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(Incorporating: The Date Stamp and Australian Journal of Postal History)

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Meetings: The Australian Philatelic Society meets bimonthly on the third Monday of (February, April, June, August, October, December), at 7.45 pm at the RSL Canterbury Memorial Homes, 152 Canterbury Rd, Canterbury, Melway Ref: page 46 C 10/11. Visitors welcome.

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Webmaster: Website address: <http://www.aps.org.au>

Correspondence: All to the Secretary except as noted. Journal articles to be with the Editor by 15 February, May, August and November respectively.

<u>Secretary:</u>	<u>Australian Journal of Philately</u>	<u>HHDS Notes</u>
Irene Kerry	Tony Lyon	George Vearing
PO Box 7014	6 Allaware Ave	Box 426
Hawthorn	Croydon, Victoria 3136	Mooroopna, Victoria 3629
Vic 3122	Australia	Australia
Australia	Phone: 03 9779 9285	Ph: 03 5825 3194
	E-mail: lyonaj@optushome.com.au	georgedwv@optusnet.com.au

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2010 Programme

18 October 2010	Michael Barden	"Belgium International Expo & Trade Fair"
13 December 2010	Christmas Meeting	4 sheet on any topic
21 February 2011	TBA	

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Editorial

Tony Lyon

Well by the time you read this the AFL Grand Final will be well and truly won. All that will be left is the endless post-mortems as to why your team either won or lost. Finishing the journal is a great relief to an editor, because it means that life can resume and those faithful contributors, have sent you enough material to allow completion. For this I am thankful.

For 7 years I was Chairperson of my local community gardens. A thankless task, because one is treated as if it is a great privilege and you are being paid far too much to do the job. The failure to understand that as volunteers we may actually have a real life fails to penetrate the minds of some.

Thankfully this is not the case with the APS. The members are incredibly tolerant and so, it is pleasing to see this issue going to the printers almost on time.

The Pareto law or principle, which was originally applied to economics, but was later found to apply to many endeavours in life, says that, 80% of the work is done by 20% of the people. Let's see. if we at the APS, can disprove that principle by all making an effort to supply an article, an item of interest, a cover story, a question or an answer and continue to make the journal a must read by serious collectors and philatelists.

We try to have something in the journal that sometime will interest the majority of our readers. If your area of interest is not covered, why don't you rectify that by providing an article?

Till next time, ciao

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The Society collects personal information about a member in order to:

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2. inform members about the Society's activities;
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From the President

The Australian Philatelic Society had a syllabus of six meetings for members in 2009-10, each with interesting displays. On 21 June the display was members' "works in progress", and these are encouraged throughout the year.

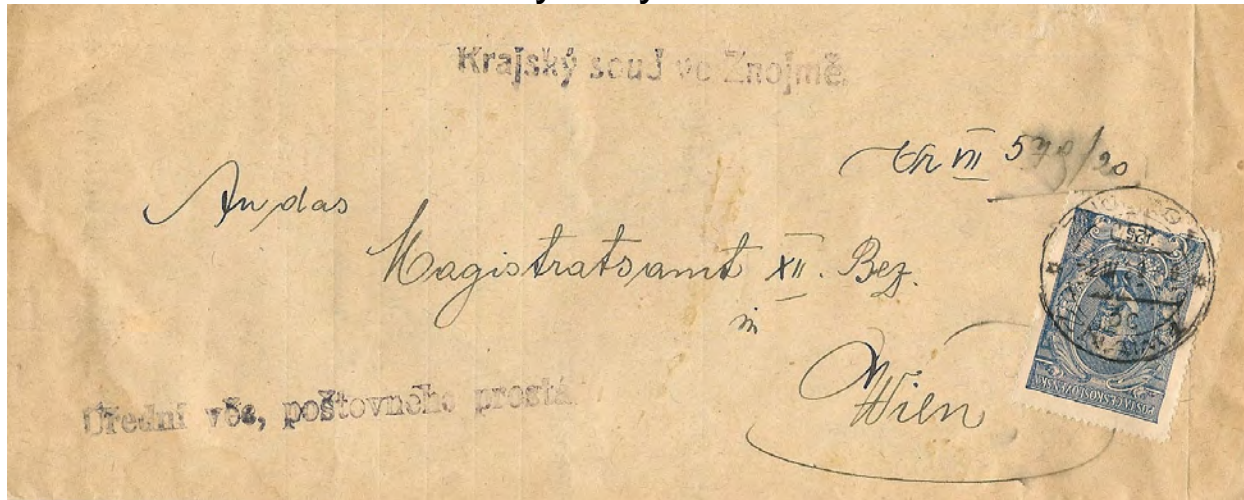
The quarterly journal continues to be original and stimulating, Tony Lyon has maintained high standards since taking up the editorship in 2002, and Michael Barden is an invaluable confederate. Their attention to detail ensures that the journal is published regularly and mailed out.

John Steward has been treasurer for longer than most of us can remember. He keeps the money coming in and has been an excellent steward (no pun intended) of APS finances. Irene Kerry keeps the APS formal proceedings in good trim.

Despite many philatelic societies falling away, the APS membership has had modest growth. The website has brought new members, probably a testament to our journal, as distance members seldom get to our meetings. We must thank Tom and Ruth O'Dea for persevering with website development and John Lancaster for enlisting their help.

This was my report to our annual general meeting on 18 August, when I also repeated our well worn requests: more works in progress please, and work up some articles for the journal. Get the postal history out of shoe boxes, and organise it for write-up and display.

Mystery Item



Zahlungsaufweisung.

What is it? This is some kind of form (see inset) that has been folded and posted in Ceskoslovenska 2 VI 21. I am fairly confident that the top postmark is Znojmo (Czech) and the bottom part is Znaim (German).

Znojmo (Czech pronunciation: [ˈznojmo]; German: **Znaim**) is a city in the South Moravian Region of the Czech Republic, near the border with Lower Austria. It appears to be some kind of legal document but inside it has just been crossed with blue lines?

Onward Air Transmission (OAT) Markings

Michael Barden

OAT markings occurred between 1940 and 1973 with their greatest use being between 1943 and 1946 and peaking in 1945. Often they are associated with AV2 markings, but the latter topic is outside the scope of this article. Suffice it to say, AV2 markings were used principally as a summary of what a bag contained and how it was to be handled. An AV2 marking is shown as an illustration.

OAT can also stand for **Onward Air Travel** (probably English, while Transmission sounds American). It is thought that an OAT cachet was applied to the top letter of a tied bundle of up to 60 letters. These bundles always travelled in open mail bags to a single intermediate or final destination, but where the quantity of mail was insufficient to warrant a closed bag. Closed mail bags did not attract OAT markings, as the whole bag was sealed and all letters went to the one destination as marked on the outside of the bag. Open mail bags were resorted en route as required and bundles replaced into other bags for the next section of their journey.

The use of OAT markings was discretionary. Routes and methods of mail conveyance were always changing during the war, due to the military situation. The bulk of OAT markings were applied in the Foreign Section of the London Post Office during and after WW2. This meant that all this mail was being routed through London for censorship (many) and forwarding. Censorship also provided considerable intelligence for the Allied war effort.

Lisbon was the main staging post for the London mail run from Africa, USA or further east, especially during the colder months. Gibraltar was also used from later 1943, once the Mediterranean area was cleared of the German and Italian forces.

Until 1952, a letter could be paid part of the way by air and part by sea. After 1952 airmail rates applied for the whole journey only. Thus the purpose of the OAT marking was to denote onward air travel, even if the rate paid was for sea mail or partly paid airmail. During the war, mail handling was simplified as much as possible, so that it permitted it to get through at all. Optional part way by air often was an unwanted complication for the postal authorities.

While the UPU convention of 1929 covered handling of airmail letters, postcards, etc, the use of OAT markings was nowhere specified within their regulations – thus they were unauthorised. The increase of airmail letters & the exigencies of war often required novel approaches to mail handling. This was no exception.

Being used on the top letter of a bundle, in effect as “sleepers”, OAT markings are comparatively rare. Heifetz¹ lists some 6000 in his 2006 database as being known worldwide then of all types. He scoured auction catalogues and others’ holdings to get numbers and then analysed the source, destination and cachet type to compile his database. While this sounds easy, wartime OAT cachets certainly, having rubber faces, were prone to distortion when being applied. This made analysis of cachet type more difficult, since size of both the outside oval or rectangle and the O.A.T. contained therein were collected to assist classification.

Donald Smythe in 1962 was the first person to attempt some classification of OAT markings in an article published in the September 1962 edition of the American Philatelist. Others have added to it or even published their own systems. Kristian Hopballe has written two articles on Icelandic and Faroese OAT markings and used Smythe’s classification. The Smythe system is the most popular basis for listing them, and as such has become the de facto standard. Only markings on flown covers are included by Heifetz. On occasions, private markings have been noted (forgeries?), which were excluded.

Sizes noted by Heifetz are assumed to be ± 2 mm, especially the outer oval or rectangle (due to distortion), while the letters are closer. Luckily, different combinations of OAT length, height and letter peculiarities come to our aid in classifying which type is being studied. What it is **not** is often helpful in reducing one’s choice. It is mostly easier than one might think to arrive at the correct type. Rubber cachets at this time did have not good solvent resistance and the ink’s solvents caused swelling,

softening and degradation with the resultant distortion. As an aside, my investigations into cachet polymer type and ink solvents used have so far elicited no information. I have my theories!

Most OAT marks are in a pale pink or pink-red ink, which in itself may vary, due to fading, amount of ink used etc. Blue, violet and black inks are also known for some types of cachet. It is thought that there were 'desks' designated for censoring or gathering mail from a group of destinations, where the language in which the letters were mostly written was common. This made the censor's work easier, even though many letters escaped censorship in London, this having been done elsewhere if required. Thus, certain types of cachet predominate for particular sources of letter and often destinations. Heifetz lists these under each cachet number (type).

While different coloured cachets are noted by type, Heifetz does not give any numerical comparison for their use, other than note a premium for other colours over pale red. Certainly, during the war, colours other than red are far harder to come by in practice.

Throughout the war, Lisbon was available to forward mail to the UK. As Portugal was neutral during WW2, Pan-Am as well as BOAC and German airlines used it. However, after America's entry into the war, no mail from occupied Europe was forwarded by the Germans for transmission through Lisbon after April 1942. Vichy France could send and receive letters until the November 1942 invasion of French colonies in Africa and the Middle East by the Allies.

Most mail to the Americas went either via Pan-Am's Caribbean or South American routes from there, although, after 1942 mail went via Ireland and Greenland during the summer months. Seaplanes were used, landing in the Tagus river for Lisbon for instance until 1944, when longer range land based planes became available. Routes traversed Africa south of the war zone to connect with countries further east (eg Horseshoe route). Again flying boats were used initially, so water was required for landings. Mail from South African countries was carried by SAA or Sabena in land planes to Lagos, where it changed to flying boats.

Depending where the Allies or enemy fronts were, so routes were either cut or became available, sometimes causing severe disruption to airmails. Thus mails, despite being marked OAT, could travel much of the way by sea, depending on their destination. Delays were also considerable, either waiting for planes or ships to be available. Mail did not always have the highest priorities, urgent war supplies or Staff movements could take precedence. The Horseshoe route to Australia was one such with, firstly the Mediterranean theatre and later the fall of Singapore, Indonesia and Burma. The study of routes during WW2 is well listed by Thomas Boyle Jnr in **Air Mail Operations During World War II, A Study of Routes, Rates and Markings**. Routes for items shown only will be discussed.

Heifetz devotes three pages to a summary of these and their effects on types of cachet and frequency of use in his second edition. His last paragraph is worth citing in part: "Out of 2400 covers, 1453 are to three countries – USA, Sweden and Switzerland. Sweden & Switzerland were neutral throughout the war and USA till December 1941, thus airmail services were more available (*not really so! – most OAT marks were applied in UK – MB*). Swiss covers are mostly related to the Red Cross. Swedish & USA are both related to procurement of materials for wartime manufacture."

Heifetz lists twenty different types of OAT marking with a couple of sub-groups. One of these is for manuscript markings, of which 26 are recorded. Some of these types are rare, with very few covers seen. Others are the work horses of the system and hence relatively common. During the war period, all cachets had oval shaped surrounds or no surround at all. Smaller rectangular ones began to appear from 1945 onwards. Four OAT/FS cachets, (thought to be for Foreign Section) with oval or rectangular frames, appeared from 1948. These last were low usage as post-war commercial airline flights no longer needed to go via London, nor was censorship required then in the West.

Heifetz has classified OAT markings by occurrence, colour, country of origin and country of destination to establish some relative values. A is the rarest, while G is most common. Some 57 or around 1% of the 6000 markings had not been identified. The main problem would have been poor quality strikes, so that too small a portion was visible (cf cds marks on letters, where the details are indecipherable).

Frequency of occurrence of a particular OAT type. (type listings are always in Roman numerals)

- A = 1 XIIIa, XVa,
- B = 2 - 5 XIIIb, XVIIa, XIXa
- D = 16 - 40 XII, XIV, **XV, XVIII** and manuscript
- E = 41 - 75 X, XIII, **XVII**
- F = 76 - 125 **II, IIIa, VIII**
- G = >125 **I, III, IV, V, VI, VII, IX, XI, XVI, XIX**

OAT I is the commonest of all types and was the only OAT marking in use throughout the real (not phoney) war. Those shown in bold are illustrated in this article.

Country of Origin (only three grades listed for simplicity)

- A = 47 Administrations D = USA, Egypt, Turkey, New Zealand, Faeroes etc
- G = South Africa, Belgium, Palestine, Tangier/Tetuan, India etc

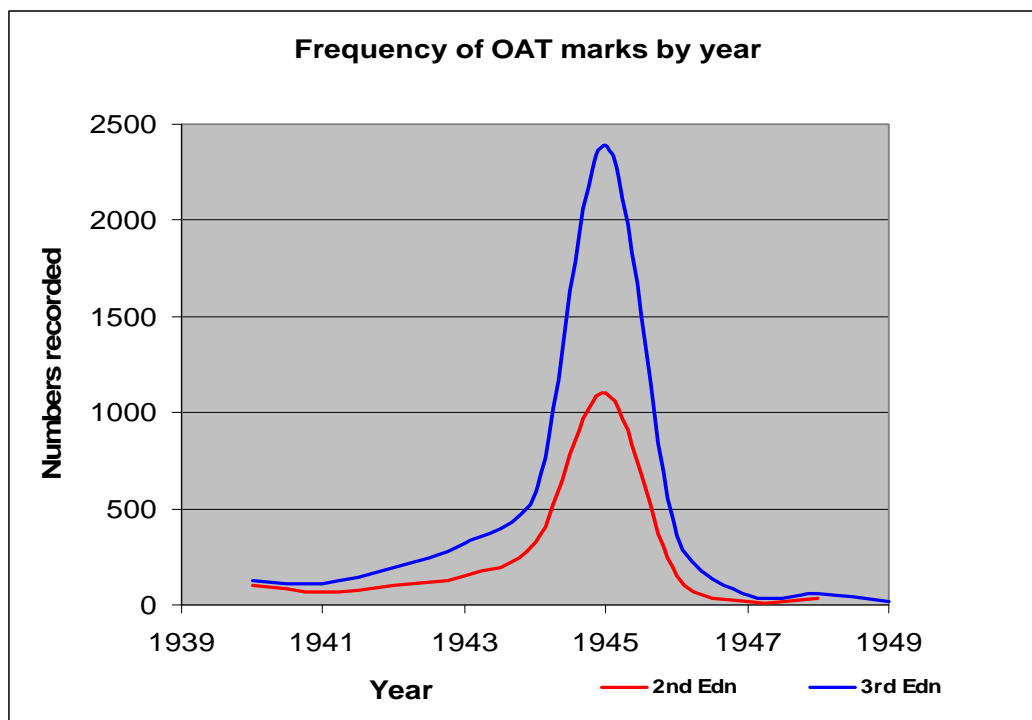
Country of Destination (again only three grades listed for simplicity)

- A = 36 Administrations D = UK, Belgium, New Zealand, Ceylon, Kenya, Germany etc
- G = USA, Sweden, Canada, Switzerland, India, Palestine

Ink colour

- OAT I black, violet or blue have a premium over red
- OAT III and IV black and violet have a premium over red
- OAT XI and XII Black has a premium over red
- OAT XVI Violet more common than black or red

Frequency of markings by year (only main years cited). Note the great increase in items recorded between 2nd and 3rd editions of Heifetz' book



Precursors to the OAT markings originated from the Far East with the Netherlands East Indies (NEI) and Hong Kong. Rather than being the top letter of a bundle, it is believed every NEI letter (and they are few) was marked. Certain airmail letters in Hong Kong, during censorship, often on transit mail to & from Shanghai were marked with numbered circular Air-Transit handstamps. Both are seen from 1940 until the Japanese invasion halted all movement of mails. Firstly, there are two NEI letters:



**Double weight airmail letter
from Batavia to Perth**

**By Q.E.A. to Australia
and Onward Air Transmission**

Batavia cds of 1 Oct 1941

Censored at Batavia with **Dev. 9**,
showing financial censor's
number, but unopened

Postage 15c (≤ 20 gm)
Airmail to Oz 20c (5c per 5 gm)
Airmail D to P 20c (5c per 5 gm)
Route was Batavia, Koepang,
Darwin and Perth



**Nonuple (9x) weight airmail
letter from Batavia to New York**

**KNILM Trans Tasman / PAA and
Onward Air Transmission**

US Government Supp Sed...

**Batavia (Centrum) cds of
23 November 1940**

Censored at Batavia then stamped
both sides on tape with red **Dev. 8**
cachet of financial censor

Postage 15c (≤ 20 gm)
Additional 20c (10c / 20 gm)
Airmail USA 5.85 G (65c / 5 gm)

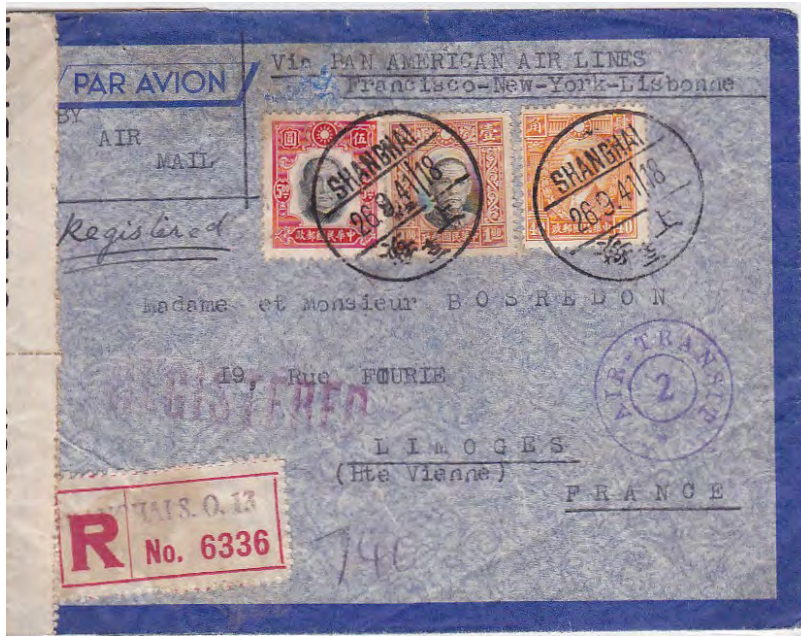
Route was Batavia to Sydney by
KNILM, then to Auckland by TEAL.
From Auckland, it picked up Pan-
Am FAM-19 Clipper flying boat
service to San Pedro, via Noumea,
Canton Island and Honolulu.

This was a bank to bank letter, to which the endorsement Supp Sed note below applied

Air Mail Covers with Executive Order 8389 Handstamps

During the war, some incoming air mail letters from a few foreign countries bear a handstamp which reads "SUPPOSED TO CONTAIN MATTER / SUBJECT TO THE PROVISIONS OF / EXECUTIVE ORDER 8389 AS AMENDED". Executive Order 8389 pertained to the regulation of certain financial transactions, transfers of credit, and export of coin and currency to countries occupied or controlled by Germany, and to Germany itself. The "as amended" phrase pertained to the fact that the basic order was amended during the progress of the war to include countries invaded by the Axis partners. The handstamp identified the mail as being suspected of having non-allowable financial material enclosed. The procedure required that the postal office notify the addressee to send the person named in the address, or, if no person was named, to send an authorized agent of the addressee, to the post office to open the mail in the presence of postal officials. Financial documents and material were examined and banned material was confiscated. The correspondence and the envelope were then passed to a censor (if deemed appropriate), and the mail was delivered to the addressee by regular postal delivery services. An example of an incoming letter with the handstamp applied that referred to Executive Order No. 8389 is shown in Figure 233 in Chapter 13.

Air-Transit marking



Registered airmail letter from Shanghai to Limoges (Vichy France)

Shanghai cds of 26 Sep 1941
 Blue-black Registered hand stamp & in m/s. Registration label
 Shanghai S.O 13 No. 6336

Typed notation Pan American Air Lines / San Francisco - New York - Lisbonne

Light violet Air-Transit 2 cachet applied in Hong Kong

Boxed It violet 126 initial censor's No
Opened by censor closure label (verso)
 Black illegible censor cachet (over Shanghai cds - verso) tying closure
 Violet boxed 27 censor's number tied to closure (verso)
 Large blue S.R (verso)

Blue Honolulu registered cds (verso)
 5 Nov 1941 ?

Black oval New York U.S.A / Foreign datestamp of 8 Nov 1941 (verso)

Red Bermuda censorship number 45418 showing it passed there but was not censored (verso)

Black Limoges / Hte Vienne arrival cds 5 Dec ? 1941 (verso)

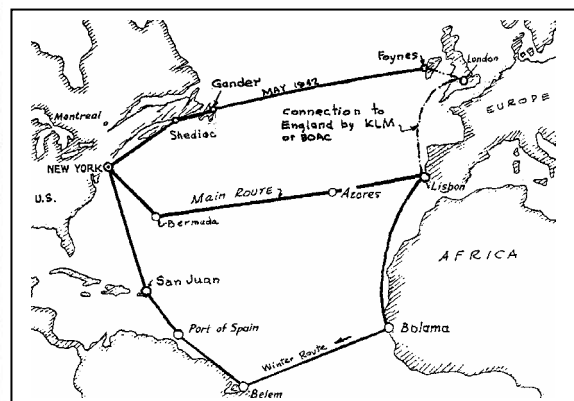
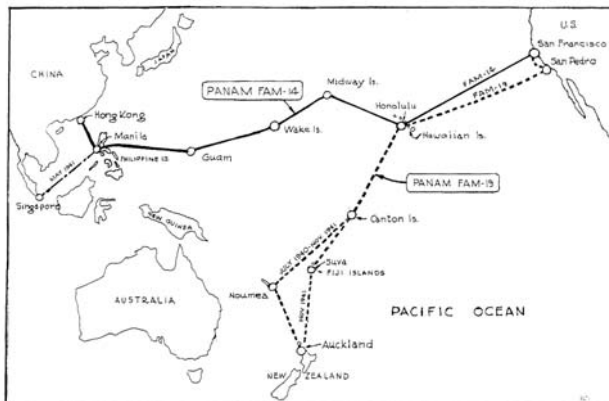
Franking

Postage (≤ 20 gm)	50c
Registration	50c
Airmail (per 5 gm)	\$5.40c

Routing of letter 1 Between Hong Kong and Shanghai, this letter went by boat.
 2. From Hong Kong by PAA FAM-14 to San Francisco via Manila and Honolulu.
 3. San Francisco to New York, most likely by train. 4. From New York to Lisbon by PAA FAM-18 main route as it acquired a Bermuda censor number there. 5. Then on to Lisbon via the Azores. 6. At Lisbon, which was neutral, the letter changed to the German controlled posts. 7. From Lisbon it went to Madrid. German DLH regularly flew to Madrid, Barcelona, Marseille and Lyon and on to Munich, so it may have gone to Lyon by air. 8. North by air to Limoges via Vichy on scheduled flight.



FAM-14, FAM-19 routes LHS and FAM-18 routes RHS



AV2 markings. Use in an open bag to alert postal authorities that an AV2 form was enclosed.



Airmail letter from Lucknow to Philadelphia

Lucknow cds of 6 Mar 1941 (R)

Victoria / Hong Kong transit cds of 24 Mar 41 (R)

Censored in Delhi and closed with brown tape

Triangular **passed by censor A14** of Delhi (R) in black

Violet rectangular **not opened by censor** (R) at Hong Kong

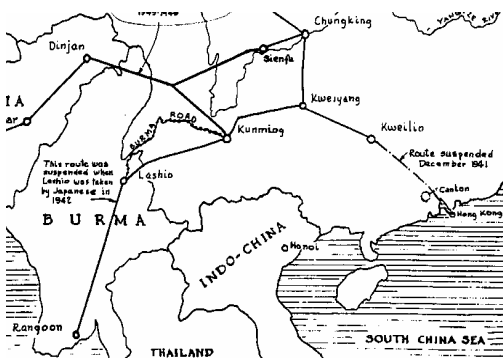
Pale violet **AV2** (R)

Postage ** 2 R 11½ A (inc airmail for ≤ ½ oz)



Note** From Boyle (p794) the rate paid applied from Jul - 15 Oct 40. From then until mid July 41 the new rate was 3 R 10½ A by the transit route below. With the closure of the Empire route due the Italian entry into the war, only the route via Hong Kong was then available for mail from India.

Transit route. Lucknow to Delhi by rail. BOAC to Rangoon (p788). CNAC to Hong Kong via Lashio, Kunming, Kweiyang & Kweilio (p755) (see map below). AV2 cachet added in Hong Kong. Hong Kong to Manila then FAM-14 to USA with Pan-Am.



Finally by train to Philadelphia.

From October 1940 all mail to Hong Kong went by the above route via China, due presumably to Indo-China being Vichy Government controlled and thus safety could not be guaranteed overflying. Also Saigon could not be used as a refuelling stop anymore.

Letters with various OAT cachets



Letter from Johannesburg to Stockholm with red OAT type I cachet applied in London

Johannesburg 106 cds of 18 March 1943. Censored at Johannesburg by Censor 17 (verso) and closed using bilingual closure. **A.P.O. – U –** transit cds of 20 Mar 43 applied in Johannesburg after censoring.

1/3d airmail rate applied to London, but as the only mail to London, but as the only mail to Sweden was by air from Prestwick or Leuchars to Stockholm as a

night flight, seamount was not an option - hence the OAT mark.

From Jan 28 1942, SABENA and SAA flew alternate weeks from Cape Town to Leopoldville via Johannesburg, Bulawayo, Lusaka and Elisabethville and returned with southbound mail. (This was an important link for the Horseshoe route). From Leopoldville it went by BOAC to Lagos, Lisbon and Foynes (Eire). Then to London (OAT applied), train to Prestwick & BOAC or to Leuchars & ABA flight to Stockholm.



Letter from Stockholm to Australia with red OAT type I cachet applied in London
Ålsten CDS of 6 August 1942 (Stockholm suburb) Manuscript notation 20 Oct 42 (arrival)

Manuscript (partly covered) **Australien & Flygpost! via England**

Censored in Melbourne - **3/passed/by/censor/157 3 opened by censor** in red on closure

Postage: 30 öre ≤ 20 gms and airmail Sweden-Australia 75 öre / 5 gms (5 öre undepaid in fact)

Routing of letter – air by **ABA** from Stockholm to Leuchars (Scotland); train to London (OAT added), by air, either via Lisbon or new Northern route to USA and on to to San Francisco and then by sea Australia. There was no civilian airmail to Australia at this time. It is possible it went by sea via Capetown to Australia, as the letter took 10 weeks to arrive. The latter is less likely. One can only guess without transit markings!

(This letter comes from the Graff correspondence of private “under cover” mail containing letters sent to their son in Australia from German Jews, Benno & Bianca Graff, of Berlin and later Theresienstadt via family in Holland, Switzerland, Sweden and the USA to avoid the prohibition on mail from enemy countries – Torsten Weller). I possess a photocopy of the original letter in German.



Airmail letter from Casablanca (Morocco) to Martinique with red type I cachet applied in London

Casablanca-Bourse/Maroc CDS of 4 August 1943

Fort-de-France / Martinique arrival cds (verso) dated 22 September 43

Censored

1. Casablanca and closed with brown tape and tied by **Ouvert par l' Autorité Militaire** (verso)
2. London & closed using PC 90 tape marked **Opened by Examiner 1482**
3. **Censure Militaire / Martinique / 12** censor's cachet (verso), but unopened this time

Postage 1⁵⁰ Fr (≤ 20 gm)
Airmail to M'que 17 Fr (≤ 5 gm)

Probable Route Casablanca to Tangier by rail. Flown by Iberia from Tangier to Seville, Madrid and Lisbon (CAIS 191 of 10 Feb - wef 10 Jan) . BOAC or KLM charter to Shannon. Shuttle flying boat from Shannon to Poole. To London by train (censored and OAT I cachet applied to top of 60 letter max bundle). BOAC northern route to New York via Foynes (Shannon), Gander & Shediac to New York. Train to Miami and then on Pan-Am's Caribbean route to Martinique. The intended routing as paid was from Lisbon to go trans-Atlantic, not via London.

The letter took 7 weeks to arrive. Not bad when many flights were at weekly intervals and the queuing for censoring. London was keen to censor letters from previously Vichy French Colonies in an effort to learn anything, hence the routing via London.

This was a commercial letter between Banks



1943 Letter from Sydney to Sweden with red OAT type II cachet applied in London

7d was the correct rate for a sea mail letter to UK (3d postage) and then by air (+ 4d) to Sweden. The route is as discussed in figure 1. The ½d war tax did not apply to a letter abroad. Had it gone by air from Los Angeles to Sweden, the cost would have been 2/6d per half oz.

Censored in Sydney and sealed with a closure bearing a red '2' (verso). (Information courtesy of Richard Breckon)

The size of this OAT is on the low limits showing a new cachet (no solvent swelling yet). **The postage date is some three months before Heifetz ERD for a type II.** This may explain why!

The cds is difficult to read, which may explain its possible misreading previously and Heifetz dating. However, the month is quite legible. Heifetz is aware of my dating.



June 1944 letter from Aden Camp to USA with violet OAT type II cachet applied in London

Correct airmail rate of 2 Rupees 6 Annas (2 x 3 A stamps verso) (courtesy of Gary Brown). Censored in Aden.

Probable route. in 1944 it was via Cairo, North Africa, Gibraltar to London (where OAT applied) and on to New York by Northern Atlantic route (Eire, Gander, Newfoundland). By this time Liberator planes were being used for mail. They had both greater load and fuel capacities for fewer stops.

Violet ink is much less common than red.



1945 letter from Tel-Aviv to USA with red OAT type III cachet applied in London

Airmail rate to USA between September 1944 & June 1945 was 130 mills.

Probable route was via Cairo, Djerba (Tunisia), Gibraltar, London (OAT applied) and then Gander, Newfoundland to USA. By 1945, the Northern Atlantic route was available all year round to enable new planes to fly to UK from USA. (I also possess a violet OAT type III letter from South Africa to Sweden)



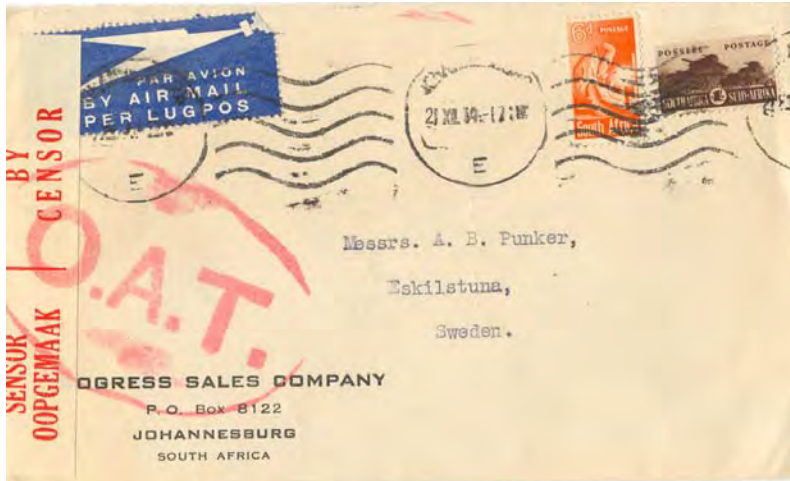
February 1945 letter from Johannesburg to Sweden with red type IIIa cachet applied in London

Airmail rate to Sweden was 1/6d per 1/2 oz

Probable route. SAA or Sabena to Lagos via Leopoldville. BOAC landplanes along West African coast to Lisbon and Hurn or Bristol in UK. Train to London. In London OAT cachet applied for flight to Sweden, which was the only means of transport.

From London it went by rail to Scotland (either Prestwick or Leuchars) and then was flown to Stockholm by RAF or ABA across enemy occupied Norway.

These flights were nocturnal to avoid German aircraft, and went well north over the top of Norway.

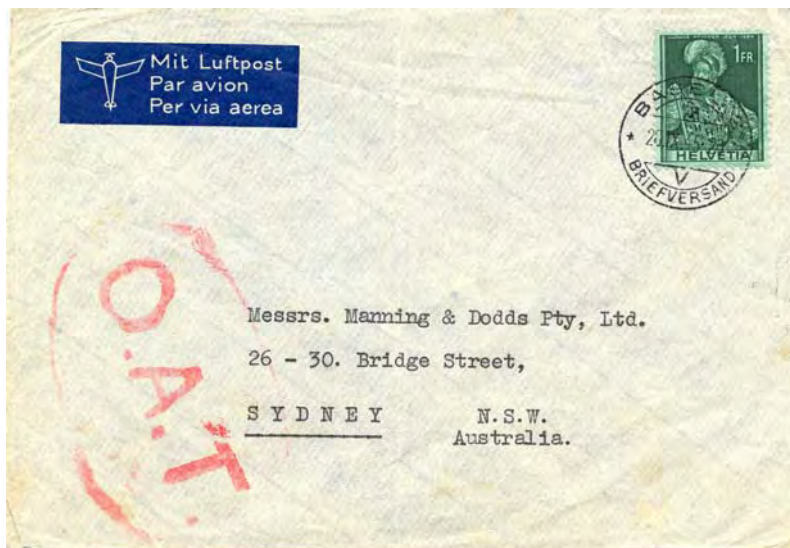


1944 letter from South Africa to Sweden with red OAT type IV cachet applied in London

Johannesburg roll-machine cancel of 21 Dec 1944.

Censored in Johannesburg and sealed with a bilingual closure.

Route was much the same as for first illustration. Now an airmail service was officially available to Sweden, for which the cost was 1/6d as franked.



Sep 1945 letter from Switzerland to Australia with red OAT type V cachet applied in London

Postage was 30c with 70c airmail charge in 1945 making the 1 Fr paid. (Courtesy Torsten Weller)

From London the letter probably flew to San Francisco and then went by ship to Australia. The Horseshoe route was not yet open to ordinary mail, but the rate would have been higher and it should have been so endorsed.



Aug 1945 letter from Jadotville to USA with red OAT type VI cachet applied in London

Postage 3⁵⁰ Fr and airmail to USA 12⁵⁰ Fr making 16 Fr paid.

Probable route. This letter went from Jadotville to Elisabethville by rail, and then to Leopoldville (28 Aug 45 backstamp) by air, and on as per the South African letters to London. Thence it flew by the Northern Atlantic route to Canada and USA.

Heifetz notes that it was thought that this cachet was a type V, which had been repaired. While the external dimensions may have changed, the enclosed letters should be the same size. They are not.



Sep 1945 letter from Belgium to Australia with red OAT type VII cachet applied in London

Type VII is both the first of the new rectangular OAT cachets (21 Feb 45) and with type XI, that most seen.

Postage 3⁵⁰ Fr and airmail 14 Fr (5 – 10 gm from Brussels to New York) for 17⁵⁰ Fr paid.

Ms endorsement for air to New York.

It may have flown to San Francisco, due to the OAT, but then went by boat to Sydney. While the Horseshoe route was working again then, only airgraphs were carried then.



Nov 1945 letter from Malaga, Spain, to Sweden with red OAT type VIII cachet applied in London

Postage of 75 centavos and 3 pesetas airmail for a letter ≤ 20 gm.

Sevilla (Seville) transit cds of 21 November (verso). It probably flew to Lisbon then air to London, where it received the OAT cachet. It may have flown directly to Stockholm being six months after VE Day probably from Northolt aerodrome.

Airmail letter from Brussels to Yule Island (Papua) type IX OAT

Bruxelles-Brüssel 14F cds dated 28 Nov 1945

Postage 3⁵⁰ Fr (≤ 20 gm)
Airmail 10 Fr (≤ 5 gm)

Probable route. Brussels to London by air (BOAC). OATtype IX cachet applied in London. Airmail to New York via North Atlantic route of Greenland, Goose Bay and Montreal. Plane to San Francisco. FAM-19 route to Australia. From Sydney, it flew with QANTAS to Darwin and then Port Moresby. Road and boat to Yule island.

Airmail to Australia was re-instigated 1 December 1945 from Belgium via the USA with a rate of 10 Fr, rather than the 7 Fr to New York, which had operated since 23 March 1945, and which necessitated boat from the USA. Sender was alerted to this by paying the 10 Fr rate 3 days before its official introduction.





December 1945 letter from Leopoldville to Detroit with red OAT type XI cachet applied in London

Postage 3⁵⁰ Fr, airmail to NY 37⁵⁰ Fr (3 x 12⁵⁰ F), airmail beyond NY 1⁵⁰ Fr (3 x 0⁵⁰ Fr), giving a total of 42⁵⁰ Fr for a letter of 10-15 gm weight.

Route similar to letters from South Africa, except that after the war, land based planes were used all the way.



Airmail letter from Tanger to New York with violet OAT type XV cachet applied in Tanger

British Post Office / Tanger
cds of 30 Aug 1946

Violet North Atlantic Service
cachet

Postage to UK 6d ($\leq \frac{1}{2}$ oz)
Postage UK to USA 1/3d ($\leq \frac{1}{2}$ oz)
Postage includes airmail

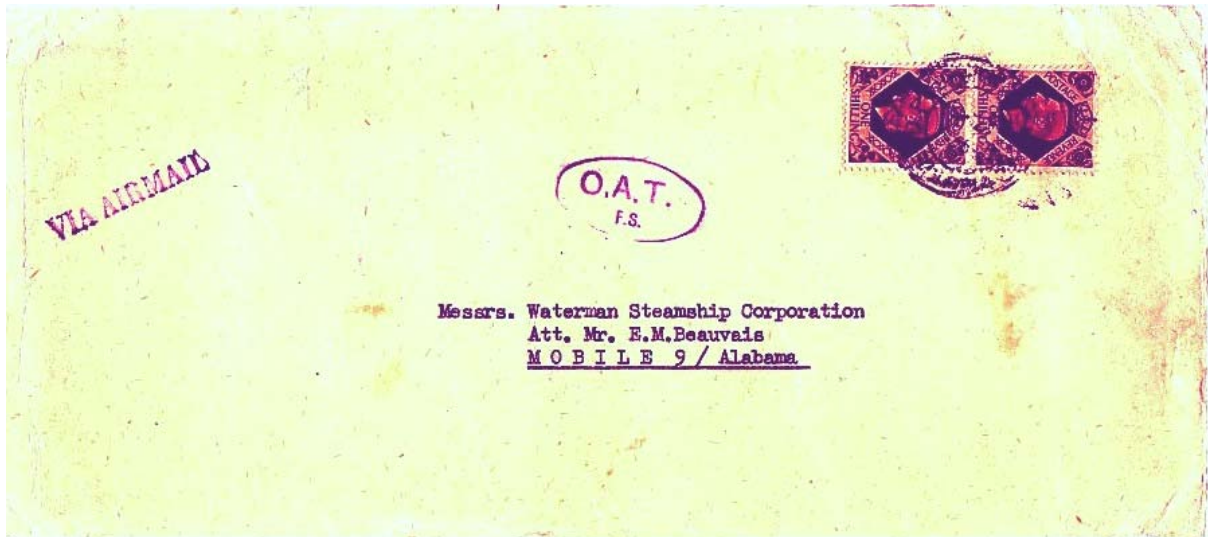
Probable route. Tanger to Gibraltar with TAE (Spanish). Gibraltar to Hurn (Bristol) with BOAC. Train to London for sorting and forwarding. BOAC to New York by North Atlantic route.



1947 letter from Tetuan (Morocco) to Detroit with violet type XVI OAT cachet applied in Tanger.

1/3 per $\frac{1}{2}$ oz was the correct rate for 1947, so 1d underpaid. (Information from The **British PO Service in Morocco 1907-57** pt III by David Stotter – kindly supplied by Tony Stanford in UK)

Type XVI cachet was used from 1942-1956 with main volumes recorded in 1947 (15), 1948 (29) & 1949 (10)



Double weight airmail letter from Luneberg BAOR 8 area to Alabama with violet type XVII cachet applied in London

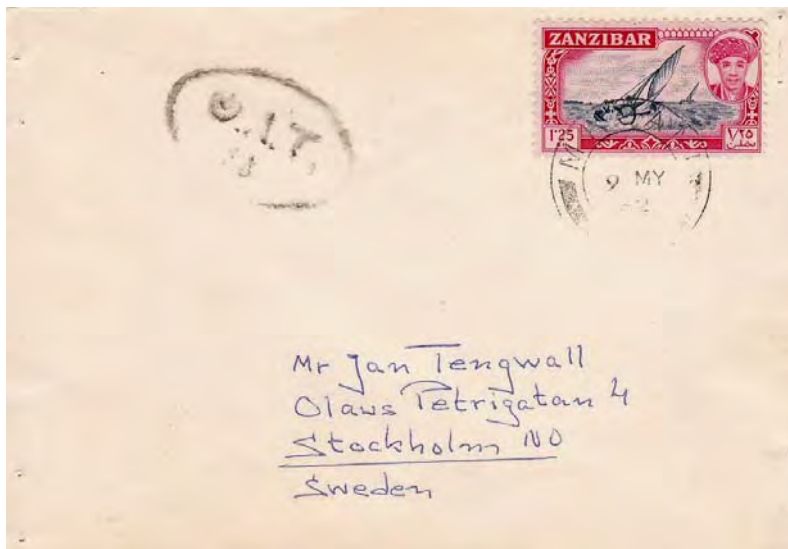
Field Post Office 463 cds of 14 Dec 1951
 (from 5 Dec 51 - 1959, this British APO cds was used in Germany at BAOR 8 at Luneberg, near Hamburg)
 (Proud EB, History of BAPS vol 3)

Postage + airmail 2/- ($\frac{1}{2}$ > oz wt \leq 1)

(Rate was current from Jan 47 - May 52, confirming date of 1951)
 (Furfie, British Civilian Postal Rates of the 20th Century)

Probable route. By army postal service truck to Hamburg and military plane to London. The OAT type XVII cachet was applied at the Foreign Section of UK Post. From London by commercial airline to New York and by plane or train to Mobile.

My thanks to Harold Sheath for his help with the postal rates



Airmail letter from Mkoani (Zanzibar) to Sweden with black OAT type XVIII applied in London

Mkoani cds of 9 May 1962

Postage 50c (\leq $\frac{1}{2}$ oz)
 Airmail 75c (\leq $\frac{1}{2}$ oz)

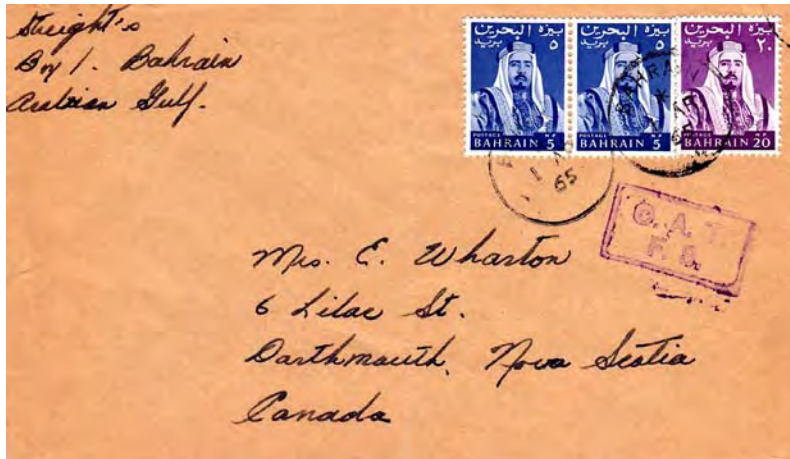
Probable route. Mkoani (Pemba Island) to Dar Es Salaam by boat. Dar Es Salam to Kisumu via Mombassa with SRAS. Kisumu to Cairo with either BOAC or SAA.

Cairo to London on BA (successor to BOAC).

Black OAT XVIII cachet applied at the London Foreign Sorting Office (small print below OAT is FS). Scandinavian Air to Stockholm.

Notes. 1. Pemba island was noted for its clove growing and, then, did not have any landing strips, being very rugged terrain.

2. While Mombassa (Kenya) is closer to Mkoani than Dar Es Salaam, the latter is Zanzibar's capital and thus the letter would almost certainly have gone there.



Letter from Bahrain to Nova Scotia, Canada with violet OAT type XIX

Bahrain cds of 1 Apr 1965

Postage 30 np ($\leq \frac{1}{2}$ oz)

Probable route. Bahrain to London by sea. Violet OAT cachet applied at the London Foreign Sorting Office (FS for Foreign Sorting office). Pan-Am or BA to Montreal. Air Canada to Nova Scotia.

Notes. 1. Postage of 30 np (new pence) was for surface mail.

Airmail letter rate was 100 np, while second class airmail was 40 np.

2. An interesting case, where the letter was paid to go seamount and yet was uprated in London. Maybe a sign of things to come, where nearly all first class mail today is airmail. The letter was also after partially paid airmail postage had ended (1952), although it was still embraced in second class, but without the ability to specify which portion of the journey was airmail.

To end, probably the most extraordinary use of an OAT cachet, where it was used as a canceller.



Letter from St Albans to London & resent registered airmail from Grenada to London

St. Albans / Herts mechanical canceller of 22 Jan 1946 (under 2/- Grenada stamps)

GPO Grenada BWI cds of 25 Feb 1946 (also 3 verso)

Registration GPO / Trinidad transit cds of 27 Feb 46 (verso)

Red R & boxed **Registered Z8930** dated 27 Feb 46

Black OAT applied London as canceller for stamps

North Atlantic Service cachet in blue and m/s pencil

1. Postage (UK) $2\frac{1}{2}$ d (≤ 2 oz) (2d orange & $\frac{1}{2}$ d green stamps)

2. All up rate to UK 2/7d per $\frac{1}{2}$ oz (28 Jul 45-16 Jul 46)

Registration 3d

Probable route. From London to Grenada in another envelope. From Grenada to Trinidad by boat. Registered at Trinidad (presumably money paid at Grenada). Pan-Am FAM-22 from Port of Spain to Miami. Miami to New York by train. BOAC North Atlantic Service) from New York via Gander to Blackpool. Train to London. This black OAT use is rare if not unique. No other BWI letter is currently known with an OAT cachet.

One other letter sent in 1943 from Grenada has 4/- franking, but nobody, with whom I corresponded, could shed light on the rate or why this letter was used twice. This letter should have been franked at 2/10d rather than 4/-. There is a note on the back of this letter that it was empty when opened in a solicitor's presence.

References

1. **OAT and AV2 Markings** (3rd E^{dn}), Murray Heifetz, American Airmail Society, 2006
2. **Airmail Operations during WW2**, Thomas Boyle Jnr, American Airmail Society, 1998
3. **Extracts from the Air Ministry Civil Aviation Intelligence Report Summaries 39-45**, Peter Wingent, 2010
4. Numerous private correspondences

My thanks to all those, who have helped me with rates and routes for letters with OAT markings. **I would be interested to view any OAT or AV2 material, which readers possess & may be for sale.**

Australian QEII Definitive Stamps

By John Young

In journals 99 to 101 (March to September 2007) I described the uses of the various stamps issued during the reign of King George VI, 1937 to 1953. In issue 105, September 2008, I did a similar article on the fauna stamp issues of 1959 to 1966. This article is about the period in between, in particular the definitive stamps issued during 1953 to 1959. They carried a portrait of Queen Elizabeth II, when it was still customary for definitives to feature the reigning monarch. There were three series, coming to a close in 1962.

First series, Dorothy Wilding portrait, 1953-56

1 penny Issued 19 Aug 1953 on unwatermarked paper, this stamp was used for make-up postage and for armed-forces concessional letters posted in Australia. This continued the war period postal rate.

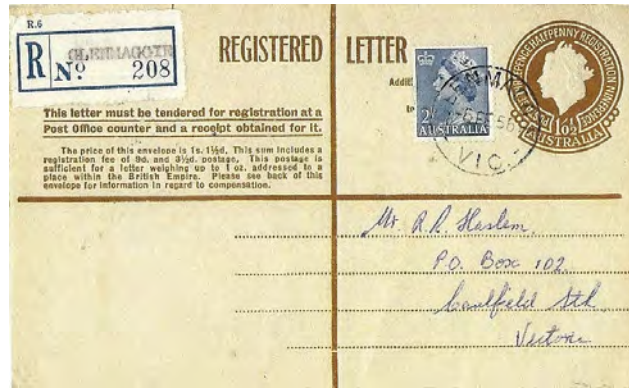


1 penny concessional surface mail and a pence registration, from air force post office



Make-up use, for 3 pence airmail fee (surface mail free from outside Australia for armed services)

2 ½ pence Issued 17 June 1953 on unwatermarked paper, this stamp was used for mailing newspapers and magazines to Australia, the territories and New Zealand. It was also paid for the second weight step (1 to 2 ounces) for letters, but as that added to 6 pence a stamp of that value was nearly always sold at a post office counter. Its use on a newspaper wrapper was also rare, as senders used post-paid post office stationary or bulk-post franking.



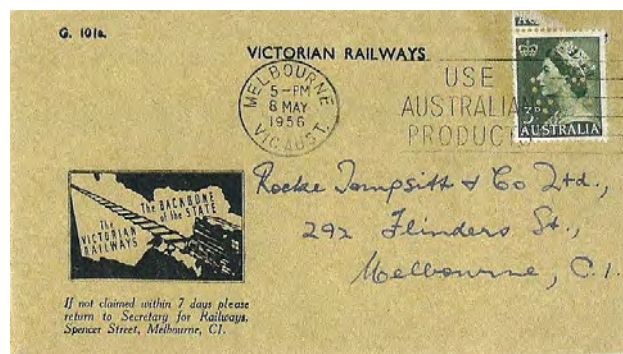
Uprating for 1 – 2 ounce letter, 9^d registration, 3½^d first ounce, 2½^d second ounce

3 pence Issued 17 June 1953 on unwatermarked paper, this stamp had numerous uses. It paid the airmail fee for letters to Australia, the territories and New Zealand. On its own, it paid for the postcards to Australia and the British Commonwealth, commercial papers and printed matter to anywhere, and armed forces airmail letters. The armed forces had free surface mail from outside Australia, but had to pay the 3 pence fee for airmail when a letter entered Australia.

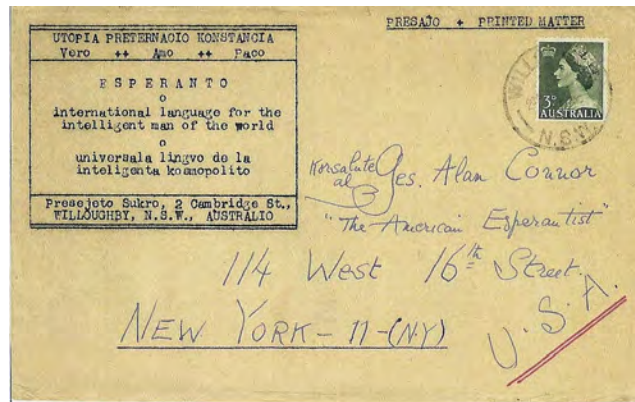


Postcard rate

Picture side



Commercial papers rate



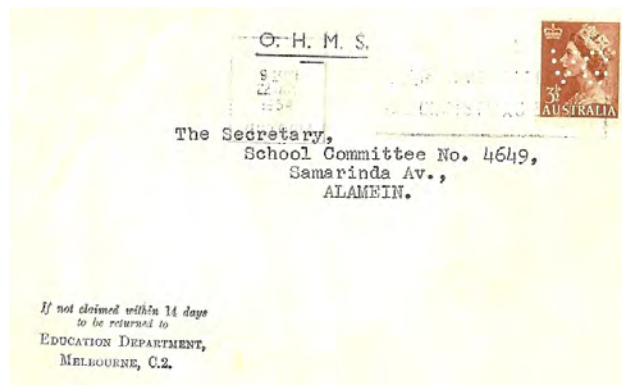
Printed matter rate



Airmail fee

3 ½ pence

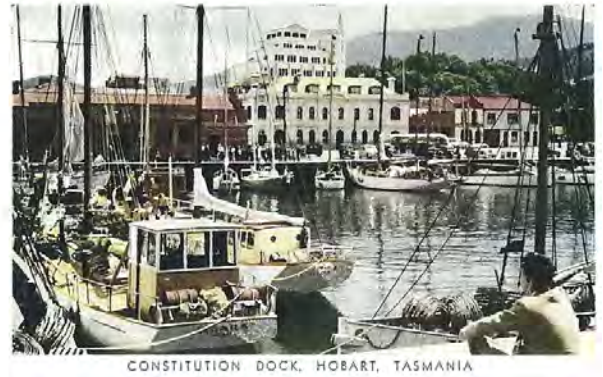
Issued 21 April 1953 on watermarked paper, this stamp paid for ordinary letters addressed to Australia and the British Commonwealth. Its use expired on 1 October 1956 when the letter rate was raised to 4 pence.



Letter rate

3 ½ pence

Second issue, on unwatermarked paper, 2 July 1956. This stamp had a few months use for ordinary letters, and on 1 October 1956 paid for commercial papers and printed matter to anywhere (previously 3 pence), and newspapers and magazines to overseas. (It was still 2 ½ pence for newspapers etc to Australia and New Zealand.)



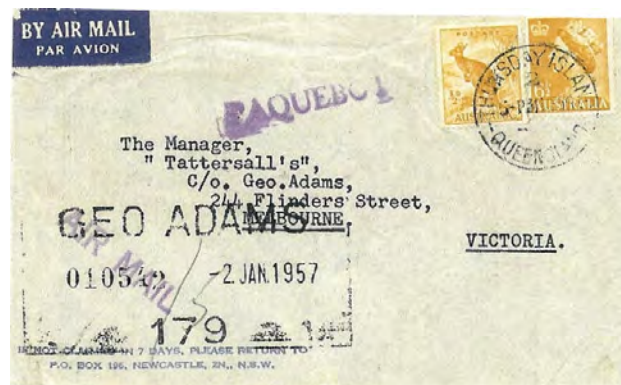
Unexpected combination: 4½^d postcard rate, foreign surface mail. (front and back)

6 ½ pence Issued 23 June 1954 on watermarked paper, this stamp paid for airmailed ordinary letters to Australia and territories. (Airmail letters to New Zealand rose to 8 pence on 1 Aug 1952.)



Airmail letter rate, first issue

6 ½ pence Second issue, on unwatermarked paper, September 1956. Airmail letters to Australia and territories rose to 7 pence on 1 October 1956. The 6 ½ pence stamp was then used for double-weight letters to Australia and the British Commonwealth (4 pence and 2 ½ pence), until the letter rate rose to 5 pence on 1 October 1959.



Make-up use for 7 pence airmail, second issue

In future journals I will discuss the definitive series based on the bas-relief sculpted head of the Queen (4d to 1/7d, 1955-57) and the Baron Studio portraits (1d to 5d, 1959-62).

Why did it go that way?

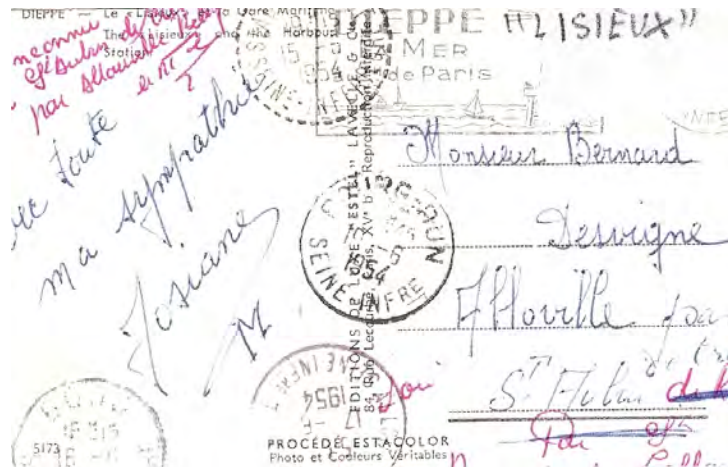
By Ian Cutter

Recent articles in AJP have shown how the world-wide-web can prove a great asset when researching postal history.

Here is another example, using a postcard which was given to me by a person who knew that I liked cards with lots of date stamps.



The card in question is a view of the cross-channel ferry LISIEUX taken at Dieppe. It has suffered a little: the stamp has been scraped off, and then the card trimmed in size. The name of the vessel has been written on the back, so my guess is that this has passed through the hands of a person who collected pictures of ships on cards of the “old” postcard size. Unfortunately we have lost a bit of postal information on the way.



The message on the card reads “With sincere sympathy”, which makes the choice of subject seem odd.

The card is addressed to “Alloville par St Aubin de [...]”

This is where the web starts to come in handy.

A particularly useful site lists the towns of France by Departement and, most helpfully in this case, also shows the nearby towns. There is also other information, such as population and a map.

Observing that the postmarks are all from Seine Inferieure it is not hard to find that the correct address would have been “St Aubin de Crétot par Allouville-Bellefosse,” because the latter town is the larger of the two.

(In passing, note that French Departement names have since changed since the card was written. Seine Inferieur became Seine-Maritime on 18 January 1955, to give a “more positive-sounding name.”)

The machine-cancel shows the card to have been posted in DIEPPE, although the date is lost.

The other datestamps are all dated June 1954. What can be read is as follows;

St AU[.....](O or U)F	15 th
BOOS	16 th
ALLOU[.....]E	17 th
BOURG-DUN	18 th .

Referring to the web site, we see that there is a town of St AUBIN-le-CAUF located ten km south-east of Dieppe. The card probably went there first as a result of hasty sorting and the presumption of a local destination.

The town of BOOS, having a population of 3000 people, is not hard to find. It is 60km further south, conceivably on the route to the correct address.

ALLOUVILLE-BELLEFOSSÉ is then forty km to the north-west. Here the card reached its destination, evidenced by the handwritten “Unknown.....” There is a re-direction, but unfortunately this was mostly lost when the card was trimmed.

BOURG-DUN is shown on maps as Le Bourg-Dun. Located 35 km to the north-east of Allonville-Bellefosse, it is actually only 10 km from the start of the card’s journey in Dieppe. Again the website helped to resolve the name by linking another St Aubin with the town; three km away is ST AUBIN-SUR-MER, to which the card had presumably been redirected.

Although there are other St Aubins, the card seems to have run out of momentum at this point.

And the web site which proved so helpful? It is <http://www.france-voyage.com>

Bon voyage!

Front Page description

Envelope use initially internally in UK and then resent registered airmail from Grenada to the same person in London. From Grenada by boat to Trinidad, where it was registered, then by air to Miami (Pan-Am FAM-22) and across the Atlantic to London. The use of an OAT cachet as a canceller is thought to be unique. Nobody with whom I have corresponded has been able to explain the 4/- of stamps franking so far. Another letter was franked 4/- in 1943, also inexplicably.

REGISTERED MAIL

By Brian Fuller

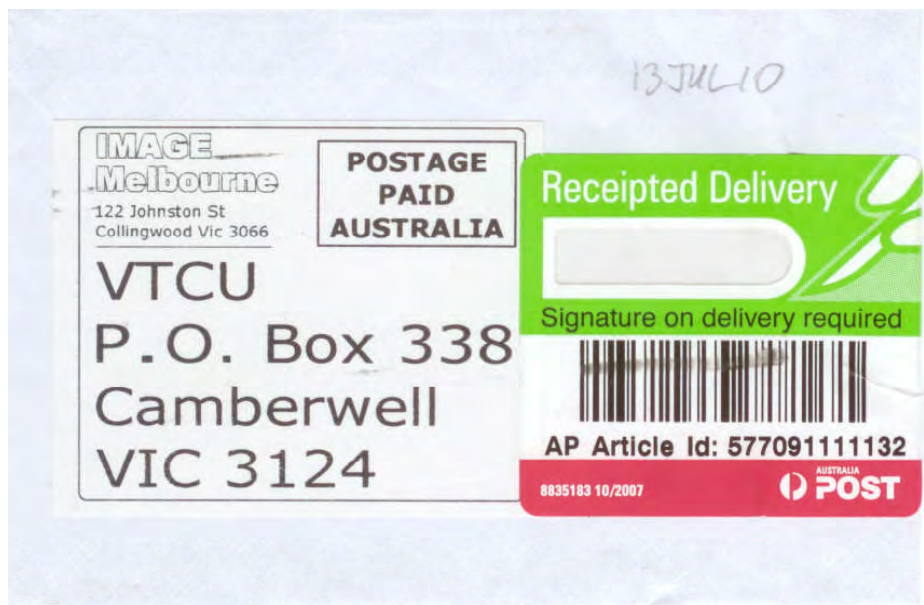
We despaired when we were told that AP would no longer allow us to use high value stamps to pay for registration. Let me add fuel to the fire.

I have never seen the scanned article before so I have no idea when RECEIPTED DELIVERY of registered articles commenced. I have not seen any articles in any magazine or journals either.

On asking the rate of postage I received blank looks, as post offices cannot oblige this service. They can provide proof of receipt for registered articles at a cost of: Postage 60c, Registration \$2.95, Receipt service \$1.95, for a combined total of \$5.50. Used covers are identified by the label and part of the receipt card affixed to the rear of the envelope

Apparently this envelope's costing was: postage – presumably less than 60c, and the contract rate for registering and receipted delivery was \$1.50

Eat your heart out!



My wife and I were meeting friends from Melbourne, Ballan and Adelaide for a reunion weekend up at Halls Gap. My friend said he would arrange accommodation and send us the details. The night before we were due to leave, I rang to ask where we were meeting, to be told, 'I posted the details to you'. He had, however it took Australia Post 9 days to deliver a letter from Donvale to Croydon. A distance of less than 15 Km! It was delivered a couple of days after we arrived back.

Stamps on Postcards

By John Young

In the previous issue of this journal Ian Cutter raised some questions about postcards mailed with the stamp on the picture side. He is right in observing that the practice was mainly European, and often between collectors of picture postcards.

Collectors often exchanged postcards without a message, entitling them to half price, printed-matter, postage (usually a green stamp), see figure 1. To start an exchange, however, a message was needed and the postage cost was letter rate (usually a red stamp), see figures 2a, 2b.

There were some exceptions. The practice was not only European, as shown by the examples from Grenada and Aden (figures 1, 3). Sometimes there was a real message (figures 4, 5) but in these examples the exchange of messages was probably between postcard collectors.

The real intent of putting a stamp on the picture seems often to have the place name on the postmark match the place of the picture (figures 2, 5, 6). In times when transport was slower and people stayed put longer, this was easily done. The last example, figure 7a, 7b, shows that sticking stamps on the picture side ran for at least 71 years, 1907-1978. Figure 7 is a postcard from the Isle of Man, and is unusual because stamps were hard to stick on properly when postcards had glossy pictures. In this example there are stamps front and back.

All the postcards from overseas shown below were addressed to Australia.

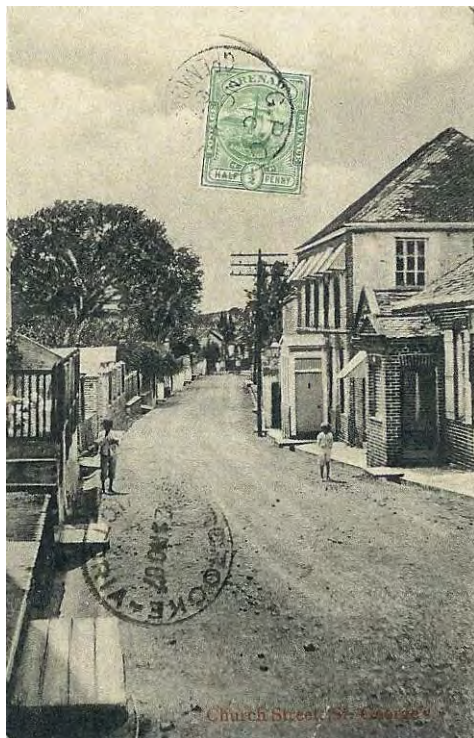
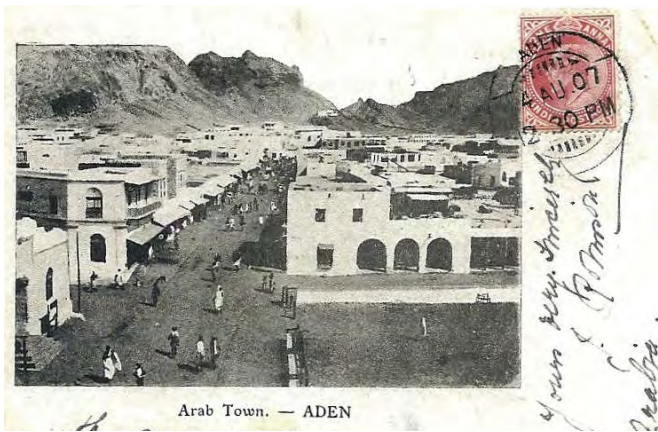


Fig 1



Fig 2



Arab Town. — ADEN

Fig 3



PÄRNU, RÜÜTLI TÄNAV

Fig 4



RAILWAY STATION, WOOMELANG

Fig 5



TILLY WHIM CAVES SWANAGE

Fig 6



Fig 7a

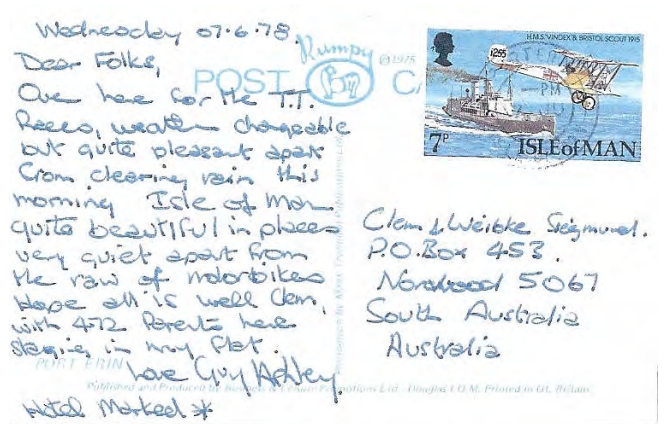


Fig 7b

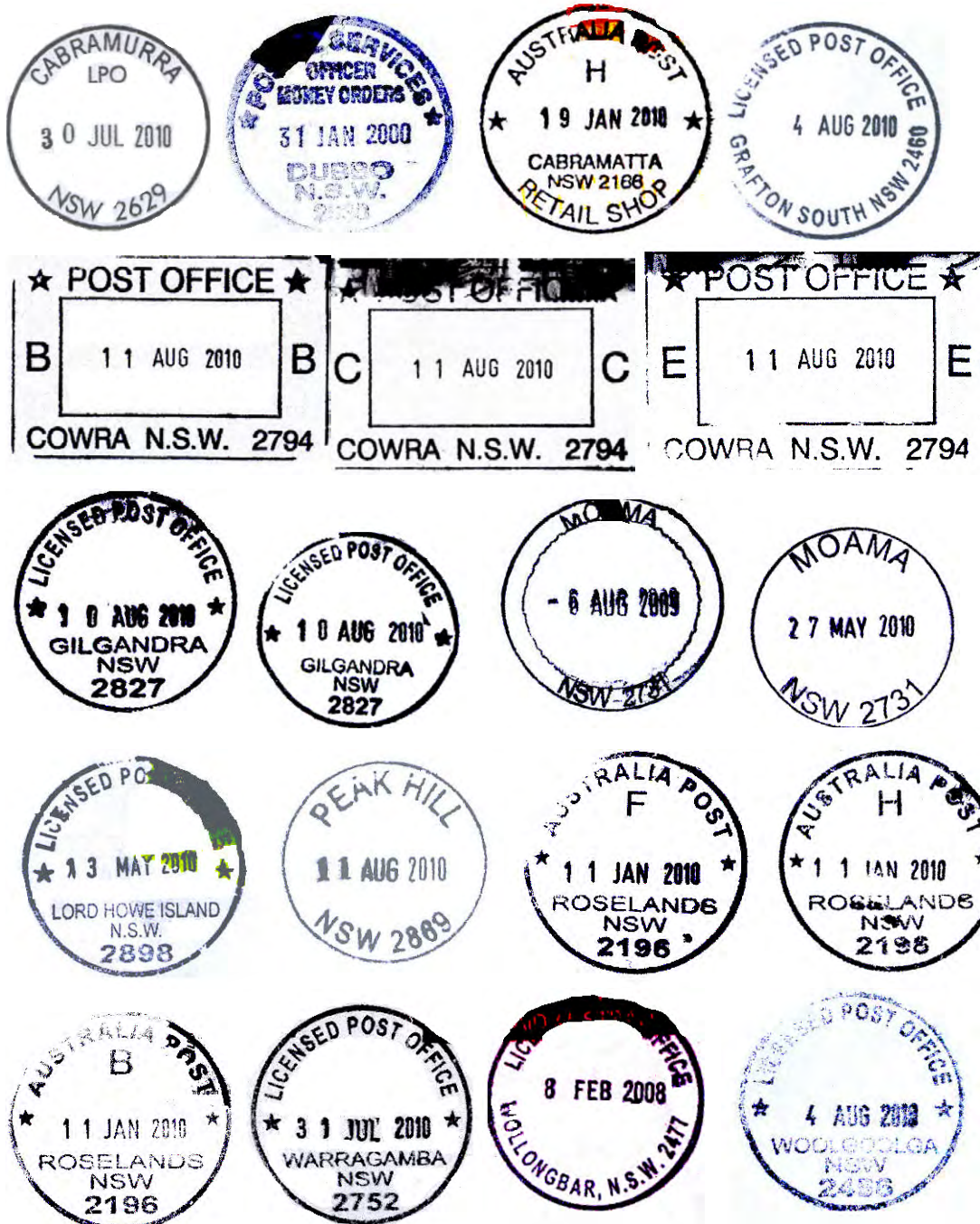
Hand-Held Date Stamps

Co-ordinated by George Vearing

The only item that is worth a mention is the datestamp from the International Airport that reads from the Melbourne Gateway Facility, a quite unusual wording for a date stamp.

Thanks to Richard Peck , Ian Cutter John Young, Frank Adamik and Tony Lyon for their contributions that keep this column going.

N.S.W.:- COWRA reduced in size, Earlier datestamp:-LORD HOWE Island (98/22)



S.A.

QLD.



VIC:-Earlier datestamps :-ALTONA (92/34), BOORT (105/26), COHUNA (105/26), DOOKIE (98/25), KATUNGA (102/28), KERANG (93/36) , KOONDROOK (96/34) , NUMURKAH (100/61), ROCHESTER (103/32),



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- ◆ Send the Editor any interesting philatelic news
- ◆ Come to the bi-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 the monthly meeting
- ◆ Ensure the Council receives your feedback and suggestions for the Society

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Back Cover Story



Airmail letter from Nyasaland to USA

Cholo / Nyasaland cds of 4 Jan 1946

Loma Linda / Calif mechanical arrival cancel of 21 Jan 1946 (below)

Airmail postage

3/7d ($\leq \frac{1}{2}$ oz) (from Dec 44 - Proud)

1. The Malamulo Mission Hospital was founded by the Seventh Day Adventists in 1938. Malamulo is south of Blantyre near Makwasa in the foothills of the Shire Highlands. Today it is also a teaching hospital and is still run by the SDA.
2. Nyasaland became Malawi in 1964 after an experiment from the 1950s as the Federation of Rhodesia and Nyasaland. It became a republic in 1966.
3. This letter is thought to be the only mail of Nyasaland origin with an OAT cachet (type XI here)

