

# The Bulletin



The British Society of Australian Philately  
*Founded 1933*

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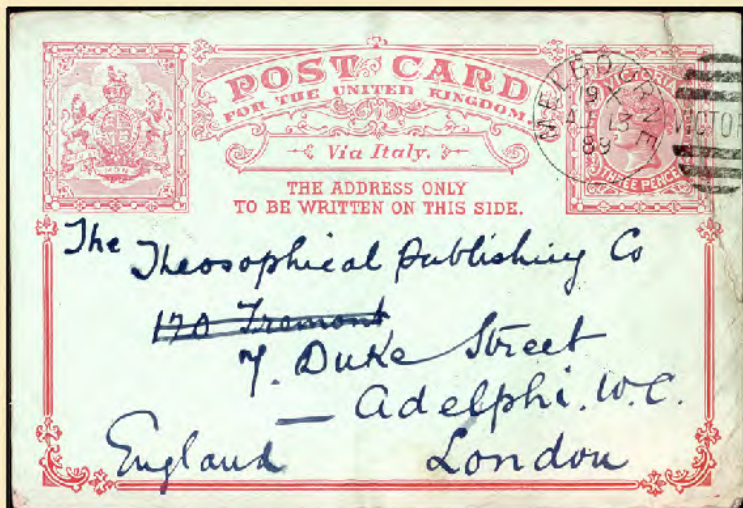
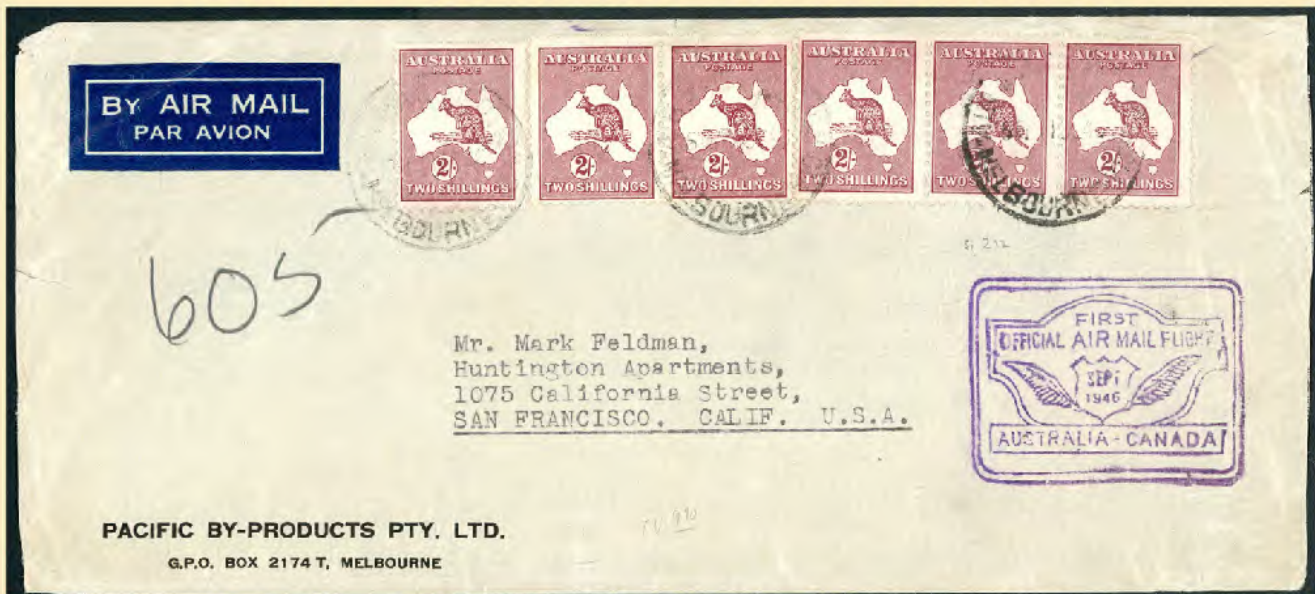
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**2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 59)  
by Gordon Monk; Bert Wajer and the late Paull Kaigg (1727)**

**Pane 6 # 26**

**1<sup>st</sup> State Proof – 7 July 1914 (1<sup>st</sup> half of 1<sup>st</sup> printing).**

1a Top Left Corner. Island flaw inconstant and variable in size.

**2<sup>nd</sup> State 28 July 1914 (2<sup>nd</sup> half of 1<sup>st</sup> printing) – Final**

1a as before.

2a Left Frame. Slightly overhangs general line of frame for 5¼mm from TLC and then abruptly returns to normal, inconstant and variable. 34% of sample had no overhang.

2b Shade Lines. Break in 3<sup>rd</sup> and 4<sup>th</sup> lines below and right of left wattle stem 1½mm from LF and 11 mm from TF, inconstant and variable. No shade breaks on 34% of sample, 6% of sample only 4<sup>th</sup> line broken, 47% 4<sup>th</sup> & 5<sup>th</sup> lines broken, 13% 4<sup>th</sup> to 6<sup>th</sup> line broken.

2c Bottom Left Corner. Corner bulbous with a small notch in corner, found on 69% of samples, variable.

2d Top Frame. Small break or notch 1¼mm left of cross found on 25% of sample, inconstant and variable.

2e Top Right Corner. Shallow curve in RF at TRC making the TF appear to extend to the right found on 15% of sample, inconstant and variable.

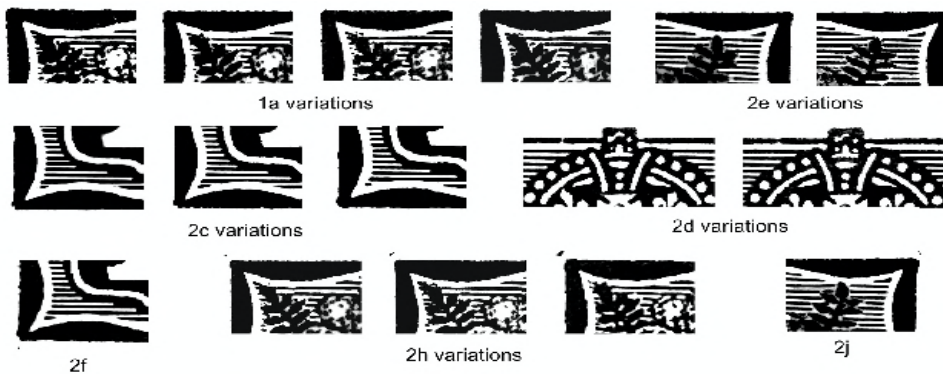
2f Bottom Left Corner. At the end of the print run a faint compartment dot appears under the corner, inconstant.

2g Left Frame. At the end of the print run compartment dots appear at L25 and L81, inconstant.

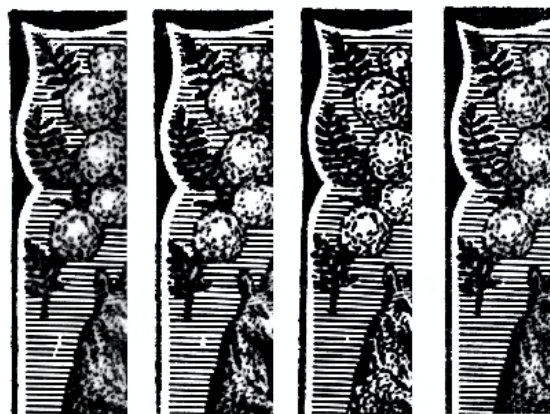
2h Top Left Corner. Late in the print run a faint compartment dot appears over the corner. Later a second dot appears and then they join to form a short line, variable.

2j Top Right Corner. Late in the print run a faint compartment dot appears over the corner, inconstant.

Note Compartment marks are rare on this unit. Similar to 6-14. Issued Mar 2006. Revised Dec



2f, g, h



2a, b variations

## **Pane 6 # 27**

### **1<sup>st</sup> State Proof – 7 July 1914 (1<sup>st</sup> half of 1<sup>st</sup> printing).**

1a Top Left Corner. Island flaw variable in size.

### **2<sup>nd</sup> State 28 July 1914 (2<sup>nd</sup> half of 1<sup>st</sup> printing) – March 1928**

1a as before.

2a Right Fame. Slight shave for 1½mm at top found on 41% of sample, variable.

2b Top Left Corner. Corner raised above the level of TF with a shallow depression in TF just right of corner on 47% of sample, variable.

2c Cross. Top slightly dished found on 38% of sample or broken in centre found on 27% of sample, variable.

2d Top Frame. Notched on inside just left of cross found on 50% of sample.

2e Top Frame. Abrupt curved on inside left of right v-scroll found on 47% of sample, variable.

2f Shade Lines. Breaks in 3 shade lines ½mm from Roo's neck from 1 line above left wattle stem to 1 line below found on 15% of sample, variable and inconstant.

2g Shade Lines. Breaks in 4 shade lines ½mm left of right wattle stem from 1 line above right wattle stem to 2 lines below found on 35% of sample, variable and inconstant.

2h Bottom Right Corner. Right frame notched just above BRC found on 50% of sample.

2j Bottom Left Corner. At the end of the print run a compartment dot appears in line with LF under BF, inconstant.

### **3rd State March 1928 – Final**

#### **Accidental Re-entry**

1a, 2a, b, c, e, f, g, h, j as before. 2d see 3d

3a Top Frame. White border right of cross to TRC wider than normal. Dots of colour are sometimes found in the border.

3b Shade Lines. Top five lines right of cross and top three lines between the wattles weak. 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> lines between wattles thicker than normal and often blurred, variable.

3c Shade Lines. Shading left of cross, top 3 lines, thicker than normal found on 8% of sample, variable.

3d Top Frame. Notched on inside just left of cross found on 50% of sample and broken just left of cross found on 18% of sample.

3e Cross. Less white than normal found on 18% of sample.

Note Compartment marks are rare on this unit. Issued Mar 2005. Revised Dec 2017 2b to 2j new.



1a variations

2a variations



2b variations



2c variations

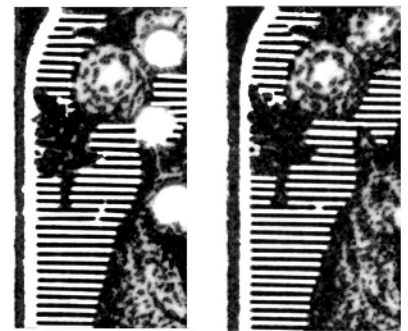
Pane 6 # 27 cont.



2e



2j



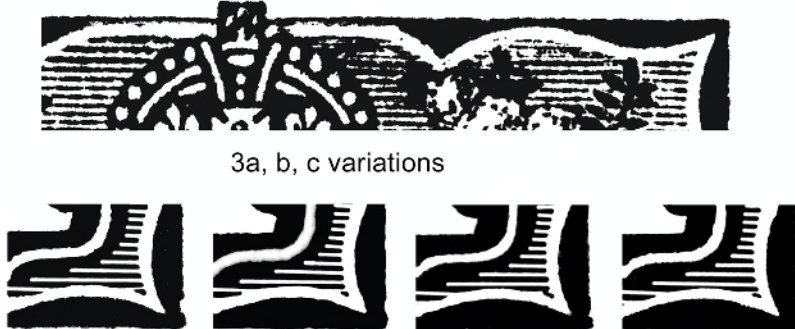
2f variations



3a, b, c variations



2g variations



2h variations



2d

3d



3e variations

**Pane 6 # 28**

A difficult unit to plate because no flaw exists for more than 36% of print run due to inking.

**1<sup>st</sup> State Proof – 7 July 1914 (1<sup>st</sup> half of 1<sup>st</sup> printing).**

1a Top Left Corner. Island flaw inconstant and very variable in shape and size.

**2<sup>nd</sup> State 28 July 1914 (2<sup>nd</sup> half of 1<sup>st</sup> printing) – Final**

1a as before.

2a Bottom Left Corner. A ½ mm notch in bottom of LF inconstant and very variable. Notch found on 28% of sample.

2b Bottom Right Corner. RF shaved for ½ mm above BF and BF extends slightly to the right making the corner pointed found on 19% of sample, variable.

2c Shade Lines. A break in the 3<sup>rd</sup> shade line in the top left corner over the top right wattle leaf tip. It can be a wide break with a dot in the middle or a small break either side of the wattle leaf tip, found on 36% of sample.

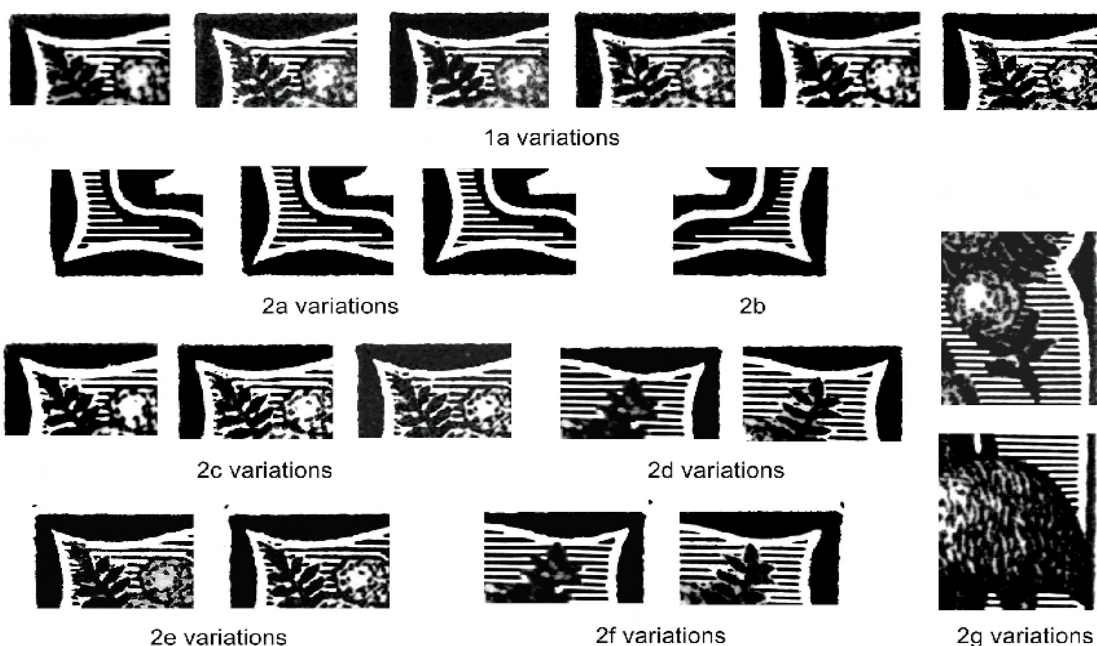
2d Right Frame. Small indentation in frame just below the TRC giving the impression the TF extends to right, found on 28% of sample, variable.

2e Top Left Corner. At the end of the print run a compartment dot appears over the corner.

2f Top Right Corner. At the end of the print run a compartment dot appears over the corner.

2g Right Frame. At the end of the print run a compartment dot appears either at R34 or at R79, to date both marks have not been found on the same unit. If any collector has an example showing both dots on the one stamp a scan of the unit would be appreciated, Gordon Monk c/o acharman@sa.charriot.net.au

Note 2a sometimes resembles 6-30.  
Issued Oct 2007. Revised Jan 2018 2b to 2g added.



**Pane 6 # 29**

A difficult unit to plate because all flaws are subject to inking

**1<sup>st</sup> State Proof – 7 July 1914 (1<sup>st</sup> half of 1<sup>st</sup> printing).**

1a Top Left Corner. Island flaw inconstant and very variable in shape and size.

**2<sup>nd</sup> State 28 July 1914 (2<sup>nd</sup> half of 1<sup>st</sup> printing) – Final**

1a as before.

2a Top Right Corner. Starts normal but as the print run progresses gradually extends to right, found on 36% of sample, variable.

2b Bottom Right Corner. In mid print run a small spur appears on the corner and then gradually grows in size to a small bump found on 23% of sample, variable.

2c Cross. Gentle right to left slope found on 82% of sample, variable. Unit's only constant flaw.

2d Bottom Frame. Slightly raised under NE P of ONE PENNY causing a narrowing of the white margin found on 18% of sample, variable.

2e Left Frame. Slightly thinned behind Roo's rump 7-9½mm above BLC found on 23% of sample, variable.

2f Left Frame. Late in the print run a compartment dot appears 9¼mm above BLC and ¾mm from LF, often removed during perforation.

2g Top Right Corner. At the end of the print run a compartment dot appears over the corner in line with RF, inconstant.

Note Issued Apr 2003. Revised Jan 2018 2b to 2g added.



1a variations



2a variations

2c

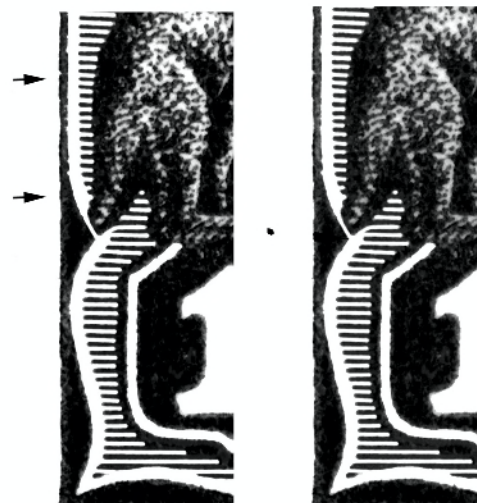


2b variations

2g



2d



2e

2f



**2673. AUCTION NOTES by John Bozic ACCCF (1219)**

New auction record for the rare KGV Plate 2, 11/2d SM perf 13 John Ash imprint Nover A. At Status International Auctions SEPT 24 lot 1499 sold for \$4738 including buyers premium (reserve price \$750). This represents 6.3X the reserve. The similar block lot 1498 with 2<sup>nd</sup> correction sold for \$546, (reserve price \$140). This represents 3.9X the reserve. Figure 1 & 2 listed in the Brusden White 2018 KGV as 92(2)zi known as VOID CORNER 2L59 fourth correction NoverA. BW states that this imprint with fourth correction is extremely rare, only one example being at present recorded. I am aware of a strip of 4 of the same. The imprints of recent times have been much in demand hence a strong market. I believe this trend will continue.



**Figure 1**



**Figure 2**

**2674. 1913 1D KANGAROO DIE 1–DIE 2 PAIR: A COMMENT** By David Adams (1066) and Philip Adams (1837)

Recently, the second author corresponded with the first regarding the 1d Kangaroo Die 1 - Die 2 pair reported in the June 2013 edition of the ACCNSW's *Bulletin* (article No. 3545). The Kangaroo pair was subsequently sold as lot 91 in Auction 185 conducted by *Prestige Philately* (now *Abacus Auctions*).

Pictures of the pair in the article and auction catalogue showed the right-hand (RH) stamp with the characteristic Die I break and the left-hand (LH) stamp without. An image of the pair at higher resolution has been made available by *Abacus Auctions* (incorporating *Prestige Philately*), and is shown below.



*Figure 1: Image of the Die 1 – Die 2 pair*

The *Bulletin* article notes that substitutions occurred in the 1d Kangaroo, and several are listed in the Brusden-White catalogue on Plates E and F (Die 2) and Plate G (Die 2A). Those substitutions involve the use of units from Plate D (Die 2) which was believed to be retired early probably in February 1913.<sup>1</sup>

<sup>1</sup> Readers looking for a further explanation of the 1d substitutions should consult Adams, Bell and Pope (2004 and Kellow (1985).

The article finishes as follows. “It has not been possible to plate either unit, so it is not clear if this pair represents the substitution of a Die 2 unit into a Die 1 plate (Plate B or C), or of a die

1 unit (probably taken from Plate A which was retired at the same time as plate D) into a Die 2 plate (Plate E or F). After inspecting the image above, David believes that the LH unit comes from the cut-up Plate D. As noted in Adams, Bell and Pope (2004, p. 259), Plate D clichés are distinguishable from the clichés on the other Die II plates (E and F). The Die II state exists in two sub states: the later sub state has breaks in the first shading lines above and below N of ONE (see Figure 2); the earlier sub state does not. Plate D clichés are the early sub state. The Die 2 stamp on the LH of Figure 1 does not have the breaks.



*Figure 2: The later stage Die 2 cliché with the breaks above and below N of ONE*

From the observations above we conclude the following.

- The LH Die 2 stamp most likely comes from Plate D.
- The RH Die 1 stamp most likely comes from Plates B or C – it is implausible for a stamp from Plate D to be substituted into Plate A and *vice versa*.
- Given that all other known substitutions (plate E R26, plate F L19, plate F L20 and plate G R55) are from the cut up Plate D, then it is highly likely that in the Figure 1 pair, it is the LH stamp that has been substituted into a Die 1 plate (B or C).

## References

- David Adams, Bill Bell and Greg Pope (2004), *1d Red Kangaroo and Map Series: The First Stamp of the Commonwealth of Australia*, published by the authors.
- G.N. Kellow (1985), *Kangaroos: The Last Victorian Issue*, published by Richard C. Peck.

**2675. 20<sup>th</sup> CENTURY POSTAGE RATES AUSTRALIA AND NEW ZEALAND  
by Colin Tabcart (1806)**

[Note from Ed. This is a continuation from Part 12 of the articles from Colin Tabcart]

**1933 14 Jun.** *Sydney Morning Herald*. Letter to editor deploring no reduction in the 2d rate on a city letter.

**1934 22 Nov.** *Wellington Evening Post*. The Australia-Singapore-England air service, which is to be inaugurated next month, would be available for mails to and from NZ. The mail will leave Brisbane on Monday 10 Dec and reach London on 24 Dec. Mails leave London on 8 Dec and are due in Brisbane 20 Dec. Air mails despatched from NZ by the weekly intercolonial steamer leaving on Fridays will connect with Brisbane on the following Wednesday. In the reverse direction air mails arriving in Brisbane on Thursdays will connect with the NZ steamer leaving on Fridays. For the first flight the *Monterey* leaves Auckland on 30 Nov. The first inward mail due in Brisbane on 20 Dec should connect with the *Monowai* leaving Sydney 21 Dec, arriving at Auckland on 24 Dec.

**1935 May.** *New Zealand Herald*. Long article in the Herald of 15 Aug 1935 re refund of 6d per letter for the air fee on letters to have been sent by air trans-Tasman Sea to Australia by Sir Charles Kingsford-Smith. Presumably the plane ran into difficulties and the letters were sent sea mail to Australia at the 7d rate (1d NZ postage + 6d air rate). To UK the rate was 2/1d – 1d NZ, 6d air to Sydney + 1/6d air Australia-UK.

**1936 16 Sep.** *Sydney Morning Herald*. “An alternative service has been arranged for the expeditious delivery of mail matters in America. By use of the air mail service to London, and the transatlantic shipping service, letters posted in Sydney will be delivered in New York 20 days later, compared with the existing service of 21 days by the Matson shipping line and American airlines. The postage rate to NY via London is 1/7d for half oz, plus 1/6d per half oz over. The rate to Canada via London is 1/6d per half oz.”

**1936 4 Nov.** *Sydney Morning Herald*. Letter to the Editor. “Postage rates for letters were raised from 1d to 1½d in 1915 as a War Tax. In other parts of the Empire this was shown by the use of a special postage tax stamp. In 1920 the rate rose to 2d; 1923 saw a reduction to 1½d, but unfortunately it returned to 2d in 1930, at which level it has remained. We thus find that Australia is still, in 1936, paying this “war tax”, which the other dominions and colonies dropped long ago.”

**1937. 25 May.** *New Zealand Herald*. A note that 1d postage applies only to the British Empire, the USA, Argentine, Italy, Egypt, Yugo-Slavia, Portugal & Colonies, and a few other countries. Everywhere else postage is 2½d, the international rate for the first oz.

**1938 8 June.** *Sydney Morning Herald*. “It is stated in official quarters that the NZ government has made it a condition that the postage rate to and from NZ shall be at the British rate of 1½d a half ounce, and that the Commonwealth Govt. has agreed to this. That means that while a letter from NZ will be carried to London by way of Australia at 1½d, the charge for a letter posted in Australia will be 5d.”

**1938 6 July.** *Sydney Morning Herald*. “The reduced scale of postage rates which will apply when the flying boat service to England has been established permanently is not yet in

operation. Letters posted to England for transmission by the flying boat service during its experimental stage must bear the ordinary air mail postage of 1/6d a half ounce. The new rate of 5d a half ounce will apply first to letters for transmission by the flying boat leaving Australia on 1 August, and will remain in operation from that date. Letters posted in England for transmission to Australia by flying boat will be required to bear 1/3d a half ounce until the flying boat trip leaving England on 28 July, when they will be carried for the first time at the ordinary British postage rate of 1½d a half ounce.”

**1938 – 8 July.** *New Zealand Herald.*

When the new air mail service begins, and all 1<sup>st</sup> class mail for Empire destinations is despatched by it, a considerable change will be made in overseas postal charges. Except for letters sent to the Pacific dependencies of New Zealand there will be no more penny postage from NZ outwards. Correspondence within the Empire will be carried at the rate of 1½d per half oz. This will replace the existing overseas rate to most countries of 1d per oz. Mail by sea to foreign countries will be a minimum of 2½d + 1½d per addl oz. For NZ inland air despatch there is a minimum charge of 2d with no present indication of change. So a letter to London for 1½d will cost less than an air letter from Wellington to Auckland at 2d.

**1938 15 July.** *Sydney Morning Herald.* “The reduced surcharge from 1/6d to 5d a half ounce from Australia to Empire countries would not apply to Ceylon or Malta. The postage rate from Australia to Ceylon by the flying boat service would be 7d a half ounce and to Malta 6d. The extra surcharge was because the flying boats did not make contact with these countries. Rates to the Dutch East Indies would remain at 9d a half ounce. To Italy, Germany, Belgium, Greece, Holland, Yugoslavia, Czechoslovakia, Russia and other European countries to remain at 1/9d a half ounce.”

**1938 2 August.** *Sydney Morning Herald.* “The charge of 5d a half ounce applies only to Empire countries on the Australia-Singapore-England service route, including: Burma, Canada (via England), Egypt, Eire, Gibraltar, British Guiana, Honduras, India, Jamaica, Kenya, Malaya, Nigeria, Nyasaland, Palestine, Rhodesia, South Africa, Sudan, Tanganyika, Trinidad, Uganda, UK and Zanzibar.”

“The postage rate on letters to Canada via the Australia-Hong Kong-Canada air service has been reduced from 4/7d to 4/3d a half ounce.”

**1938. Nov 24.** *New Zealand Herald.* Another mention of underpaid mail, reminding the public that:

Empire postage is 1½d per half oz.

Tonga is a British Protectorate so comes within the Empire 1½d scheme.

Christmas cards posted to UK in sealed envelopes come under the 1½d empire rate.

Letters to foreign countries, including the USA, are now 2½d per oz.

**1939 1 August.** *Sydney Morning Herald.* A regular trans-Atlantic air mail service between England and Canada and the USA would begin on Saturday [5 Aug]. Air mails from Sydney for Canada and the USA would close at the GPO on Monday and Wednesday in each week, and be delivered in Montreal and New York about 14 days later. The first despatch of air mail under the new service closed at the GPO at 9 o'clock last night. The air mail which closes tomorrow will be carried by the PANAM flying boat which will leave Southampton on Monday 14 August. Postage rates from Australia: “Newfoundland postcards 11d, letters 1/10d per half ounce; Canada postcards 1/-, letters 2/- a half ounce; USA postcards 1/7d, letters 3/2d a half ounce plus 3/1d for each additional half ounce.”

**1939. 5 August.** *New Zealand Herald*. When the trans-Tasman air service opens letters between NZ and Australia will be carried by air. The existing penny postage will be replaced by the 1½d Empire rate.

**1939. 2 September.** *New Zealand Herald*. Sydney 25 August. The Federal Cabinet has decided to retain the 3d per ½ oz surcharge on Empire and internal air mail and the surcharge will also be imposed on the trans Tasman service. The air rate charged in Australia is 5d a half oz to British Empire countries – 2d postage + 3d air surcharge, and considerably higher and varying rates to foreign countries.

**1939 6 September.** *Sydney Morning Herald*. “Details of the revised bi-weekly Empire air mail service to England will be announced by the Postal Department as soon as the service has been re-organised to meet emergency conditions. Although the Federal Cabinet has announced the fixing of rates at the old charge of 1/6d a half ounce, officials said today that internal air mails would be maintained at the present rate of 5d. Air mail rates to intermediate destinations and allied and neutral countries will be the same as those formerly operating when the Australia-England postage rate was 1/6d.”

**1939. 6 September.** *New Zealand Herald*. It was still hoped to have the trans-Tasman air service in operation by November.

**1939. 21 September.** *New Zealand Herald*. Particulars of the Empire airmail services are not available. It is anticipated that the transit time between Sydney and Britain will be about 12 days. Use of the air service has been restricted to surcharged correspondence. Postage rates for Empire countries, Iraq and Egypt is now 1/6d pr half oz. The minimum rate to foreign countries will be 1/6d. Correspondence paid at the 1½d rate will be forwarded surface mail as opportunity offers.

**1939. 1 October – new rates.** *New Zealand Herald* of 30 September announced the new rates to take effect on 1 October.

Letters: inland 2d for 1<sup>st</sup> oz, + 1d per addl half oz; Empire 2d 1<sup>st</sup> half oz + 1d per half oz addl. Foreign 3d + 1d per addl half oz.. Inland by air 3d per half oz.

Late Fee 2d, Registration 4d. Postcards 1d inland, 1½d overseas.

**1939. 16 December.** *New Zealand Herald*. While there will be general satisfaction at the prospect of an early resumption of the commercial air service across the Pacific, to be conducted by Pan American Airways, considerable disappointment is bound to be caused by the fixing of air mail postage rates at a luxury level. For letters weighing only half an ounce, the charges will be 1/- to New Caledonia, 2/6d to Honolulu, 4/- to the USA and 6/3d to Great Britain and Europe. Postcards half the above rates.

**1939. 23 December.** *New Zealand Herald*. Free surface letters to servicemen granted on leaving NZ. Air letters remain at 1/6d. Parcels for those on active service overseas 1/6d to 3 lb, 3/- to a max of 7 lb.

**1940. 20 Apr.** *Wellington Evening Post*. By air to: UK, Ireland, Empire countries, Egypt & Iraq 1/6d; foreign countries minimum 1/6d. Australia & New Guinea 5d; USA internal services 1/-. Surface to Empire countries 2d. All per half ounce.

**1940 4 July.** *Wellington Evening Post*. By sea to Honolulu, and for the time being there is no other method by which it can get there, thence by air to New York and on to UK by sea, 1/9d per half oz. by air from Honolulu to Lisbon, thence by sea to the UK, 4/- per half oz.

**1940 10 July.** *Sydney Morning Herald*. The first Australian mail to cross the Pacific by air will leave Sydney in the Tasman flying boat on Thursday 18 July, to connect with the PANAM inaugural Boeing clipper flight from Auckland to San Francisco. Mail for this

service lodged at the Sydney GPO on Weds 17 July for carriage by air the whole way will reach the USA 6 days after leaving Sydney, and arrive in Britain in 13 or 14 days. The mail for Britain will be transferred at San Francisco to US internal services to New York, then to PANAM Atlantic service to Lisbon, whence it will go to Britain. By the service Australians can send to a number of S American countries, Alaska and islands in the West Indies. The first service will leave Sydney at 4 a.m. on July 18, arrive in NZ same day, leave Auckland on July 20, and reach New Caledonia on 21 July, Canton Island 22 July, Honolulu 23 Jul, San Francisco 24 July, and New York on 25 July. The service will leave Auckland on alternate Saturdays. No passengers will be carried on the first three flights.

**Postage rates:**

Destination	Postcards	1 <sup>st</sup> half oz	Addl .half oz
New Caledonia	8d	1/3d	1/2d
Canton Island	1/-	2/-	2/-
Hawaii	1/5d	2/10d	2/9d
Canada	2/-	3/11d	3/11d
USA	2/-	4/-	3/11d
UK via Canada*	2/-	3/11d	3/11d
UK	2/11d	5/10d	5/10d
Portugal	2/11d	5/10d	5/9d
Spain	-	5/11d	5/10d

\* includes air mail within USA and Canada. Not stated but presumably sea mail from Canada – UK

**1940 10 July.** *Sydney Morning Herald.* Qantas Empire Airways stated last night that the Singapore-Bangkok-Hanoi-Hong Kong air mail service operated by British Overseas Airways had been resumed. The Royal Netherlands Indies Airways was still operating from Batavia to Saigon, there linking with Air France to Hong Kong.

**1940 18 July.** *Wellington Evening Post.*

**Trans Tasman Air Service.** Mails close at Wellington each Saturday at noon. Postage to Australia, including Australian air service: letters 5d per half oz, PCs 3d. Egypt, Africa & intermediate Empire countries 1/6d, PCs 9d. Foreign countries between Australia & Egypt – special rates – inquire at Post Office.

**Trans Pacific Air Mail.** Close at Wellington at noon on alternate Thursdays. Postage per half oz. for letters: Hawaii 2/6d; USA & Canada including air in USA 4/-; GB 6/3d.

**1941 2 January.** *Wellington Evening Post.*

**Trans Tasman Air Service.** Mails close at Wellington 3 times each fortnight. Postage to Australia, including Australian air service: letters 5d per half oz, PCs 3d. Egypt, Africa & intermediate Empire countries 1/6d, PCs 9d. Foreign countries between Australia & Egypt – special rates – inquire at Post Office.

**Trans Pacific Air Mail.** Close at Wellington 2 Jan and 16 Jan at 4 p.m. Postage per half oz for letters: Hawaii 2/6d; USA & Canada including air in USA 4/-; GB 5/9d.

**Air Mail Services to Great Britain.**

Route Air NZ, Australia, Cape Town only (by trans Tasman air mail or Australian despatches) normal transit time 35-40 days 1/6d per half oz.

\*Air Honolulu – New York only (as opportunity offers) normal transit time about 3 weeks, 1/9d per half oz.

\*Air Honolulu, USA, Great Britain, (as opportunity offers) normal transit time under 3 weeks, 1/9d per half oz, 4/- per half oz.

\*Air NZ – New York (by trans Pacific air mail) normal transit time approx. 2 weeks, 4/- per half oz.

\* Air NZ – USA, Great Britain (by trans Pacific & trans Atlantic air mail) normal transit time 12 days, 5/9d per half oz.

\* = connections uncertain, letters accepted at sender's risk. **NB.** These rates probably applied from the beginning of the trans Pacific clipper service.

**1941. 18 March.** *Sydney Morning Herald.* The airmail rates to troops in Malaya or the Middle East are 9d per half ounce. If a letter exceeds the half ounce full airmail postage of 1/6d the half ounce must be paid. This ruling has been made to keep down the weight of mail because of necessary limitations on the number of planes available. The concession rate applies to mail sent by the Empire air service only. Mail to be carried to Canada by trans Pacific clipper service must carry 3/11d in stamps for each half ounce.

**1941. 23 October.** *Wellington Evening Post.* Trans Pacific air mails close Tuesday 4 Nov at 4 p.m. for letters. Postage for letters: Hawaii 2/6d per half oz; USA and Canada 4/- pr half oz; GB 5/9d per half oz.

Air Mail Services to GB. Route. Air NZ-Australia-Cape Town only 1/6d; Surface to USA air to GB 2/6d; Air NZ-New York by trans Pacific airmail, 4/-; Air by trans Pacific and Atlantic airmail 5/9d. All per half oz.

**1941. 6 Dec.** *Sydney Morning Herald.* New postage rates come into operation on Wednesday next (10 Dec). Surcharges of double the deficiencies will be strictly enforced in the case of 1oz letters, to which 2½d instead of 2d stamps will have to be affixed. Paper of 10 Dec elaborates slightly: "The ½d increase in most postal charges provided in the Federal budget will come into effect today. Overprinted 2d, 3d and 5d stamps will be sold at all post offices. The following are exempted from the increase:- postal articles to and from members of the forces abroad, to which special reduced postage rates apply; packages sent by parcel post; air mail articles to places beyond the Commonwealth other than NZ, Papua and New Guinea; articles that need no postage, such as letters to POWs beyond Australia. New stamps will not be on sale until early next year."

**1943. 5 March.** *Sydney Morning Herald.* Mails to Free China. All classes of mail other than parcels will be accepted at ordinary postage rates. Only correspondence bearing the airmail surcharge will be flown between Calcutta and Chungking. Such articles should be super scribed "by air Calcutta-Chungking". The airmail charge is: postcards 1/2d each; letters first half ounce 2/3d, each addl half ounce 2/2d.

**1946. 4 February.** *Sydney Morning Herald.* Article complaining that the additional halfpenny "war tax" was still in force. Repeated in SMH of 1 Nov 1946. Repeated SMH 11 Oct 1948.

**1946. 18 May.** *The Times (London).* Wellington 17 May. The weekly air line service by PANAM between San Francisco and Auckland will commence with the departure of a Skymaster aircraft from San Francisco on 25 May. Southbound aircraft will leave on Saturday mornings, call at Honolulu, Canton Island, Fiji & New Caledonia and will arrive at Auckland on Wednesday evenings. Northbound aircraft will leave on Thursday mornings and will arrive at S Francisco on Saturday evenings.

**1946. 10 Sep.** *Sydney Morning Herald.* "Air mail rates from Australia to USA and Canada will be cut from 4/- to 2/6d a half oz from tomorrow, and the rates to most S American countries will also be reduced. This was because of the Government's decision to establish a direct commercial service with Canada, thus reducing mail transit costs. PMG added: "The decision to introduce a series of familiarisation flights between Sydney and Vancouver at



fortnightly intervals, as a preliminary to the provision of a regular trans-Pacific air mail service of greater frequency, had enabled the Post Office to reduce the air mail rates to Canada and the USA from 4/- to 2/6d a half ounce and to lower by 1/6d a half ounce the charges for air mail articles to most S American countries. The amended tariffs can be regarded as a first step towards further substantial cuts as the Pacific air service becomes stabilised and it is practicable to operate to a greater frequency. The first familiarisation flight will leave Sydney next Sunday (15 Sep) and is due at Vancouver on 18 Sep. Air mails to N America will continue to be forwarded via the UK for the present. Four despatches will be made from Sydney each fortnight by this route, and one despatch via the direct Pacific service. The reduced 2/6d a half ounce will apply to air mail correspondence to Canada and the USA irrespective of the air route used.”

**1946. 12 Sep.** *Newcastle Morning Herald*. Melbourne 11 Sep. After the official opening ceremony at Laverton Aerodrome at 3.15 p.m. on Sunday 15 Sep, the WYARANA will take off at 4 p.m. to inaugurate the British Commonwealth Pacific Airlines service between Australia and Vancouver. The PMG will officially hand the Captain (Mr Ivan Holyman) the first mail to be despatched by this service.” Sydney 11 Sep: “A new attempt to solve the deadlock preventing operation of the Australia-USA air service will be made by the Deputy Director of Civil Aviation, Mr EC Johnston. The chairman of British Commonwealth Pacific Airlines, Mr AW Coles, said that Mr Johnston would leave on the initial Sydney-Vancouver trip next week for talks with the US Government. It is hoped that he may be able to bring about an agreement enabling us to fly passengers and freight into San Francisco. *Sydney Morning Herald* 12 Sep: “A 42½ hour flying schedule between Sydney and Vancouver has been drawn up for the first Australian trans-Pacific air service. The Australian National Airways Skymaster *Warana* will leave Mascot aerodrome on the inaugural flight at 8 p.m. on Sunday (15<sup>th</sup> Sep). Twenty women will be among the 34 passengers travelling on the Skymaster, including at least eight Australian fiancées of US servicemen. Single fare on the trans-Pacific service is £214. Return flights to Vancouver will be made fortnightly. Philatelists and others wishing to mark the first official airmail between Australia and Canada may obtain special commemorative envelopes today after 9.30 a.m. at the Australian National Airways booking office, 4a Martin Place, Sydney.” *Sydney Morning Herald* 16 Sep: “About 300 people gathered at Mascot aerodrome last night to see the Skymaster *Warana* take off on the inaugural flight between Australia and Canada. The Skymaster left for Fiji on the first stage shortly after 8 o’clock. It is due at Fiji this morning and will arrive at Vancouver on Wednesday [18 Sep]. A day will be spent in Fiji and a night and a day in Honolulu. Total flying time to Vancouver will be 42½ hours. The Skymaster will leave Vancouver next Friday [20 Sep] and will arrive in Sydney on 25 Sep. In addition to mails and freight there were 36 passengers and 10 crew. A purser and two air hostesses were included in the crew. Three pilots, two navigating officers, a wireless operator and a flight engineer made up the crew. The captain was PTL Taylor, flying superintendent of ANA. The DD of civil aviation, Captain EC Johnston, said he hoped to complete the air agreement between Australia and the USA in Washington. Until the agreement was reached passengers could not disembark at San Francisco when the airliners called there on the way to Vancouver. They would have to continue on to Vancouver and return to San Francisco by a local airliner.

**1946. 10 Oct.** *Sydney Morning Herald*. Washington 9 Oct. Airmail rates from America (USA?) to Australia and NZ will be reduced to 25C (1/7d) a half oz from 1 Nov. The present rates are 70c and 50c respectively.

**1946. 2 Nov.** *Sydney Morning Herald*. San Francisco 1 Nov. Extension of the PANAM service to Australia is expected “very soon” by airline officials – possibly this month and

certainly before next year. This week PANAM will double its present schedule to Auckland. Planes will leave San Francisco each Tuesday and Friday. A sharp increase in the quantity of airmail is expected following the reduction of postage from 70 to 25c, which becomes effective today.

**1948. 13 September.** *Sydney Morning Herald.* "Mail to Australian Navy ships, except those serving in Japanese waters, must now be prepaid at the full postage rates. The special concession rates have been withdrawn."

**1949 30 November.** *Sydney Morning Herald.* "Second class mail matter can be sent to the UK and certain other countries at special rates from next Friday [2 Dec]. Relatively heavy items such as commercial papers, newspapers, packets and samples, which so far have cost the same postage rates as for letters, will now bear the following charges: Combined postage and air mail fee for 2 oz: Indonesia, Malaya 1/3d; Burma, Ceylon, India, Pakistan, Thailand 1/6d; Bahrein, Egypt, Iraq 2/3d; UK & Eire 2/6d. First despatch of mail under the new system will leave Sydney on Tuesday 6 Dec."

**1950 October 5.** *Sydney Morning Herald.* "The PMG announced yesterday the concession postal rates for mail sent to members of the Australian Naval, Army, and Air forces serving with the United Nations forces in Korea. The rates are the same as those for the Australian forces in Malaya and Japan. Letters 1d an ounce; postcards and letter cards 1d each; printed matter 1d for 8 oz; books, periodicals and newspapers 1d for 12 oz; parcels up to 1 lb 6d, 1 – 2 lb 9d, 2 - 3 lb 1/-. These rates were for ordinary surface mail, but some mail would be sent by the two air services which left Australia each week for Japan. Air mail rates need not be paid for mail sent by these services."

**1950 27 October.** *Sydney Morning Herald.* "Proposed increases were announced today by the PMG. The **increases will operate from 1 December** if Parliament passes the legislation in time. Details (with the present charges shown in parentheses) follow:

Letters & letter cards 3d for the first ounce (2½d); each addl oz 2½d (2d).

Postcards 2½d (2d)

Printed papers, circulars, catalogues, periodicals & newspapers 2d first 4 oz + 1½d each addl 4oz (was 1½d per 4 oz).

Commercial papers, patterns, samples and merchandise 2d for first 2 oz (was 1½d) + 1½d per addl 2oz.

British Empire rates increased to the same level as internal Australian rates. Foreign letters and letter cards 5½d first oz + 3d each addl oz (3½d and 2d).

The increase in the foreign rates is made necessary by the UPU, and is brought about by devaluation on the Australian pound.

Internal airmail increased from 5½d to 6d, including airmail to NZ. Air mail services abroad not affected."

**1964** <http://www.teara.govt.nz/en/1966/post-office/page-2>

New Zealand Postage Rates 1964. Inland and British Commonwealth (surface) 4d first oz, + 1d per oz. Elsewhere 7d + 4d per oz extra surface.

Airmail per half oz: inland 5d + 2d per half oz. Overseas each half oz. : Australia Fiji & Western Samoa 7d; UK 2/-; Canada & USA 1/6d. Aerogrammes: Australia, Fiji & W Samoa 6d; UK 9d, Canada & USA 8d.

Registration 6d for £10, 1/- for £20.

## **NEWS AND NOTES APRIL 2020.**

### **OPEN LETTER FROM THE SECRETARY**

The headline news is that, following the latest announcements from HMG, Council have decided that there is no option other than to cancel this year's Convention. The Convention Auction will go ahead, but it will be postal only. An even bigger headline is that the London 2020 show at the Business Design Centre in Islington has been rescheduled for February 2022. As I write this is breaking news so I have no details yet.

We need to hold the AGM when things return rather more to normal. At present we are considering a one-day event in October, following the same agenda. Details will be published as soon as they are settled

The arrival in today's post of my copy of "Philately from Australia" brought reminders of a couple of things. There was a tribute to Max Watson, father of Gary of Prestige and Abacus fame, who passed away just before Christmas last year aged 93. I have happy memories of his helpfulness in explaining Victorian postal markings, and his frequent visits to the Prestige stand during London 2010.

The other reminder was the list of awards at Aeropex in December 2019. Our Chairman, Brian Peace, is an unassuming chap, and I found out from the list of awards that Brian had gained a Large Gold Medal and Special Prize in the Literature Class for the second volume of his book "Australasian Crash Mail and Mail from Other Incidents", as well as two further awards. As someone who has entered material in the Literature class, I am aware how hard it is to get a Gold Medal, let alone a Large Gold. Congratulations Brian.

May I remind members that our Bulletin Editor has made plain his intention to retire at the Annual General Meeting. We need a replacement urgently. I am sure that appropriate assistance will be available to the new incumbent.

Back to London 2020. You can now save yourself for London 2022. If you have not been to one of the major International shows before, give it a try. There will be an amazing range of material in the exhibition frames and a wider selection of dealers also. You now have two years to save up for it and prepare a wonderful exhibit! I will hope to see you there.

PGER 19/3/20

## **NOTICE OF ANNUAL GENERAL MEETING**

The 2020 Annual General Meeting of the British Society of Australian Philately  
will take place at the Grasmere House Hotel, Salisbury  
on Saturday 16th May 2020 at 11.15am.

P G E Reid, FRPSL, FBSAP  
Hon. Secretary

### **AGENDA**

- 1. Acceptance of the Minutes of the 2019 AGM previously circulated in The Bulletin**
- 2. Matters arising from the minutes**
- 3. President's Address**
- 4. Report of the Hon. Secretary**
- 5. Report of the Hon. Treasurer**
- 6. Report of the Exchange Packet Superintendent**
- 7. Report of the Auction Organiser**
- 8. Report of the Hon. Librarian**
- 9. Report of the Bulletin Editor**
- 10. Report of the Publicity Officer**
- 11. Society Officers**
- 12. Election to Council.**

In accordance with Rule 4 the following members of Council offer themselves for re-election: **Brian Sullman, Colin Mount, Graham Keates.**  
Any other nominations to the Hon. Secretary by 25th April 2020 please.

- 13. Election of Hon. Auditor**
- 14. The Society's Programme and The Bulletin**
- 15. Any Other Business**
  - Members' Handbook**
  - Scanned Bulletin Memory Stick**

Members should give notice in writing to the Hon. Secretary by 25<sup>th</sup> April 2020 of any matters that they intend to raise.

**P G E Reid**  
**Hon. Sec 3/2/20**

## FORTHCOMING MEETINGS

### COVID-19 SITUATION

**In the present situation and in line with strong government advice and the safety of members the BSAP council has regrettably had to decide that:**

**All meetings and the Convention will be cancelled until further notice.**

**The auction will be conducted postally**

#### **BRITISH SOCIETY OF AUSTRALIAN PHILATELY** Membership Secretary List of Changes to Membership Database.

Period: 1 January 2020 to 29 February 2020

#### **NOTIFICATION 169**

**Changes of address: None Advised**

**Corrections of address: None Advised**

**Corrections: None**

**Resignations:**

1835 Klimmeck M.            943    Jess K            417    Smith I  
1804 Szczepanski M

**Memberships lapsed – not renewed (rule 3(d)): None**

**Reinstated: None**

**Removal of members for other reasons (rule 3(f)):**

None

**Deceased: None Advised**

**New members:**

1855 J Kosniowski Hampshire

## **AUSTRALIAN PHILATELY IN PRINT #2, 2020.**

A list of articles found in Journals & Bulletins held (or seen) by the Librarian (Periodicals).

### **AUSTRALIAN COMMONWEALTH COLLECTORS CLUB OF NEW SOUTH WALES,**

Vol.58, No.4,

December 2019.

Vale: Jim Biggs 1922-2019.

Art. 3778: The treatment of philatelic mail in Sydney -Richard Peck ACCCF.

Art. 3779: 3d Kangaroo die 1 unlocated varieties – Pt.1 – Rod Buchko.

Art. 3780: King George V 1½d die 11 – a great Post Office repair – John Bozic.

Art. 3781: 1975 24c Radio Astronomy flaws – Richard Guy ACCCF.

Art. 3782: 2/- Kangaroo 3<sup>rd</sup> wmk.; white flaw above second “S” of “SHILLINGS” – Philip Adams & Richard Guy ACCCF.

Art. 3783: 10/- Kangaroo C of A wmk. Type D Specimen overprint in dark grey and aniline pink shade – John Bozic.

Art. 3784: Behind the scenes at the GPO Sydney (photos from the National Archives website)– Richard Peck.

Meeting reports for 16 September, 19 August, and 18 November 2019.

Index to Vol.58, 2019.

### **AUSTRALIAN STAMPS PROFESSIONAL, Vol.14, No.1.**

AEROPEX '19 report.

WW2 Postal History – Pt.11, Salvos with the Forces – Andrew Brockett.

Cinderella Meets Commemorative Postmarks – Peter Bond.

Collecting KGV Penny Green and Violet Varieties, Pt.15 – Dr Scott Starling.

Australian Privately Manufactured Formular Airletter and Aerogrammes Pt.1 – Neil Crnish.

Seven Seas Stamps – Collector's Catalogue 2020.

Guinea Airways crash in Katherine, NT, - Brian Peace FRPSL APR.

Antarctic Stamp, Postcard & Collectibles Exhibition2020.

A closer look at the 2<sup>nd</sup> head VG Perfins, a piece of published history Pt.7, Jason Rowe.

The HMB Endeavour and Captain James Cook: 250 years on – Luke Khule.

How the Cocos Islands spawned the shortest-lived airmail rates ever – Brian Pope APR.

### **CAPITAL PHILATELY, Vol.37, No.1, March 2019.**

Editorial – Jenni Creagh.

Letters to the Editor (Don't forget the Carré in Amsterdam – Hans Harman).

In Memoriam – Bernard van der Meer, 1931-2019.

Canberra Tracking Stations – Ian McMahon.

Volunteering – Helping others and so ourselves – Jenni Creagh.

Pastcards – Running away to the Circus – Act 2, Circus Families and Legacies – Greg Smith & Jenni Creagh.

### **CINDERELLA PHILATELIST, Vol.60, No.1, January 2020.**

Three future World Cinderella Congresses to be held in Germany and the United States – Ken Grant and John Hotchner, Co-ordinators.

Buy Goods made in Australia (WW1) – Vito Milano.

#### **FORCES POSTAL HISTORY SOCIETY JOURNAL**

**No.291** – Member query and answers (cover to Malta with AUSTRALIAN BASE DETAILS P.O., 29 May 1916).

**No.292** – Member query (HM Submarine and NAVAL BASE PO BALMORAL cancel dated early 1950s)

**No.293** – SMS Emden Crew: Interment in Australia or Malta – Marc Parren.

**No.294** – Australian Medical Corps, Parkhouse Camp – Graham Mark.

**No.297** – RAN airmail cover with straight line cancel NAVY POST OFFICE DAWIN, NT – Gary Watson.

**No.306** – Gallipoli – the evacuation of the ANZAC Area – 20 Dec 1915 - Keith Tranmer.

- Australian Military Post Offices at the WW1 Training Camps 1914-1918 – Gary Diffen.
- No.307** – The Australian Expeditionary Force and the First Convoy 1914 – Gary Diffen.
- No.308** - The Australian Expeditionary Force (cont.) Troopship mail from the Second Convoy until the end of WW1 – Gary Diffen.
- No.309** - The Australian Expeditionary Force (cont.) Mail Processing at Training Camps in Egypt in WW1 – Gary Diffen.
- No.310** – The Australian Military Campaign at Gallipoli in 1915 – Gary Diffen.
- No.311** – Mail Processing at Hospitals and Convalescent Homes during WW1 – Gary Diffen.
- No.312** – Australian Prisoners of War at Gallipoli -Gary Diffen.
- No.313** – Processing WW1 Mail in Australia – Gary Diffen.
- No.314** – Processing Mail in England and the Western Front – Gary Diffen.
- No.315** – Australian WW1 Training Camps and Hospitals in England – Gary Diffen.
- No.316** – Australian Internment Camps in WW1 – Gary Diffen.
- No.317** – The Australian Imperial Force at th Western Front 1916-1918 – Gary Diffen.
- No.318** – 101<sup>st</sup> Anniversary of the Battle of Beersheba – Gary Diffen.
- No.319** -The Royal Australian Navy in WW1 – Gary Diffen.
- No.321** – The Royal Australian Navy in WW1 (comment) – Dean W Mario.

**GIBBONS STAMP MONTHLY**, February 2020.

- England-Australia Air Race 1919 – Pradip Jain FRPSL.
- Fakes & Forgeries of the British Empire – George James.

**GIBBONS STAMP MONTHLY**, March 2020.

- Fake Finders: The work of the Expert Team at FIP International Exhibitions – Chris Harman RDP, Hon. FRPSL.
- Postal Stationery Matters (Tasmanian twin sets & New Zealand’s recycling 1906-26) – Peter van Gelder.
- 2019 Commonwealth Booklets (incl. Australia) – Geir Sor-Reime FRPSL.

**THE LONDON PHILATELIST**, Vol129, No.1472, January/February 2020.

- Visit of her Majesty The Queen.
- Aeropex, Adelaide.

**THE QUEENSLAND STAMPCOLLECTOR**, Vol37, No.1, February-April 2020

- Editorial – John Crowsley.
- APF News – Russell Boylan.
- QPC News.
- Talk Queensland – Some ex\amples of Packet Mail – John Stein.
- 1931 Kingsford Smith World Flights – Jeff Gunston.
- Philately and Education – Paul Xavier.
- Queensland Philatelic Societies and Stamp Clubs 2020.
- Registered Post – Joan Orr.
- Trophies and other awards.
- Club Scene.

**STAMP LOVER**, Vol.111, No.6, December 2019.

- Book Review: “Australasian Crash Mail and Mail from other Incidents, Vol.2, 1931-1935b by Brian R Peace FRPSL APR”.

**STAMP LOVER**, Vol.112, No.1, February 2020.

- The old Stanley-Gibbons-Catalogues – Handbook for Detecting Forgeries? – Gerhard Lang-Valchs.
- Book Review: “Stanley Gibbons Commonwealth and British Empire Stamps 1840-1970, 122<sup>nd</sup> edition 2020.”

AEC.

## REPORT ON THE LONDON MEETING OF 8<sup>TH</sup> JANUARY 2020



Eight members and two guests gathered to hear Clive Jones, a visiting non-member, display his material entitled “Antipodean Trials and Tribulations”.

To some extent this was a reprise of the display given to the Convention at Lichfield in May 2019. Clive noted in opening that the display includes material both to and from Australasia, and some New Zealand and Pacific Island material is included. The display aims to illustrate many of the mishaps that can befall a letter travelling halfway round the world.

The display is basically chronological and runs from 1829 to about 1900. The range of material shown is so diverse that only a very few can be mentioned.

As an example of unbalanced postage charges, a letter from Australia sent by the Long Sea Route (across the Southern Ocean and round the Cape of Good Hope) was charged 4d, but it was landed at Penzance where it was charged 5/- for the carriage to London.

We were shown examples of letters sent on the Toulmin packets and other early Ship Letters, but mail sent on early steamers could be delayed if the coaling stops were not properly stocked.

Some order and regularity came to the service with the P&O Contract service, but even these had problems with mechanical breakdowns. We were shown a “Paid All” Packet Letter and regaled with the story of the living conditions during the Gold Rush, where a good rent could be collected for provision of an old ship’s boiler as a dwelling place!



The advent of the Crimean War disrupted communication with Australia, as steamers were requisitioned for troop and munitions services, so the Australian services reverted to sail.

This ushered in the fast clippers of the Black Ball and White Star lines that raced to be the fastest to Australia. From this period there were two remarkable covers, one via Marseilles charged 8/2d and a cover with a 2/- woodblock on cover that still had 4/1d to pay. Other interesting covers included an early MISSENT marking and a couple of pages of clipper mail.

There were two essential people on any ship. It was essential to have a Captain and a Surgeon. If either of these was not present, the ship could not continue its voyage. Examples were shown where the Captain had died, and the ship had to put into port to await a new Captain, and another where the Surgeon had died on the voyage, with similar consequences.

The reign of the clippers ended in 1856 and steam returned. The mail contract for Australia was awarded after a tender process to the European & Australian Royal Mail Steamship Company who were cheapest. From the beginning that had problems, with the ships failing and they never met the promised timetable before going bust in 1859.

Later in 1859 Peninsular & Oriental (P&O) took on a new contract, routed via Mauritius to Sues. P&O changed this route to call at Galle (in Ceylon) instead as there were better facilities and it complemented their Far East routes. They extended to New Zealand in 1862. Queensland tried ships routed via the Torres Strait, but the mail volumes were far less than from Sydney & Melbourne. We were shown covers via Torres Straits and Marseilles (1/4d) and the slower long sea route (vis Indian Ocean and the Cape)(1/-).

The introduction of the railway from Sydney to Melbourne allowed mail to catch up the Sydney ships as they called at Melbourne.

In 1866 routes across the Pacific were pioneered, but these were abandoned because of the spread of Yellow Fever picked up calling at Panama to cross the isthmus for onward transmission to Europe. However the later completion of the New York to San Francisco railway and later Vancouver to Halifax allowed the Pacific routes to be revived.

Marseilles was closed by the Franco-Prussian War and mail was rerouted via Brindisi. Although initially more expensive (1/1d as against 10d), the Italian route became cheaper and better with the opening of the railway to access Switzerland, Austria and Germany, and Marseilles never regained the mail route.

We saw a number of covers that had been delayed by disease (measles, typhoid and cholera). In 1891, when the Australian Colonies joined the UPU, the rate came down to 2½d for the Long Sea Route and usage revived,

Finally, we were shown a cover that had been addressed to a young lady "Residing in New Zealand or elsewhere abroad." It had travelled all round New Zealand, eventually finding the addressee, who refused it, so the letter was returned to sender.

Brian Peace gave the vote of thanks, complimenting Clive on the superb array of material on show. I would echo this and feel it is impossible to do justice in a short report to all the ground covered by the material in the display.

PGER 13/1/20

## REPORT ON THE BSAP LONDON MEETING OF 11<sup>TH</sup> FEBRUARY 2020



Our speaker for the evening was Ian Greig, Assistant to the keeper of the Royal Philatelic Collection and his subject was “The Stamps of Samuel Calvert for the Colony of Victoria.”

Ian explained that Samuel Calvert was a printer in Melbourne who specialised in boxwood dies. In 1853 the Colony raised postage rates dramatically. The internal rate jumped from 2d to 6d, letters to Sydney from 2d to 1/- and Ship Letters from 3d to 1/-. These rates lasted for about one year, when the 6d rate was reduced to 4d and the 1/- rates to 6d. These changes led to the need for higher value stamps, and Calvert won the contract for the 2/- stamp and then the 5d stamp. Later he produced the special purpose stamps for “REGISTERED” and “TOO LATE”. These were printed from boxwood blocks of 25 or 50 and each die was engraved individually. He also gained later contracts for 1d, 2d and 4d stamps which were made up into sheets of 120 produced by surface printing. The display began with an original letter from Calvert to his nephew that described how he did the work. Ian read this out. Separation was originally by cutting, but then rouletting was adopted with a machine used by counter clerks that rouletted vertically only, followed later by a perforating machine gauge 12. Calvert fell out of favour because he had pawned some stock and was unable to produce it on request. His contract was terminated and he was replaced by F W Robinson, who became a Post Office employee. Robinson introduced electrotypes, surface printing and perforation. He also introduced marginal marks on sheets indicating the value of columns of stamps. We were shown examples of use on cover to other states and England as well as a reconstructed sheet of 25. Ian followed with a proof strike of the medal awarded at the 1854 exhibition (visit <https://www.pinterest.co.uk/worldfairs/1854-1907-other-australian-exhibitions/> for relevant images) We also saw a Die Proof of the 4d “Emblems” issue and an engraving by Calvert of the Melbourne Library. The paper supplied by Perkins Bacon was unsuitable for the stamps and was replaced by several types of locally-sourced paper. The display continued with a run of the various different printings. Ian noted that the stamps perforated on two sides only are difficult, and commented that there are many different papers used, with “Bordeaux2 paper being particularly difficult. Later items seen were a 1d Town Letter and use of the 1d cracked plate. A selection of 4d stamps also showed examples of the cracked plate.

Brian Peace, giving the vote of thanks, complimented Ian on showing so many gems and explaining his subject so well.

PGER 2/3/2020

**2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part 6 by Ian Spencer (999)**

**Parts H & I – Interstate labels from SA to New South Wales and Queensland**

These inter-state labels have the usual red upper part (for South Australia) and white for New South Wales / blue for Queensland. In a few cases, the lower portion in off-white (for NSW) is quite similar to cream for the palest issues for Victoria, but these have been checked for their correct state.

**(All images are shown at Reduced Sizes)**

**Part H – South Australia to New South Wales**

Type H1



Type H2



**Type H1**

Size 84 x 49.5 mm. Base is off-white. All text in the common font with small serifs. "T" of "TO" has square ends to the downward serifs. Line under "S.A.R." is 13.5 mm long. Variable centering – in one example the " Adelaide is 3 mm above the base of the red partion. Station name is 9 mm high, and centered low, along with the rest of the text.

Station Recorded

Queanbeyan

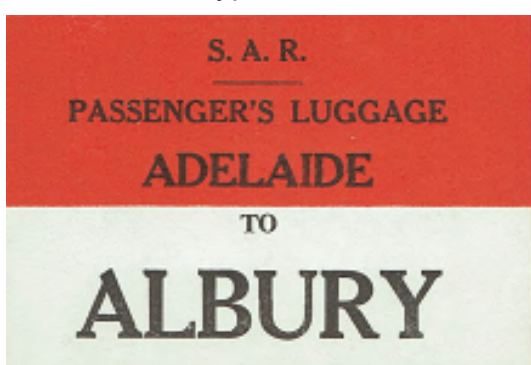
**Type H2**

Size 85 x 49.5 mm. Similar to Type H1. Base is more off-white than Type H1. All text in the common font with small serifs. Key difference is that the line under "S.A.R." is 11.5 mm long (2 mm shorter). Station name is 9 mm high, and centered higher, along with the rest of the text.

Station Recorded

Newcastle

Type H3



Type H4



### **Type H3**

Size 75 x 50 mm (narrower format). Base is white in colour. All text in the common font with small serifs, apart from the "TO", which has a "T" with pointed downward serifs. Line under "S.A.R." is 12.5 mm long. Station name is 9 mm high.

Station Recorded

Albury

### **Type H4**

Size 74X 52 mm (narrower format). All text apart from the station name is in a thick, sans-serif font, "S.A.R." is smaller than normal. Line under "S.A.R." is 8 mm long. Small "TO", with a round "O". Station name is 7.5 mm high and in a different font (with bigger serifs) to Type H3

Station Recorded

Strathfield

Type H5



Type H6



### **Type H5**

Size 85 x 53.5 mm. First, third and fourth lines are in the unusual font, with flat topped "A"s. The other two lines are in a thicker, sans-serif font. Line under "S.A.R." is thick and only 4.5 mm long. "Passenger's Luggage" is 58 mm long. Station name is 7.5 mm high and thicker than normal. Example shown is lightly miscut – white line at the top and red line at the bottom. Other examples are better centred.

Station Recorded

Sydney

### **Type H6**

Size 85 x 53.5 mm. All lines are in the unusual font, with flat topped "A"s. Line under "S.A.R." is thick and 7.5 mm long. "Passenger's Luggage" is 48 mm long. Station name is 7.5 mm high

Stations Recorded

Wagga Wagga, Yass Junction

Type H7



**Type H7**

Size 83 x 48.5 mm. All lines are in the unusual font, with flat topped "A"s. Line under "S.A.R." is thick and only 4.5 mm long. "Passenger's Luggage" is 47 mm long. Station name is 7 mm high

Station Recorded

Wagga Wagga

**Type H8**

Type H8



Size 87 x 51mm. This is the only label seen to date with the full name in two lines – ("Australian National Railways Central Region"). Post 1968, with the "Central Region" being for South Australia. Used from Adelaide to un-named stations in New South Wales. All lines of text are in the unusual font, with flat topped "A"s. Line under the name is fairly thin and 7.5 mm long. "Passenger's Luggage" is 47 mm long. Some copies show "Adelaide" as being entirely within the upper (red) portion.

Type H9

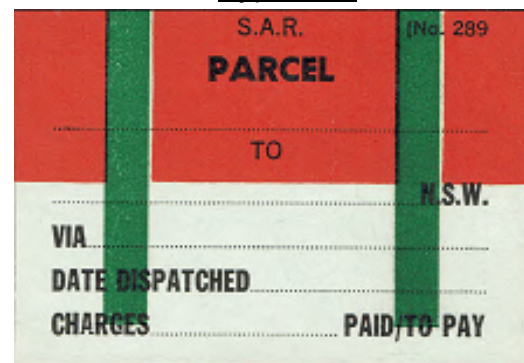


**Type H9**

Size 90 mm x 51.5 mm. This is the only "Parcel" type seen from S.A. to a named station in N.S.W. Similar to Type H5. First, third and fourth lines are in the unusual font, with flat topped "A"s. The other two lines are in a thicker, sans-serif font. Line under "S.A.R." is thick and only 4.5 mm long. Station name is thick and 7.5 mm high (Like in H5). Both green vertical lines have a faint line down the middle.

**Type H10**

Type H10



Narrow format - size 75 x 52 mm. "Charges" Type -used between un-named stations in South Australia and New South Wales. Very similar to Type G22, corresponding label for Victoria. Numbered "[ No. 289" at top right. (with square bracket at start). Sans-serif font used through, with all but "S.A.R." and "TO" in bold. No line under "S.A.R.". Thin green stripes (6.0 mm wide – half normal width), which unusually finish 3.5 mm above the base of the label. Two other copies have been seen with full green stripes, in a lighter shade, one with a 3mm white line at the top of the label.

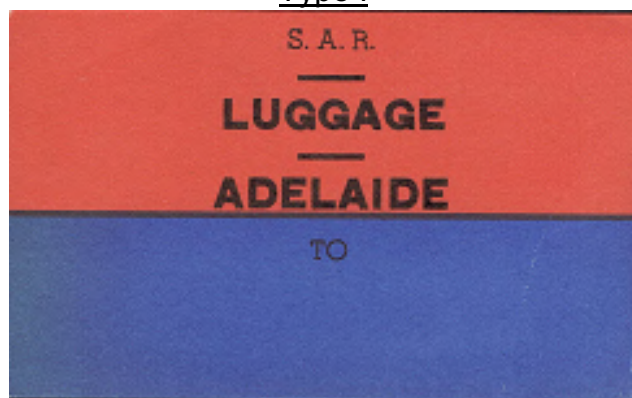
### Type H11 (from the Collection of Albert Coles)



Size 83.5 x 53 mm. Quite different from Type H9. "S.A.R" and "ADELAIDE" are in the common font with small serifs. "PARCEL" has letters with much larger fonts, particularly the tail on the "L". "T" of "TO" has large pointed downward serifs. Vertical stripes are in a paler shade of green.

### Part I – South Australia to Queensland

#### Type I



Size 83.5 x 50 mm. To date, this has been the only label from South Australia to Queensland (lower portion in blue). Used for luggage from Adelaide to un-named stations in Queensland. The style has not been seen elsewhere. First and fourth lines are in the unusual font, with flat topped "A"s. The other two lines are in a thick, sans-serif font, with "Luggage" and Adelaide being the same height at 4 mm high. Thick 8.5 mm lines above and below "luggage".

Confirmation that this was used for stations in Queensland has come from parallel issues from other states, to be described in later articles.

### **Conclusions**

Fewer types have been recorded between South Australia and New South Wales, than for the corresponding labels for Victoria – you have to travel via Victoria to get from South Australia to New South Wales. Only one type is known from more than a single station, although Wagga Wagga is known in two types (H6 and H7).

Only one "luggage" type has been seen for use between South Australia and Queensland (You have to also to travel through both Victoria and New South Wales to get to Queensland.)

## 2676. CITY OF KHARTOUM FLYING BOAT RUNS OUT OF FUEL; ONLY PILOT SURVIVES Part 1 by Brian Peace FRPSL

The Imperial Airways Handley Page HP42W *Heracles* G-AAXC took off from Croydon at 1230 on Saturday 28 December 1935 on a scheduled flight to Paris, being the first stage of Imperial Airways' service IE405. From Paris, the Australian, Indian and Far East mail was despatched by rail at 1715 to Brindisi but delays occurred and it did not arrive in time for the scheduled 0600 departure on the 30<sup>th</sup>.

Later on the Monday, the Short S8 Calcutta flying boat G-AASJ *City of Khartoum* left for Corfu, Athens, Crete and Alexandria. She overnighted at Corfu, called at Athens and finally took off from Mirabella Bay, Crete at 1400 on Tuesday 31 December with a full load of fuel, nine passengers and a heavy mail. She was at the maximum permissible load and scheduled to arrive at Alexandria at 1915 after a flight of 5¼ hours.

The Mediterranean, Brindisi to Alexandria sector, of the Imperial Airways service was normally operated by the Short S17 Scipio class flying boats, however G-ABFB *Sylvanus* was set on fire by an irate Italian on 9 November 1935 and destroyed while being refuelled at Brindisi. Two old S8 Calcutta class flying boats, G-EBVH and G-AASJ, were brought back into service, and whilst preparing them, a mechanic had adjusted the carburettor fuel settings on G-AASJ *City of Khartoum* so that fuel consumption was 12% above normal. Apparently the pilot was not aware of this.



G-AASJ *City of Khartoum*

### The Crash

Approaching the Alexandria flare path at 1900, Captain V Gorry Wilson checked the fuel gauges and saw there were 25 gallons remaining. The chronology of what happened is included in detail in the Air Ministry Report dated 30 June 1936:

- 1400 Departed from Mirabella Bay, Crete with full tanks containing 478 gallons of fuel
- 1845 Sighted Ras el Tin lighthouse (Alexandria). Climbed to 1,000 feet

- 1900 Wilson checked fuel about this time. One tank empty; 25 gallons estimated to remain.in other
- 1918 Wilson advised he was about to wind in the aerial and commence the descent to the flare path.
- 1920 All three engines cut out simultaneously at 600 feet during the descent. Maintained glide
- 1921 Struck water in a level configuration, but nose buried in sea. Wilson escaped from open cockpit
- 1922 Upon surfacing Wilson observed flying boat was in a perpendicular, nose down position
- 2000 About this time Wilson had managed to swim against the current back to the wreck. He found two passengers and the Flight Engineer clinging to the tail section
- 2100 Between 2000 and 2145 the three survivors lost hope and swam off, not to be seen again
- 2145 Between 2130 and 2200 the flying boat sank. Wilson started swimming
- 0050 Wilson picked up by HMS *Brilliant*, 5½ hours after the crash

The chronology of activity on shore was as follows:

- 1900 Lights of flying boat sighted by flare path staff
- 1920 Flying boat lights disappear (no-one witnessed the crash)
- 1945 About this time a Company harbour pilot reported, second-hand, to the Airport Station the non-arrival of the *City of Khartoum*
- 2020 The Company pilot went a second time to the Airport Station. The alarm was now raised
- 2145 Flare-party came ashore and full facts were known

The Imperial Airways S8 Calcutta flying boat G-EBVH *City of Stonehaven*, also operating IE405, landed soon after the crash. Of the 498 gallons of fuel on board when it started taxiing at Mirabella, there were a mere 17 gallons remaining as it reached the moorings in Alexandria. It had a similar flight time to that of the *City of Khartoum*, 5 hours 17 minutes. Perhaps the only reason it had a little fuel remaining upon mooring was that it was not fully loaded and its fuel tanks held a few more gallons than the *City of Khartoum*.

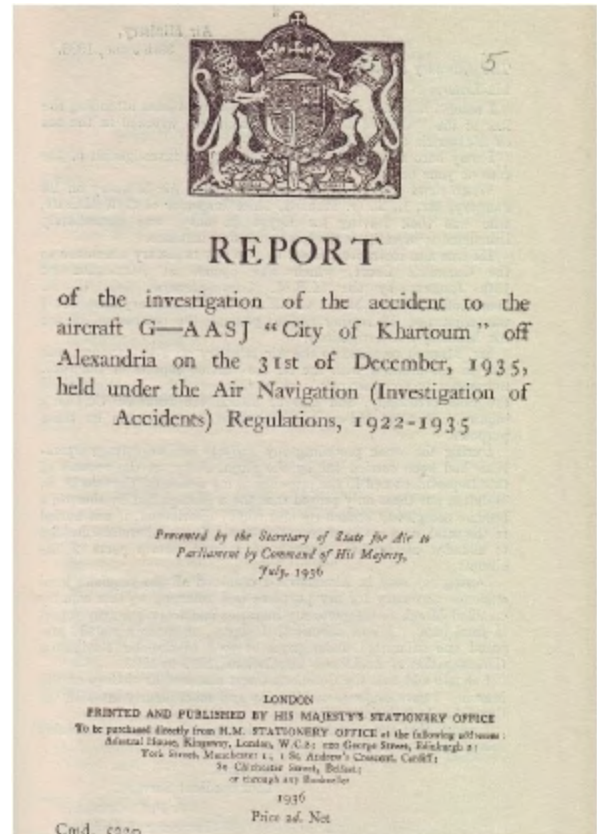
### The Pilot's Version of Events

Captain Wilson made a statement after he had recovered from his ordeal:

*I flattened out the 'plane at the moment of contact with the sea. It was impossible to see the water in these circumstances, since the nose-light was only for picking out obstacles ahead. I had never before landed with only the nose lights. One of the petrol gauges showed 25 gallons and the other showed none. There was enough petrol for 20 minutes' flying. I was of the opinion that possibly a breakage in the petrol feed, or an obstruction, caused the disaster. There was, possibly, a leakage and the gauge might have been incorrect.*

*I made a good normal contact with the water, but almost immediately afterwards the nose of the 'plane was buried in solid water as though it had run into a large swell. I undid the safety valves and extricated myself from the cockpit, which was open. Then, getting to the surface, I saw the 'plane standing on its nose, practically vertically. I stripped off my clothes. Only the starboard wingtip and the tail were then visible, silhouetted against the sky.*

*I drifted, holding the cockpit cushion, which soon became sodden. Then I swam to the 'plane, and climbed on to the tail, where I found a passenger who asked our chances of being picked*





*up. I reassured him, and saw another passenger swimming and trying to climb on to the tail, but he was repeatedly swept off by the swell. I pulled him on. Both passengers later swam off into the darkness.*

*By this time 45 minutes had elapsed. I remained on the tailplane and then on the rudder, until it became submerged, and then I swam to the starboard wingtip, where I remained until 10.30 pm, when the 'plane sank. My luminous watch had not stopped. I was on the wingtip for an hour. I swam until I was picked up at 1 am by the destroyer Brilliant, which nearly ran me down. I was saved by a member of the crew hearing my shouts.*

### **Pilot V G Wilson: Previous Incidents**

Passenger aircraft flying scheduled routes today must carry extra fuel in case of extreme headwinds, having to divert to an alternative airport or some other reason. It appears no such protocol was in place for Imperial Airways flying boats, and there are accounts of forced landings due to running low on, or out of, fuel and recorded occasions where they landed with virtually empty tanks.

Extra fuel means extra weight. Extra weight means extra fuel to carry that weight. Economics were paramount, but another factor was that some aircraft had inadequate fuel capacity; quite simply, the tanks were not large enough to carry a safe fuel load for the route. This was the case with the Short S8 Calcutta and, to a lesser extent, with the S17 Kent.

On 4 March 1933 the Short S17 ABFC *Satyros* ran out of fuel, 20 miles short of the destination, while attempting to fly non-stop from Alexandria to Athens on Imperial Airways Service IW204. A launch was sent out from the air base at Phaleron, and *Satyros*, with passengers and a crew of four, was towed into Phaleron Bay. The pilot on this flight was Vernon G Wilson. He was censured and transferred to land planes.

In a second incident, Wilson was the pilot of *Athena* on the First Air Mail Service to be extended from Singapore to Australia (IE298). He was at Karachi to uplift the UK mails from *Horsa* on 13 December 1934. His co-pilot had been transferred to another aircraft at Karachi which left Wilson in *Athena* facing the five-day journey to Darwin as the sole pilot, accompanied by a mechanic. After brief overnight stops at Calcutta, Rangoon, Singapore and Sourabaya, Wilson landed at Darwin, in the light of runway flares, at 1945 on 18 December, just 90 minutes behind schedule. He deposited 66 bags of mail weighing 1,498lbs, and one passenger. He said he had had *very little sleep* since leaving Karachi. Such practices are unsafe.

In a third incident, V G Wilson was once again pilot, this time in command of the AW XV Atalanta Class G-ABTK *Athena* on Imperial Airways Service IE303 from Koepang to Darwin on 16 January 1935. Wilson took off from Koepang just after midnight in fine weather, without rest, in an attempt to make up time, having left Singapore one day behind schedule. There were no facilities for night flying on this route and it was prohibited. Due to encountering a terrific storm with strong headwinds, being blown off course, and lost, Wilson realised he would run out of fuel before he reached Darwin. He put down on Bathurst Island, 60 miles from Darwin. The rescue aircraft which had brought fuel crashed on take-off and broke its propeller. All in all an expensive and unnecessary incident.

Following the fourth incident - the crash on New Year's Eve 1935 - Pilot Vernon Gorry Wilson was involved in a fifth incident on 29 September 1936. On this occasion the AW XV Atalanta Class G-ABTK *Athena* caught fire at Delhi Aerodrome whilst the engines were being warmed up. The aircraft was burned to the ground, but no one was injured. No blame could be attached to Wilson on this occasion.

Captain Wilson was dismissed by Imperial Airways in 1937 with no reason given. Several other pilots lost their jobs at the same time. Coincidentally, they and Wilson had been critical of Imperial Airways'

equipment and safety measures.  
**The Air Ministry Report**

**Civil Accident C A -67  
Calcutta G – AASJ  
off Alexandria Harbour  
31.12.35**

**ACCIDENTS INVESTIGATIONS BRANCH**

**Report No CA – 67**

*Aircraft:*

“Calcutta” Flying Boat.  
G-AASJ. “City of Khartoum.”  
C. of A, No, 2376. Valid until November,  
1936

*Engines:*

(3) Jupiter XI F/P  
Port No. 11354  
Centre No. 11016  
Starb. No. 11339

*Owners:*

Imperial Airways Ltd

*Crew:*

Pilot – Capt. V. G. Wilson. (Saved)  
Flt. Engineer – W. J. Amor. (Drowned)  
W/T Operator – H. J. Baker. (Drowned)  
Steward – H. C. Richardson. (Fatally injured)

*Passengers:*

Mr A. J. Buckman. . (Fatally injured)  
Miss V. H. Eckford. (Fatally injured)  
Mrs K. U. Horsman. (Fatally injured)  
Mr W. G. Wellsted. (Fatally injured)  
Capt. R. F. Mason. (Fatally injured)  
Mr C. R. Rastall. (Fatally injured)  
Signor Tortaglione. (Fatally injured)  
Mr A. L. Garrett. (Drowned)  
\*Mr Luke. (Drowned)

*Date and Hour of Occurrence:*

At about 7.20 p.m. (Egyptian time) on  
Tuesday 31<sup>st</sup> December, 1935

\*James C Luke (57), Philadelphia, USA

Civil Accident C.A.—67  
Calcutta G—A A S J.  
off Alexandria Harbour  
31.12.35.

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Mr. A. L. Garrett. (Drowned.)  
Mr. Luke. (Drowned.)

*Date and Hour of Occurrence:*  
At about 7.20 p.m. (Egyptian time) on Tuesday, 31st December, 1935.

*Broad Facts of the Case.*  
1. On 31st December, 1935, at about 2 p.m. (Egyptian time) Imperial Airways flying-boat “City of Khartoum” left Mirabelles  
1935

*Conclusions.*

36. On the evidence available I have arrived at the following conclusions :—

(1) That the immediate cause of the accident was loss of engine power due to the aircraft's supply of fuel becoming exhausted.

(2) That the tankage of these aircraft did not provide an adequate reserve of fuel for this section of the route except in favourable weather conditions. The alterations of the carburettor jet-settings should not have been carried out under any circumstances and were undoubtedly due to a misunderstanding of orders.

(3) That a fault in one or both of the petrol gauges cannot be dismissed as a possible contributory cause of the accident.

(4) That the sudden and complete loss of engine power at a height of only 500 feet created an extremely difficult situation and one which strongly militated against a successful " forced-landing " in darkness. The pilot appears to have done all that could be expected of him in the circumstances.

(5) That it is difficult to attach blame to any individual for the delay which occurred in instituting rescue measures but the fact remains that in all probability the loss of life would have been reduced if there had been efficient communication between flare-path and Airport.

J. P. C. COOPER,

Conclusions of Air Ministry Report dated 30 June 1936  
 Air Ministry,  
 Kingsway, W.C.2.  
 30th June, 1936.

### The Mail

Not all Australasian mail on board Service IE405 was involved in the crash. Letters posted within 18 hours of closing time in London arrived separately at Brindisi where two Short S8 flying boats, *City of Khartoum* and *City of Stonehaven*, were waiting to uplift it to Alexandria due to the heavy load. The mail posted within 18 hours of closing time was placed aboard *City of Stonehaven*, and continued from Alexandria as normal arriving at Darwin on 8 January.

Mail on board the *City of Khartoum* comprised that for Egypt and all points east including Hong Kong,, Australia and New Zealand. When the location of the wreck was discovered shortly before noon on 1 January 1936, it was found to be in about six fathoms, 1¼ miles from the harbour breakwater. Salvage operations were put in hand immediately by the Port Authorities and continued for 3 days as and when weather permitted. Attempts to raise the wreck were unsuccessful, but the divers managed to enter the hull and extract the bodies, mail and luggage. The three engines were recovered before salvage operations were abandoned.

The authorities estimated that two-thirds of the mail was recovered. This is difficult to verify, but we

do know which bags of Australasian mail were recovered, and the dry weight of those bags.

Eleven bags of Australasian mail were recovered as follows:

	Bags	Weight kg	Weight lbs	Articles (approx.)
Munich to Darwin	1	14.40	31.75	900
Brindisi Amb to Darwin	1	2.02	4.45	200
Brindisi Amb to Brisbane	1	1.09	2.40	100
Marseilles to Darwin	1	1.23	2.71	120
London to Darwin	1	1.70	3.75	150
London to Brisbane	1	4.10	9.04	300
London to Sydney	2	39.60	87.32	3,000
London to Melbourne	1	<u>21.20</u>	<u>46.75</u>	<u>1,700</u>
London to Adelaide	1	2.50	<u>5.51</u>	<u>230</u>
London to Perth	1	3.90	8.60	300
		<u>91.74</u>	202.28	7,000 items

Note that a small mail for New Zealand and Papua was included in the Melbourne and Sydney bags.

In total 71 bags weighing 858lbs were on board the *City of Khartoum*, including that for Australasia, at the time she crashed. The recovered mail was placed aboard Service IE407, operated by the HP42E G-AAUC *Horsa* which was running one day late (due to the late train at Brindisi), and left Alexandria on 8 January. At Karachi the mail was transferred to G-ABTK *Athena* which left early on 10 January for Jodhpur, Calcutta, Bangkok and Singapore.

By the time *Athena* had reached Singapore it was realised that the one DH86 aircraft would not be able to carry both the large regular mail for Service IE407, and the Australasian portion of the mail recovered from the *City of Khartoum*, on the long leg over the Timor Sea. QEA therefore despatched pilot Lester Brain in a second DH86, VH-USD *Brisbane*, which left Darwin for Koepang at 0555 on Tuesday 14 January and awaited the arrival of Service IE407 in the shape of the DH86 *Adelaide*, Captain W Crowther, from Rambang. Upon Crowther's landing at Koepang, 800lbs of mail was transferred to Brain's aircraft, and the two took off together, both arriving at Darwin around 1700.



Together with the regular mail, all the mail recovered from the *City of Khartoum* was taken to the Darwin GPO where the salvaged bags for Darwin were opened and found to be completely sodden. Postal officials did not therefore open salvaged bags for other centres, but sent them on untreated. The unopened bags of salvaged mail, together with the regular despatch which had left Croydon on 4 January, were loaded on board the QEA *Brisbane*, pilot Lester Brain, which took off early on the 15<sup>th</sup>.

At Daly Waters a total of 82lb of mail was unloaded for Western Australia. At Charleville a further 1,123lbs was transferred to the southbound aircraft, Pilot C Arthur Butler. This comprised the mail for NSW, Victoria, South Australia, Tasmania and New Zealand. Lester Brain reached Brisbane in the afternoon on the 16<sup>th</sup>. At Cootamundra Butler handed over the Sydney mail bags on 16 January.

All other mail was sent to Melbourne by the Sydney

Express arriving about noon on the 17<sup>th</sup>. ]See attached article endorsed by Postal Official.]

Melbourne newspaper 17Jan36

Some confusion has arisen about the quantities of recovered mail delivered to individual mail centres in Australia. This is understandable on two counts:

1. Service IE407, which collected the sodden Australasian mail recovered from the *City of Khartoum*, was also carrying a substantial regular mail which had left Croydon on 4 January. The two despatches were carried together from Alexandria to Koepang, where they were split between the DH86 *Adelaide* and *Brisbane* for the Timor Sea crossing, then re-combined in Darwin. So, for example, the quantity of mail offloaded from VH-USD *Brisbane* at Daly Waters for WA, noted as 82lb, included 8.60lbs of mail (in its dry state) of *City of Khartoum* mail.
2. Various sources state that about 300lbs of Australasian mail was recovered. The actual weight of that mail when it was received, in a dry condition aboard the *City of Khartoum*, was 202lbs. Add 9 or 10 gallons of sea water and it weighed 300lbs. This added sea water represents an additional one fifth of one ounce per letter.

On 18 January 1936 the following advertisement appeared in the *Sydney Morning Herald* on page 23:

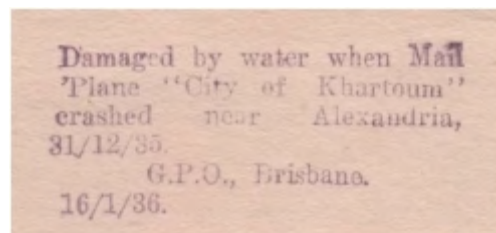
Here was one dealer or crash mail collector who wasted no time in seeking covers.

### Mail Processed at Brisbane GPO

The Brisbane mail had been despatched from Darwin per the QEA DH86 VH-USD *Brisbane* which took off early on the 15<sup>th</sup> for Daly Waters and Charleville. After leaving Charleville, pilot Lester Brain was carrying only the mail which he delivered to Archerfield Aerodrome and which arrived at the Brisbane GPO in the afternoon of the 16<sup>th</sup>. Mr Kilpatrick, the Acting Deputy Director of the Postal Department in Brisbane, stated on 17 January that 400 salvaged letters had been received the previous day, and all but six delivered the same day. His statement was erroneous in that more than six covers are recorded bearing the cachet below, accompanied by the circular date-stamp DEAD LETTER OFFICE 17JA36 BRISBANE. It is clear that most mail was delivered on the 17<sup>th</sup>, not the 16<sup>th</sup>. In fact no Brisbane date-stamps for the 16<sup>th</sup> have been recorded.

One report stated that special drying racks had been used at the Brisbane Dead Letter Office. Another that electric fans and radiators were used. Probably both reports were correct.

The 6-line cachet was applied to covers in purple ink, often accompanied by a PM9 resealing label (using stocks printed 8/1933). This cachet, incorporating the date 16/1/36, was doubtless prepared in anticipation of the mail arriving on the afternoon of the 16<sup>th</sup>.



Cachet 50 x 20mm

In some cases a duplicated explanatory label 208mm wide and average 52mm high (six per sheet) accompanied re-despatched covers.

## FROM THE EDITOR

I cannot avoid mentioning the grim situation arising from the covid-19 pandemic. So first I hope you are all well and remain so. Helen and I are well and were cheered this morning by a kind note from our next door neighbour offering to help with shopping etc. if we have to isolate ourselves. It is this sort of thing which keeps our spirits up.

As you will see in the Forthcoming Meetings section there is an alert saying that all meetings and the convention have had to be cancelled until further notice but that the auction, whose catalogue is enclosed with this edition will be conducted postally.

You are probably aware that I have been looking for a successor as editor for over two years because it is increasingly difficult to cope with my other responsibilities and interests (including philatelic), and maintain the quality of the Bulletin which I try to achieve.

At the last meeting of the Council it was accepted that it could no longer be the responsibility of the editor to find a successor and that the December issue, at the latest, would be my last.

I shall give as much help as possible to my successor. I would hope that I have enough articles in stock to help the new editor so please keep them coming.

GJK

**STEVEN ZIRINSKY**  
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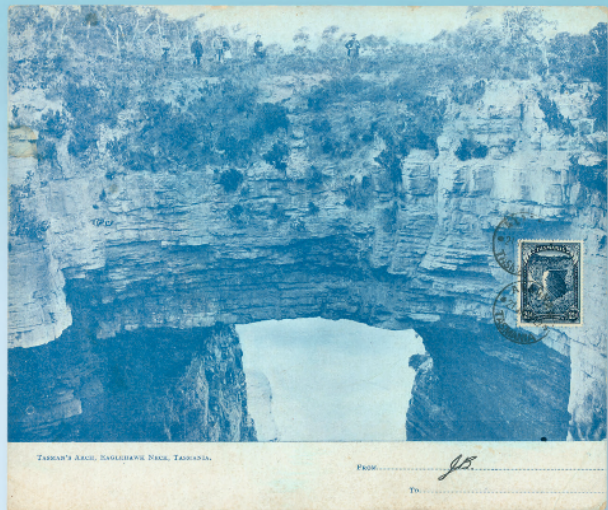
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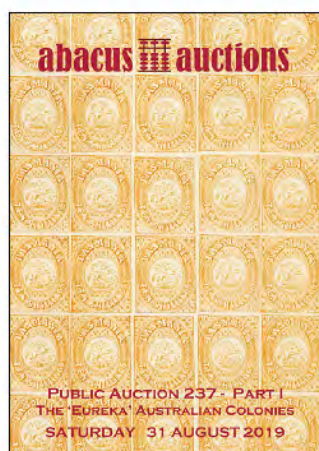
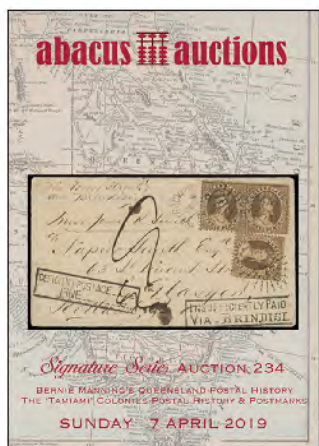
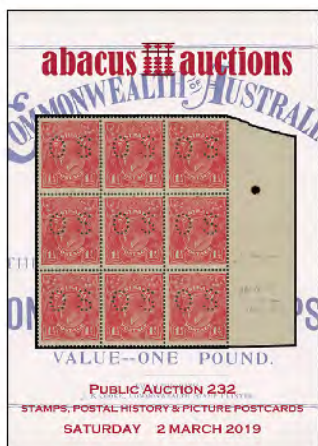
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