

The Bulletin



The British Society of Australian Philately
Founded 1933



CONTENTS

CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 48) by Gordon Monk; Bert Wajer and Paull Kaigg	1
AUSTRALIAN FORCES IN JAPAN 1945 – 1950 (Part 2) by Malcolm Price	7
AAMC 202d THE DH66 FLIGHT FROM PERTH TO DARWIN IN 1931 by John Sims	13
H M BRIG <i>FANTOME</i>, THE <i>SS GREAT BRITAIN</i>, THE <i>CATHERINE SHARER</i> AND THE DETAINED ON/BOARD SHIP MARK by Brian Peace FRPSL.....	15
SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS (1844-1860) (Part2) by Colin Tabcart.....	18
FROM THE EDITOR.....	26

OFFICERS OF THE SOCIETY

PRESIDENT

Tom. D. Gillespie, 11 Brook Close, BOGNOR REGIS, West Sussex PO21 5PN

Tel. 01243 826478 Email Tomgillespie123@btinternet.com

HONORARY SECRETARY

Dr. P.G E.Reid, 12 Holly Spring Lane. BRACKNELL, Berks. RG12 2JL

Tel. 01344867311 Email pge.reid@gmail.com

HONORARY TREASURER and MEMBERSHIP SECRETARY

M. Price, 41 High Street, HURSTPIERPOINT, West Sussex, BN6 9TT

Tel. 01273 833963 Email bsapmjp@btinternet.com

AUCTION ORGANISER	Huw Williams	8 Graham Road, Hampton, Middlesex, TW12 1AN	Tel. 0203 566 3837: Email huwie35@sky.com
PACKET SUPERINTENDENT	Brian H Sullman	13 Vallance Place Cravells Road, HARPENDEN Herts. AL5 1AX	Tel. 01582 460317 Email bhsullman36@btinternet.com
LIBRARIAN (Periodicals)	A.E.Coles	13 Lakeland Drive Frimley, CAMBERLEY Surrey GU16 8LD	Tel. 01276 25908 Email a.e.coles@ntlworld.com
LIBRARIAN (Books)	Tom. D. Gillespie	11 Brook Close BOGNOR REGIS West Sussex PO21 5PN	Tel. 01243 826478 Email Tomgillespie123@btinternet.com
PUBLICATIONS STOCKHOLDER	Huw Williams	8 Graham Road, Hampton, Middlesex, TW12 1AN	Tel. 0203 566 3837: Email huwie35@sky.com
PROMOTIONS AND PUBLICITY OFFICER	Ian Perry	29 Chetwynd Grove, NEWPORT, Shropshire, TF10 7JW	Tel: 01952 825941 Email: ianperrystamps@aol.com
BSAP STAMP FORUM FORUM MASTER	Dag Rohjell	www.bsap.org.uk/forum	posttildag@hotmail.com
PROGRAMMME SECRETARY	C.V.Mount	151Aa Southampton Road, RINGWOOD, BH24 1HU.	Tel: 01425 474310 Email: cv.mount@googlemail.com
WEBMASTER SOCIETY WEBSITE SOCIETY EMAIL	Dr. P.G.E.Reid	See details as Hon. Secretary above www.bsap.org.uk info@bsap.org.uk	See details as Hon. Secretary above
BULLETIN EDITOR	Graham Keates	37 Nashgrove Lane, Finchampstead. WOKINGHAM, RG40 4HE	Tel: 0118 9733129 Email: grahamkeates@gmail.com

ADVERTISING RATES IN THE BULLETIN

POSITION	PER INSERTION		SIX INSERTIONS	
	FULL PAGE	HALF PAGE	FULL PAGE	HALF PAGE
BACK COVER	Not available	Not available	£300	Not available
BACK COVER (INNER)	Not available	Not available	£270	Not available
FRONT COVER (INNER)	Not available	Not available	£270	Not available
INSIDE SHEET	£55	£36	£216	£156

* ALL ENQUIRIES AND COPY SHOULD BE SENT TO THE EDITOR
 * THE CONTENT OF AN ADVERTISEMENT MAY BE CHANGED FOR EACH ISSUE
 * DEALER INSERTS IN ISSUES CAN BE ARRANGED. CONTACT THE EDITOR FOR DETAILS

SUBSCRIPTION RATES FOR 2017

Annual Subscription £30 UK. For overseas, rates vary according to postage requirements, see website membership form One time joining fee £5. A discount is offered for prompt payment on renewal. Electronic .pdf download copy only £19. Back Issues available from the Publications Stockholder at £5 UK. Overseas £6 (surface) or £7.50 (air) inclusive of postage. Cheques to be made payable to "BSAP". Electronic back numbers from 2010 are available from the Treasurer at £15 per year or £3 per issue. Supply is on CD and these prices do not include postage

2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 48)
by Gordon Monk; Bert Wajer and Paull Kaigg (1727)

Pane 5 # 46

1st State Normal.

2nd 28 Jul 1914 (2nd ½ of 1st printing) – Final

- 2a Top Left Corner. Bulbous, found on 40% of sample, inconstant.
- 2b Top Right Corner. At the end of the print run a compartment dot appears ½mm above TF just right of the right frame, inconstant.

Notes Impossible to plate single unit, collect in multiples.

Issued Sep 2016.



Pane 5 # 55

1st State Normal

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

- 2a Bottom Frame. Early in the print run BF is thinned under NE of ONE, it quickly returns to normal. It was only found in 2% of sample variable.
- 2b Left Frame. Early in the print run compartment marks appear between L64 and L73. As the run continues more marks appear until they go from L5 to L108, variable.
- 2c Top Left Corner. A compartment mark appears in mid print run off the corner and later becomes slightly larger in size variable.
- 2d Right Frame. At the end of the print run compartment marks can be found either at R3-4 or from R70 to top of Emu's tail, variable. To date both marks have not been sighted on the one unit.
- 2e Bottom Frame. At the end of the print run compartment dots appear between ¾mm and 1¼mm from LF close to frame, inconstant.

Note This is a bottom left marginal unit.

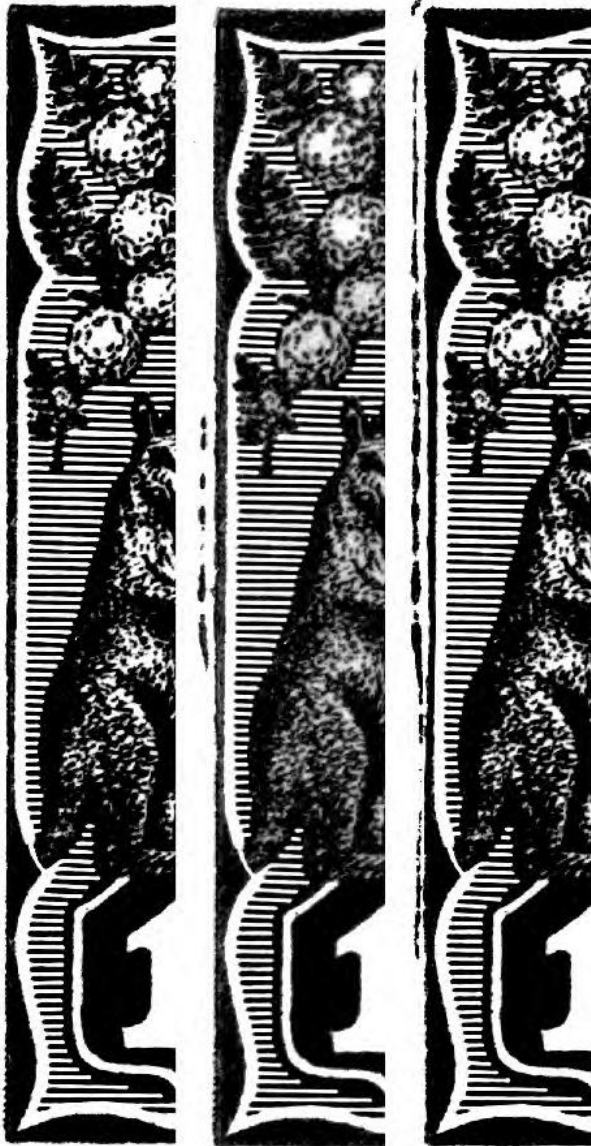
Issued Nov 2016



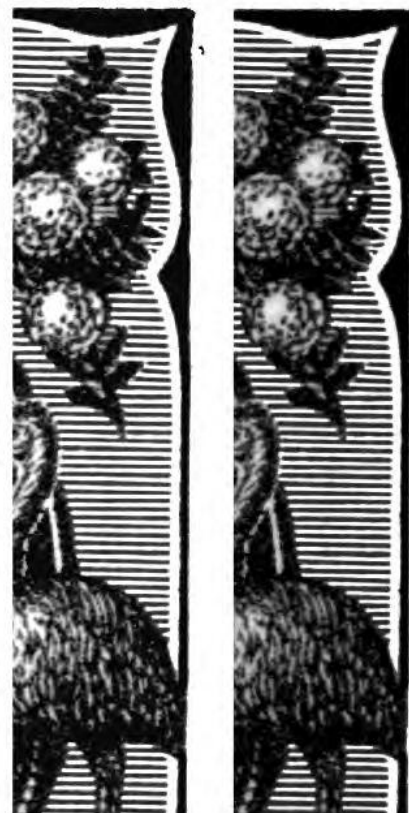
2a



2c variations



2b, c, e variations

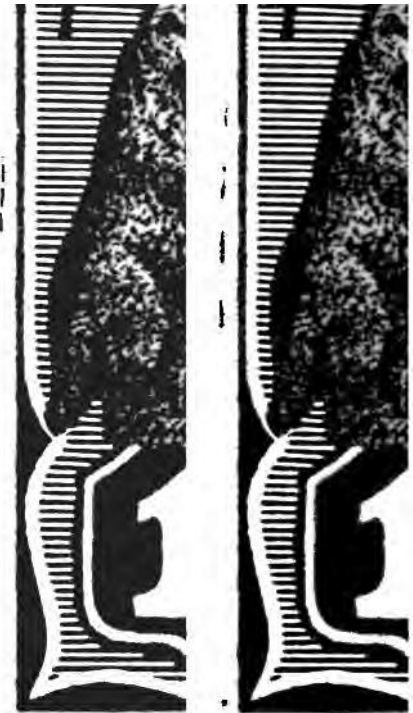


2d variations

Pane 5 # 57

1st State Proof – C of A (1935?)

- 1a Bottom Right Corner. Truncated, very variable in shape and size.
- 1b Cross. Top slightly dished, found on 61% of sample.
- 1c Top Left Corner. Corner slightly raised as if LF has come through TF, found on 43% of sample, variable.
- dLeft Frame. Very late in the print run a compartment dot appears just above BF.
- 1e Left Frame. Late in the print run compartment marks appear between L64 and L73. Later more marks appear until they go from L59 to L85, variable.
- 1f Top Left Corner. Very late in the print run a faint compartment mark appears off the corner, inconstant.



1d, e variations

2nd State C of A (1935?) – Final

1a to 1f as before.

- 2a Bottom Frame. Dented under N of ONE, between 8-9¼mm from BLC and three smaller notches at 9¾mm, 11mm and 12½mm. Early in the print run the BF under CVT is split by a white hair line following the dents. All very variable in shape

Note Bottom marginal unit. Rework was carried out in October 1935 on a number of right plate units.

Issued Nov 2016.



1b



1c, f

1a, 2a variations

Pane 5 # 58

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. Early in the print run a 1mm upward curve, starting just right of BLC. It quickly returns to normal, variable.
- 2b Cross. Top slightly dished, found on 75% of sample, variable.
- 2c Bottom Left Corner. At the end of the print run a compartment mark appears on LF in line with BF, inconstant.
- 2d Top Right Corner. Very late in the print run a faint compartment mark appears ½mm above TF in line with RF, inconstant.
- 2e Right Frame. Very late in the print run a compartment mark appears at R41 close to RF inconstant.

Note Bottom marginal unit. Without compartment marks collect in multiples

Issued Dec 2016.



2a



2b



2c



2d



2e

Pane 5 # 60

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

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

- 2a Cross. Very variable, early in the print run it has a notched right corner. With ink build up it becomes a left to right slope and finishes with a slightly dimpled top.
- 2b Bottom Left Corner. In mid print run a compartment dot appears on LF just above BF. As the run continues it becomes two marks and finishes as a ½mm long line, variable.
- 2c Left Frame. At the end of the print run a compartment dot appears at L69-70, inconstant.
- 2d Top Left Corner. In mid print run a compartment dot appears on LF just below TF. As the run continues a second mark appears just below the dot, variable.
- 2e Top Right Corner. In mid print run a compartment dot appears over RF just above TF. As the run progresses it gradually becomes a 45° line across the corner, variable.
- 2f Right Frame. In mid print run compartment marks appear at R18-22, R33-34, R40-45, top of Emu's tail to R85 and R113-115. As the run progresses more marks appear until they go from R6 to BRC, variable.
- 2g Bottom Right Corner. In mid print run a compartment dot appears on RF just above BF. As the run progresses it gradually becomes a 45° line across the corner, variable.

Note Bottom right marginal unit.

Issued Dec 2016.



2a variations



2b variations



2d variations

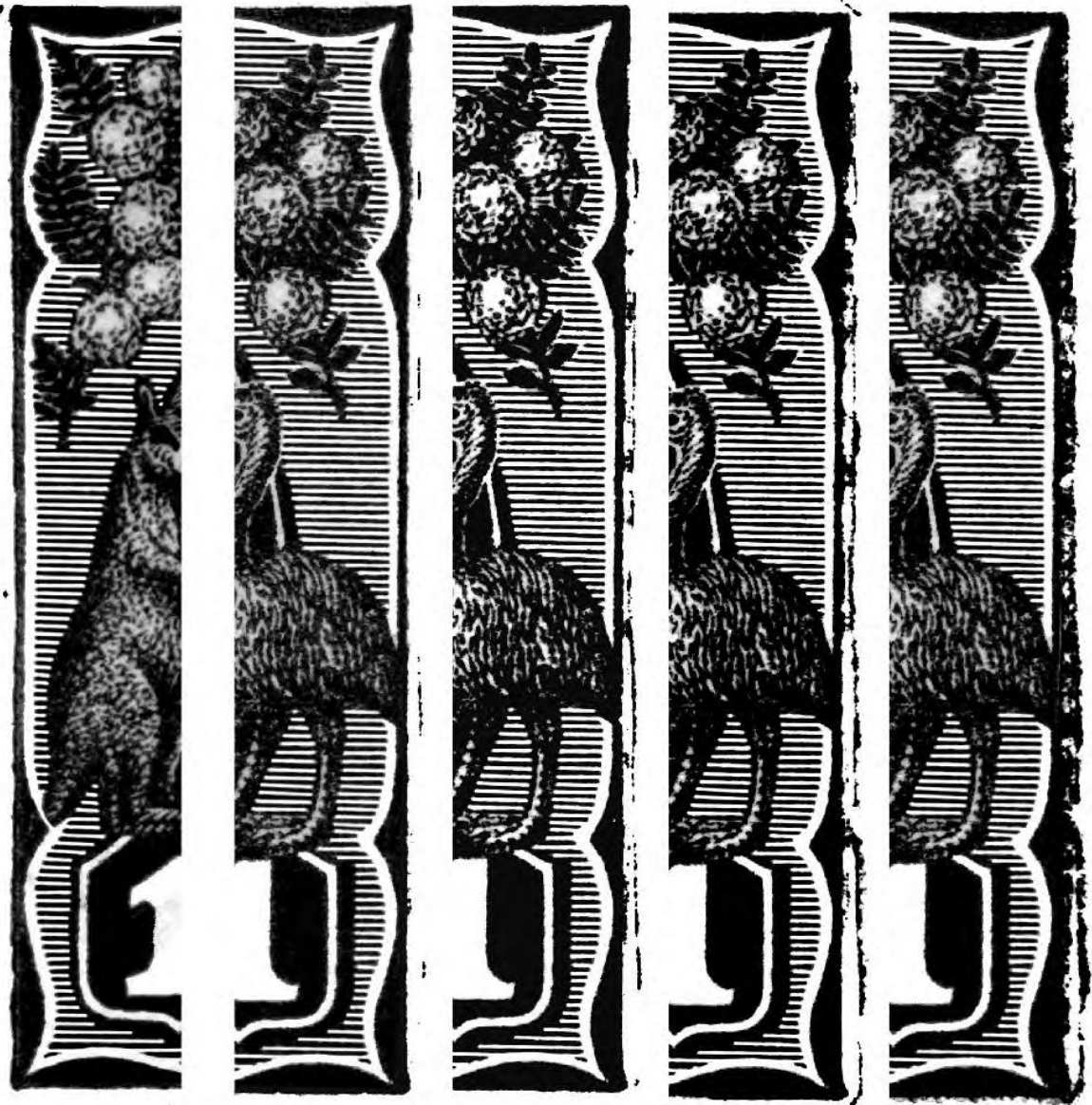


2e variations



2g variations

Pane 5 # 60 cont.



2c

2f variations

2617 AUSTRALIAN FORCES IN JAPAN 1945 – 1950 (Part 2)

by Malcolm Price (1766)

A philatelic view, illustrated by items from the author's collection. Continuing the gentle ramble through a, perhaps, less well-known period of Australian Military operations. As previously, all illustrations are, to a lesser or greater extent, reduced in size.

Know Japan

“Know Japan” was a 96-page booklet issued under the direction of the Commander-in-Chief British Commonwealth Occupation Forces in February 1946 and prepared ‘in order to provide members of the British Commonwealth Occupation Force with some of the essential background to an understanding of Japan and its people’

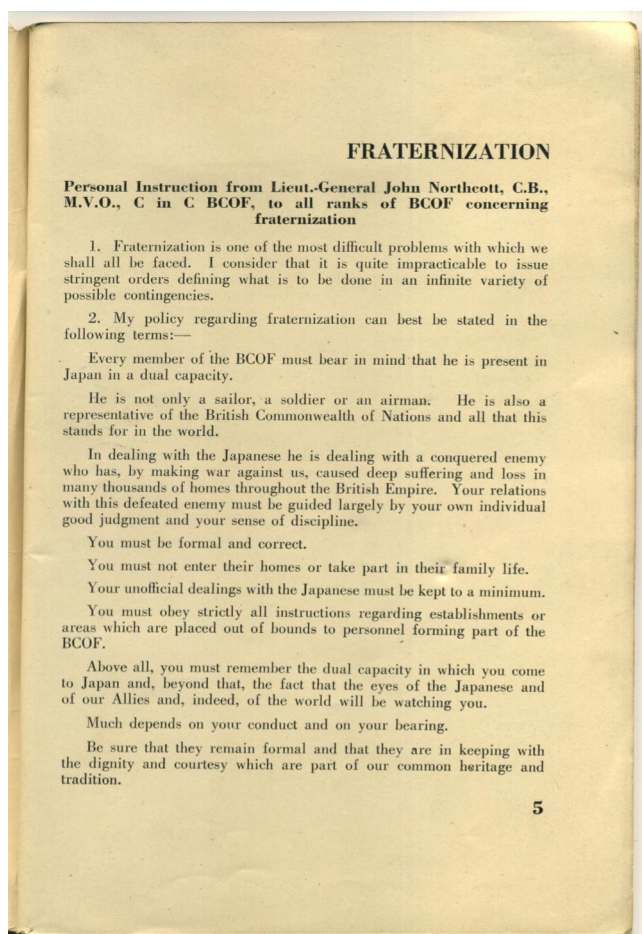
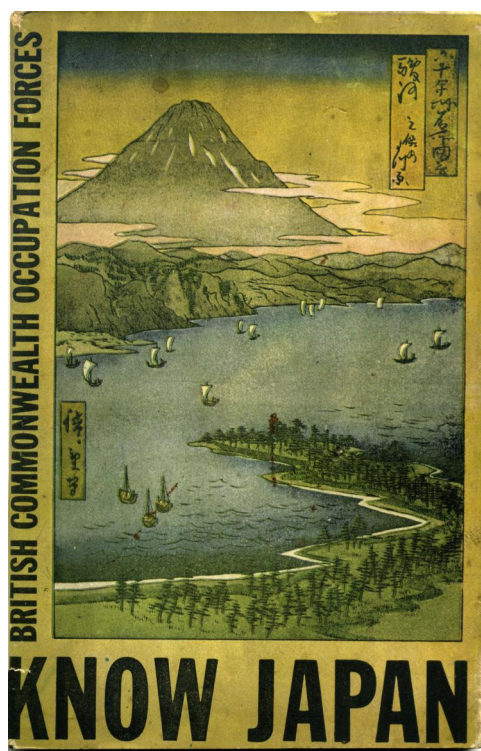


Fig 10 “Know Japan” 96-Page Booklet issued under the direction of the Commander-in-Chief, British Commonwealth Occupation Forces in 1946. Printed by The Rodney Press South Yarra, Victoria.

However, the instruction on “unofficial dealings” was not necessarily followed to the letter.....

The Problem

By May 30th 1946 numbers had increased to 38,000 Commonwealth troops now under the command of Lieutenant General Horace Robertson and the Australians had not been in Japan long before they found, like occupying troops of other nations earlier in history, that it was profitable to deal in scarce commodities and luxury items. Many attempts were made to stamp out the consequential rackets among the troops. One of the most successful was, for a time, the rigid control on the transmission of money from Japan to Australia, but this failed when troops adopted the simple expedient of purchasing at military post offices, large quantities of Australian postage stamps and transmitting them to Australia, where they were cashed at post offices, subject only to a 5% re-purchase discount. Despite all efforts on the part of the Australian Military Command to curb the black market and the continual breaking of the exchange regulations, the practices not only survived but continued to grow.

And A Possible Solution?

During the latter part of 1946, Lt. Gen. Robertson, realising that stronger action was necessary, and after consultation, decided that those Australian postage stamps, normally sold at the military post offices, would henceforth bear the overprint:

**B.C.O.F.
JAPAN
1946**

Such overprinted stamps would be valid for all postal purposes as needed by the occupation garrisons. It was the intention of the military leaders that if the stamps so over-printed were sent in enclosures in mint condition to Australia and should be presented at post offices within the Commonwealth for resale, they would be considered demonetised.

The objects of the surcharges as officially stated by the Department of the Army were:

1. To mark the presence in Japan of the Australian Military Forces component of the occupation forces, and,
2. To serve as a check upon evasion of currency control restrictions

While the Australian stamps for overprinting were supplied under a special arrangement by the Postmaster-General's Department to the Department of the Army in Japan, the B.C.O.F. overprints were not issued under the authority of the Australian Post Office, but were produced and authorised by the Australian Army.

The Initial Proofs

The overprinting was undertaken by the Hiroshima Printing Co., Kure Japan – with five proof sheets (i.e. complete settings of 160 in two panes of 80) being prepared as follows ¹ –

One full sheet in Black in thin seriffed type for the overprinting of 1^d. and 3^d. stamps. This option was subsequently *rejected*.

One full sheet in Red in thin seriffed type for the overprinting of ½^d. and 1^d. stamps. This option was subsequently *rejected*.

One full sheet in Red and Gold in thin seriffed type for the overprinting of 3^d. stamps. This option was subsequently *rejected*.

One full sheet in Black in thin (Defined as **Type 1**) seriffed type for the overprinting of ½^d. stamps. This option was subsequently *adopted*. (Fig 13)

One full sheet in Black in bold (Defined as **Type 2**) sans-serif type for the overprinting of 1^d. and 3^d. stamps. This design was subsequently *adopted*. (Fig 14)

Samples of the Proofs as Prepared:

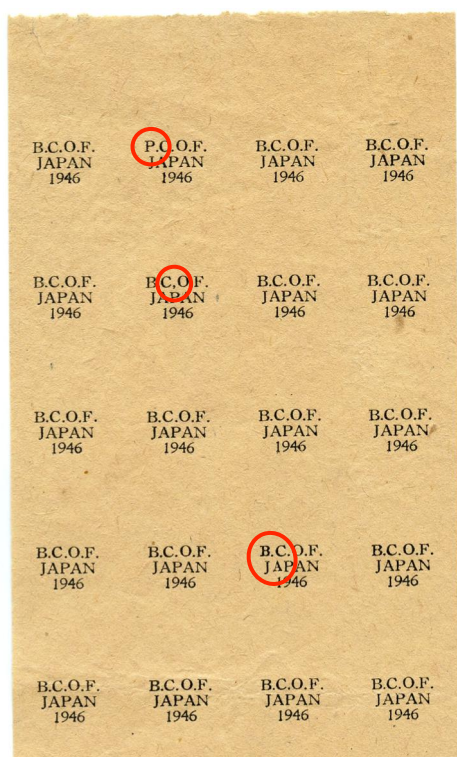


Fig 11
Example of Thin Type Proofs.

Piece with 20 impressions from the left hand pane [Rows 1/5 Pos 3 to 6] in black. The proof sheets suffered from several typesetting errors. This piece displays three (ringed) - 'P.C.O.F.' (Row 1 Pos 4) , comma after the 'C' (Row 2 Pos 4) and 'B' and first 'A' in 'JAPAN' in wrong font (Row 4 Pos 5). Some errors were corrected immediately, and as you will see later in the article, others were not.



Fig 12
Example of Thick Type Proofs.

Piece from the upper-right corner of the sheet with 20 impressions [Rows 1/5 Pos 5-8]

Compared with the thin proof sheets, the thick proof sheet did not appear to suffer from typesetting problems.

Approved Designs

The final two above listed sheets had marginal inscriptions confirming adoption of the designs. The certifications were signed on the 8th October 1946 by Lt.Col. C.J.Fletcher, Assistant Director of Posts B.C.O.F., Maj. L.Crofts, Deputy Assistant Director, Printing and Stationery Services B.C.O.F. and F.Matsui, Managing Director Hiroshima Printing Company.

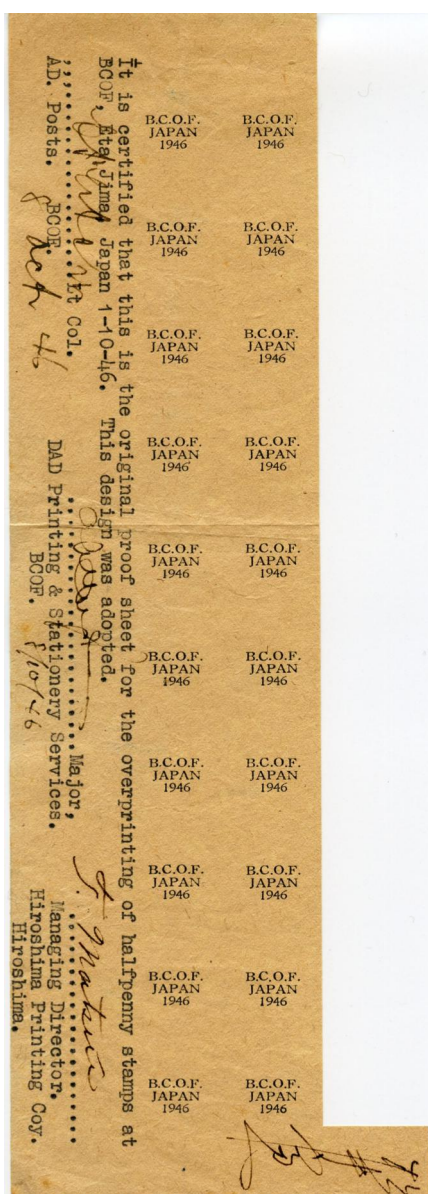


Fig 13 (Above)
Certified Proof-sheet of the Approved Design for the ½^d. value. Designated **Type 1**

Fig 14 (Right)
Certified Proof-sheet of the Approved Design for the 1^d. and 3^d. values. Designated **Type 2**

Some of the trial proof sheets were also issued with the first release of these values. Examples of the black, red and gold thin overprints cancelled at Aust. Army P.O. 241 - (**Fig 17**):

Subsequently the reason for the early withdrawal came to light in a letter dated 17th August 1950 from Mr F. R. Sinclair, the Secretary of the Department of the Army:

*“The reason why it was necessary for the sale which had taken place on the 12th and 13th October, 1946, to be suspended was due to the fact that final approval for sale of stamps B.C.O.F., JAPAN, 1946, had not been given”*²

However, as noted in *The Australian Post* of 12th December 1946:

*“..... but what they (military authorities in Japan) have overlooked is that Australian stamps so overprinted constitute the first issue of stamps resulting from the occupation of Japan, and that as such they will be in tremendous demand amongst philatelists and collectors the world over. In consequence these stamps are already eagerly sought at prices not five percent below face value, but ten percent or more above.”*³

Next instalment, the 8th May 1947 Re-Issue.

¹ Article by R.Perry in *The Australian Philatelist* November/December 1987, Pages 86-88

² *B.C.O.F. Overprints and British Commonwealth and Indian Military Postal Services in Japan and Korea* - Yoshimi Ito P124

³ *The Postal History of Australian Forces in Japan and Korea, 1945-1957* - Collas P28

If Members can advise any corrections, have any observations or add any further information, please pass these through the Editor for possible inclusion in a future edition of *The Bulletin*.

2621. AAMC 202d THE DH66 FLIGHT FROM PERTH TO DARWIN IN 1931
by John Sims (757)

There are one or two questionable entries in the Australian Air Mail Catalogue; and this, I believe, is one of them. When Imperial Airways DH66, City of Cairo, crashed at Koepang in the DEI carrying the first Experimental Air Mail between England and Australia in April 1931, Imperial Airways found themselves short of a suitable aircraft to fly this route, and arranged to buy a replacement DH66 from West Australian Airways. The questions are, which aircraft did they buy, what route did the aircraft take from Perth to Darwin, and who were the pilots for this flight?.

The AAMC claims it was VH-UJQ, flown by Garden and Mullens, and the route taken was via Carnarvon, Port Hedland, Broome, and Wyndham. Oscar Garden was not, I believe, a pilot associated with WAA, and there is no Mullens listed in Appendix 2 of the catalogue. There is a Mullins, but he was an aircraft engineer in PNG, and another Mullins who was a pilot flying for Qantas in the 1950s. Qantas Aeriana records that it was VH-UJD, flown by Capt J C Nicholson (WAA) with Capt R P Mollard (IAL) as co-pilot, carrying 1 bag of mail. It also says that they left Perth on 15 May 1931 and arrived in Darwin on 18 May. The route is not specified. I can find no other reference to a VH-UJD, and this may be a misprint for VH-UJQ.

This cover, which I bought recently, does not identify either the aircraft or the crew, but other sources convince me that it was VH-UJQ, flown by Nicholson and Mollard. The surprise is one of the back stamps, Brisbane 6.30pm 16 May 1931, which surely is convincing evidence that the route taken was Perth to Adelaide, up the east coast to Brisbane, and thence by the established Qantas route to Darwin. This would make sense as WAA had a regular service to Adelaide, and the engineering facilities at the city airfields and the Qantas route should have been better, if needed, than those on the west coast route. The only worry with this theory is that if they did leave Perth on 15 May, they must have had a blisteringly fast run to have reached Brisbane in that time! Could they have left earlier, the postmark is dated 11 May? How else can the Brisbane back stamp be explained?





STEVEN ZIRINSKY
MEMBER PTS, APS, NZSDA, APTA
Stamps - Revenues - Postal History - Commercial Mail

Australia

PO BOX 230049, Ansonia Station, New York, NY 10023 USA
szirinsky@cs.com (t):718-706-0616

www.zirinskystamps.com
@ZirinskyStamps

The complex block contains a blue header with the name 'STEVEN ZIRINSKY' and his affiliations. Below this is the word 'Australia' in bold. The central part of the block is a collage of various Australian postage stamps and envelopes, including a 'Meyer' envelope and several different denominations of stamps. At the bottom, there is contact information for Steven Zirinsky, including a physical address in New York, an email address, and a phone number. The footer of the block contains his website URL and a Twitter handle.

COPYRIGHT

Material appearing in THE BULLETIN is copyright and must not be reproduced without the prior written permission of the authors.

michaeleastick.com

Stamps, Coins, Postcards, Collectables



Michael Eastick & Associates P/L

Suite 20, 66-70 Railway Road, Blackburn Vic 3130, Australia

Tel: +613 9894 8561

Fax: +613 9894 1904

Email: michael@michaeleastick.com

BUYING - SELLING

**Stamps
Covers
Postal History
Coins
Banknotes
Postcards
Medals
Accessories**

We can't make our message simpler than that !

www.michaeleastick.com



NEWS AND NOTES OCTOBER 2017.

OPEN LETTER FROM THE SECRETARY

Welcome to 2018. Let us hope that it will be an interesting and successful year for all. Unfortunately, it has not started well, as the first London meeting was cancelled as a result of the rail strike. Let us hope that the new franchisees on South Western Railway do not allow it to drag on and on, as the dispute on Southern (still not settled) has. But, seeing the attitude of the brothers of RMT, I am not hopeful. As many of our London attendees come from places served by SWR and Southern, this could be an ongoing problem. Fortunately, this time we did not have to let down a visiting speaker.

On to matters philatelic. Preparations are now well in hand for this year's Convention, and I am delighted to announce that the Eric Ash display will be given by Pat Grimwood-Taylor, with husband James judging the competition, assisted by our own Christine Earle. Pat was a pioneer of what was originally known as 'Social Philately', which has now morphed into Postal History Class 2C, but was also the forerunner of the 'Open Philately' Class. It is worth a trip to Convention just to see her display.

Also on the (nearer) horizon is Spring Stampex, at the Business Design Centre in Islington, from 14th to 17th February. It coincides with the February 14th BSAP meeting, so you have the opportunity to make a day of it, with a trip to Stampex and a Society meeting – two for the price of one rail fare. How could you resist? Sadly, both Christine and I are on the jury, so we shall not be able to attend the meeting. I do, however, leave it to you to explain to your wife/partner if you have one, why you are going AWOL on St Valentine's Day.

As a final thought, I noticed in the Travel section of one of the Sunday papers that the cheapest way from London to Heathrow is the Piccadilly Line, provided that you have the time available to undertake it. I hope that we do not find our pet route to King's Cross swamped with customers!

PGER 9/1/18

FORTHCOMING MEETINGS

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

Wednesday 14th. February 2018 Speaker – Sandy Forbes is coming down from Scotland to entertain us
with “A look at South Australia”.

Wednesday 14th. March 2018
The President Entertains – Tom Gillespie FBSAP.
Spring Stampex, at the Business Design Centre in Islington.

Wednesday 11th. April 2018
Speaker – Steve Paice FBSAP “King George V Heads and some other “Interesting” Items.

South West Section

Meetings at Greyfriars Centre, Ringwood at 2.30
Meet at the Fish Inn Ringwood for lunch.
February 10th 2018
The Last Hurrah of 65 years of Collecting.
Ken Killeen FBSAP our overseas member from the Isle of Wight.

April 7th. 2018
A further look at “Aussie States”.
Dr Andrew Mortlock FBSAP from Cambridge.

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Membership Secretary List of Changes to Membership Database.

Period: 10th November 2017 to 9th January 2018 NOTIFICATION 156

Change of Address:

None Advised.

New members:

1842	Finch D.	Bristol
1843	King A.	Poole, Dorset

Resignations:

1495	Basten P.	1786	Svendsen L-P	1807	Bremer P.
1745	Turner L				

Deceased:

None Advised

TRALIAN PHILATELY IN PRINT #1, 2018.

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

APF NEWS, November 2017.

President's Column – John Moore.

The FIP will host presidential elections at the 2018 Congress.

New APF National Exhibition Medal.

An example of 19th C. communications between town-based retail stores and the hawkers travelling on their circuits. – Dirk HR Spennemann.

Newcasyle Stamp & Coin Expo (May 2018).

Postal Stationery Society of Australia Aerogramme Challenge and National Postal Stationery Class.

My Favourite Cover – Andrew Fischer.

Evolution of a Thematic Exhibit – Daryl Kibble.

Brasilia 2017 – John Moore.

Exhibition Timetable.

AUSTRALIAN STAMPS PROFESSIONAL, Vol.11, No.4, 2017

Editorial – John Leah.

Vale: John Christopher Leah 1942-2017.

The Valour at Polygon Wood.

Secret stamp codes hid may a lover's clandestine desires – Bernard Wallace.

The G/NSW type A punctures- unravelling the dies Pt.2– Tom Weir.

More Roos revisited Pt.6 – Peter van Meurs.

KGV Penny Violet and Green varieties Pt.5 Right Plate – Pane VII – Dr Scott Starling.

Papua New Guinea Calling.

Papuan Lakatoi "Bullet Holes" – Ted McPheat.

Bar type obliterations of British New Guinea – Tony Griffin.

A Study of the PNG Stamp Booklets 1970-73 Pt.2 – Sid Dykes.

Early Papua (and New Guinea) colour postcards can raise some intriguing questions – Richard Muller.

Modern Matters.

Uncatalogued Varieties in Modern Australian Self-adhesives – Hans Proebsting.

QANTAS loses mail plane Atlanta – Brian Peace FRPSL.

A history of Australia's involvement in WW1 Pt.12 – Mandy Parry-Jones.

CAPITAL PHILATELY, Vol.35, No.2, July 2017.

Postmarked History – My approach to collecting covers(Melbourne 2017 International Stamp Exhibition Pt.1) – Frank Admik.

Canberra Covered No.3: A ramble around the (mostly inner) suburbs – Michael Moore.

PastCards: Burrinjuck Dam, NSW 1907-1956 Pt.1 – Elspeth Bodley.

GIBBONS STAMP MONTHLY, December 2017.

“Growing” concerns for New Zealand’s seeded stamps.

Diary Dates.

Around the Houses – Spink’s Arthur Gray sale.

New Zealand’s America’s Cup stamps – Christopher Moor.

Postal Stationery Matters (incl. Cultural Clubs in the Antipodes) – Peter van Gelder.

GIBBONS STAMP MONTHLY, January 2018.

New Zealand’s 1855 Full-Face Queens – David Smitham.

The Five (Philatelic) Lives of (the Central Pacific Ocean) Christmas Island – Steve Pendleton.

THE INFORMER, Vol.81, No.4, October 2017

Pan Am Crash of 30 January 1974 in Pago Pago American Samoa by Brian Peace FRPSL

Exploring Australian Themes – Owls by Dale White

Modern Issues – Papua New Guinea by Steve Zirinsky

Report of the SAS/O Convention at SEAPEX, Seattle

Report on the Pop-up Exhibits by Steve Zirinsky

THE LONDON PHILATELIST, Vol.126, No.1450, December 2017.

Gifts: Edward B Proud RDP, through his son, has transferred the whole of the International Postal Museum, which he built up with Professor West, to the RPSL.

Dr Derek Pocock has made a lifetime gift of his philatelic Library (76 boxes arrived from Australia).

THE LONDON PHILATELIST, Vol.126, No.1451, December 2017.

Gerald Bodily advert. (South Australia – 1910 Post Office Competition: an essay for a 2d Post Card by “Phil Atelist”.

Forthcoming Philatelic Events.

Library News: Recent Accessions “Tasmania’s West Coast on old picture postcards by Pete Jermy”;

“Tasmanian Hand Cancellations Pts 1 & 2 by J Avery”; “The Postal History of Sydney Vols 2, 5 & 6,

by AE Orchard * R Tobin”; “The Postbox Cancels of Brisbane, Sydney & Perth by JC Smith”; The

Stamp of Australia: the story of our mail from Second Fleet to 21st C., by Kelly Burke”

THE STAMP LOVER, Vol.109, No.6, December 2017.

NPS Annual Competition judged by Dr Patrick Reid FRPSL and Christine Earle FRPSL.

AEC

REPORT ON THE BSAP LONDON MEETING OF 9TH DECEMBER 2017

A select gathering at the Royal was pleased to welcome two members from farther afield: Bill Whitaker from Nottingham and Ivan Wilkinson from Lincoln. A notable feature was that all who attended had material to display.

Ivan Wilkinson led off with a splendid display of the Moreton Bay District of Queensland. This included postmarks of a number of the fifteen pre-separation Post Offices, a selection of the correspondence of Lacy Henry Rumsey, a vicar in Ipswich, a cover from van Diemen's Land and one of the two recorded examples of the Good's Inn cds. He continued with a selection of both ingoing and outgoing mails, but had so far not found any transit mails. He concluded with a letter to Port Philip, Van Diemen's Land bearing the earliest type of Brisbane marking, an example of the Maryborough Cancel (#96), mail from the (short-lived) colony of North Australia (basically Queensland above Impie) and finally a Gladstone item relating to the Postmaster (Hetherington), who was also Mayor, who was delivering to a ship, fell into the hold and was killed.

Lorraine Fitzwater had brought material from both her GVI and QEII collections, showing strength in coils as well as the regular issues.

Christine Earle displayed Greetings from Sydney. She began with the Official Stationery cards, 1½d issued in 1898 and 1d issued in 1905 and followed these with a range of postcards, including novelties and pull-out cards, all of which included a greetings message.

Bill Whitaker displayed a selection of mail censored in Melbourne during WWII. He included a study of the varieties of the Vnn..... handstamps where there are varieties in the number of dots, an example of Censor #337, which is anomalous, as the highest number recorded in Little is 198. He also showed examples of missing dots. This was followed by examples of different sizes of diamond box (28 & 31 mm), an example of Censor 205 in manuscript, serifed numbers and the only recorded example of Censor 44 with the number underlined. He ended with a range of ancillary handstamps, including NOT OPENED NY CENSOR, CONTAINS USED STAMPS, a Return to Sender on a cover to Hong Kong (not previously recorded), and censored Air Letters (only Yellow ones).

After a break for tea, Peter Clarkson showed a wide range of material. He began with line perforated 1d Reds, including an example on cover and some Land Registry covers and continued with Die I, Die II and Die III on various papers. Next came a range of GV1½d varieties. This was followed by a study of the 1977 QEII Silver Jubilee issue, that was printed in one place and perforated in another. There were four different printing layouts. Next came the story of the Aviators Miniature sheet, that was forged in Holland so that the sheets could be sold back to Australia Post for face value, followed by the 1981 Tasmanian Tiger with varieties and perforation errors. He concluded with sheets of 10 Threatened Species stamps that were prepared for issue from ATM machines, but this was never taken up. Finally he showed examples of printings with Koalas and Kangaroos in the margins, used to indicate the number of the printing. Note that 4 x Koala = 1 Kangaroo.

Tom Gillespie showed Western Australia Christmas Seals from the TB and Chest Association of WA, including imperforates and Colour Trials. Next came Children's Hospital Seals between 1966 and 1972, followed by full sheets from 1983-1992.

PGER

REPORT ON THE BSAP SOUTH WEST MEETING- RINGWOOD 11TH NOVEMBER 2017.



Twelve members and one guest were entertained at the Greyfriars Community Centre when Steve Paice FBSAP travelled over from Ashstead in Surrey to present Australian King George V Heads and other "Interesting" items.

Steve started with a selection of the KGV 1d with a comprehensive study of the "Wattle Line" (7/31) and the "Flaw under Neck" (7/37) which included the retouch to the first re-entry and second (accidental) re-entry these were in green with a smattering of reds. He then moved onto the 11/2d Die I varieties including substituted and transferred clichés, also a fine example of a very thin paper variety with an RPSL certificate. A number of Primary and Secondary plate flaws were displayed before moving onto a selection of the 11/2d Die II varieties.

The 2d Die I was next up showing an imprint block with the "Cut 2 in the right value" variety, we then moved to the 3d Die Ia with the Mullet Typo A & B using the marker plate technique. Varieties of the 4d Cooke plates were shown with varieties including the "Weeping 4" and the "Line through Fourpence". A number of varieties of the 5d and 1/4d were included together with an offset on a block of four and three pre-printing paper creases.

The first half closed with examples of shades and a double perforation.

The second half started with a few KGV covers with flaws.

Steve then went on to display a whole range of postmarks with Aboriginal town names, he mentioned the help he had got from the book written by Past President the late Derek Ray. on this subject. We were then shown various George VI issues including covers showing definitive issues between 1950/52 including booklet panes.

The afternoon finished up with a series of covers which included the 1919/1969 Ross Smith 50th Commemorative flight GB/Aust with a Vignette replica.

The South West Chairman Colin Mount congratulated Steve for a most varied and interesting afternoon which was presented with a great sense of humour and fun.

CM

THE BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Publications Stockholder – Huw Williams
8 Graham Road, Hampton, Middlesex, TW12 1AN
Telephone 0203 566 3837: email huwie35@sky.com

PUBLICATIONS LIST-MEMBERS PRICE

January 2014		Price
NSW 2 Penny Diadem Revisited by W Cochrane	ISBN 978-1-899760-24-4	£9.50
King George V HalfPenny Checklist – 3 rd Edition	ISBN 978-1-899760-01-5	£12.50
King George V One Penny Checklist- 3 rd Edition	ISBN 978-1-899760-19-0	Out of Stock
Plating the KGV 1 Penny – Die 2 by Wajer & Monk	ISBN 0-646-44502-2	£11.25
Plating the KGV 1 1/2 Penny – Die 2 by A Forbes	ISBN 978-1-899760-23-7	Out of Stock
King George V Two Penny checklist	ISBN 978-1-899760-16-9	£17.00
King George V Two Penny – 2 nd edition by Parsons, Sandy and Wawrukiewicz	ISBN 978-1-899760-25-1	£24.00
King George V Two Penny Die 3 by G.E. Guidi	ISBN 978-1-899760-25-3	£12.00
King George V Three Penny Checklist – 2 nd edition	ISBN 978-1-899760-05-3	£10.00
King George V Four Penny Checklist – 2 nd edition	ISBN 978-1-899760-07-7	Out of Stock
King George V Five Penny Checklist – 2 nd edition	ISBN 978-1-899760-09-1	£9.50
The Redhead	ISBN 978-1-899760-18-3	£10.25
1/2d Kangaroo Checklist by Greg Pope	ISBN 0-9722242-2-X	£19.50
1d Kangaroo Checklist by Sluman – 1 st edition	ISBN 978-1-899760-10-7	£14.00
1d Kangaroo Checklist by Bill Bell	ISBN 978-1-899760-17-6	£7.00
1d Kangaroo & Map Series by Adams, Bell & Pope	ISBN 0-9722242-3-8	£42.00
2d Kangaroo Checklist by Greg Pope	ISBN 0-9722242-0-3	£20.00
2 1/2d Kangaroo Checklist by Greg Pope	ISBN 0-9722242-1-1	£26.50
9d Kangaroo Checklist by Banwell & Parsons	ISBN 978-1-899760-21-3	£8.25
QEII 7c checklist – 1 st edition (with supplement)	ISBN 978-1-899760-14-5	£9.50
	ISBN 978-1-899760-15-2	
Australian Aboriginal Town Meanings	ISBN 978-1-899769-12-1	£10.00
Australian Slogan Cancellations 1917-88 Volume 1	ISBN 0-9587862-6-7	£12.75
The History of the B.S.A.P	ISBN 978-1-899769-11-4	£9.50
Cachets and Transports of the AIF in WWI	ISBN 978-1-899769-22-0	£23.50
Postal Stationary issued to Prisoners of War and Internees held in Australia during WWII	ISBN 978-1-899769-20-6	£8.25
Post Box Cancels of Brisbane, Sydney, Perth		£4.00
B.S.A.P. ties in Blue, green or maroon		£7.50
Philatelic Gems from BSAP, New Zealand and Pacific Islands.		£5.00

Postage and packing extra unless otherwise stated. Invoices sent on receipt of order and items
Forwarded on receipt of remittance. All correspondence to the Publications Stockholder.

Publications are also available from Michael Eastick & Associates Pty. Ltd. Shop 4, 66-70
Railway Road, Blackburn, Victoria 3130, Australia.
E-mail michael@michaeleastick.com

Premier

POSTAL AUCTIONS

BROWSE, BID AND BUY IN THE COMFORT OF YOUR OWN HOME

Tell us your collecting interests and we will
BUILD YOUR OWN CATALOGUE.

Only **Premier** will build a customised catalogue with just the items that interest you.

This free service is available on the website or in print.

Premier is the undisputed world leader in Australian postmarks. Every year we offer over 5,000 lots of individual datestamps and over 1,500 numeral postmark lots. And that is just the Australian ones. Hundreds of other postmark lots were from around the world were offered as well.

Premier also auctions over 1,500 individual Australian varieties every year, and all are scanned at high resolution.

Premier is not just about postmarks and varieties. We offer a wide range of world material including postal history, postal stationery, stamps, revenues, cinderellas and picture postcard.

Premier is committed to serving our clients to the best of our ability. This is why we ship most invoices within 3 days of each auction. It is also why our Invoice Register provide our client's with a complete on-line record of all their invoices with full descriptions of all the lots on the invoice, including all related scans. Our Mail Register provides a complete on-line history of all items mailed to them including the registration numbers and a description of the contents.

Our website also provides a free searchable list of post offices from Australia and 8 other countries.

About 6 auctions are held every year and each auction contains 3,500-4,000 lots of world-wide stamps, postal history, postal stationery, postmarks & postcards. Estimates from less than \$5 to \$1,000s.

To find out more visit our Website

www.premierpostal.com

Or contact us at:

Email: david@premierpostal.com

Phone: + 61 3 9038 8136

Fax: + 61 3 8677 2858

GPO Box 4346 Melbourne Victoria Australia





Cavendish House
153-157 London Road
Derby DE1 2SY



Over 65 years' Service to Philately
21st & 22nd February 2018 Auction



The Cavendish Gallery
7 Princeson Court
53-55 Felsham Road
London SW15 1AZ

Worldwide & G.B. Stamps and Postal History featuring a substantial section of Australian Airmail Covers.
See us at Stampex Stand 95



In association with
easyLiveAuction.com
for live online bidding.

Consignments welcome for our future sales. Please contact prior to sending, Greg Spring, Bob Unwin, Ben Palmer, Andy Donaldson, Scott Tracey or James Grimwood-Taylor.

www.cavendish-auctions.com
stamps@cavendish-auctions.com

Derby - Phone (44) 01332 250970

Fax. (44) 01332 294440

London - Phone (44) 020 8785 7750



2622. H M BRIG *FANTOME*, THE *SS GREAT BRITAIN*, THE *CATHERINE SHARER* AND THE DETAINED ON/BOARD *SHIP MARK* by Brian Peace FRPSL (395)

On 3 March 1851 the 454-ton 12/16-gun Sloop of War HM Brig *Fantome* sailed from Plymouth for Australia. She was accompanied by HMS *Calliope* 26 guns and HM Brig *Pandora* 6 guns, the three vessels comprising the Australian Squadron.



H M Brig *Fantome*: Royal Museums Greenwich

The *Fantome* arrived at Hobart Town on 12 July 1851, by way of Cape Town which she left on 28 May. On 17 July she sailed for Sydney and New Zealand, spending the next five years in Australian waters. Commander John Henn Gennys was to have a long association with the *Fantome*, which visited Melbourne, Adelaide, Sydney, Hobart Town, Auckland, and Wellington many times, and the Swan River, Geelong, and the South Island of New Zealand less frequently..

HM Brig *Fantome* and the *SS Great Britain*

On 18 August 1854 the *SS Great Britain* arrived at Melbourne from Britain with smallpox and was placed in quarantine. The following notice was issued by the Melbourne GPO on 1 September:

A mail will be closed at this office daily at 2.30pm for the S S Great Britain, now lying at quarantine, to be forwarded by way of Queenscliffe, and conveyed on board in the boats of HMS Fantome.

(signed) A McCrae 31 August 1854

HM Brig *Fantome* Goes Ashore

In thick fog the *Fantome* went ashore in Half Moon Bay TAS on the morning of 10 May 1855 after leaving Hobart. One of the officers went back to Hobart, returning with the Government launch and two boat crews to get her off. She was broadside on a hard sandy beach; so all twelve guns were taken off to lighten her and little damage was done, however she was put on a patent slip at Hobart for inspection before leaving for Sydney.

HM Brig *Fantome* and the loss of the *Catherine Sharer*

Just before midnight on 6 June 1855, the alarm was given that the barque *Catherine Sharer*, London for Hobart Town, was on fire. When it was realised that the fire could not be extinguished, the passengers and crew were put ashore.

At about 0400 on 7 June part of the cargo, comprising some nine tons of gunpowder, exploded and the vessel was destroyed. A section of the mast was found over half a mile away in the bush.

The vessel had left London on 13 February, and in her course down the Thames anchored for one night off Purfleet, there taking in the nine tons of gunpowder. She had arrived at Port Esperance in the D'Entrecasteaux Channel, TAS, and had anchored one mile offshore for the night of 6 June. The passengers lost everything and were taken to Hobart Town by the *Mimosa*.

HM Brig *Fantome*, Commander John H Gennys, was despatched by the Government to *protect what property may be washed ashore or collected and offer all assistance*.

It was later revealed that the *Catherine Sharer* was also carrying a large cargo of matches contrary to regulations. This dramatic incident contributed to the introduction of the rule that passenger vessels must not carry gunpowder or explosives. A crew member was charged with setting fire to the barque.

One bag of badly damaged mail was recovered some two miles from the scene of the explosion. It was torn open by the force of the blast.



Back-stamped Sydney Ship Letter

This letter was carried aboard the *Fantome* on her final voyage from Melbourne to Sydney, departing on 5th and arriving at Sydney on 11 January 1856. Although franked with a 6d Victoria stamp, it was not placed in the post at Melbourne, being carried outside the mails until handed in at Sydney as a ship letter.

Addressed to Mrs J Henn-Gennys, the wife of the *Fantome's* Commander, it was clearly not taken to the Post Office immediately upon arrival, therefore receiving the boxed DETAINED ON/BOARD SHIP to absolve the Post Office from blame due to late delivery.

It appears that the postal officials at the Sydney GPO discounted the unfranked 6d stamp, the sender being required to pay the 3d ship letter rate introduced on 1 January 1855. However no penalty was applied.

[On 23 August 1855 John Henn Gennys married Susannah Emily Icely of Bathurst.]

Final Voyage

On 3 February 1856 the *Fantome* sailed from Melbourne for Portsmouth. She had on board mail and 13,000 oz of gold. She was towed into Sheerness on 9 June to be paid off. The gold and mail had been landed at Plymouth on 4 June.

Captain J H Gennys and his wife, who had joined him in England, returned to Sydney as passengers by the 665-ton *Maid of Judah*, Isaac Merchant, Master, clearing The Downs on 21 April and arriving at Sydney on 17 July 1857.

On 24 June 1859 the mail coach was robbed by bushrangers at Mount Victoria. A cheque for £5 drawn on the Bank of NSW and belonging to J H Gennys was stolen but later recovered.

References:

Palmer, Ben FRPSL FRSPC APR: Correspondence

Peace, Brian R FRPSL APR: *Mail Robberies by Bushrangers in Australia 1833-1908*, self published,

Leeds UK, 2011

Syme, Marten: *Shipping Arrivals and Departures, Victorian Ports 1846-1855*, Roebuck Society, 1984, pp122, 299, 334, 340-41, 659

Millennium Auctions Sale 49 20Apr2011 L157

Phoenix Auctions: 6Dec2014 L557

Argus (Melbourne): 16Jun55 p4, 30Jul55 p4, 21Aug55 p4, 12Oct55 p4, 14Nov55 p4, 16Jan56 p4, 27Aug56 p

Empire (Sydney): 11Sep54 p5, 21May55 p4, 24Aug55 p4, 4Feb56 p4, 23Feb56 p6

Sydney Morning Herald: 21May55 p4, 23Jul55 p4, 5Oct55 p4, 2Feb56 p6, 23Feb56 p4, 13Sep56 p4

2620. SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860

By Colin Tabeart (1806) (Part 2)

The Admiralty had, in fact, written to the Treasury on 24 March 1843 to the effect that two tenders had been received for the Australian mail, that of the Toulmin brothers for £100 a voyage, and another from Messrs Godwin and Lee at £600 a voyage. It does not take much imagination to realise which of these the Treasury would prefer. The Admiralty originally proposed that the contract should start from 1 October 1843; the reason for the delay to February 1844 has not been discovered.

Presumably the letter from the Toulmins did the trick as the brothers and the Admiralty signed Articles of Agreement drafted on 15 June 1843, which survive in the Post Office archives, on 10 October 1843.¹ The Toulmins contracted to provide a sailing ship of not less than 250 tons, once every calendar month, to carry the mails from the United Kingdom to Sydney, sailing on the first of every month from Gravesend, or from Liverpool on the 1st or 2nd of every month, direct to Sydney. Return mails from Sydney to England were not activated until January 1846, discussed further below.

The Toulmins were to be paid £100 for each outward mail, and £150 for homeward mails when activated, the extra payment being to compensate in part for any lack of paying cargo due to the fixed sailing dates. There were penalties for delays in departing, but no overall voyage time was specified. Initially for a year, the contract was extended at the end of that period.

News of the contract was published in *The Times* on 18 November 1843, and again on 13 January 1844. The Post Office announced the service to the public by GPO Notice No. 1 of 1844. This stated that the mails would be made up in London on the last evening of each month, and all letters and newspapers addressed to New South Wales would be sent by the packets unless specifically marked "by private Ship". Postage was a shilling for a letter up to ½ oz, 2/- for ½ to 1 oz, and 2/- per oz or part thereof above 1 oz. Newspapers went free, huge quantities of these being carried, since they cost 1d each by private ship. A typical mail consisted of about 4,000 letters and 12,000 newspapers.

Letters returning to the UK were to be landed as soon as possible, in a similar manner to ship letters. Part of the contract read: "... if there be any conveyance of Her Majesty's Mails and Dispatches from Sydney to the United Kingdom under this contract the said Henry Toulmin and Calvert Toulmin hereby agree that the delivery of such Mails and Dispatches shall be made by the Commander of the Vessels to the Postmaster of the first port in the United Kingdom at which the Vessels respectively may touch or by the Pilot Boat or by any other safe and convenient means it being agreed that the same shall be delivered at the first regular Post Office in the United Kingdom which can be communicated with" Failure to comply with this part of the contract attracted a £25 fine, to be deducted from the voyage fees. However, New South Wales was pretty unimpressed by the service, and did not bother to activate the return voyages until 1846, the first return packet

¹ POST 29/51

landing her mails by the pilot boat at Penzance in compliance with that part of the contract mentioned immediately above.

Initially only mails for New South Wales were included, those for the remaining colonies continuing to be sent by private ship. In March 1844 the Post Office issued Notice No. 6 of 1844 to say that, an overland post now having been established between Sydney and Port Phillip, mails for Port Phillip would in future also be included in the packet mails, unless endorsed “by private ship”. Those for South Australia and New Zealand followed suit from June 1845, although the Postmaster-General was initially reluctant to do so, not knowing if New South Wales would make a charge for transmission to those Colonies. However, in May 1845, information was received from the Acting Deputy Postmaster of New Zealand that New South Wales did not charge for forwarding letters sent in the packet mails, confirming previous information from South Australia², so the change was made.

In June 1847, the Post Office announced that, there now being ample opportunity of forwarding mails to South Australia by private ship, all letters not addressed to go by the Sydney packets would be sent by private ship³. Similarly, letters for Port Phillip were to be sent by private ship from July 1847. The whole contract terminated in March 1849, after which almost all letters went all the way by private ship until the introduction of through steam packets in 1852. During the contract proposals were made for various changes, including: a call at Van Diemen’s Land, a call at Port Phillip, routing the homeward mails via Hong Kong and a change of the UK base port from Gravesend to Falmouth. None of these proposals were adopted.

The Service

Outbound the Toulmin Brothers performed extremely well. A packet left Gravesend on the 1st, occasionally the 2nd, of every month from February 1844 to March 1849, with the sole exception that the March 1846 sailing did not leave until the 5th of that month. For the 1840s that was an exemplary performance. Homebound the service did not begin until January 1846 as noted above; a sailing was achieved every month, but the dates of leaving Sydney were more erratic. It is likely that Sydney did not have the benefit of as many steam tugs as London to enable the sailing packets to get away on time in the face of adverse winds, but there may well have been other contributory reasons.

The ships used were ordinary merchant ships, with ordinary passage times, averaging 127 days out and 130 days home. There is little of postal history interest in the voyages other than the five voyages that Sydney routed via Torres Strait and Ceylon or Calcutta, leaving Sydney from 3 May to 3 September 1846, with the intention of linking up with the P&O steamer service back to the UK. These mails averaged 126 days back to UK, but at very significantly greater expense to the recipients, since the rule was that letters not endorsed “via Southampton” were sent via Marseilles, thus incurring the then exorbitant French transit charges, typically costing 2/7d versus the 1/- if sent via Cape Horn. The ensuing chorus of disapproval probably did not reach Sydney by 6 October 1846, when the mails reverted to the usual route – the reason for this change is not known. Data on all the voyages is given in Reference 4, slightly updated in reference 5. **Figure 5** shows a cover carried on the third homebound voyage.

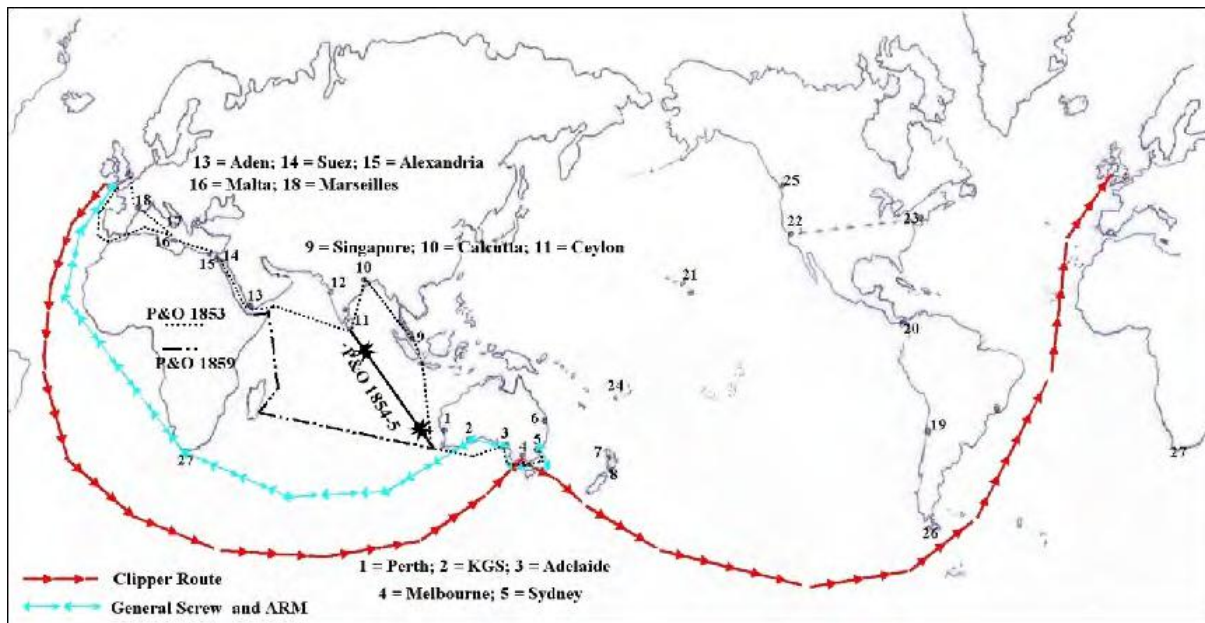
² POST 34/49 p 334

³ GPO Instructions No. 10 dated June 1847



Fig 5. March 1846 from Gundagai, NSW, to Scotland on the third homebound Toulmin packet *Eweretta*, 127 days Sydney to Deal. Prepaid 1/3d for the NSW inland 1/- fee for over 230 miles to Sydney, plus the 3d outgoing ship letter rate. Due 1/- for the packet rate which included UK inland.

THE FIRST STEAMSHIP CONTRACTS



Tenders for a steam service, 1850

The Admiralty asked for tenders for a steam service to be submitted in early 1850 and again in early 1851. Nothing much seems to have happened in response to the 1850 tenders, of which four were received. The 1851 tenders however triggered setting up of *The Select Committee on Steam Communications with India &c.* (reference 6). Proposals were submitted by the following for monthly packets⁴:

1. The Eastern Steam Navigation Company for a line from Plymouth to Sydney via Egypt, using steamers of 1,300 to 2,100 tons, with engines of 400 to 600 horsepower. No price was given. The Secretary of this Company was the same Mr John Yates who was Secretary of the defunct Indian and Australian Royal Mail Steam Packet Company. Unsurprisingly, in view of the pedigree of the proposer, this grandiose scheme never got off the ground.
2. The P&O for a branch line from Singapore to Sydney in connection with their steamers to China. Either at £60,000 a year, or for the postage of not less than one shilling per single letter.
3. Mr Blaikie for a similar service to the P&O for £40,000 a year using five screw steamers of 800 tons and 250 horsepower.
4. The General Screw Steam Shipping Company for a route via the Cape of Good Hope using screw steamers at £63,000 a year.
5. The Pacific Steam Navigation Company for a Panama-Australia service using five screw steamers of 1000 tons and 200 horsepower, connecting with the existing Royal Mail Steam packet Company service at Chagres, for £50,000 a year.

1851. *The Select Committee on Steam Communications with India &c.*

The proposals outlined above were the *raison d'être* for the Select Committee on Steam Communications with India &c, appointed to “inquire into the existing Steam Communications with India and China and into the practicability of effecting any improvement therein; and also into the best mode of establishing Steam Communications between England, India, China, Australia, New Zealand, or any one of them”. Their first report, running into well over 600 pages of witness reports,

⁴ *Steam Communications with India &c*; printed by order of the House of Lords, volumes 34 and 35. Ordered to be printed 27 June 1851. First report, p 481

appendices, tables etc, was ordered to be printed on 27 June 1851, and was totally concerned with the provision of an Australian service⁵. Their second report, also published on 27 June, concerned the Indian part of their brief. Note the timescale: 3 months from appointment to massive and important reports – none of the 7 year nonsense we get these days.

The Committee was appointed on 27 March 1851 with terms of reference as above, and initially consisted of: Viscount Jocelyn (chairman), The Chancellor of the Exchequer, Edward Henry Stanley, Sir James Hogg, Lord Naas, Messrs Cowper, Plowden, Scott, Willcox⁶, Corry, Elliot, Divett, Henry Currie⁷, and Mr Mangles. The Committee met on 13 occasions, and is often referred to as “the Jocelyn Committee” in honour of its Chairman. Those interviewed initially were prominent citizens of Australia including one from New South Wales, one from Victoria, and Sir James Stirling, a former Governor of Western Australia.

It is interesting to note the comments of Mr Robert Lowe, who had been a member of the Legislative Council of New South Wales from 1843-50 on the relative merits of the various competing claims of the different centres of population in Australia. New South Wales favoured the route via the Torres Strait to link up with the steam service to China, whereas Adelaide and Port Phillip favoured the route via Cape Leeuwin. He said: “I do not attach much weight to the opinions of the different colonies, because really and truly it is a matter of local selfishness between them. You find that in Sydney the people are in favour of anything they think will bring the steam line to Sydney. The people of Adelaide and Port Phillip are, in the same way, favourable to anything that will bring it to Adelaide or Port Phillip, and none of them look much to the general advantages of the colonies.” “Though no one is more anxious than I that the wishes of the colonists should be consulted on colonial matters, I think that, in a matter like this, where a number of colonies are to be considered, it is possible to attach too much weight to their opinions one way or the other; I am sure that the question is not looked upon with reference to its real merits by any of the colonies, but they all look at themselves as competitors for an advantage, and what they consider is not how it can be fairly divided among them, but whether they can get it themselves.” This enlightened comment held good throughout the 19th century.

Prominent merchants were then interviewed, followed by Mr Robert Richard Smith, one of the two Commissioners sent out to report on the postal arrangements of New South Wales⁸. Later witnesses included an Admiralty hydrographer and naval officers experienced in surveying the various areas, master mariners experienced in the Australian seas, a director of the Pacific Steam Navigation Company and the Secretary of the Royal Mail Steam packet Company in connection with the proposed route via Panama, Captain Robert Fitzroy as a managing director of the General Screw Steam Packet Company, Captain C Claxton as Managing Director of the *Great Britain*, Mr Arthur Anderson as Managing Director of the P&O, and many others. It is clear from the list of persons interviewed that the Committee took its terms of reference seriously, and consulted as widely as possible, so lending weight to their proposals.

The Committee rendered its report concerning Australia on 5 June 1851. They based their recommendations on the following considerations, quoted verbatim:

1. Expedition, certainty, and extent of postal communications.
2. Expedition, accommodation, and economy, in the conveyance of passengers.
3. Facility, accommodation, and cheapness, with reference to the peculiar kind of Merchandize passing between England and Australia.
4. That the line or lines selected should be as free as possible from those Political Objections which necessarily attach to a line dependent on other countries for its communication.

⁵ *Steam Communications with India &c*; printed by order of the House of Lords, volumes 34 and 35. Ordered to be printed 27 June 1851. First report.

⁶ Managing Director of the P&O.

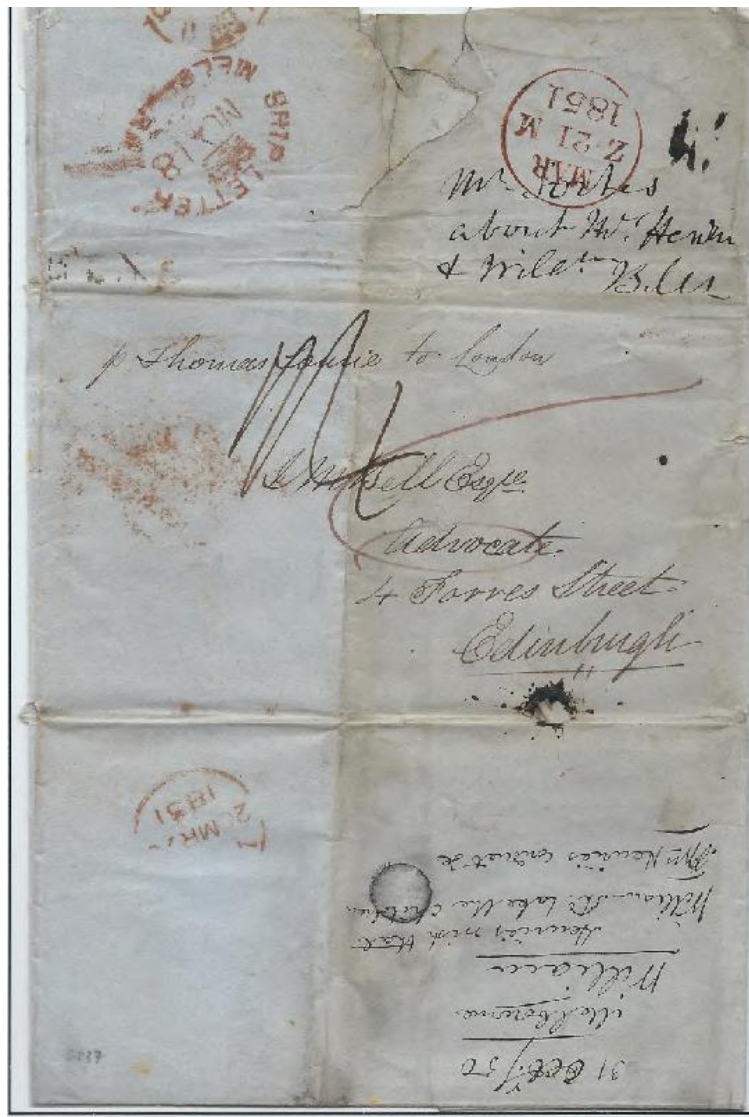
⁷ Chairman General Screw Steam Ship Company.

⁸ Messrs RR Smith and ED James, sent out by the British Post Office in 1844 in the packet *Morayshire*

Taking all these points into consideration, and the evidence submitted, the Committee discounted the Torres Strait route as insufficiently safe at that time – it certainly was a navigator’s nightmare, inadequately lit, out-of-date charts, strewn with over 270 islands and islets, coral reefs, and cannibals. The route via Egypt, Ceylon, Singapore, Batavia and Cape Leeuwin was well favoured, but would require increased speed over the present contract as far as Singapore, at more expense, and required three changes of ship and the overland journey through Egypt, to the discomfort of passengers, the detriment of freight, and the potential for disruption by other Powers. Both the Cape and Panama routes seemed satisfactory as far as point 1 above was concerned, but crossing the Isthmus was disadvantageous to passenger comfort, to the carriage of freight, and for potential political problems, not to mention the ever-prevalent killer, yellow fever. The Committee therefore recommended that the Cape of Good Hope route be chosen, particularly as it was potentially the cheapest. They also recommended:

1. That the chosen route should be put out to tender again;
2. That, if a second line could be contemplated, that by Singapore and Cape Leeuwin should be considered;
3. And that a contractor, once agreed, should be given sufficient time after agreeing to prepare for the task undertaken.

The Committee’s recommendations bore considerable weight; the steam service eventually arrived at in 1852 being very much along the lines suggested, albeit the third point received scant attention, probably a significant factor in the debacle of the Australian Royal Mail Steam Navigation Company.





More Tenders for a steam service, 1851

Following the Committee's report tenders were again invited for the Cape route in September 1851, and in November 1851 for the alternative route to link up with the steam service to China operated by P&O.

A view from Victoria

The **Melbourne Argus** dated 17 March 1852 carried a lengthy article on the subject of steam packets. It summed up the colonial view well, and summarised the proposals for steam lines as they appeared in November 1851, and is therefore quoted almost in its entirety below.

"The power of the Press, as the organ of public opinion, appears to have been once again effective for good, despite the combined opposing influences of wealthy monopolists and obstructive Government. At last there is some hope of a competent and regular system of Steam Communication being established between England and Australia. After the vast amount of exertion which has been put forth by the colonists and their friends in England, during the last five years, but hitherto without success, it is very gratifying to find that patient perseverance has at length succeeded in achieving this desirable consummation.

"It will be remembered that, in September last, the Admiralty advertised for tenders for a Steam Communication with Sydney via the Cape of Good Hope, at intervals of 2 months, and at a speed of 8½ knots per hour. This proposition was looked upon by the British merchants as "simply ridiculous", as the Times declared; and the whole commercial newspaper press joined in pronouncing it absurd and ludicrous. The proposal was immensely below the requirements of the case, even before it was announced to the world that Australia outrivalled California as a gold producing country. The population of Australia approximates to half a million of souls, and is increasing in a ratio which baffles calculation; and they absorb of British manufactures the value of nearly three million sterling; which is the same as the whole amount absorbed by the North American Dependencies, more than by the entire of the West India Colonies, and four times as much as by the Cape of Good Hope. And yet, so contemptuous was the estimate the British

Government entertained of Australia, that though steam communication with those three outlying sections of the Empire was maintained at an aggregate expense of £430,000 sterling per annum, the prayers of her merchants and citizens for the same boon were treated with scornful indifference, although she offered to contribute a fair proportion of the expense!

“The news of the gold discovery shamed the Government into a show of action, however, and accordingly it resolved on yielding the Australians the privilege of a slow steamer to visit them once every two months. No wonder the scheme was received with a shout of derision, and that sensible men of business laughed at the absurdity of the paltry proposition. But, fortunately, the remonstrances of men practically acquainted with the magnitude of the interests with which the Government were unwisely tampering, have been to some extent effective; and the result is the more desirable scheme propounded in the advertisement which issued from the Admiralty at the latter end of November.

“The immense influence wielded by those two great monopolies, the East India Company and the Peninsular and Oriental Steam Navigation Company, was too powerful for the British cabinet in this instance, and unhappily not favourable to the interests of Australia. In the new scheme, therefore, it seems as if the former Company had been propitiated a little, and a slight advantage was taken of the approaching expiration of the contract with the latter. The contemplated Plan embraces a revision of the whole mail service between England and the East, and is designed to supersede the contracts at present held by the Peninsular and Oriental Company, but which expire early in 1852. As the subject is one of the very greatest interest at the present juncture, we give the summary furnished to *The Times* by its very intelligent correspondent at Southampton, who from his immediate connexions with the great Mail Packet Companies, is as well informed respecting these subjects as any man in England:

Steam Communication with India, China, And Australia, Southampton, November 28, 1851.

“The Lords Commissioners of the Admiralty have just issued advertisements inviting proposals from parties willing to contract for Her Majesty’s mails fortnightly between England, Gibraltar, Malta, Alexandria, Aden, Ceylon, Madras, Calcutta, Singapore, and Hong Kong; and every alternate month between Singapore, Batavia, Swan River or King George’s Sound, Adelaide, Port Phillip, and Sydney.

“The contracts thus proposed to be submitted for public competition embrace a complete revision of the whole mail service between this country, the Mediterranean, Egypt, India, and China, and are intended to supersede and replace the contracts already in existence, which are performed by the Peninsular and Oriental Steam Navigation Company, and which expire in 1852. The Lords of the Admiralty also propose to incorporate into this contract a stipulation for the conveyance of mails between Singapore and Australia, in correspondence with the outward mail packets from England. The contemplated arrangements embrace many important alterations and modifications of the existing scheme, provide for a more frequent mail communication with our Eastern possessions and China, and also a considerable acceleration in the speed which the mails are to be conveyed, as will be seen by the subjoined particulars. The service to be tendered for is classed in a proposed contract under the five following divisions:

“**First Line:** a Line from England to Alexandria and back monthly, leaving England in the beginning of every month and calling at Gibraltar and Malta, with a branch from Marseilles to Malta and back, conveying between those two ports the mails which are carried across France.

“**Second Line.** A similar Line from England to Alexandria and back monthly, leaving England in the middle of every month, with a similar branch between Marseilles to Malta. The ports in England from which the vessels are proposed to start to be specified in the tender. It is to be clearly understood that the times of departure may be fixed and altered from time to time by the Admiralty, an interval of about a fortnight being left between the days of departure of the two lines. If circumstances should render it advisable to substitute any other ports in the Mediterranean for

Marseilles and Malta, the Admiralty to be at liberty to do so on payment of a reasonable compensation to the contractors for any additional expense incurred.

“Third Line. A line from Suez to Calcutta and Hong Kong and back monthly. This Line will take the mails which have left England in the beginning of each month, and will touch at Aden and Pointe de Galle, whence one steamer will proceed by Madras to Calcutta, and another by Penang to Singapore and Hong Kong. These steamers will be met at Aden, both on the outward and homeward voyages, by the vessels of the East India Company, which will convey the mails and passengers between Aden and Bombay.

“Fourth Line. A similar line from Suez to Calcutta and Hong Kong and back monthly, conveying the mails which have left England in the middle of the month and proceeding in like manner to Pointe de Galle and thence by Madras to Calcutta, and by Penang to Singapore and Hong Kong. Vessels of the East India Company will leave Suez at the same time, carrying the Bombay mails and passengers, and the return mails from Bombay will likewise be conveyed in vessels of the East India Company to Suez.

“Fifth Line. A line from Singapore to Sydney and back. Every alternative month a steamer to leave Singapore on the arrival of the outward packet at that port with the mails which have left England in the middle of every alternative month, and to leave Sydney so as to meet at Singapore the homeward packet which will arrive there from China after the lapse of two months. These steamers are to touch both ways at Batavia, Swan River (or King George’s Sound, as may be hereafter determined), Adelaide, and Port Phillip.

“The following are the more important conditions of the contract, tenders for which are deliverable on the 25th of February next. Tenders may be made for any one or more of these five lines, or for the whole of them, but not for any less portion of the service than one of the lines, and the tenders must state the earliest period at which the parties will be prepared to commence the respective services. Parties tendering for the lines comprising the branches between Marseilles and Malta are to state whether they will be prepared to undertake that branch at an earlier period than the remainder of the service; and in like manner if parties tender for the line between Singapore and Sydney together with the main lines, they must state whether they will be prepared to commence this branch of the service at an earlier period, since it is required to commence with as little delay as possible. The mails are to be conveyed at the rate of not less than ten knots an hour, on an average of each voyage, except on the Singapore and Sydney line, on which an average will be required of not less than 8½ knots an hour. The vessels are to be of not less than 1,100 tons for the main lines, and 600 tons for the branches to Sydney and to Marseilles; and the tenders are to state whether it is proposed that the steamers should be propelled by paddle wheels or by screws; and also, what reduction of charge will be made if permission be given to use iron instead of wood for the construction of the hulls.”

To be Continued

FROM THE EDITOR

Once again thanks to those, in addition to the usual stalwarts, who responded to my plea for more articles. Please keep them coming.

You may notice that the News and Notes section was shorter than usual. This is partly due to the need to cancel one of the London meetings and thus no meeting report.

I often chose a cover picture of no obvious philatelic relevance. This is to help make each edition easily distinguishable and perhaps to arouse curiosity.

GJK

Australia

in London

At the heart of the old British Empire, Grosvenor continues the proud tradition of London stamp auctions, maintaining cherished standards of quality and reliability whilst embracing the worldwide community of collectors connected via the internet.



Interesting and attractive early to modern Australian material features regularly in our auctions, each sale being available to view, with additional illustrations, on our website, www.grosvenorauctions.com, where you will also find full information on bidding, including live participation online. Complimentary copies of our highly regarded printed catalogues are available on request.

We work closely with collectors to ensure that presentation and results achieve the highest possible expectations. Commission rates for vendors are negotiable and fully inclusive, with no 'hidden extras'. Consignments for future auctions are cordially invited.

Whether you are buying or selling contact **Andrew Williams**, **Constanze Dennis** or **Tom Margalski** today at the address below for free and confidential advice

GROSVENOR

399-401 Strand 2nd & 3rd Floors London WC2R 0LT
T: 020 7379 8789 F: 020 7379 9737 E: info@grosvenor-auctions.co.uk

www.grosvenorauctions.com

