-28	<u>River City 2006</u> RNA Showgrounds, Brisbane	National One Frame	Secretary: M Colllins 18 Coolcrest St Wynnum QLD 4178	Entries close 30 June 2006
November 2-5	<u>Kiwipex 2006</u> Christchurch Convention Centre, Christchurch New Zealand	National	Erica Genge PO Box 9800 Hobart Tas 7001	Entries close 31 May 2006
March 30—1 April 2007	<u>Northland 2007</u> Forum North, Whangarei, New Zealand	Specialised National	Secretary: Monica Comrie Suester Rd RD 9 Poroti, Whangarei, New Zealand	Prospectus will be issued January 2006

Hand-Held Date Stamps

Coordinated by George Vearing

As another year draws to a close, I wish to thank all the people that have kept this article going although a little light on material at some stages.

During 2003, a postmark survey was conducted in New South Wales by Richard Peck and as such I finished up with a lot of material for this article. As I only collect postmarks from Victoria, I have no need for them and will give them to anyone who wants them. As they are all on post office covers, weigh about 1.5kgs, the only cost would be the postage.

Many thanks to Frank Adamik, John Tracey, Richard Peck and Ian Cutter for their contributions to keep this column going.

N.S.W.:- Earlier datestamps-CROPPA CREEK (65/28).

A.C.T.   QLD.

S.A. :- Earlier datestamps-GLEN OSMOND (77/32)
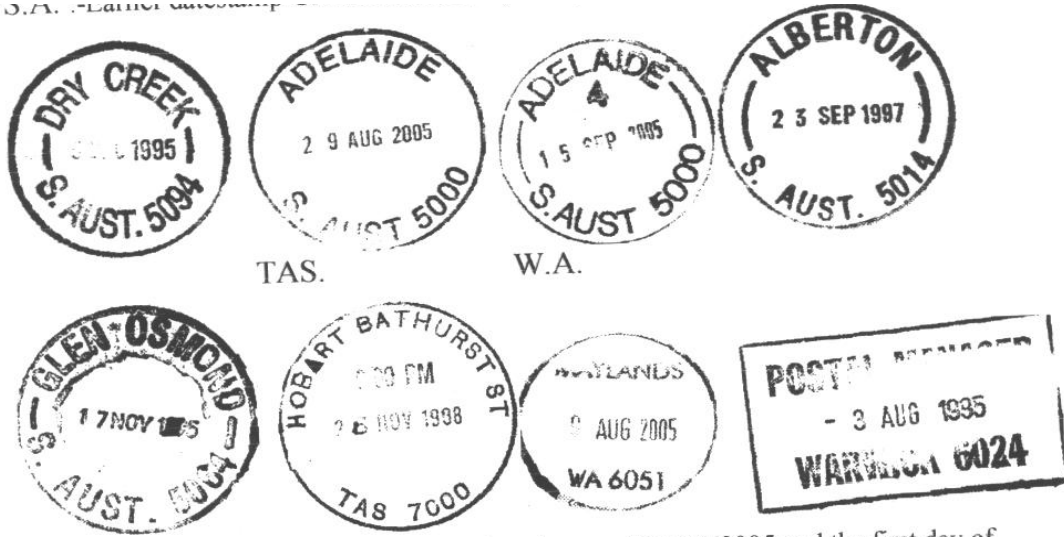
VIC:- The KINGLAKE (87/34) possible last day was 29 OCT 2005 and the first day of the one in this edition was possibly that same date. Earlier datestamps:- AXEDALE (65/32), BEALIBA (76/34), CHILTERN (90/33), DINGEE (76/34), ECHUCA SOUTH (72/31), LAKE

ECHUCA RETAIL
4
12 AUG 2005
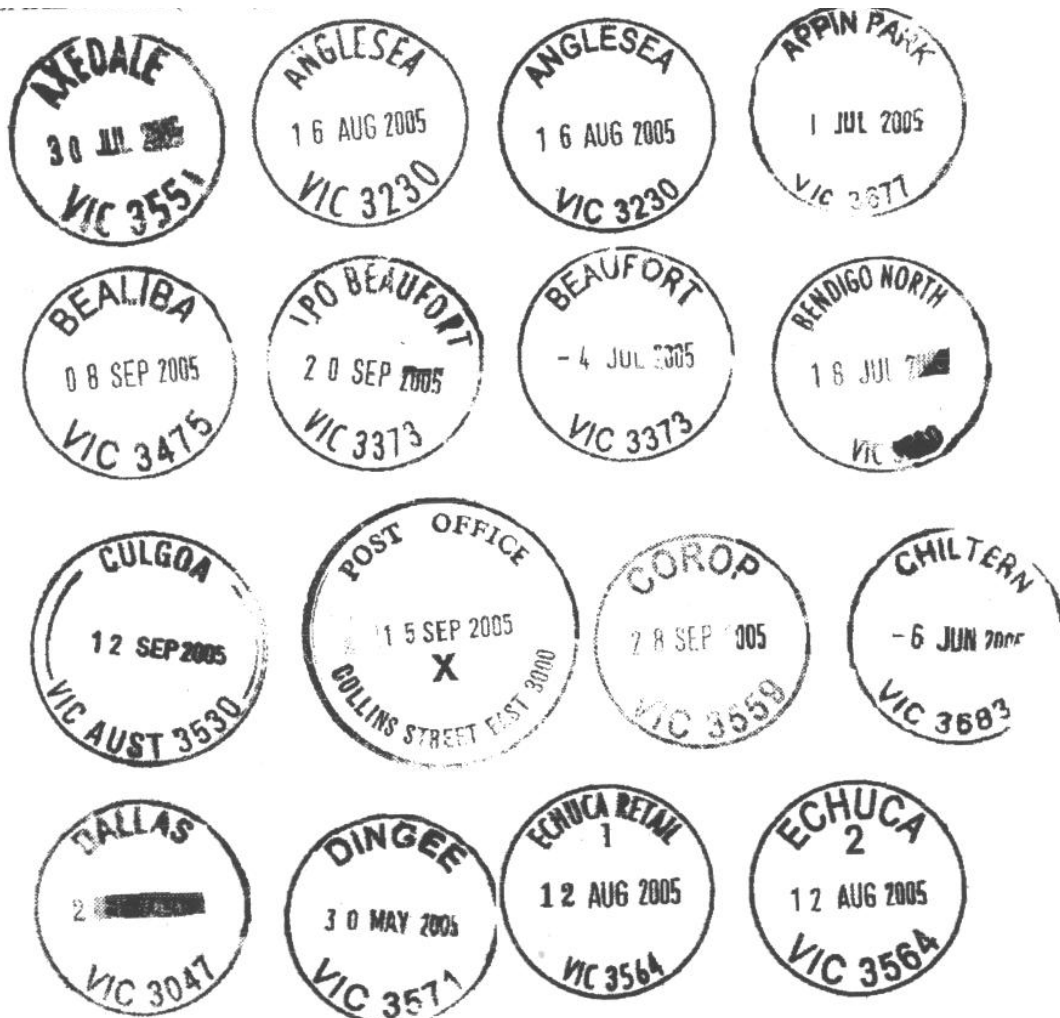VIC 3666

FITZROY NORTH
0 7 AUG 2005
VIC

FOSTER
No.1
2 1 SEP 2005
VIC. 3960

FOSTER
2 1 SEP 2005
VIC 3960

Business POST
CENTRE
1 5 SEP 2004
Geelong Vic 3220
(03) 5228 5522

GLENROWAN
2 1 JUL 2005
VIC 3675

GOORNONG
2 9 JUL 2005
VIC 3557

LICENSED POST OFFICE
$6
KALLISTA VIC 3791

Australia Post
KINGLAKE LPO
2 9 OCT 2005
VIC 3763

LAKE BOGA
3 0 MAY 2005
VIC AUST 3584

LITTLE RIVER
13 APR
VIC 3211

LORNE
0 4 AUG 2005
VIC 3232

LORNE
0 4 AUG 2005
VIC 3232

MELBOURNE LETTERS CENTRE
6 F
1 1 FEB 2003
MELB VIC 3000

PANTON HILL
1 9 OCT 2005
VIC. - 3759

POSTAL MANAGER
2 9 OCT 2005
RESEARCH VIC. 3095

SMITHS GULLY
POST OFFICE
2 9 OCT 2005
VIC 3760

SANDHURST EAST
LPO
- 5 OCT 2005
VIC 3550

Business POST
CENTRE
C
1 8 JUL 2005
Shepparton Vic 3630

SHEPPARTON B.C.
2 5 JUL 2005
VIC 3630

TARNAGULLA
3 1 OCT 2005
VIC 3551

VIOLET TOWN LPO
2 8 JUL 2005
VIC 3669

POST OFFICE
7 JUL 2005
YARRAWONGA, VIC. 3730

YARRAM
1 4 APR 2005
VIC 3971

Here are two interesting items, the first by John Tracey on an article of redirected mail and the writing from John says it all. The second may be a new canceller or someone has grabbed the closest canceller to them and used it.

The item from John has been cut and modified to fit as it was originally a large letter to send a stamp catalogue through the mail. The second one has been reduced slightly to make it fit on the page.

1.

Sotheby's
926 High Street
Armadale VIC 3143

This envelope contained a Catalogue over 3 lbs in weight - I had obtained a copy whilst in London. I forwarded this posted copy to a friend in Adelaide. It was returned with this cancel - I suppose ADELAIDE or it could be MELBOURNE. Does my dead body will I pay any extra postage John Tracey 28.6.05
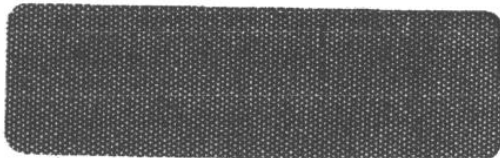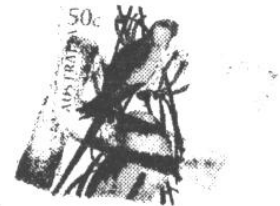
Mr John Tracey

POSTAGE PAID AUSTRALIA

DLO
2 6 JUN 2005
UNDERPAID
To be paid by
Addressee

2.

"Wine Packaging People"
NELLIE PRODUCTS PTY LTD
P.O. Box 763, Bayswater, 3153
Melbourne, Victoria, Australia.

www.nellie.com.au

50c

Urban Myths

By Harewood

As with a daily onslaught of prospectus that Harewood has to consider plus e-mails from his global connections, it all provides him with an eclectic source of useful data. Thus he's not quite sure how much of the following is true, so one must use their own discretion.

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are "limbs" thus painting them would cost buyer more. Hence the expression, "Okay, but it'll cost you an arm and a leg."

As incredible as it sounds, men and women took baths only twice a year (May/October)! Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs so to clean them they would carve out a loaf of bread, put wig in the shell and bake it for 30 minutes. Heat would make the wig big and fluffy, hence the term "big wig." Today we often use the term "here comes the Big Wig" because someone appears to be or is powerful and wealthy.

In the late 1700's many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The "head of the household" always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called one sitting in chair a "chairman." Today business uses the expression or title "Chairman of the Board."

Personal hygiene left much room for improvement. Thus many women and men developed acne scars by adult-hood. Women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other if a woman began to stare at another woman's face she was told, "Mind your own bee's wax." Should the woman smile, the wax would crack, hence the term "crack a smile." In addition, when they sat too close to the fire wax would melt thus the expression "losing face". Ladies wore corsets laced up in front. A proper and dignified woman as in "straight laced" wore a tightly tied lace.

Common entertainment included playing cards. However there was a tax levied when purchasing playing cards but only applicable to the "Ace of Spades." To avoid paying the tax, people would purchase 51 cards instead. Since most games require 52 cards such people were thought to be stupid or dumb because they weren't "playing with a full deck."

Early politicians required feed back from the public to determine what people considered important, but as there were no phones, TV's or radios politicians sent their lackeys to local taverns, pubs, and bars. They were told to "go sip some ale" and listen to people's conversations and political concerns. Many were dispatched at different times. "You go sip here" and "You go sip there." The two words "go sip" were eventually combined when referring to local opinions and thus we have the term "gossip."

At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on customers and keep drinks coming. She had to pay close attention and remember who was drinking in "pints" and who was

drinking in "quarts" hence term "minding your "P's & Q's."

One more: bet you didn't know this! In the heyday of sailing ships, all warships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem: how to prevent the bottom layer from sliding or rolling from under the others?

The solution was a metal plate called a "Monkey" with 16 round indentations. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey. Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey." (All this time, you thought that was an improper expression, didn't you?)

Footnote: This glorious piece of 18th century historiographical data came to Harewood via an European nondescript source, with the veiled threat that: "If you do not alert readers, your floppy is going to fall off your hard drive and kill your mouse." More pertinently, if you can read this, thank a teacher, but more succinctly, if you are reading it in English, thank a soldier!

Now Harewood would like to take this opportunity of thanking all of the dedicated APS members for their advice and critical acclaim throughout the past year. He sincerely hopes and trusts that the 2006 years brings forth more spurious threats of seditious behaviour and that he may return to more taciturn and enlightening philatelic issues and topics.

Travel safely and bon voyage till 2006.

Minutes of General Meeting held 21 November 2005

President David Brindle welcomed 12 members - there were two apologies.

He then introduced Mr John Boykett who presented the syllabus for the evening, 'South Australia Postal Stationery from 1876'. Mr Boykett explained that his subject is under-researched and with little published on Colonial postal stationery, other than for Victoria [Steig] and Westralia [Pope]. He outlined the parameters of postal stationery as postal matter which either bears an officially authorized pre-printed stamp or device or inscription indicating that a specific face value or related service has been prepaid.

The display commenced with postcard examples of the Id purple first Waterlow printing of 1876, die proof and specimens, original wrapper, official and OS over-prints, reply cards together with forged OS overprints. Then followed the 1882 wrapper in 11/2d purple; 1883 DLR 1/2d wrapper proof, specimen and OS examples; 1888 green Id wrapper with usage to some exotic destinations; 1893 Id brown with OPSO error 'PUBLC'; 1895 red Id; 1900 purple 1/2d wrapper reprint; 1903 official pc with OHMS; 1905 new plate for Id brown with revised inscription; examples of the 28 scenic cards of 1908; 1909 SAR scenic series; 1910 official Tourist & Intelligence Bureau series; but regrettably NO 1908 FB ppc's; and concluding with the unique red Id parcel wrapper.

Mr Brindle invited members to join in the commentary and discussion on such a rewarding and very stimulating display. Ms Irene Kerry gave an enthusiastic appreciation to Mr Boykett with support from My Lyon.

The minutes of the 17 October meeting were proposed by Mr Brindle and seconded by Mr Lyon. There being no further business the meeting was closed at 10pm.

What YOU can do to help
the Australian Philatelic Society

◆   Sign up a new member

◆   Write an article for the Journal
(Better still, write two!)

◆   Send the Editor any interesting philatelic news

◆   Come to the monthly meeting if in Melbourne

◆   Help George Vearing with his Datestamp Notes

◆   Get involved in one of the Study Groups

◆   Enter the Society Competitions

◆   Volunteer to display your collection at