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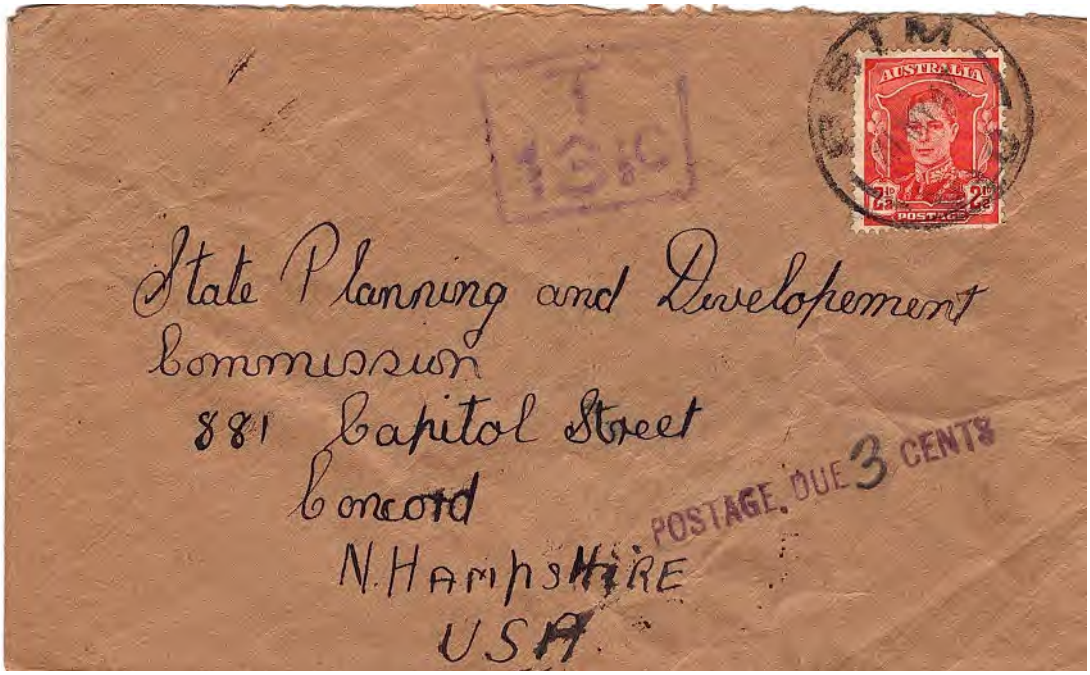

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2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 52)
by Gordon Monk; Bert Wajer and Paull Kaigg (1727)

Pane 6 # 18 (1 of 2)

A difficult unit to plate all flaws variable and inconstant.

1st State Proof – 7 July 1914 (1st half of 1st printing) Normal.

1a Island Flaw, variable.

1b Jubilee Panel. Top slopes down 3° to right. Bottom slopes up 4°to right. Dotted white line 1mm from left edge subject to inking.

2nd State 28 July 1914 (2nd half of 1st printing) – Final

1a, b as before.

2a Left Frame . Shaved for 1mm into TLC and the TF slightly raised at the corner, found on 32% of sample, inconstant and variable.

2b Left Value Shield. Distinct merged die 2 flaw found on 32% of sample, variable.

2c Bottom Frame. Shallow dish just right of BLC, found on 32% of sample, variable.

2d Right Frame. Shaved into TRC making the TF appear to extend to the right found on 34% of sample, inconstant.

2e Top Right Corner. Late in the print run a faint compartment dot appears over the corner and gradually forms into a short curved line, variable.

2f Shade Lines. The first line above the bottom of the right wattle stem does not touch the right side of the stem, found on 39% of the sample, inconstant.

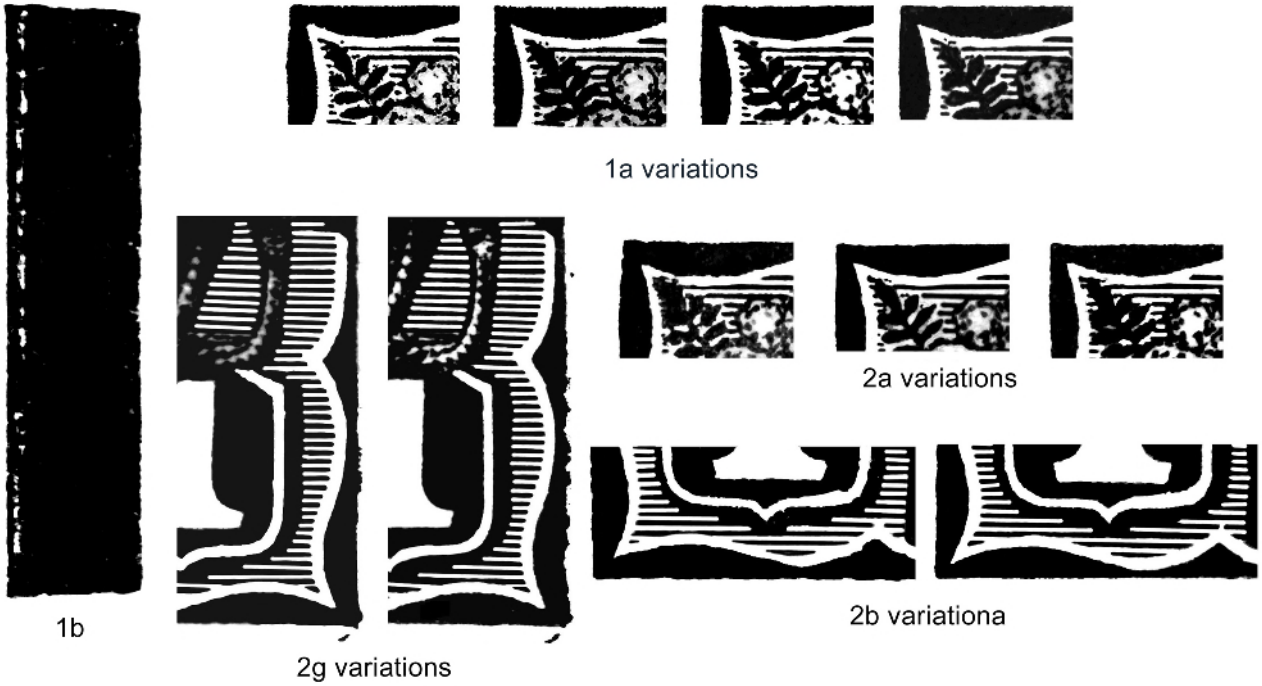
2g Right Frame. Late in the print run compartment marks appear on the right frame from R107 to R112. Later more marks appear between R88 and BRC, variable.

2h Bottom Right Corner. Late in the print run the BF extends to the right and a compartment dot appears under BF in line with the corner margin. Later more marks appear upwards towards the corner, variable.

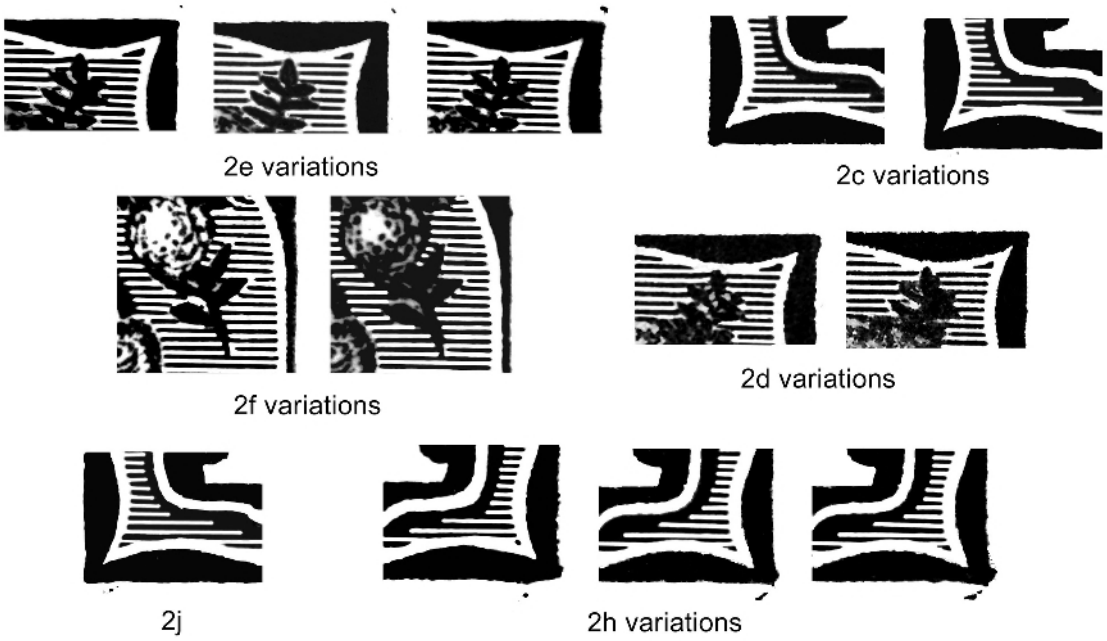
2j Bottom Left Corner. At the end on the print run a faint compartment dot appears under BF in line with the corner margin, variable.

Note This is a right marginal unit, the margin of which shows the upper half of the jubilee panel.

Issued May 2001, revised Jan 2005, more info added Aug 2017



Pane 6 # 18 cont. (2 of 2)



Pane 6 # 19 (1 of 2)

1st State Proof – 7 July 1914 (1st half of 1st printing) Normal.

2nd State 28 July 1914 (2nd half of 1st printing) – Final

2a Bottom Frame. Small break under the upright of E of PENNY as the print run progresses it becomes a notch and finally returns to normal found on 39% of sample, variable.

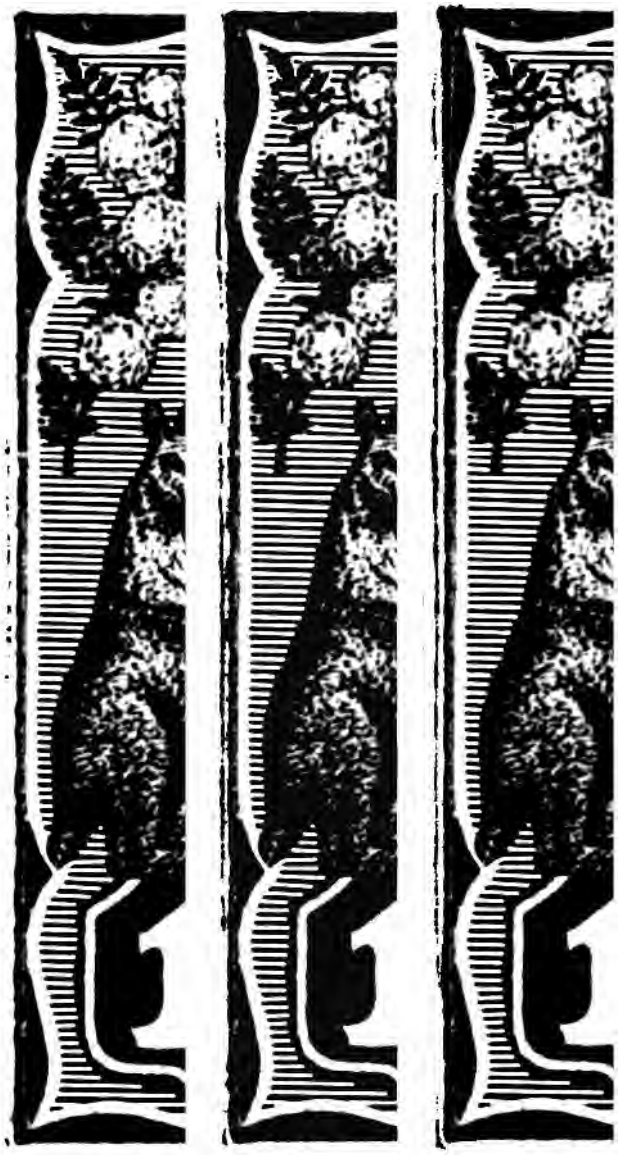
2b Cross. Left to right downward slope found on 41% of sample, variable.

2c Top Left Corner. Small extension NW, and as the print run progresses it grows in size found on 24% of sample, variable.

2d Bottom Left Corner. Small extension SW and as the print run progresses grows in size. Rare, found on only 1% of sample, variable.

2e Top Frame. Early in the print run a small break appears left of cross. As the print run progresses it becomes a notch and finally becomes normal. Found on 46% of sample, variable.

2f Top Frame. Abrupt curve on inside of frame left of right v-scroll found on 32% of sample, variable.



2j variations

2g Bottom Frame. Abrupt curve on inner edge under Y of PENNY found on 29% of sample, variable.

2h Bottom Left Corner. A compartment mark appears on LF at the corner in mid print run. Later more marks appear up LF and angled under BF, variable.

2j Left Frame. Compartment marks appear in mid print run between L47- L76. Later more marks appear until they go from L5 to L107, variable.

2k Top Left Corner. A faint compartment dot appears off the corner, later it becomes larger, variable.

2m Bottom Right Corner. In mid print run a faint compartment dot appears off the corner. Later more marks appear until they form a backward L round the corner, variable. More info required.

Note This is a left margin unit.

Issued April 2001. Revised Oct 2005. Further Info added Aug 2017

2a variations

2b, e variations

2c

2d

2f

2g

Pane 6 # 19 cont. (2 of 2)

2h variatiions

2k variations

2m variations

Pane 6 # 20

1st State Proof – 7 July 1914 (1st half of 1st printing).

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

1b Bottom Left Corner. Compartment marks appear from 1mm below BF up to BLC and ½mm from LF, inconstant.

1c Left Frame. Compartment marks appear ½mm from LF between L49 and L86, inconstant.

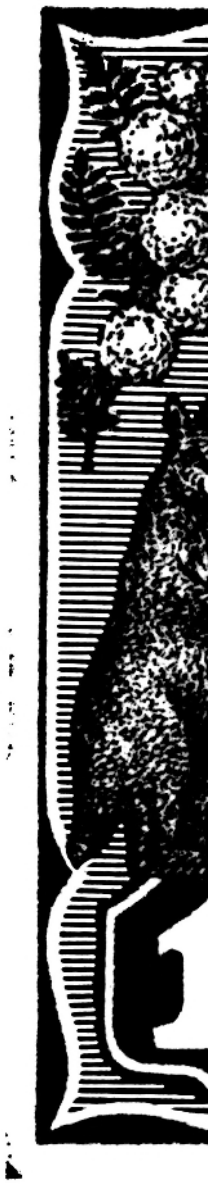
1d Top Left Corner. Compartment marks appear 1mm above TF and ½mm from LF, inconstant.

1e Top Right Corner. Compartment marks appear 1mm above TF and inline with RF, inconstant.

2nd State 28 July 1914 (2nd half of 1st printing) – Final

1a as before, 1b, c, d, and e removed.

2a Left Frame. Shaved for 1mm into TLC found on 60% of sample, inconstant and variable.



1b, c, d

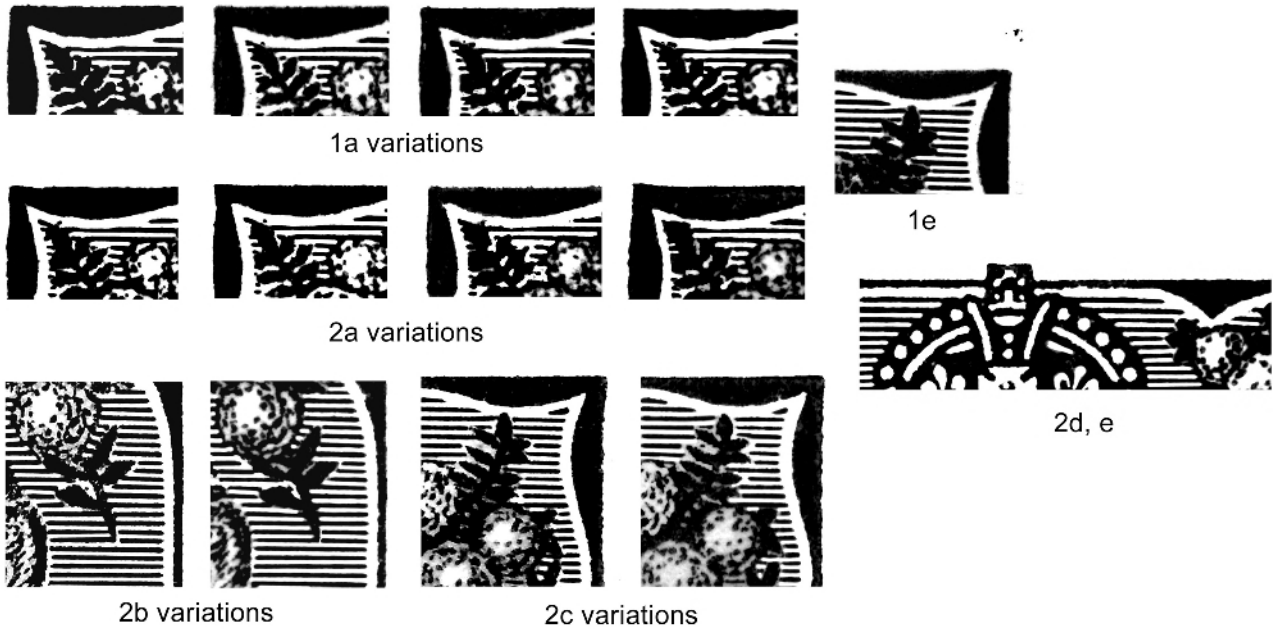
2b Shade Lines. The bottom 2 lines fail to meet the Right wattle stem on the right side, found on 33% of sample including single line perfs., inconstant and variable.

2c Right Frame. Shave for 5½mm into TRC found on 33% of sample, inconstant and variable.

2d Cross. Gentle left to right slope found on 45% of sample, inconstant and variable.

2e Top Frame. Abrupt curve on inside of frame left of right v-scroll found on 27% of sample, variable.

Note Issued May 2001. Revised Aug 2017



2636. IS IT MAKE READY OR NOT?

1d KGV rough paper BW 2018 Acsc 72(2)ka pos. 4/35 by John Bozic

In order for me to get more information, I showed the two stamps below (figures 1,1A&2,2A) at the May ACCC meeting and inquired from the other 1d experts in the room, if anybody may have additional copies and of course for their opinion. The answer was yes, from one collector only having a copy.

I acquired my first stamp about 30 years ago and only recently the second one. My first observation was that there was no wear and tear on top of the crown and of course top frame, which indicated to me very early printing of the 1918 substitution.

In addition the two stamps are showing the additional coloured longish 2.5mm flaw outside the left frame opposite the bottom wattle (see figure 3).

I further consulted the 1d KGV varieties checklist Third Edition published by BSAP of UK.

It states that this variety does exist with a small description (see the Bsap extract below) but no scan/image or a drawing to supplement their description and the author's explanation.

Image 1

Image 2

Image 1A

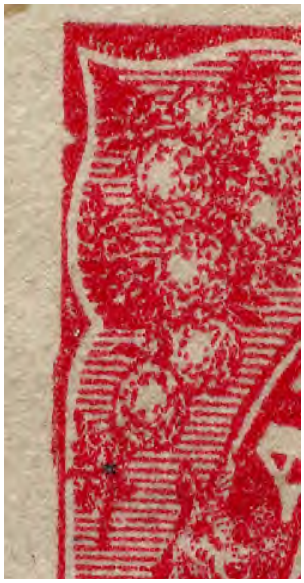


Image 3

Image 2A

BSAP NOTES ON 4/35 3RD EDITION

A very small number of very early copies of the 3rd State have been seen with a 0.5mm wide pale vertical line 2.5mm from RF showing most prominently in the right wattle spray. The inking to the right of the line is normal, but for about 5mm to the left of it the inking is much heavier than elsewhere. It is possible that a fold of part of the "make-ready" caused this variety.
Similar units - see 4/34.

My question is how did this happen anD what are the reasons behind it. To me this would have happened at the beginning of the printing and most likely corrected quickly hence few copies in existence.

Let us go back a step and discuss the substitution. The old clichés 34/35 were cut out from the main steel plate and substituted with copper clichés. Height leveling to the rest of the plate and realigning would have been critical; hence installing them correctly, would have been by trial and error and the height tolerances would need to have been adjusted by shimming under the clichés to a tolerance of + or – measurement of 0.0015" inches (1500th of an inch) and less, working with the old imperial measurement.

Since the main plate would have been secured down with screws on a base, there was a possibility to do the same with the replacement clichés, so how did they do it.

Drilling and tapping with screws to suit into the cliché pair block. This would have been done to stabilize and stop it moving around. When satisfied that all the adjustments were within the tolerances, the printer would have filled all the gaps with low melting point solder to further bond/secure and strengthen the copper pair to the rest of the plate and complete the job. In order for the solder to melt and bond, it would have required some form of heating on the steel clichés that surrounded the perimeter of the substituted copper pair, and 3 times more heat would have been applied to the copper due to its differential co-efficiency.

Within six month the printer learned his lesson quickly, hence the 4th substitution was done in steel.

So what went wrong? Any engineer who has worked with copper knows its co-efficiency with some other metals is a disaster hence distortion takes place in a shape of warping, misalignment and more, which leads to uneven print.

We don't know what the first trial printing and consequent printing on the new clichés looked like, but obviously due to misalignment there was uneven pressure between the paper and the plate, and subsequently uneven impression. From this point onwards we can argue and theorize how the printer overcame this and one can even argue that at some point ***the removal of the clichés and start all over again***. We all know that make ready lasts for a short period of time and then the flaw slowly reappears. This was not the case, as it never reappeared during the forthcoming months of this printing.

In the BSAP's textbook the authors theorize on ***"it is possible that a fold or part of the make ready caused this variety",*** this can be questioned and challenged and also ***"the inking to the right of the line is normal"*** I disagree. A good question would be why the textbook does not have an image of this variety but only a text description and a probable explanation.

If there was a vertical fold it would have extended from top to bottom of the stamp but the white separation line tends at it's weakest point to stop just above the right hand value shield.

Whenever one cannot explain, it seems that it always falls back to the make ready as an answer.

Another point, as I mentioned above there is an additional colour longish 2.5mm flaw outside and touching the left frame opposite the bottom wattle (see figure 3. This I have not seen on any later printings where wear is evident on top of crown and top frame.

There is a lot more study required on this cliché so that we can all come to it's logical conclusion.

Dear collectors please check your stamps and if you have a copy of the same please correspond with the author. The address is stampcollectorboz@gmail.com

Many thanks to Dr Geoff Kellow for his help.

2637. ANOTHER NEW VICTORIA TAX MARK by Patrick Reid (1112)

I am not sure where they keep coming from, but I was fortunate enough to find on EBay another Victoria Tax mark that has not been recorded previously. The cover is illustrated below.

The cover was sent by air from Spring Vale to London on 13 JE 50. Prepayment was 1/6d, but evidently, from the creases on the envelope there was something of weight inside, so the item must have been overweight. The second stem required a further 1/6d, so this was doubled and converted at 1d = 3 centimes to 1F 08c. The Tax mark is of the usual octagonal shape, but seems to have been deformed. It measures approximately 22x23mm. There is no evidence of the Tax being collected in London, but the address is commercial, and this item would have been part of a bundle delivered, with the top cover bearing the Postage Due amount. It is unfortunate that there are so few examples of this 'new' octagonal series, as I suppose it is possible that there was an octagonal frame with a range of value plugs that could be inserted. The lack of material makes a proper study impossible at present.

Value	Earliest Date	Latest Date
3	10/06/1952	10/10/1952
4	03/11/1949	Only date recorded28/11/1949
6	04/10/1950	17/11/1950
8	13/09/19485/1/1949	5/01/??/11/1949Only date recorded
16	04/11/1948	Only date recorded
18	28/10/1952	Only date recorded
21	15/03/1950	Only date recorded
24	7/11/195216/07/1951	7/11/1952Only date recorded
32	05/05/1949	Only date recorded
36	01/09/1952	Only date recorded
108	13/06/1950	Only date recorded
144	25/10/1949	Only date recorded

Table showing the currently recorded values and dates of usage for this series of handstamps.

2638. THE DH 66 FLIGHT FROM PERTH TO DARWIN IN 1931, PART 2
What really happened to my cover By John Sims (757)

[Note from Ed. and Author: This and the following Part 3 should have appeared in the October edition, but for an editorial error. John Sims intends this to be his last word on the subject, but if anyone has new information they would be welcome to submit it.]

Further to my earlier article on this flight (2621 in Vol.3/1), I have not seen any comments by our members, but I have had information from two well-known aerophilatelists in Australia, Brian Pope and Ed Wolf, which has cast serious doubts upon my suggested interpretation of events relating to this flight, and sheds new light on the identity of the DH 66, the pilots involved, the question of whether they carried any mail to Darwin, and finally the route my cover took from Perth to Darwin. There are two separate stories, and in this article I shall cover the most likely route my cover took in its journey from Perth to Darwin. I am most grateful to Brian and Ed for this new research, and for allowing me to use it here.

My earlier theory, that the route taken by the DH 66 was Perth, Adelaide, Brisbane, Darwin, has been disproved. It is now known that it left Perth on 15 May 1931 and flew to Darwin via Geraldton, Carnarvon, Port Hedland, Broome, and Wyndham, and arrived in Darwin on 18 May. I also accept that my cover was not flown on this flight, but caught the regular W.A.A. service to Adelaide, closing at Perth GPO at 6.30 pm on Tuesday, 12 May. From Adelaide it was carried by various means to Brisbane, Camooweal, and Birdum Creek, and arrived at Darwin on 23 May. The first backstamp would have been the machine cancel at Brisbane in transit there on 16 May, and the Darwin date stamp 23 May marked its arrival.

Ed Wolf later wrote in The Australian Aerophilatelist that it may have been the intention to fly the cover on the DH 66 flight to Darwin. However, because of its early posting, 6 days before the DH 66 left Perth, it was instead carried on W.A.A.'s Perth to Adelaide route. Ed also said that there was no airmail service at that time between Adelaide and Melbourne. Therefore it would have been carried by rail between these two cities, and then flown by Australian National Airways to Brisbane, arriving on 16 May. Ed then said, and I quote:
"The following day Hudson Fysh left Brisbane in DH 50 Hippomenes bound for Darwin with the second experimental mail from the Eastern States. The cover would not have been aboard Fysh's aircraft as the postal regulations did not permit Qantas to carry mail within Australia (on that flight). Since the cover was addressed to Darwin, not an overseas destination, it therefore missed Fysh's flight. There was no further Brisbane to Darwin service until 1934, so Qantas would have (later) flown the cover from Brisbane to Camooweal (on another flight) then Australian Aerial Services picked it up and flew it to Birdum Creek where it was placed on the rail service from Daly Waters to Darwin finally arriving there on May 23. It had been a long round-about journey!" Note: my clarifying comments are in brackets.

Qantas Aeriana (Q.A.) records that "one bag" of mail was carried on the DH 66 from Perth to Darwin, as does Douglas Walker in Reference c. The AAMC says "some covers (unofficially)", but The Northern Territory Times newspaper reported that "No mail came by the Hercules and its only cargo is a case of apples, a gift for King George." So, unless other covers more convincing than mine come to light, it seems very unlikely that any mail was carried. The apples were grown by a Mr G. Simpson at Karagullen in the Perth Hills and sent on behalf of the W.A. Government. One source has the apples contained in a mail bag; that

may have been the basis of the unsubstantiated claims in Ernie Crome's Q.A., and by Douglas Walker, that there was "one bag of mail".

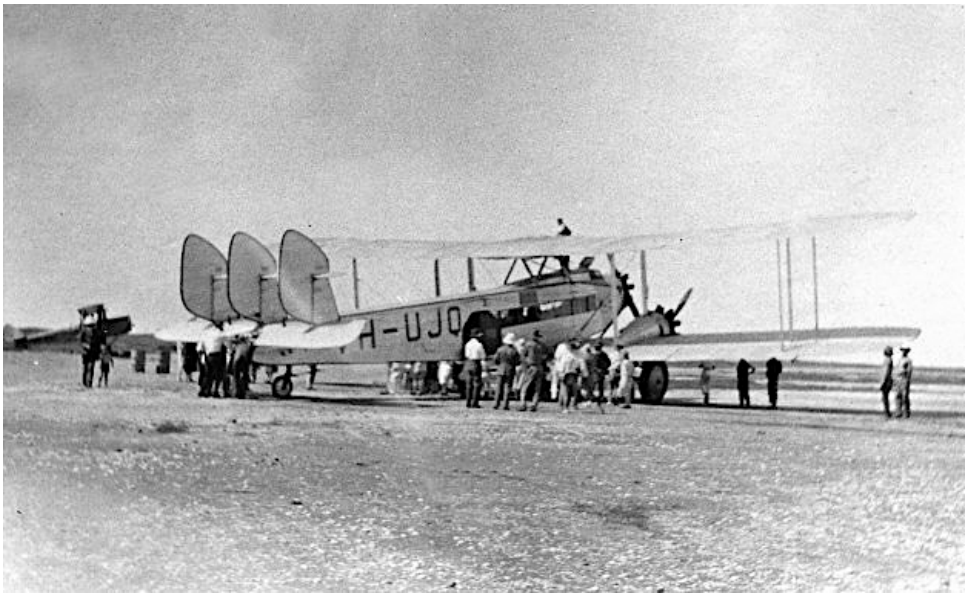
References:

a. The Northern Territory Times, 17 May 1931.

b. The Australian Aerophilatelist No. 114 Dec. 2017

c. Airmails of New Zealand Vol.2 by Douglas Walker, page 77.

2638. THE DH 66 FLIGHT FROM PERTH TO DARWIN IN 1931 (PART 3)
The identity of the aircraft and its crew By John Sims (757)



VH-UJQ

Further to my earlier article on this flight (2621 in Vol.3/1), convincing evidence from Brian Pope and Ed Wolf cast doubts on my suggested interpretation of events relating to this flight and I am most grateful to Brian and Ed for their contributions which, although differing in some of their conclusions, they have allowed me to quote here. This sheds new light on the identity of the DH 66, the pilots involved, the question of whether they carried any mail to Darwin, and finally the route my cover took from Perth to Darwin. My cover was not carried on this flight; I have described its probable route in Part 2 of this article. Part 3 relates only to the identity of the aircraft, its crew, and its route from Perth to Darwin.

We know that W.A.A. bought 4 DH 66s. Two of them, VH-UJO and VH-UJP were sold to E.J. Stephens in 1936 for use in New Guinea. The other two, VH-UJQ and VH-UJR had been sold earlier to Imperial Airways Ltd. (IAL), but the order in which they were sold is still uncertain. There are two claims to the identity of the DH-66 on the Perth-Darwin flight. Nearly all the sources I have researched claim that it was VH-UJQ and that this aircraft was sold to IAL in May 1931, and UJR a year earlier in June 1930. What might seem to be conclusive evidence that it was VH-UJQ is contained in Reference g. Page 58, under the heading Service IW 112, records that it was VH-UJQ that departed Darwin on 19 May 1931 and arrived in Delhi on 26 May 1931. The footnote says: *"1. Second experimental return*

service from Australia, and 2. VH-UJQ was a DH 66 purchased by Imperial Airways from Western Australian Airways & re-registered G-ABMT and named City of Cape Town after completing the service." However, Brearley records that the first of his four DH 66s was sold to IAL in May 1931, and suppressed news of the earlier sale in 1930 to replace an IAL aircraft which had crashed in Gaza. He goes on to say that the second sale to IAL was after delivery of his second Vickers Viastra in Sept 1931, which is clearly not true. Brian Pope believes that the first aircraft Brearley sold to IAL was UJQ, and that the dates of sale and registrations of these two aircraft recorded in the Australian Register were transposed. If so, this would have led to an error in the British Civil Aircraft Register. Frank Colquhoun was Station Engineer at Broome in 1931 and records, in reference *a*, that he personally refuelled the DH 66 there, and that it was VH-UJR. Unfortunately I have not found any photographs of the aircraft taken along the route which would prove its identity beyond any doubt.

As for the crew, Qantas Aeriana (Q.A) says it was Nicholson and Mollard, the AAMC Garden and Mullens (mis-spellings of Nicholas, Garner and Mollard); whereas Colquhoun records that it was R P Mollard and Flight Engineer W L Garner, both of whom had arrived at Fremantle from Darwin on 6 May on board the MV Koolinda. Other suggested pilots included Pilot Nicholas of W.A.A. and Capt. Briggs of the Shell Company.

One of the reasons for the confusion about the crew was that negotiations for the purchase of the aircraft were subject to the consent of the Australian Dept. of Civil Aviation, who finally agreed to the sale under certain conditions. One of these was that the machine should be flown either all or part of the way by a W.A.A. pilot before being handed over to Imperial Airways. The date of departure was set as Friday, 15 March 1931. An article in the Daily News on 9 May 1931, which contained several inaccuracies, reported:

"On Monday morning next, Perth will see the last of one the Hercules aeroplanes which for the last year have been flying between Perth and Adelaide. This 'plane will be taken over by Imperial Airways, and will be flown to England by Capt. R P Mollard and pilot W L Garner. The actual taking over of the 'plane will take place at Darwin when the machine hops off for England next Tuesday week. When it leaves Perth, the Hercules will carry Major and Mrs N Brearley, Mr Frank Wittenoom and Mr P Sexton. Mr Wittenoom will leave the 'plane at Port Headland and Mr Sexton will be dropped at Wyndham, where he has business to transact. In the first day's flight the machine will make Carnarvon, and the following day it will fly to Broome. Wednesday will probably be spent there, and on Thursday, the party will go to Wyndham in time to meet the Royal Dutch air mail 'plane. Another day will be spent there before proceeding to Darwin."

I love some of the prose; I hope they gave Mr Sexton a parachute! The Hercules had been flying the Adelaide route for nearly two years, not one as the Daily News claimed. There was a delay in the approval of the sale; the Government did not think it safe for the DH 66 to fly over the Timor Sea and Brearley had to fly to Melbourne to convince them otherwise. In the event, none of these passengers were carried to Darwin.

Another article in the Daily News on 15 May 1931 said:

"West Australian Airways' Hercules 'plane left Maylands this morning for Darwin, where it will be taken over by Captain Mollard, of Imperial Airways. This 'plane is being used by Imperial Airways to replace the Hercules City of Cairo, which was damaged en route to Australia. The 'plane left this morning piloted by Mr Nicholas, of W. A. Airways, with Capt. Mollard as second pilot. Major Brearley had requested Captain Briggs, of the Shell Company, to act as second pilot with Capt. Mollard, of Imperial Airways, as pilot in charge, but owing to its being necessary for a W.A. Airways pilot to deliver the machine to Darwin,

the position of second pilot was filled by Captain Mollard. Fuelling arrangements are in the hands of the Shell Company, who have arranged supplies for Imperial Airways. The photograph shows Major Cain Milne saying goodbye to Captain Mollard. On the left, is Pilot Nicholas and on the right facing the camera is Pilot W. L. Garner, of British Imperial Airways."
Note: I have not reproduced the photograph here as it is of poor quality and does not reveal anything we don't already know.

Brian has uncovered more information, reported in the Geraldton Guardian and Express on 16 May 1931:
"The Hercules 'plane which has been in commission on the East-West service, and which has been acquired by Imperial Airways, from (West Australian) Airways Ltd., to augment the fleet for the service between Australia and England, went north yesterday. It arrived at Geraldton shortly before one o'clock to refuel, and left about an hour and a half later for Carnarvon. It was in charge of Pilot Nicholas as far as Wyndham and a mechanic, whilst a pilot and mechanic of Imperial Airways accompanied them. It will be flown by Pilot Nicholas as far as Wyndham, and then will be taken on by the Imperial Airways pilot. The machine was much admired by the few people out at the aerodrome, its roomy and comfortable accommodation coming in for much favourable comment. Pilot Nicholas, who is on vacation, will proceed to Queensland by the Qantas route, and will return to West Australia by the East West route, thus making a circle of the continent."
The refuelling stop at Geraldton was unexpected. Brian suggests that as the sale condition requiring a W.A.A. pilot for part of the journey had arguably been met, the handover took place at Geraldton rather than Wyndham. Nicholas could then have been allowed to leave the aircraft at Geraldton to resume his holiday, and return to Perth by the Saturday evening train. This might have been a more appealing option to Nicholas than flying on to Wyndham. Flight Engineer/Pilot Garner could have acted as co-pilot to Mollard for the rest of the flight to Darwin.
So, what have I learned from all this? Don't believe everything you read in newspapers (actually I already knew that); and don't trust implicitly what authors write in their autobiographies. In this case, it's possible that even the official records are incorrect! To conclude this convoluted tale, the entry for E202d in the AAMC might better read as follows:
"1931 (15 May) Pilot J F Nicholas and Capt. R P Mollard left Perth for Darwin in a DH66 *Hercules which West Australian Airways sold to Imperial Airways to replace their "City of Cairo" which had crashed at Koepang on 19 April en route to Australia. The route flown was via Geraldton, Carnarvon, Port Headland, Broome, and Wyndham, arriving in Darwin on 18 May.
202d. Perth – Darwin (unofficial) - ✝ "
* Whether this is recorded as VH-UJR or VH-UJQ is for somebody else to decide!

References:
a. Colquhoun, F. Cockpit and Spanner, My Recollections of Early Aviation in West Australia; Maylands Historical Society, 2001.
b. The Daily News, 9 May 1931, and 15 May 1931.
c. Australian Aviator, Sir Norman Brearley, 1971. Page 174.
d. The Northern Territory Times, 17 May 1931.
e. Qantas Aeriana, E. A. Crome, Francis Field 1955.
f. Geraldton Guardian and Express, 16 May 1931.
g. Aircraft Movements on Imperial Airways' Eastern Route, Vol. 1 1927-1937, Peter Wingent 1999

2639. THE WRECK OF THE ACHILLES by Colin Tabeart (1806), John Barwis and Brian Peace (395)

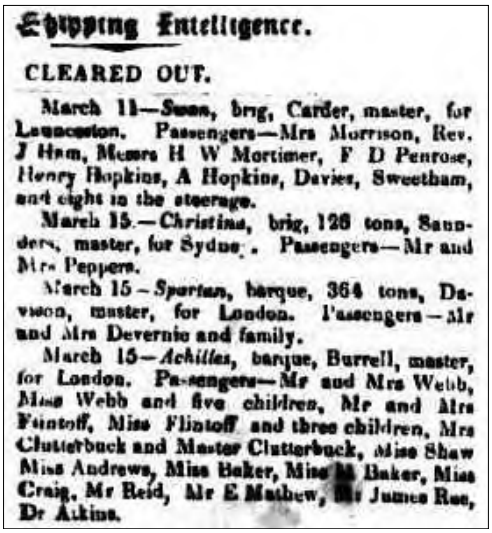
Originally in the collection of Brian Peace, this letter puzzled postal historians for years because of the unusual rate of 5s.6d charged to the recipient. On 7 May 2013 the item was acquired by John Barwis who asked Colin Tabeart if he could explain the rate.

John Barwis collection

The **6** in red denotes the double outbound ship letter rate from NSW for a letter over half and up to one ounce, prepaid by the sender. The **5/6** in black, applied in London, denotes the amount due from the recipient, and had to be a double rate of some kind. The London PACKET LETTER marking means it arrived in UK by some form of packet, and not by a private ship, which *Achilles* was.

Colin initially thought the letter might have gone via India, but none of the *via India* rates compute, so he checked *Achilles* in the Australian newspapers. She left Melbourne finally on 19 March 1847 (Melbourne *Argus* 23Mar47) for London – i.e. all the way by sea, so not via India/Ceylon. So the letter must have been carried by her since it was clearly so designated. So how come it arrived in UK as a packet letter? Colin then checked UK newspapers for *Achilles* and discovered a report in the *Caledonian Mercury* that read along the following lines: *Pernambuco 13 Jul 1847: The* Achilles *, Burrell [Captain] on leaving this port 21 June struck on Englishman's Bank and will probably be condemned.*

So then what? Rated 5/6d on arrival is clearly the double packet letter rate from Brazil of 2/9d single, so it had to have been picked up from Pernambuco by one of the packets from Rio &c to Falmouth. Further checking in the UK newspapers established that the packet *Express* arrived at Falmouth on 29 July in time for the mails to be in London on 31 July, having left Pernambuco on 22 June (Howat p 84).



Shipping Intelligence.

CLEARED OUT.

March 11—*Swan*, brig, Carder, master, for Launceston. Passengers—Mrs Morrison, Rev. J Ham, Messrs H W Mortimer, F D Penrose, Henry Hopkins, A Hopkins, Davies, Sweetham, and eight in the steerage.

March 15.—*Christina*, brig, 126 tons, Saunders, master, for Sydney. Passengers—Mr and Mrs Peppers.

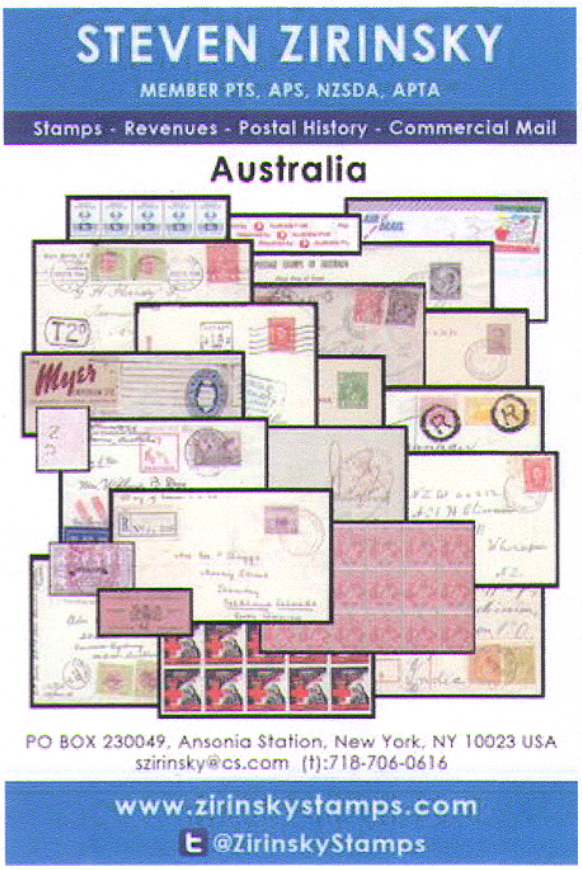
March 15—*Spartan*, barque, 364 tons, Davison, master, for London. Passengers—Mr and Mrs Devernie and family.

March 15—*Achilles*, barque, Burrell, master, for London. Passengers—Mr and Mrs Webb, Miss Webb and five children, Mr and Mrs Flintoff, Miss Flintoff and three children, Mrs Clutterbuck and Master Clutterbuck, Miss Shaw Miss Andrews, Miss Baker, Miss M Baker, Miss Craig, Mr Reid, Mr E Mathew, Mr James Rae, Dr Atkins.

Melbourne Argus 16 Mar 1847

The *Achilles* was a barque of 388 tons which arrived at Melbourne 21 November 1846 from London. When she cleared on 15 March she was carrying 24 passengers, 1,447 bales of wool together with *curios and sundries*.

References: Melbourne *Argus*; *Caledonian Mercury*; *Prestige* 7May13 Lot 431; Syme, Marten A: *Shipping Arrivals and Departures: Victorian Ports, Vol 2*, Roebuck Society, Melbourne, 1987, p10; *South American Packets* Rev JNT Howat, the Postal History Society, 1984



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NEWS AND NOTES DECEMBER 2018.

OPEN LETTER FROM THE SECRETARY

By the time this is read, we shall be getting close to Christmas again. Time to look back and think how fast the year has gone (again.). The reason for the apparent steady increase in the rate of the passage of time is simple. Each day that passes is a smaller proportion of one's life to date, so we perceive that the rate of passage if time is accelerating. Simple really.
Enough of philosophy. In this issue you will find both the Subscription Renewal form and the Convention booking form. Please be sure to complete them promptly. It helps our Treasurer if you do not have to be chased for your subscription, and you can gain the benefit of the prompt payment discount. Prompt booking for Convention is advised, as we have to provide a rooming list shortly after the end of January. After that date, room availability cannot be guaranteed. Please also not that (as I have said before, but apparently not all members received that version of my letter) the hotel is requiring a deposit that will be set against your final bill.

My thanks to those members who have taken advantage of the subsidy that we offered to provide displays for Spring Stampex which has a George V theme. I am pleased to say that we have entries that are not exclusively GV heads!
I am still underwhelmed by the lack of offers to take on part or all of my Secretarial duties. Not that I (d.v.) have worries about my health, but I would like the Society to avoid the hiatus that occurred when the late Colin Salt suffered a heart attack. Volunteers please step forward.

It only remains for me to wish you all a Happy and Peaceful Christmas, and a Merry and Prosperous New Year.
PGER 10/11/18

FORTHCOMING MEETINGS
London meetings are held at the Royal Philatelic Society, 41 Devonshire Place, W1G 6JY, At 5.00 for 5.30

Saturday 8th December 2018
Christmas Meeting – with Members Displays
Members are invited to bring along short displays of up to 36 sheets.
Christmas Supper to follow, partners are welcome to join us.

Wednesday 9th. January 2019

Huw Williams from Middlesex with a "Pot Pourri of Australia"

Wednesday 13th. February 2019

Or President entertains, Tom Gillespie with "Another Look at Westerm Australia"

South West Section
Meetings at Greyfriars Centre, Ringwood at 2.30
Meet at the Fish Inn Ringwood for lunch.

Saturday 9th. February 2019
Dr Pat Reid with a "look at Tasmania"

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

Period: 10th September 2018 to 9th November 2018

NOTIFICATION 161

Change of Address:

1385 Mason A. within Worthing, West Sussex

New members:
1846 Richard Nowak Worthing, West Sussex
Resignations:
None
Reinstated:
None
Changes of address:
None Advised
Corrections of address:
None Advised
Resignations:
None

Memberships lapsed – not renewed (rule 3(e)):

None
Removal of members for other reasons (rule 3(g)):
None
Deceased:
None Advised

AUSTRALIAN PHILATELY IN PRINT #6, 2018.

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

AUSTRALIAN STAMPS PROFESSIONAL, Vol.12, No.5, 2018.

Editorial – Robyn Clark

Brisbane Stamp & Coin Show is back.

WW2 PH pt.4 – The first convoy to the Middle East – Andrew Brockett.

More Roos (further insights on the 5/-, 10/- & £1 flaws) – Peter van Meurs.

Collecting KGV Penny Red Plate varieties, Pt.8 – Dr Scott Starling.

Amazing King George V watermark variety surfaces again after 52 years – Michael Eastick.

Private perfins of the Sydney Harbour Bridge issues – Michael Kino.

Steamer Schiller's transatlantic tragedy Pt.2 – Brian Peace FRPSL APR.

Sussing out the 3d Lakatoi colour traps – Michael Parr.

CINDERELLA AUSTRALIA, Vol.32, No.2, August 2018.

From the Secretary – Paul Storm.

Editor's Page – Marilyn Gendek.

In the Mail Box: Railway letter stamps- request for info from Vito Milana; Awali-Bahrain Giveaway Stamp from Peter Simpfendorfer; Pinapple Post from Howard Wunderlich

Gugh Island Local Post – Howard Wunderlich.

Racing Hall of Fame Inductees Pt.2 – Marilyn Gendek.

Walking down the Footwear Path: Hosiery & Holeproof – Vito Milana.

The Gutter Strip Pt.3: 2013-2017 – Richard Rathbone.

Quotes from Cinderella Stamp Literature: Williams Brothers – Roger Eggleton.

CINDERELLA PHILATELIST, Vol.58, No.4, October 2018

Editorial – Ken Grant.

WW1 Study Group Two tied WW1 covers (1915 Newcastle Australia Day labels on cover) – Vito Milana.

THE COURIER, No.65, June 2018

"Postage to Collect" for Australian Colonial Mail (cont) – Alan Grey.

Thomas Lambert Pillgrem 1817-1888, Cabinet maker, Forger, Convict & Postmaster – John Campton.

The Trail of the Tin Dragon, North East Tasmania's largely unknown Post Offices – John Hardinge.

Tasmania at Auction – Malcolm Groom.

A Lasting Legacy "Tasmanian Postal History: The Post Offices and their Datestamps" by John Hardinge – John Campton.

Henty and Koyule Post Offices and the Henty Free Bag – John Campton.

Along the Ben Lomond Rivulet, two more obscure Tasmanian Post Offices – John Hardinge.

Book Review: "Very Good Beer and Ale – Breweries and Brewers of Tasmania 1820s to 1930s" by Brett J Stubbs.

GIBBONS STAMP MONTHLY, October 2018.

Australian War Loan Bond and Loberty Loan Labels 1917-1919: a century on – Pt.1 – Vito Milana.

THE INFORMER, Vol.82, N0.4, Whole No.701, October 2018

The Elusive Tasmania One Pound Stamp of 1897 by David McNamee

The Round Kiwi by Dale White

Member's Bulletin Board

NOTE: Publication of the Informer has now been suspended for one year. Lack of articles and lack of members willing to take on Society positions are cited.

T**HE LONDON PHILATELIST**, Vol.127, No.1459, October 2018.

Museum update.

THE STAMP LOVER, Vol.110, No.5, October 2018.

No Australian content.

AEC

AUTOBIOGRAPHIES

21. John Sims

TRIGGERS AND LEVERS FOR THE USE OF THE OPERATORS : They all form part of the remote handling equipment for active material in the specially equipped laboratories. Lead bricks protect the workers from radiation.

Six years old at the outbreak of World War 2, my father sold our home, volunteered for the army, and we followed him for a while. This was not a good move, as I attended 3 primary/junior and 3 grammar schools and left school at 15 to earn a living and study part time for a BSc in science. After 18 months in laboratories at British Celanese in Derby, with a starting salary of £2 a week, I moved on to Windscale Works at Sellafield in Cumberland in 1951, to work in the new high-tech laboratories there; and where I would have stayed had I not failed a crucial exam and was called up for National Service.

*John Handling Radioactive Material in 1951 (*The Sphere *27 March 1954)*

This I expected; for the exam I failed, Zoology at Whitehaven Tech, I was the only student, there were no lab facilities, and I suspect my tutor knew little more about the subject than I did. Having consulted my older bachelor colleagues in the staff hostel in which we lived, I plumped for the RAF as the cushiest option, and was surprised to be selected for training as a pilot. Having survived basic flying training in Northern Ireland, on the advanced course at RAF Moreton in the Marsh I was advised, with others, that my services as a pilot were no longer required. I was then trained in search radar, and ended my NS most happily as a Radar Supervisor on the south Devon coast at RAF Hope Cove. In my enforced stint in the Royal Auxiliary Air Force which followed, I retrained as a Fighter Controller.

For something different, I then joined Marks and Spencer as a trainee departmental manager. This was a culture shock, as life in digs in South Shields and West Hartlepool in the mid-1950s was poles apart to that in the Officers' Mess. It was, however, an experience I have never regretted. I later moved into a flat in Sunderland, but after 3½ years of toil under the iron rule of Sir Simon Marks and his board, I resigned to spend a summer working in a hotel in Majorca, followed by 6 months in the dole queue back in Sunderland. It was, in my view, too late to fulfil my dream of becoming a chemist; and in dire need of a salary, I rejoined the RAF for the following 28 years in logistics. My tours of duty were between 2 and 3 years. I completed 12 tours, each one totally different in both work content and geographical location. Just as I approached some level of competence, I was moved on to start a learning process all over again. The term *Jack of all trades* best describes my career, but the RAF did trigger my lifetime interest in three main leisure activities; ornithology, cricket umpiring, and philately.

More importantly, I soon met my wife to be, Lesley, a serving officer's daughter. We married, and our two daughters were both born in Cyprus.

I was introduced to Cyprus philately whilst serving there in the 1960s, concentrating on the rural postmarks and forces postal history, an interest which has never waned. In an old stamp shop in Oxford in the early 1970s, I saw a box full of KGV 1d and 1½d reds in bundles of 100 at 10p a bundle. I bought the lot and joined the BSAP, but soon converted to air mails. As an enthusiastic but incompetent cricketer, I was persuaded to attend an RAF umpires' course, and soon found myself umpiring civilian league cricket in Hong Kong. Between then and 2008 I umpired nearly 800 matches at all levels below Minor Counties. Similarly, I have the RAF Ornithological Society to thank for resuscitating my boyhood interest in birds, which continues to the present day, and has included numerous expeditions and birding holidays at home and abroad. I lead a more reflective life nowadays.

REPORT OF THE LONDON MEETING OF 12 SEPTEMBER 2018

Six members attended the first meeting of the season. The conflict with Stampex meant that several members were otherwise engaged.

Albert Coles showed mail bag labels used by the British Forces Post Office in the 1970s addressed to, from and within Australia.

The AIR PARCEL POST labels bore the admonition URGENT to distinguish them from the surface mail label.

liv

There was a BFPO at Edinburgh from the early 1950s to1975. It served the British Forces based at the Weapons Research Establishment at Salisbury, just outside Adelaide SA. The air mail was flown from London to Sydney by British Airways and then to Adelaide by Trans Australia Airlines. The BFPO staff collected the mail by car from the Adelaide Mail Exchange.

Ian Spencer displayed an interesting range of air letters commencing with the 1944 first issue bearing the separate words AIR and LETTER. This carried the boxed cachet DEPARTMENT OF THE ARMY/CONCESSIONARY POSTAGE RATE. Others included that prepared for the Moomba Festival.

President Tom Gillespie provided us with a selection of his exhibition material, starting in 1911. Included was a cover and ephemera from the 1935 First Australian Postal Stationery Exhibition. His second round consisted of 20 sheets of 1957-58 meter mail addressed to Bairds (general stores) Perth, where, he confided, he worked in 1956. The letters, from largely commercial sources, contained cheques, the amount of which was written on each cover.

Mike Fairhead showed a pair of Frama labels cancelled with the date stamp of the Postal Manager , Darlinghurst.

Colin Mount presented us with a fascinating story of unit 46 of Pane IV of the KGV 1d Red and its three stages. Located below the famous 'Rusted' and Substituted Clichés (IV 34/35) this unit and its three states had been largely ignored until recently. The third state, which Colin exhibited, is inexplicably very scarce even though its use in red was from February 1918 through to 1922. It is now listed in Brusden White.

BRP

REPORT ON THE LONDON MEETING OF 10TH OCTOBER 2018

A splendid sixteen members gathered to see Dr Ian Spencer's display of Australian Philatelic Exhibitions. Ian began by explaining that he started his collection with Cinderella material from Exhibitions, then moved on to collecting covers, and gradually began assembling this into a logical display.

He has nothing until a 1905 Sydney Exhibition postcard. He then moved on to the 1911 First Australasian Exhibition. The Governor-General had been due to open it, but he called off with "a bad cold".. He showed Cinderellas before moving on to the 1928 Exhibition, with a cancelled Kookaburra Miniature sheet and the 1932 Sydney Harbour Bridge opening with material shown including a forged cover.

Moving on to the 1934 Melbourne Centenary Exhibition he showed a number of Philatelic items, including a cover "paid" with Postage Dues, a Pigeongram and an early Meter mark. This was followed by a flyer for the 1935 Postal Stationery Exhibition and a wide range of material for the seventh Australian Exhibition at Adelaide in 1936. This included a cover from the third US Exhibition of a remarkably similar design to the Australian cover.

Also in 1936 was a Queensland Exhibition, material shown included the special hexagonal cancel on cover. Moving on to the Airmail Exhibition in 1937, Ian displayed special covers and the Cinderellas, both on and off cover.

Next came the 1938 Sydney Exhibition. Again, we saw Philatelic Postage Dues on cover and a range of Cinderellas. There was a second Queensland show in 1938. The Same Cinderella designs as before were used but reprinted in different colours. Some of the covers shown were taxed.

There was an Exhibition in 1940 to celebrate the New Zealand Centennial, but it was included as it was an Australasian Exhibition.

A considerable time gap before the 150th Anniversary of Newcastle Exhibition in 1947. We saw covers, including Registered and different coloured Cinderellas on cover.

The material for ANPEX in 1950 was extensive, with various labels and special cancels, some very large, and special covers with and without labels.

An item relevant to the Society – A letter to Ian (Eric) Ash came from the 1951 show at Bendigo.

WAPEX in 1954 featured covers and souvenir cards with many variants. The 1955 Adelaide show had a special stamp as well as Cinderellas, shown in sheets, and special covers.

An unusual item from the 1959 show was a Dinner Ticket, as well as a special Aerogramme. Also from 1959 there was a postcard of a car plastered with stamps for the show in Sydney.

From the 1963 International Exhibition, Ian included the scarce Airmail Letter and a signed menu featuring a number of well-known names, Purves & Gartner among them.

The extensive material from ANPEX in 1970 included the Cook Miniature sheets and a Dinner Menu.

The first part concluded with a souvenir of ANPEX 1972 in Adelaide and a Miniature sheet of Cinderellas.

The second part continued with more from ANPEX 1972, including variants of the souvenir, a ticket with a part of the number in manuscript, a souvenir sheet and a dinner menu.

Moving on to WAPEX in 1972 we saw Souvenirs and miniature sheets of Cinderellas.

1974 saw the first national Thematic Exhibition, held in Adelaide. Ian showed Covers and tickets for THEMEX 74.

The 50th Anniversary of the 1928 exhibition was celebrated in 1978, and Ian showed covers, Cinderellas and a Dinner Menu.

WAPEX 79 celebrated the 150th Anniversary of Western Australia. There was an extensive display of material, including: Revenue stamps reprinted from the original plate; Swan stamps from 1929, 1954 and 1979; a wide range of cards, covers and cancellations.

1980 was represented with some material from the Queensland Exhibition, but a huge amount from the Melbourne 1980 show and a similarly large amount of material from SYDPEX 1980. An unusual item was cars given to volunteers with a Lord Howe Island essay on them. The range of 1980 material was very wide, including cancels, covers, pre-stamped envelopes and Registered covers.
Ian concluded with short features on the Moomba Festival and the Polish Philatelic Society and their Exhibition.
Brian Peace complimented Ian on the wide range of material that he had assembled into a coherent display and the range of unusual items shown.
PGER 12/10/18

REPORT ON BSAP Meeting at Hampex 29th September 2018

A group of some nine members attended the small get together held at Hampex, the Hampshire Federation Conventionon the 29th September 2018, of which five gave small displays.

Our President Tom Gillespie displayed "Exhibition Labels of Australia"

Dr. Pat Reid showed us Design Proofs of the Del la Rue Tasmanian Letter Cards.

Gordon Masson displayed Official Overprints and Perfins on Australian States up to 1913.
Colin Tabeart showed Australian mails from 1885 to 1910.

Colin Mount showed the two Rusted Cliches together with the little known third Rusted Cliche.
As always these little get together's are great fun and the organiser thanked those that had displayedand said he looked forward to seeing them at Ringwood on the 3rd November for the South West Branch
meeting.

Colin Mount

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2640. ANOTHER UNLISTED DECIMAL DIE PROOFS ACQUIRED By Richard Guy ACCCF

Following on from an earlier paper recently sent to the Editors of the two Bulletins, this author reveals the existence of two other unlisted die proofs. These are more interesting, as one has been made with a different price to that of the issued stamp.
It is believed that these came from the collection of the late Arthur Gray, and are spares. They were offered in a Millennium auction earlier this year.
The 1972 Prime Ministers (Booklet) stamp with WM Hughes (PM from 1915-23) is the subject of this paper. This stamp is listed in BW as 588, and as 588ca. See figure 1 for images of the two die proofs.

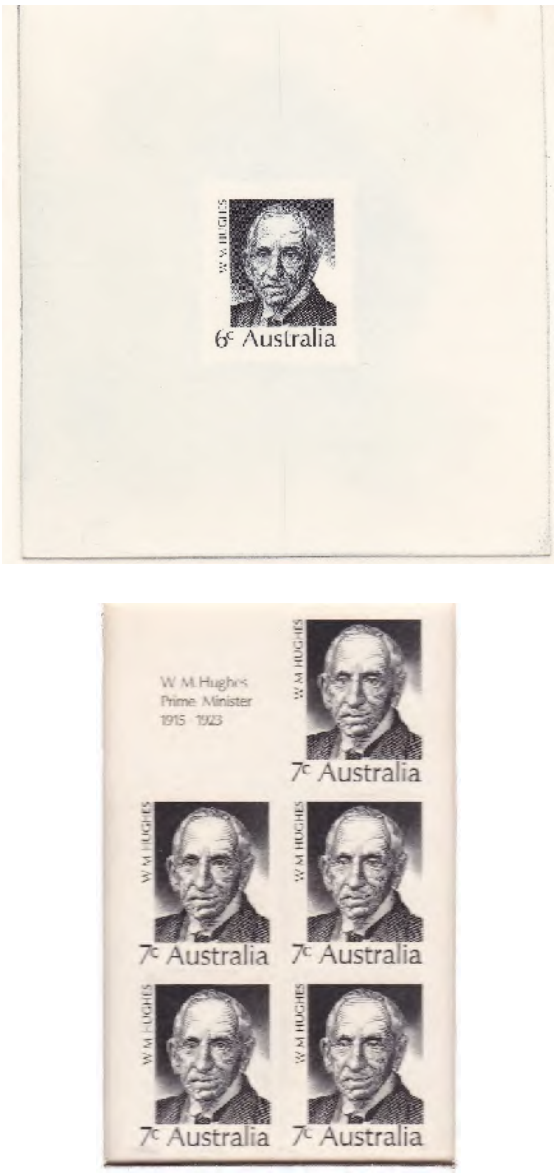


Figure 1. The die Proofs of the Hughes Prime Ministers issue, showing the 6c Hughes and a 7c booklet pane, again with Hughes.
The single stamp die proof in 6c measures 82mm across by 84mm high, and is coloured black (the stamp was issued in blue) with a very pale blue background on the card surrounding the stamp. The value on the stamp is 6c. BW(1) states "the issue of these Prime Minister stamps was intended as 6c stamps, but the issue was postponed following the postal rate increase of 12 October 1971 pending

the production of the 7c dies". The stamp in 7c was issued on 8 March 1972 in a booklet pane of five stamps and a tab die for each of the four Prime Minister stamps.

The die proof of the booklet pane of Hughes with a 7c denomination is in a sunken card like the other die proof presentations of years before. (Not sure who placed the proof in this mount). The background colour is white or a very pale cream, the same as the single die proof. The card measures 102mm across by 132mm high.

There is no annotation on the back of either proof.

If one rubs one's finger over the stamp outline, it is rough, as one can feel the ink on top of the paper.

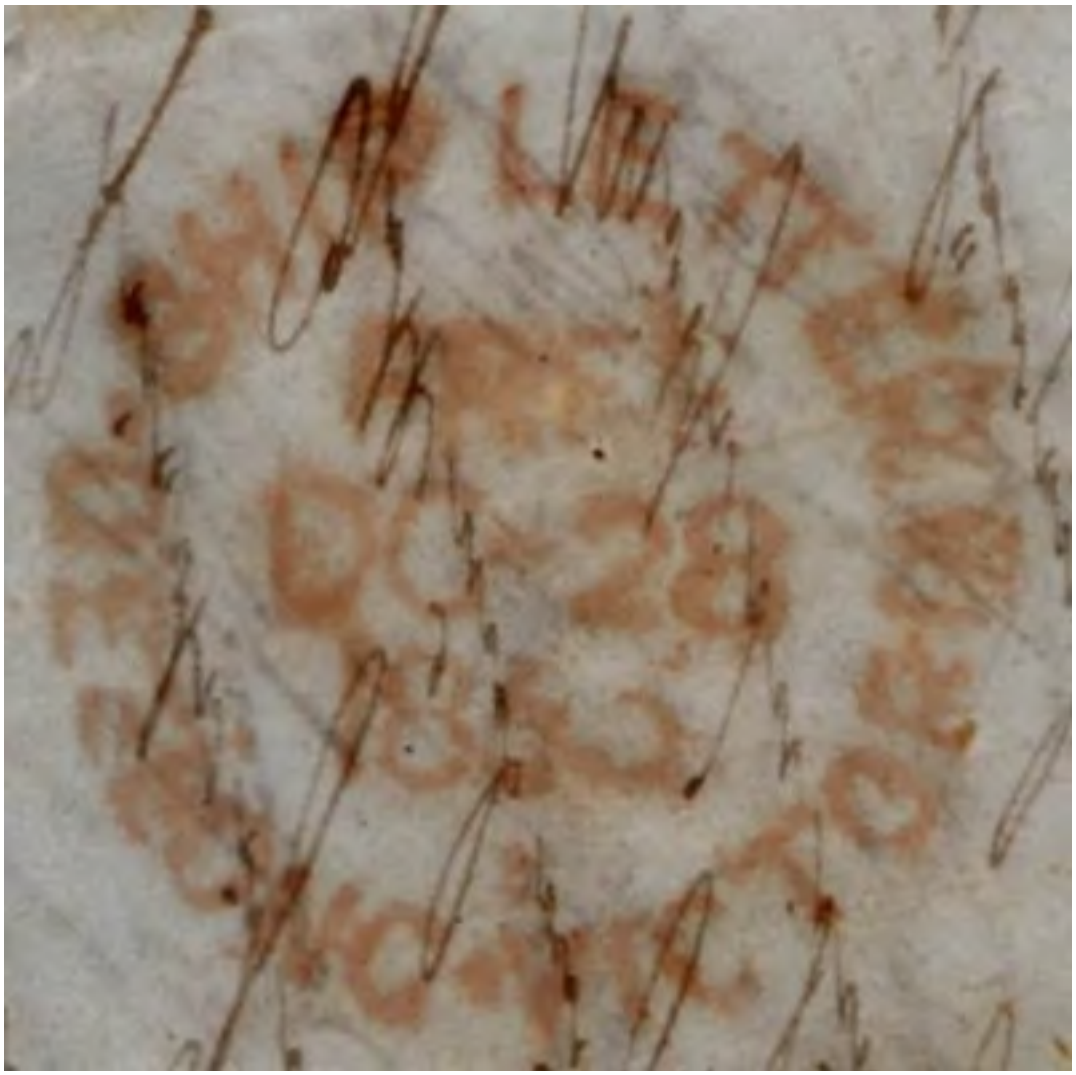
These should be listed in any new edition of the decimals by Brusden-White.

Reference 1. The Australian Commonwealth Specialists' Catalogue Decimals 1 1966-1975 Published by Brusden-White, Ultimo NSW in 2002. Editor is Geoffrey Kellow. See pages 9/246-7.

2620. SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860

By Colin Tabeart (1806) (Part 7)

[This Part starts with an enlarged image of the stamp at the end of part 6]



1. The *Daily Packet List* quotes *Mermaid* as sailing on 20 Nov, but Lubbock and the *Melbourne Argus* both give 21 Nov, the date used in the tables. Packet Minute 1535F says she was delayed by fog, so no penalty was applied. She arrived just before midnight on 10 Feb. Melbourne letters stamped 11 Feb. Steamers left Melbourne as follows: *Telegraph* 11 Feb for Sydney; *Fenella* 11 Feb for Launceston; *Burra Burra* 12 Feb for Adelaide.
2. The *Daily Packet List* for 5 Dec stated that, owing to the state of the tide a.m. on 5 Dec, she could not sail until daylight on the morning of the 6th. The *President's Order Book* (POST 14) for 4 Dec read: "As the *Marco Polo* which is to carry the Australian mail of this day, will not be able to leave Liverpool until 5 a.m. on the 6th inst, a supplementary mail must be made up tomorrow morning and sent to Liverpool by the day mail." She got away on the 6th, but had a minor mishap and put back the same day. A second supplementary mail was sent from London, and she finally left on the 7th as reported in the *Daily Packet List* for 8 December. Geelong letters date stamped on 26 February.
3. *Earl of Sefton* was unable to sail on 20 December due to the tides, so left on the 21st (*Daily Packet List*). Mails were not made up in London until the evening of the 20th. She then spent 17 days being battered by gales in the Irish Sea before getting out into open water. Launceston mails were taken from the ship on 2 April as she approached Port Phillip by the coastal steamer *Lady Bird*, and landed on 4 April. One bag had to be left behind for later carriage owing to the approach of a storm.[1]. The Melbourne *Argus* reported: Arrived Melbourne 2 Apr - *Earl of Sefton* - delayed 17 days in the Channel by strong gales, and 11 days off the Australian coast by light winds. Steamers left Melbourne as follows: *Lady Bird* 2 Apr for Launceston; *Telegraph* 3 Apr for Sydney; *White Swan* 3 Apr for Adelaide.

Homebound 1855

Ship/Captain	Line	Left Melbourne	Arrived Liverpool	Remarks	Notes
James Baines/ McDonnell	BB	11 March 1855	20 May [70]	Fastest homeward sailing packet	1
Lightning/ A Enright	BB	11 Apr 1855	29 Jun [79]		2
Boomerang/ J Brown	BB	7 June	19 Sep [104]		3
Marco Polo/ Clark	BB	22 Jul	20 Oct [[90]		4
Oliver Lang/ W Crawford	BB	23 Aug	See note [96]	Mails landed at Queenstown	5
Donald McKay/ H Warner	BB	2 Oct	28 Dec [87]		6
Ben Nevis	WS	19 Oct	17 Jan [91]	First homeward WS packet	7
Champion of the Seas/ T McKirdy	BB	27 Oct	25 Jan [90]		8
Shalimar/ Amos Robertson	WS	14 Nov	3 Feb [81]		9
James Baines/ McDonnell	BB	28 Nov	2 Mar [95]		10
Emma/Underwood	WS	11 Dec	26 Mar [105]		11
Lightning/ A Enright	BB	27 Dec	24 Mar [87]		12

[1] *Cornwall Chronicle* 5 December.

1. *Daily Packet List* mail dates*:* Wellington 14 Feb, Sydney Mar 7, Van Diemen's Land Mar 7, Melbourne Mar 10. Mails date stamped at Liverpool on 21 May. *Gores General Advertiser* (of Liverpool) reported: "By the arrival of the clipper packet ship *James Baines* after a rapid passage of 69 days, Melbourne dates have been received to 11 Mar. She has brought 40,000 oz gold [sic - sailed with 45,162 according to the *Melbourne Argus*.] Captain C McDonnell commanded this, her maiden voyage, and was presented with a silver tea service by his passengers as a token of respect."
2. *Daily Packet List* mail dates*:* Auckland and Wellington 17 Mar, Adelaide 5 Apr, Van Diemen's Land 6 Apr, Sydney 7 Apr, Melbourne 10 Apr. Mails stamped at Liverpool on 30 June.
3. Mails date stamped at Liverpool on 19 Sep. *Daily Packet List* mail dates*:* Auckland 11 May, Hobart 31 May, Launceston 1 June, Sydney 2 June, Melbourne 6 June. Sydney mails, consisting of 81 bags, were taken to Melbourne by the steamer *Waratah*, departed 2 June, arrived Melbourne 6 June. *William Denny* left Auckland on 19 May, arriving at Sydney on 28 May[2]. She may have brought the New Zealand mails, but the gap between the 11 May date of the *Daily Packet List* and the 19 May departure from Auckland does not suggest that, unless she brought a supplementary mail.
4. *Marco Polo* was reported as "arrived" at Liverpool in the *Daily Packet List* for Monday 22 Oct, arrival date not given, "with mails from Launceston to 17 July, Adelaide & Sydney 18th, & Melbourne 21st July. *The Times* reported her arriving late on the 20th, " … with 350 passengers, 125,000 oz gold, 450 bales wool, and 120 tons smelted copper." No mention of the mails! The Liverpool Australian packet stamp on the covers seen was dated 20 October. Sydney mails, comprising 14,572 letters and 16,450 newspapers left on the *Telegraph*, steamer, on 18 July[3], arriving at Melbourne on the 20th. Adelaide mails were taken to Melbourne by the steamer *Havilah*.
5. *Oliver Lang* arrived in the Irish Sea with a strong easterly wind impeding her progress, so mails were landed at Queenstown on 26 Nov, being received at Liverpool and London on the 27th[4]. The Liverpool Australian packet stamp on the covers seen was dated 28 Nov, London date stamps being 29 Nov. Sydney mails to 18 Aug were brought to Melbourne by the steamer *Wonga Wonga*.
6. Tasmanian mails were originally advertised to leave Hobart for this sailing on 26 Sep.[5] The *Melbourne Argus* reported leaving Hobson's Bay on 30 Sept, and Port Phillip Heads on 2 Oct. Lubbock has her leaving on 3 Oct – another example of the problems of fixing dates. She arrived in Liverpool on 28 Dec according to *The Times*, borne out by the Liverpool Australian packet stamp on the covers seen, dated 28 Dec. She carried 40 cabin passengers and 220 others, plus 104,000 ounces of gold, copper ore, wool, etc. The *Daily Packet List* for 29 Dec reported her arrival, with mail dates from: Auckland & Wellington to 1 Sep, Sydney 19th, Adelaide 26th, Launceston 27th, Hobart 28th, Melbourne and Williamstown the 29th Sep. The Sydney date looks suspect.
7. The *Daily Packet List* for 18 Jan reported arrival at Liverpool with mails to dates: Auckland 22 [Sep], Hobart 27 Sep, King George's Sound 2 Oct, Adelaide 3rd, Launceston 12th, Sydney 13th, Williamstown 16th, Melbourne 18 Oct. Note the huge discrepancy between Hobart and Launceston. The Liverpool Australian packet stamp on covers seen was dated 17 Jan.

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[2] *Sydney Morning Herald* 29 May 1855

[3] *Sydney Morning Herald* 19 July 1855

[4] *Gore's General Advertiser* (Liverpool) dated 29 November 1855

[5] *Hobart Gazette*, CO283/25

8. Tasmanian mails were advertised to leave Hobart for this sailing "on or about" the 18th Oct.[6] The *Melbourne Argus* for 29 Oct reported that she was towed out by two steamers, sailing from Port Phillip Heads on 27 Oct. Sydney mails per ss *City of Sydney*, leaving on 20 Oct, at Melbourne 2 days later. Tasmanian mails left Launceston on 22 Oct per ss *Black Swan. The Times* for 26 Jan reported: "The Royal Mail packet ship *Champion of the Seas* has arrived with advices from Melbourne to 27 Oct. 188 passengers, 124,000 ounces of gold, 1,185 bales wool, tin & copper ore, and 3 casks of New Zealand oil." Liverpool Australian packet stamp on covers seen was dated 25 Jan. London date stamps were for 26 Jan. The *Daily Packet List* for 26 Jan 1856 recorded mails from: Otago to 4th Oct, New Plymouth 9th, Hobart 18th, Sydney & Adelaide 20th, Launceston 22nd, Melbourne and Williamstown 26th Oct.
9. Launceston mails left on 7 Nov, arrived Melbourne 9 Nov per *Royal Shepherd.* Adelaide mails left per *Burra Burra* on 3 Nov arriving Melbourne the 6th. *Shalimar* was towed out of Hobson's Bay on 11 Nov by a steamer, but then had to shelter from a fierce gale until the 14th before she finally left at 5 p.m.[7] The *Daily Packet List* for 5 February reported mails from: Otago to 10 Oct, Nelson 13th, New Plymouth 15th, Wellington 18th, Auckland 20th. Adelaide 3 Nov, Sydney, Hobart and Launceston to the 7th, Williamstown 9th, and Melbourne the 10th of Oct. The Liverpool Australian packet stamp on covers seen was dated 3 Feb.
10. Tasmanian mails advertised to leave Hobart on 21 Nov.[8] The *Melbourne Argus* for 26 Nov reported: "The *James Baines* left the Bay yesterday morning at 5 o'clock. In consequence of the arrival of the *Lightning* it is supposed that her departure from The Heads will be delayed for a day or two." *Lightning* arrived from England on the 25th also, thus a short delay would allow some people at least to send answers to their letters per *Lightning*. A delay was granted, supplementary mails being taken out to the *James Baines* by ss *Storm Bird* on the 27th, *James Baines* sailing next day, with 80,000 ounces of gold and upwards of 200 passengers. Liverpool Australian packet stamp dated 4 Mar. The *Daily Packet List* for 5 Mar reported mails from: Hobart 15 Nov, New Zealand 16th, Sydney & Adelaide 21st, and Melbourne 27th Nov.
11. Sydney mails left per *Telegraph*, steamer, on the 5th, arriving at Melbourne on 7 Dec. Adelaide mails left on 5 Dec by ss *Burra Burra*, arriving at Melbourne on the 10th. *Emma* left on the 11th, with 60 passengers and 41,917 ounces of gold, both significantly below the usual Black Ball numbers. The *Daily Packet List* for 28 Mar recorded that "a portion of the mails was delivered yesterday" and reported mails from: New Zealand to 22 Nov, Adelaide 27th, Sydney 5th December, Van Diemen's Land 8th and Melbourne the 10th of Dec. The Adelaide date is clearly in error here. The Liverpool Australian packet stamp on covers seen was dated 26 Mar. This was a bad passage for *Emma*; she arrived after *Lightning*, who had sailed over 2 weeks later than she did.
12. *Lightning* arrived at Melbourne with damage to her bow that could not be repaired adequately there. The authorities were reluctant to let her sail with passengers so the defects were made good as well as could be without a dry dock, and she was eventually allowed to sail, with 11,630 ounces of gold. She overtook the *Emma* that had sailed 16 days before her, on 29 Jan, having rounded the Horn. Becalmed off Ireland for some days; some mail and passengers landed at Crookhaven by the Cork pilot boat.[9] The *Daily Packet List* for 24 Mar said a portion of the mail, [presumably that landed by the pilot boat], brought from Australia by the *Lightning*

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[6] *Hobart Gazette*, CO283/25
[7] *Melbourne Argus*, 13/15 November 1855
[8] *Hobart Gazette*, CO283/25
[9] The *Liverpool Albion* notes that the mail landed was 7 chests, forwarded to the Postmaster of Cork for onward transmission to Liverpool and London.

& landed at Queenstown was delivered in London on Saturday evening (22 Mar), whilst that for 25 Mar recorded her mails as from: Western Australia 12 Nov, New Zealand 7 Dec, Van Diemen's Land 19th, Adelaide 20th, Sydney 22nd, and Melbourne 26th of Dec. Liverpool Australian packet stamp dated 24 Mar.

Outbound Sailings 1856

Ship/Captain	Line	Left Liverpool	Arrived Melbourne	Remarks	Notes
Oliver Lang/J Mundle	BB	8 Jan 1856	3 Apr [86]		1
Sardinian/R Sheridan	WS	22/30 Jan	30 Apr [99/91]		2
Joseph Tarratt	BB	7 Feb	29 Apr [82]	Detained 12 days by adverse winds in St Joseph's Channel. Geelong mails landed 28 April.	
Spray of the Ocean	WS	22 Feb	24 May		
Champion of the Seas	BB	9 Mar 1856	1 Jun [84]		3
Shalimar/John Brown	WS	23 Mar	22 Jun [90]		4
James Baines/ McDonnell	BB	6 Apr	24 Jun [79]	Lost her main yard a few days out of Melbourne	
Mindoro	WS	20 Apr	13 Jul [84]		
Lightning/A Enright	BB	6 May	14 Jul [69]		5
Red Jacket/ WH O'Halloran	WS	20 May	11 Aug [83]		6
Saldanha	BB	5 Jun	17 Aug [73]		
Golden Era/H Brown	WS	20 Jun	9 Sep [81]		7
Morning Light	BB	6 Jul	17 Sep [73]		
Mermaid/ Edward Devey	WS	22 Jul	17 Oct [87]		8
Ocean Chief/TJ Tobin	BB	5 Aug	19 Oct [75]		9
White Star/R Brown	WS	20 Aug	5 Nov [77]		10
Marco Polo/ James Clarke	BB	5 Sep	2 Dec [88]		11
Tiptree/ John Pinel	WS	21 Sep 1856	9 Jan [110]		12
Donald McKay/ H Warner	BB	5 Oct	28 Dec [84]		13

1. Letters stamped at Melbourne on 4 April. She carried 115 passengers on this voyage.
2. *Sardinian* ran into a heavy storm off Holyhead, in which she lost most of her sails. She put into Troon, Scotland, on 24 January to make good, sailing again on the 30th. It is possible that supplementary mails were put aboard before she finally left. Melbourne letters stamped on 1 May. *Lady Bird* left Melbourne 3 May, arriving Launceston on the 5th, where letters were stamped that same day.

3. *Champion of the Seas* should have left on the 6th, but was detained. The *President's Order Book* at the London sorting office recorded: "The *Champion of the Seas* with the Australian mails has been further detained until the 9th inst. Letters for Australia will therefore be in time if posted tomorrow evening. It will not be necessary to make up supplementary mails at this office as mails will be made up at Liverpool. Such correspondence therefore as may be posted this day or tomorrow must be sent to Liverpool in the Postmaster's bag as on ordinary occasions.[10]" The reason for detention is not known.
4. March the 23rd was her proper sailing date according to the Notice to the Public quoted above. The *Daily Packet List* for 25 March reported her departure on the due date. The *Melbourne Argus* reported on 23 June that she arrived in Hobson's Bay on the 22nd, having been delayed by constant ENE winds for the last 2 weeks that prevented her making headway to the north. She had also encountered severe gales for five days off the Australian coast during which she carried away the jib boom, split the mainsail, main topsail, staysail, and sustained other severe injury.
5. Geelong letters stamped on 15 July, those for Melbourne on 16 July, and Adelaide 19 Jul. A fine run by a crack ship under a crack skipper.
6. The steamer *Victoria* met the clipper on arrival off Port Phillip to get the mails ashore as early as possible. The *Melbourne Argus* for 12 August recorded her mails as: 50 bags for Victoria, 24 for Sydney, 17 for Van Diemen's Land, 14 for Adelaide, 12 for New Zealand and 4 for King George's Sound. Melbourne mail was stamped on 12 August. Sydney mails went per steamer *Yarra Yarra,* leaving on the 11th and reaching Sydney on the 14th, where they were date stamped the same day.
7. *Golden Era* was met by the Government steam sloop *Victoria* some 20 miles before she dropped anchor in order to get the mails ashore quicker. *Victoria* transferred the Tasmanian mails to the *Royal Shepherd*, and the Sydney and New Zealand mails to the *Wonga Wonga* before bringing the Melbourne mails ashore, thus giving them a flying start. *Wonga Wonga* arrived at Sydney on 12 September[11]. A slick organisation was now in being.
8. The mail was reported by the *Melbourne Argus* as: 112 letter and newspaper bags, 42 for Melbourne, 21 for Sydney, 13 for Adelaide, 17 for Tasmania, 14 for New Zealand and 4 for Western Australia. Sydney mails were carried by the steamer *Waratah* from Melbourne 18 October, arriving on the 21st, the day they were stamped.
9. *Ocean Chief* took out 11 cabin passengers and 263 others. Letters stamped 20 October at Melbourne.
10. The steamer *Yarra Yarra* took Sydney mails from Melbourne 6 November, arriving on the 9th. Letters were stamped on the 10th.
11. Sydney mails left Melbourne on 4 Dec per *Governor General*, arriving on the 7th[12]. SS *Boomerang* left Sydney on the 10th for Brisbane, arriving on 15 Dec[13]. Adelaide mail was picked up before *Marco Polo* had anchored by the steamer *Burra Burra*, letters being stamped at Adelaide on 5 Dec.
12. It is unfortunate that the last White Star voyage should be easily the worst outward voyage by the clipper packets. However, *Tiptree* spent the 9th to 19th of October in Lisbon refitting, having lost several masts in a severe gale. Probably she could not then be pushed too hard with what were almost certainly makeshift repairs. The Gleave collection contains a cover with a Ship Letter Victoria stamp dated 10 Jan, neatly confirming arrival at Hobson's Bay

[10] POST 14, 7 March 1856
[11] *Melbourne Argus* 10 September 1856
[12] *Sydney Morning Herald* 8 December 1856
[13] *Moreton Bay Courier* 20 December 1856

on the 9th as reported by Ward. Alternately, as suggested in discussion by Ward with the author, it is possible that the mails were returned from Lisbon due to the protracted delay, for onward transmission from England by another ship. The *Simla* voyage for the European and Australian (voyage S2 in that chapter) would have delivered the mail at Melbourne on 8 Jan. The P&O steamer *Madrid* left Lisbon on 19 Oct, arriving at Southampton on 23 Oct[14], in ample time to catch *Simla*. The *Melbourne Argus* for 10 Jan reported: "The long and anxiously looked for mail ship *Tiptree* came into the bay [Hobson's Bay] yesterday. The ship looked very dirty and the passengers very miserable, but the latter have presented the Captain with written testimonials couched in very complimentary terms, so that we presume they are satisfied with the management on board during the run. John Jury, a passenger, fell overboard in December, and was drowned."

13. The last sailing contract mail packet to Australia. *Donald McKay* put in to Cork on her way down the Irish Sea owing to the death of her surgeon, Dr Traye[15], and to pick up some passengers from the ship *Fortune* that had gone ashore, resuming her voyage on 8 Oct. Launceston mails left Melbourne on 2 Jan by ss *Royal Shepherd*, arriving on 3 Jan, the date they were stamped.

Homebound Sailings 1856

Ship/Captain	Line	Left Melbourne	Arrived Liverpool	Remarks	Notes
Red Jacket/ M Millward	WS	10 Jan 1856	8 Apr [89]	Captain died on voyage	1
Beemah/	(BB)	1 Feb	26 Apr [86]		2
Sultana	WS	15 Feb	20 May [95]		3
Ocean Chief/ TJ Tobin	BB	25 Feb	13 May [[78]		4
Mermaid/ E Devey	WS	13 Mar 1856	9 Jun [88]		5
Marco Polo/ J Clarke	BB	27 Mar	21 Jun [86]		6
Earl of Sefton/ John Noble	WS	26 Apr	16 July [81]	Last outbound packet contracted to bring a mail home.	7
Royal Charter/ Boyce	GB	25 May 1856	12 Aug [79]	The first Colonial Contract steamer	8
Joseph Tarratt	BB	11 Jun	19 Sep [100]	Colonial contract clipper	9
Sardinian	WS	27 Jun	11 Sep Kinsale [75]	Mails landed at Kinsale. Colonial contract	10
Champion of the Seas/ McKirdy	BB	16 Jul	13 Oct [89]	Colonial contract clipper	11
Formosa	?	31 Jul	17 Oct Southampton	Via Galle. Arr UK via Mars 14 Oct	12
James Baines/ McDonnell	BB	8 Aug 1856	21 Nov [105]	Colonial contract clipper	13

[14] Kirk R; *Postal History of the P&O Service to the Peninsula*, p 86
[15] *Melbourne Argus* 29 December 1856

Lightning/A Enright	BB	28 Aug	20 Nov [84]	Colonial contract clipper	14
True Briton/EA Reynell	?	13 Sep	8 Dec Gravesend [86]	Colonial contract clipper	15
Red Jacket/ WH O'Halloran	WS	2 Oct 1856	29 Dec [88]	Colonial contract clipper	16
Montmorency/Kidder	BB	17 Oct	5 Jan 1857 Dunmore East	Colonial contract clipper	17
Heather Bell	?	31 Oct	8 Feb Gravesend [101]	Colonial contract clipper	18
Morning Light/ J Gillies	BB	14 Nov	8 Feb [86]	Colonial contract clipper	19
Blackwall/ J McKerlie	Green	1 Dec	11 Mar London [100]	Colonial contract clipper	
Admiral	?	16 Dec	16 Mar London [90]	Colonial contract clipper	20
Orwell	?	31 Dec	6 Apr Gravesend	Last Colonial contract sailing clipper	
Royal Charter	GB	17 Jan 1857	12 Apr [85]	Last colonial contract mail	21

1. *Lady Bird* left Launceston 8 Jan, arriving Melbourne 9 Jan. *Red Jacket* took 100,686 ounces of gold, 1,688 bales of wool, and 280 passengers[16]. Covers seen on this voyage from Melbourne and Sydney, both prepaid 6d, with 5d credited to the UK Post Office, and Liverpool PAID Australia Packet handstamp dated 8 Apr. Captain Millward died on the voyage. *The Times* for 9 Apr, in reporting her arrival on the 8th, says she brought advices from Melbourne to 12th January, so a supplementary mail may have been sent out to her. However, it may be an error as the *Daily Packet List* of 9 Apr reported mails from: New Zealand 15 Dec, Adelaide, Sydney and Hobart 5 Jan, Launceston 8 Jan, and Melbourne and Williamstown to 9 Jan.
2. *Beemah* was actually an Eagle Line ship, but was chartered by the Black Ball for this voyage to replace the wrecked *Schomberg*. The Liverpool Australian packet stamp on covers seen was dated 26 Apr. The *Daily Packet List* of 28 Apr reported mails from: King George's Sound to 7 Dec, New Zealand to 4 Jan, Sydney 23rd, Adelaide and Van Diemen's Land 25th, Williamstown 30th and Melbourne 31st. Note the poor connectivity of the Western Australia mail via King George's Sound, this being why Western Australia often preferred mails to come and go by private ships offering a more direct service.
3. *Sultana* brought mails from: New Zealand to 9 Jan, King George's Sound 22 Jan, Adelaide 5th Feb, Sydney 6th, Hobart 8th, Launceston 9th, Melbourne & Williamstown 12th Feb.[17]
4. *Ocean Chief* brought 79 passengers, 338 bales of wool, 7,842 bags of copper ore, and 49,033 ounces of gold[18]. Off Cornwall on the 9th and arrived at Liverpool on the 13th. The *Daily Packet List* of 15 May said the mails had been delivered "yesterday", presumably in London, and reported mails from: New Zealand to 7 Feb, Adelaide 19th, Sydney 20th, Hobart 21st, Melbourne and Williamstown 25th. Liverpool Australian packet stamp on covers seen was dated 13 May, i.e. a day earlier than at London. *The Times* reports her as leaving

[16] *Melbourne Argus* 11 January 1856. Gold worth over £100 million at 2010 prices.

[17] *Daily Packet List* 22 May 1856

[18] 49,033 ounces according to the Melbourne papers, 55,000 according to the *Liverpool Mercury*.

Melbourne on 26 Feb. Gleave reports that some of her mails were landed at St Ives, Cornwall.

5. *Mermaid* took 99 passengers 37,020 ounces of gold, 50,000 sovereigns, wool etc. The *Daily Packet List* of 11 June reported mails delivered on the 10th from: Western Australia 28 January; New Zealand 13 Feb; Sydney, Hobart & Launceston 5 Mar, Adelaide 6th, Melbourne and Williamstown 11th March. Note again the enormous delay for Western Australian mails. The Liverpool Australian packet stamp on covers seen was dated 9 June, London date 10 June.
6. *Marco Polo* brought 157 passengers, 9,213 bags of copper ore from South Australia, 68,737 ounces of gold and 41,140 sovereigns. The *Daily Packet List* of 24 June reported "mails delivered yesterday" from: Hobart and Launceston 19 Mar, Sydney and Adelaide 22 Mar, Melbourne and Williamstown 26 Mar. Note the absence of New Zealand and Western Australian mails. Sydney mails travelled to Melbourne by the steamer *City of Sydney*; some Adelaide mails left on 18 March per steamer *Burra Burra*, arriving at Melbourne 22 Mar; and some Launceston mails went by steamer *Lady Bird* on 10 Mar. There must have been later sailings from both these latter ports if the *Daily Packet List* mail dates are correct. The *Cornwall Chronicle* for 8 March stated that letters would be sent on 10 Mar in the hope that they would catch the *Mermaid* – in fact they missed her & went per *Marco Polo*. Liverpool Australian packet stamp seen on covers dated 21 June.
7. The last of the outbound 1855 packets, she made a creditable passage home with 13 cabin passengers and 94 others. Tasmanian mails left Launceston for Melbourne on 10 April by ss *Fenella*. This seems very early, but perhaps *Earl of Sefton* was originally intended to sail earlier. In view of the report in *The Daily Packet List* below there must have been subsequent Tasmanian mails. Liverpool Australian packet stamp was dated 16 July. The *Daily Packet List* of 17 July reported mails from: Western Australia 1 Mar, New Zealand 25 Mar, Adelaide 8 Apr, Sydney 19th, Van Diemen's Land 21st, Melbourne and Williamstown 25th of Apr. Closure of Sydney mails on the 19th is confirmed by a notice from the Postmaster General in the *Sydney Morning Herald* dated 17 April.
8. Sydney mails were made up on 17 May, where the GPO announced that: "Although this mail is sent via Melbourne, *no extra postage is required*.[19]" Despite this at least one letter from New South Wales has been seen with an additional 3d prepaid, albeit not from Sydney. Mail left Sydney per ss *City of Sydney* on 21 May, arriving Melbourne 24 May. This suggests that the mails stayed open at Sydney a few days later than the 17th of May originally advertised; indeed covers have been seen dated Sydney 20 and 21 May. Prepaid Melbourne letters were struck with a 1d accountancy marking for the sum due to the UK post office for a colonial packet. Two Sydney letters seen had the large Sydney "3" stamped, suggesting that *Royal Charter* was regarded as a private ship by NSW, but letters from both colonies (other than the London bagged letters) have been seen struck with the Liverpool Australian Packet handstamp dated 12 August. Various sailing dates are reported as follows: 24 May sailed, 25 May cleared The Bay (*Melbourne Argus*); left Melbourne 26 May (*Liverpool Mercury*). She brought 327 passengers and 181,000 ounces of gold, a very large consignment[20]. The *Daily Packet List* for 14 August recorded mails from: New Zealand to April 19, Van Diemen's Land to 16 May, Sydney and Adelaide to 21 May.
9. The *Daily Packet List* for 20 September recorded mails from: Williamstown 9 June, Melbourne 10 June only.
10. *Sardinian* should have sailed earlier, but was delayed by order of the Postmaster-General of Victoria to allow a little time to answer letters that arrived on 24 June from England per *James Baines* The *Melbourne Argus* reported departure on the 27th of June. The *Liverpool Mercury* reported that she was off Kinsale, Ireland, on 10 Sep, where the mails were landed and forwarded the same day. She also brought 130 passengers and 64,000 ounces of gold.

[19] *Sydney Morning Herald* 26 April 1856
[20] *Liverpool Mercury* 13 August 1856

Letters were struck with the Liverpool Australian Packet handstamp dated 11 Sep, or London same date.

11. *Champion of the Seas* should have sailed earlier with Melbourne mails of 11 July, but was delayed, presumably by storms. Left Port Phillip Heads on the 16th at 3.30 p.m.[21] with 169 passengers and 92,000 ounces of gold. Letters were struck with the Liverpool Australian Packet handstamp dated 13 October.

[To be Continued]

QUERY 766. ROUTING OF MAIL WITHIN AUSTRALIA by Patrick Reid (1112)

Recently I was going through my shoebox of Queensland taxed covers, and came across a couple of puzzling items. One was in the wrong box anyway, but it is still puzzling.
A 1947 cover from Brim, Vic to Concord, New Hampshire, USA (Fig. 1) was underpaid 1d, taxed 2d, and this was converted to 13⅓ centimes. However, the tax mark is a Western Australia mark tied to Perth. Why would a cover from Brim, near the Victoria/South Australia border go west to Perth when it should have gone via Melbourne or Sydney?

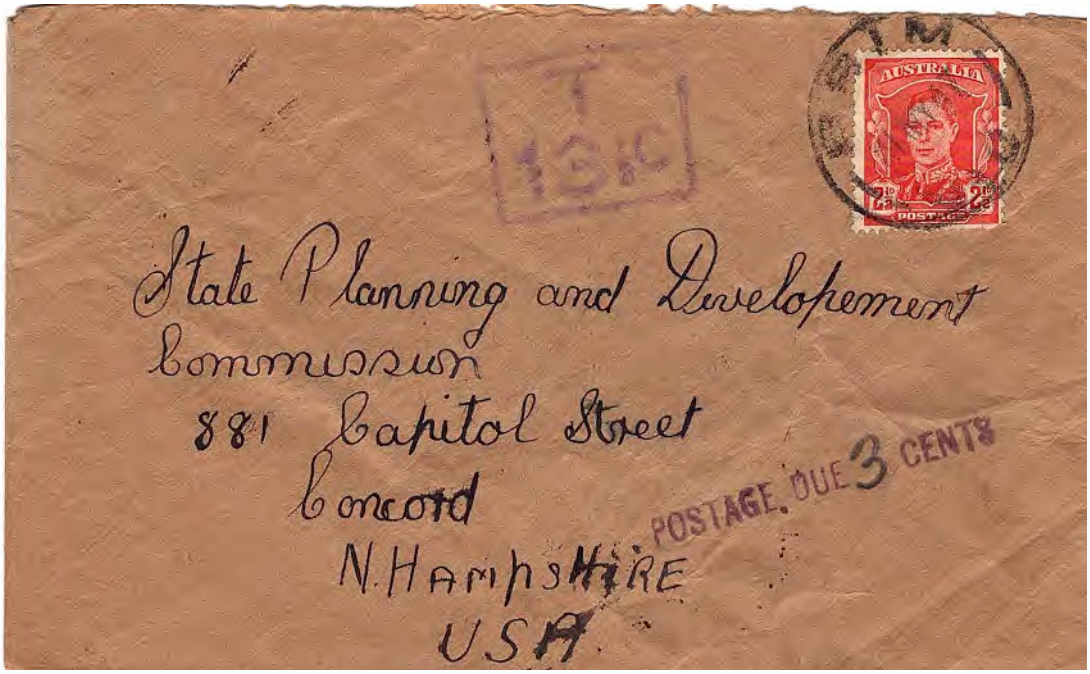

Fig. 1

[21] *Melbourne Argus* 17 July 1856

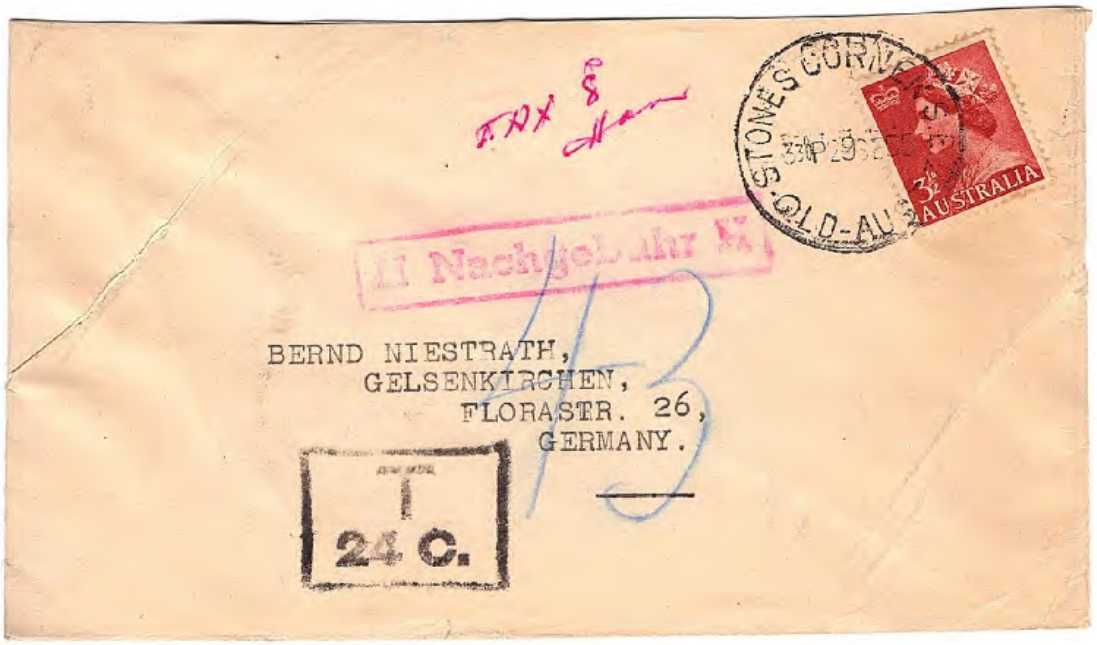

Fig. 2

The second cover (Fig. 2) is dated 1955 and was sent from Stone's Corner, a suburb of Brisbane to Germany. It was underpaid 4d, doubled to 8d, and taxed 24 centimes. The Tax Mark is Western Australian, tied to Perth. At least it is logical that it could have gone on the train to catch the steamer to Europe, but why was it not taxed in Brisbane?
The lack of transit markings does not help – there is nothing on the reverse of either cover.
I suppose that both could be simple errors, with the items ending up in the wrong bag. Any other ideas please?

FROM THE EDITOR

I have to apologise for some errors in the October edition. The Secretary's letter from August was repeated (this is corrected for the computer edition and thus for the archive), the article by John Sims was not the latest update, and an article from last year was repeated.

Apart from the fact that my brain is no doubt less sharp than it used to be and the late arrival of some input, I had some domestic and family affairs which had to take priority. Ironically I had just revamped my paper and computer filing systems for the Bulletin. We know the problems some of the banks had when they updated their computer systems
Unlike some members of the society, philately is only one of a number of interests for me and editing the bulletin, although satisfying, takes nearly all the time I allocate to philately, leaving very little for attending to my own collection. The main reason I agreed to be editor was that someone had to do it and living near to Pat Reid, the previous incumbent, made handover easier.
So before being aware of any problems with the October edition, I had already decided to say at the forthcoming council meeting that I wished to do only one more year, during which time I would help my successor to get going.
If you would like to consider being editor please contact me and I shall let you know what is involved, and also could discuss how I may help with a handover.

As usual, please keep the articles coming. They do not have to be lengthy – one or two pagers are always welcome.
GJK

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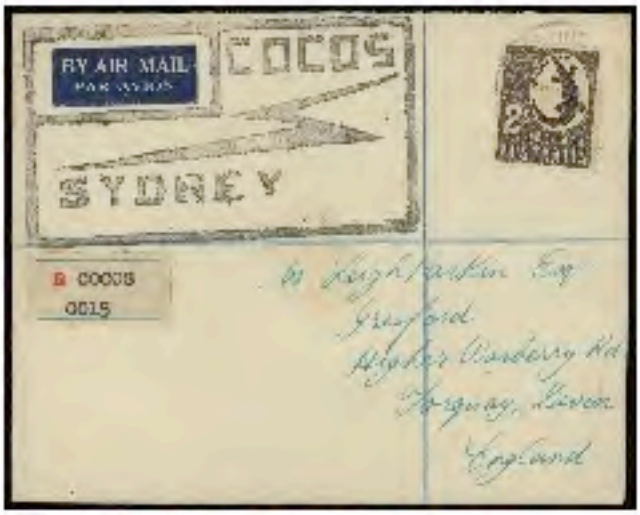

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