

Australian Journal of Philately

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

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

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2009 - 2010 Programme

| | | |
|----------------|-----------|---|
| 19 April 2010 | Tony Lyon | Palestine Stamps & Postal History |
| 21 June 2010 | Members | Work in progress (8 sheets per member) |
| 16 August 2010 | Members | Entries from the ESPC Syllabus changes see http://www.aps.org.au |

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Editorial

Tony Lyon

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| Editorial | 3 | Welcome to the Autumn issue of the Journal. Once again a group of stalwarts provided the bulk of the articles. Thank you for your diligence. |
| Eastern Suburbs Philatelic Competition | 4 | |
| Cover Story - registered letter Shanghai - Vichy France <i>Michael Barden</i> | 5 | There are a number of interesting articles, cover stories, pleas for information; is there no area of modern philately Brian Fuller doesn't have an interest in. I believe that the work of contributors like Brian and of course George Vearing who compile the history as it unfolds, is important for future philatelists. George has a faithful band of collectors who provide him with the latest datestamps which he faithfully presents. |
| Operation Rimau <i>George Speirs</i> | 9 | |
| New Zealand Musings <i>New Zealand at War 1939-45</i> <i>Tony Lyon</i> | 11 | Of course there are also the collectors, historians, military enthusiasts and social philately specialists who delve into all types of fields. To you all I say thanks. |
| Information Please <i>Brian Fuller</i> | 19 | This of course brings me to the fact that I need fresh material for the next few issues. The cupboard is quite bare. If the past is anything to go by, I rest assured that you, the members of this society, will rise to the occasion and make one happy editor. |
| Hand - Held Datestamp And Help from Gazetteers <i>John Young</i> | 20 | If you can make the next few members meetings, the address is on the inside front cover, we have some interesting displays coming up. See syllabus on the previous page. |
| Miscellaneous Sydney Gateway Facility Markings <i>Tim Cowley</i> | 22 | If you entered Canberra 2010 I trust you were happy with your award. I haven't seen the results yet and I am awaiting the results for my own entry which was revamped from Timpex 2009 held last year in my home town. I had the privilege of attending and it was well organised in a very good venue. |
| New Reliefs Sighted <i>Tim Cowley</i> | 25 | Ciao till the next issue. |
| HHDS <i>Compiled by George Vearing</i> | 27 | |
| Cover A Bush Road, Croydon, Victoria C 1916 from The Rose Series No. 768 | | |

Privacy Statement

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

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2. inform members about the Society's activities;
3. publish details of members, with their consent, in the AJPH or other Society publications.

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Eastern Suburbs Philatelic Competition

Stamp collecting is a wonderful activity enjoyed by many and offering an unlimited scope of how and what to collect.

The Eastern Suburbs Philatelic Competition is designed to encourage stamp collectors to develop their collections and gain even more enjoyment by taking their collection to another level 'to take the collection beyond the shoe-box' by writing-up and displaying what has been sourced. Allowing for displaying a collection at a local stamp club, for other members to enjoy and then for the club to choose entries to be entered into an inter-club competition, for other clubs and the public also to enjoy the efforts (and perhaps for some collectors to go on and display their collections nationally and internationally.)

By the nature of any competition some rules need to be applied. The Eastern Suburbs Philatelic Competition is opened to all club members and is aimed at and wishes to encourage widespread involvement. The rules have been kept as simple as possible and despite the belief of some are not focused on the value of the material.

The most important part of a completion entry is the title page, the display must tell a story, it cannot be just some pages taken from a wider collection.

Points are broken down into five areas each focusing on an area of how well the entry meets the promise set out in the title page and tells the story.

Knowledge and Research (30 points)

In order to tell what is being displayed and inform the viewer.

Development (20 points)

To give a structured approach of telling the story, to allow the viewer to appreciate the stamps and work you have done.

Coverage (20 points)

To show what has been promised. This is perhaps the most difficult area to meet with only fifteen sheets. The choice of the display title and plan are critical. It is important to re-read the introduction and ask yourself have you delivered on your promise.

Condition (20 points)

What is the condition of the material allowing for the age and nature of what is being displayed.

Presentation (10 points)

Presentation is about how the display looks, is it pleasing to the eye and easy for the viewer to follow.

As well as the competition being judged by highly experienced judges all viewers are given an opportunity to cast a vote for the entry they consider best.

If you are interested in exhibiting please see the more comprehensive rules and helpful hints sheets or ask for further assistance.

Lastly please remember everyone who enters into the competition is a winner, they have gained from developing their collection and given enjoyment to those who are privileged to view it.

Contact: Brian Fuller [bifuller@optusnet.com.au]

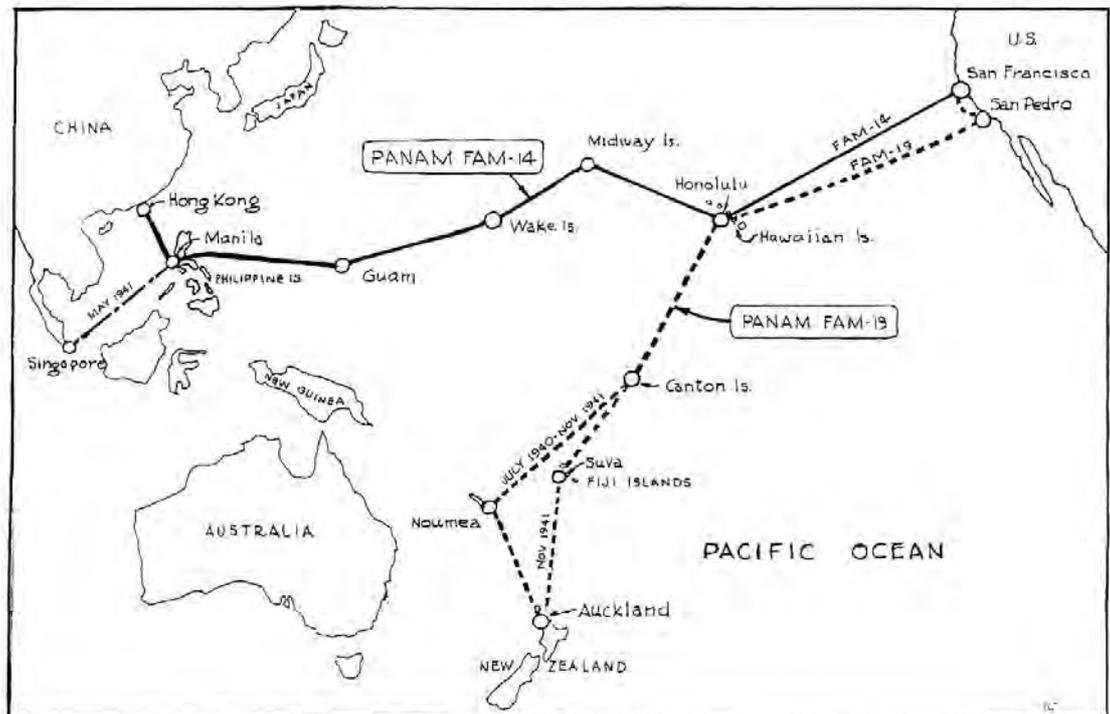
Cover Story – registered letter from Shanghai to Vichy France

Michael Barden

A new interest, since I sold my large Belgium collection four years ago, has been to add to the few letters with OAT (Onward Air Transmission) cachets on them, which I have owned for several years. A casual enquiry to a dealer at Melbourne 2009 brought a cornucopia of covers flooding out of his stock. Business was brisk and I became the proud owner of a great variety of interesting covers then, with more coming later. I am now doing the research on rates and routes to add interest to the type of OAT cachet.

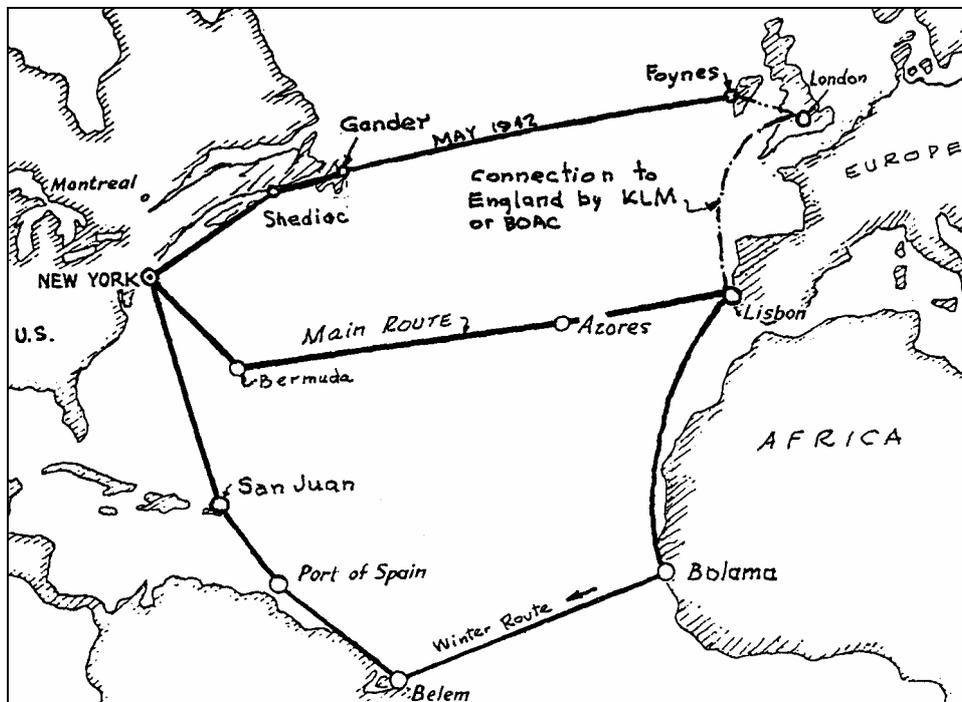
Murray Heifetz has written a book, now in its third edition, *OAT & AV2 Markings*, in which he describes the variety of cachets, their period of use and details of size etc. He also lists two forerunners to OAT cachets, which occurred in the Netherlands East Indies and Hong Kong. To make the story complete, I have some of both of these too. This latter now concerns us.

Before 1952 mail could be paid for part air delivery, hence the markings *jusqu'à* or *au delà*, which translate as “to there” or “from there” respectively. Before 1940, the idea of a letter going airmail all the way was not common, mainly due to cost. BOAC (Empire route in 1934), Air France (Paris-Saigon in 1932), KLM (Amsterdam-Batavia in 1930) and more lately Pan-Am had pioneered long distance Clipper flights to speed mail deliveries. Pan-Am inaugurated FAM-14 between San Francisco and Manila in 1935 and extended it to Hong Kong in 1937. From June 1940 FAM-19 between San Pedro (near Los Angeles) and Auckland commenced. Thus, after this date mail from South East Asia could go either route; that is until 7 December 1941, when the Japanese attacked Pearl Harbour and both flights ceased. The outbreak of World War 2 had already disrupted trans-European air routes, causing temporary or permanent cessation of mail flights for BOAC, Air France and KLM.



Pan-Am trans Pacific routes FAM-14 & FAM-19

Pan-Am operated also two other important trans Atlantic routes during the war, of which only this one concerns us here. FAM-18 originated in New York (although this changed to Baltimore or Miami in winters) and went via Bermuda and the Azores to Lisbon. In winter, due the water in the Azores being too rough, this route went via South America, Belem (Brazil) then across the Atlantic to Bolama (Portuguese Guinea) and on to Lisbon. All PAN-AM flights used flying boats, although some changed to land based planes later in the war.



Pan-Am trans Atlantic route FAM -18

Another airline was involved in local distribution in SE Asia. In China, CNAC, a US-Chinese consortium, was based initially at Shanghai. Before the Japanese invasion, it covered much of China as well as to Hong Kong. Later it moved to Chungking due to the Japanese occupation of Shanghai. From 1939 – 7 Dec 1941, the International Settlement area or Bund, the area of Shanghai restricted to non Chinese inhabitants, was not occupied by the Japanese, they not being at war with Japan. Also mail was free to come and go. However, all mail went to and from Hong Kong by boat, which took four days, due to Shanghai airport's effective closure.

Our letter was posted and registered at the Shanghai Southern office on 26 September 1941, the cds (3 characters at bottom) agreeing with the registration label in English.

The letter at the top (recto) shows the routing to be taken via PAA to San Francisco-New York-Lisbonne. Once at Hong Kong it was censored and marked **Air-Transit 6**. With few exceptions, most reported uses are on letters to and from Shanghai.

The Air-Transit circular cachets (as forerunners to OAT) were used at Hong Kong, mainly on registered mail. They were identical, only the central number changing. Their recorded dates are 9 September 1940 to 4 December 1941. Numbers 1-10 exist with 9 being as yet unknown. The verso contains a violet large SR censor mark, of which only 5 have been recorded with both Air-Transit cachets and an SR mark (both large and small types) and 16 in total. They are all registered letters. The purpose of the SR mark is not known, but it is thought to be that of a checking official. It only occurs on civilian mail. The colour of the SR is the same as the 126 censor mark.



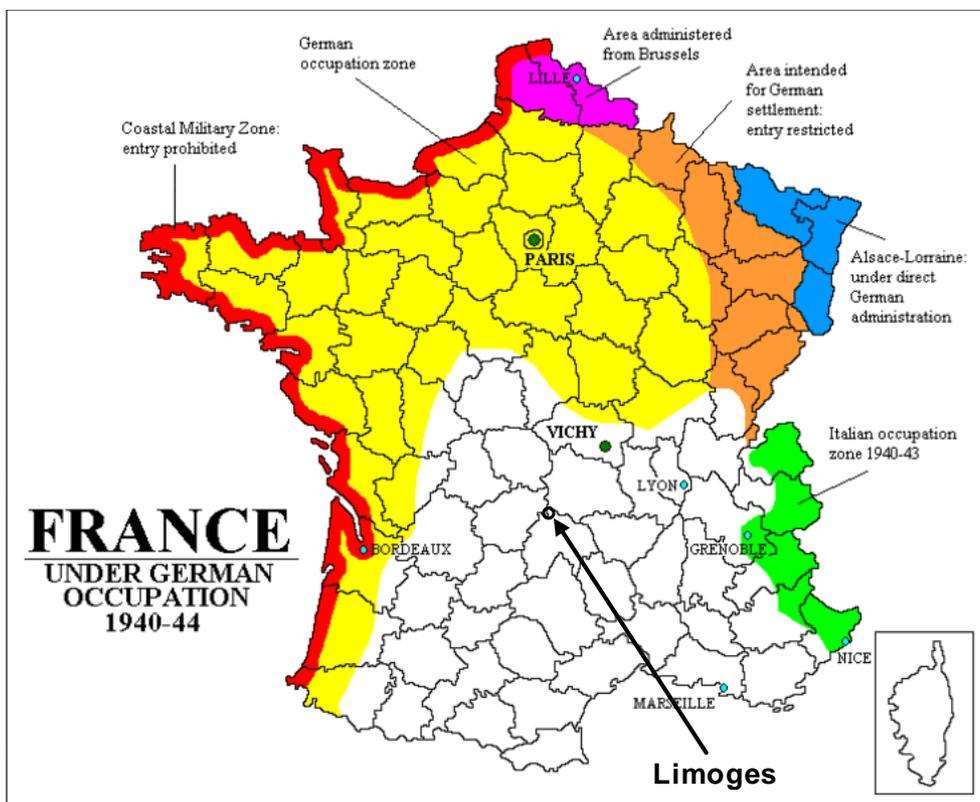
| | |
|-------------------------------|----------------|
| Postage (≤ 20 gm) | 50c |
| Registration | 50c |
| Airmail (per 5 gm) | \$5.40c |
| Total (correctly paid) | \$6.40c |

From Hong Kong the letter went via FAM-14 to Manila and Honolulu, where it received a blue **Honolulu Air Transit** cds of indeterminate date, and then a black **New York US Foreign** oval date stamp of 8 November 1941. Thus far it had taken six and a half weeks since entering the system in Shanghai.

From New York the letter went on FAM-18 via Bermuda, where it received a red censor number 45418 (inverted verso), but was passed and not recensored. It then proceeded to Lisbon via the Azores.

Lisbon was in neutral Portugal, which acted as an interchange for mail between the Allies and Axis powers. Tomas Cook handled much of this mail, a goodly quantity of which was to or from the Red Cross in Geneva.

Offloaded in Lisbon the letter probably went with German DLH (Deutsche Lufthansa) via Madrid, Barcelona and on to Marseille. RAeF (Réseau Aérienne Française), after 28 August 1940, flew a twice daily round from Marseille to, Lyon Vichy and Toulouse. Another internal airline flew daily from Vichy to Limoges. At Limoges, the letter received a black arrival cds apparently dated 5 December 1941.



The white area is Vichy France, unoccupied by the Germans until November 1942

Thus this letter crossed both the Pacific and Atlantic oceans with Pan-Am to end up in a very rare destination. Mail to and from Vichy France only occurred from August 1940 until the Allied landing in French North Africa in November 1942, when the Germans occupied all of France and all further mail ceased.

Bibliography

- Airmail operations during WW2, Thomas Boyle Jnr, AAMS 1998
- OAT & AV2 markings, Murray Heifetz, AAMS (3rd edition) 2006
- Private correspondence with Mick Goldsmith (HKSG, UK)

Operation Rimau 1944

George Speirs

The illustrated cover may look just like any other cover from an Australian serviceman serving overseas. Postmarked A.I.F. Field P.O. 53 and date 4/SE/43, was at that time base in Papua. The interest here is not from the sender, but from the name of the censor on that cover, namely one Lt. A. L. Sargent.



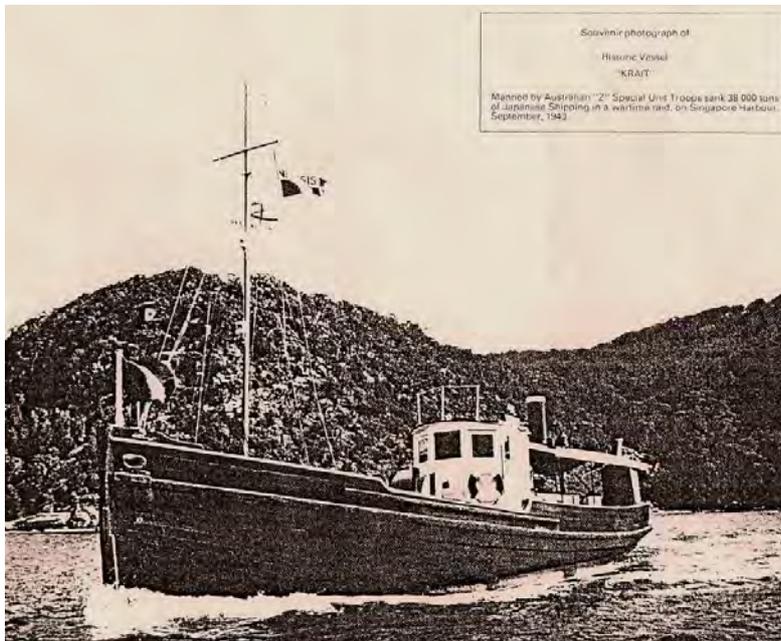
Most of you reading this article I'm sure will have heard of the very successful raid on Singapore Harbour by a team of specialist commandos. Z, M. And SOA were top secret Australian Wartime Units operating under the cover name of Inter Allied Services Department. They were the unsung heroes who carried out secret and unorthodox raids and spying missions behind enemy lines in the Pacific Basin.



By the end of the war, these small units had inflicted some 1,700 casualties on Japanese forces, and sunk some 38,000 tons of enemy shipping in 81 clandestine operations. Today much of their record is still largely classified.

Secrecy was maintained at all levels so as to ensure that if anyone was captured they would know so little that it would be impossible for them to endanger the lives of others behind – lines - commandos.

In September 1943, a small fishing boat the KRAIT sailed from Exmouth Gulf in W.A. Her destination was Singapore. Her cargo, a Z UNIT team of 13 and a supply of limpet mines. The men slipped quietly into Singapore Harbour in their folding kayaks, blew up seven large Japanese ships and sailed back through thousands of miles of enemy infested waters back to Australia. A triumph beyond anyone's expectations, the operation had to be kept secret.



One year later it was decided to repeat the exercise under the title of OPERATION RINAU, but this time the 23 men who sailed on the Borneo Junk Mustika were not so lucky. They were detected at the entrance to the harbour and had to flee in their kayaks. Many were killed on nearby Indonesian Islands by Japanese search parties. Most of the men were Australians, but included a few British members and the same from the Portuguese army.

Lt. (Blondie) Sargent and two others, in an incredible two month feat of endurance, paddled some 2,000 miles south from Singapore to just north of Timor, a fantastic voyage in enemy territory, where they were captured, court marshalled and be-headed – only 39 days before the Japanese surrender.

Nine of the other captives met a similar fate at the hands of the captors. Of the men who took part in Operation Rimau all have been accounted for except Private D. R. Warne, A.I.F., he is listed as Missing in Action.

References:- Commando News (July 1982)
 The Melbourne Herald (7/JAN/1984)
 The Late Major D. Crisp (31462)

At the last members meeting Brian Fuller showed a cover with an unidentified marking AAE and enquired if anyone knew what it signified. There were a number of attempts at deciphering it but not very satisfactory. It has since come to light that the AAE stood for Australian Air Express. It all made sense. Often if Australian Air Express are unable to deliver a consignment to an address the courier will leave a card indicating where it may be picked up, usually the local post office.

If you have a marking or a query that puzzles you why not send a scan to the editor of the Australian Journal of Philately and the members will try and provide an answer.

On page 19 of this journal, Brian Fuller asks for some information. If you know the answer, Brian would be pleased if you could contact him at bifuller@optusnet.com.au

Stop Press

I received my entry back this morning from Canberra 2010 and the *Australian Journal of Philately* was the awarded a Silver Medal. Yours truly improved his Stationery Exhibit *New Zealand Postal Stationery postcards 1876-1901* from Silver at Timpex 2009 to a Vermeil. Michael Barden received a Vermeil for his literature entry *Avant qu'il ne soit trop tard (before it is too late)* and John Dibiase a vermeil for his revenue entry *The Customs Fee Stamps of Australia*

New Zealand Musings

New Zealand at War 1939-45

By Tony Lyon

In part two of our series on World War II

There are probably units I have missed but will highlight them in later instalments when I discover them.

When I started this series I thought it would be fairly straight forward. I would write about each echelon and identify the units involved and then show examples from my exhibit. Oh no, it is never as simple as that. My exhibit is not set up like that. I will therefore run in parallel the historical aspects and show examples as I come across them and show covers that are in the sequence of the display.

The Second Echelon

The 2nd echelon of the 2 NZEF sailed from Wellington 2 May 1940 for Egypt. Italy's entry into the war on the 10 June 1940 caused concern that there could be Italian interference at the entrance to the Red Sea and the convoy (even larger than that of the First Echelon) was diverted in the Indian Ocean. The Second Echelon travelled by way of the Cape of Good Hope (pausing at Cape Town and Simonstown) to Freetown, Sierra Leone, and then to Greenock on the Clyde, where the *Aquitania* dropped anchor on 16 June 1940. It became part of the defence of Britain and from June 17 was designated 2 NZEF (UK). From the 24 June was responsible for the No. 3 section of the Aldershot defence system.

The 5th NZ Infantry Brigade (until August 1942)

- I. 21 Battalion (Officers trained at Narrow Neck the nucleus of the battalion assembled at Papakura Camp).

Recruits came mainly from Auckland city and North Auckland while the balance came from Waikato and Hauraki districts.

Sailed for Egypt from Wellington on the *Empress of Japan*. *The Empress of Japan* was part of the fast convoy which diverted to Capetown on the 15 May 1940. At Capetown the Battalion transferred to the *Empress of Britain*.

The voyage took them to Sydney, Melbourne, Fremantle where they entered port, Capetown, Freetown, and diverting to the UK anchoring in the Clyde 16 June 1940. Upon arrival in the UK the battalion were sent to a Camp at Mytchett, England. Mytchett camp was near Camberley in Surrey and the 5th Brigade was initially sent to this area.

- II. 22 Battalion (trained at Trentham. In the initial intake A Company men came from Wellington, B Company north of Wellington along the West Coast, C Company Hawkes Bay and Wairarapa and d Company Taranaki).

Sailed from Wellington on the 27 April 1940 on the *Empress of Britain*. Arrived in the Clyde 16 June 1940. Left Britain for Egypt in early 1941 and arrived in Egypt 3 March 1941.

- III. 23 Battalion (Also named the 23rd Canterbury - Otago Battalion which was the recruiting area. Men also came from Southland, Nelson, West Coast and Marlborough. Trained at Burnham Camp. A company were from Canterbury, B Company from from Southland, C Company from Nelson, Marlborough and West Coast and D Company from Otago).

Sailed for Egypt on the *Andes* from Lyttelton on 1 May 1940.

Other units that sailed as part of the second echelon

With 21 Battalion on the *Empress of Japan* were some Royal Navy personnel and No 1 Convalescent Depot.

With 22 Battalion on the *Empress of Britain* were HQ 5 Brigade and 5 Anti-Tank Company and members of No 1 NZ General Hospital.

With 23 Battalion on the *Andes* were 9 Railway Survey Company, 10 Railway Construction and Maintenance Company and HQ C and M Railway group.

IV. 28 Maori Battalion (Drafts arrived at Palmerston North Show Grounds 26 January 1940. it was organised on a tribal basis with A Company comprising Maori from North Auckland. B Company from Rotorua, Bay of Plenty, Taupo and Thames - Coromandel areas. C Company comprised tribes from south of Gisborne to East Cape. D Company extended from the Waikato - Maniapoto confederation area south of Auckland and included the Taranaki tribes, the Ngati Kahungunu of Hawkes Bay - Wairarapa, the Wellington province, the whole of the South Island, the Chathams and Stewart Island, and a few men from the Pacific Islands.

HQ Company was a composite company drawn from the surplus of A, B and C companies.

The reason behind the organisation on tribal lines was attributed to the animosities that existed between various tribal groups as told in the record of the 28 Maori Battalion 23rd National Reunion held at Gisborne 29 March - 2 April 2002 page 103.

V. 5th Field Regiment and 7th Anti-Tank Regiment some Divisional Artillery staff and a first draft of reinforcements for the 4th Field Regiment.

Sailed for Egypt on the *Aquitania* on 1 May 1940. Also sailing on the *Aquitania* were 5 Field Ambulance, Divisional Supply Column, Petrol Company, plus 243 all ranks of Royal Naval Volunteer Reserve RNVR (later RNZVR). The *Aquitania* along with the escort vessel *Queen Mary*, being too large to dock at Capetown, went to naval base at Simonstown instead.

Just a note; it was off the Cocos Islands that the convoy was diverted from the destination of Colombo instead heading toward the south-west.

Upon arriving at Gourock in Scotland they were sent to the Aldershot area and housed at Camp 49B at Ewshott. The 1 NZ General Hospital (1 NZGH) was at Pinewood.

Note 2. Some medical staff were distributed among the various ships in the fleet to provide for any medical needs during the voyage.

The 2nd echelon started their move to the Middle East on the 7th October 1940 when small sections of HQ detachments, staff of 1 NZGH, some artillerymen, engineers and ASC drivers embarked for Egypt. However one of the troopships the *Oronsay* suffered damage in an air raid and had to be escorted back to Greenock.

The bulk of the 2nd echelon left the UK on the January 12 1941 for the seven week voyage to Egypt. There were 21 Troopships carrying 42,000 troops plus their escorts. The ships arrived at Port Tewfik on the March 3 1941 and over a number of days were entrained to their various camps.

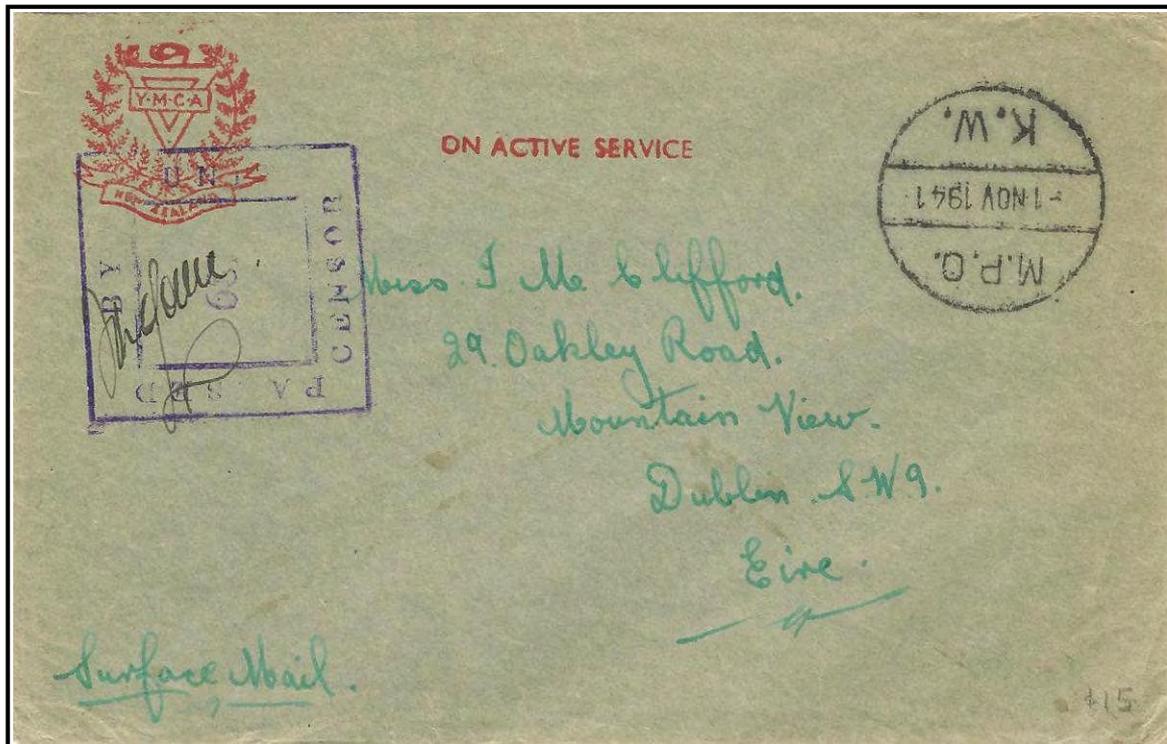
It would not be long before the 5th Brigade would be onboard troopships destined for Greece, in fact they boarded at Alexandria March 26, 1941. They arrived at Piraeus on the March 29.

The majority of the covers shown in this section are from the 2nd Echelon.

OAS cover franked with 2 x 10 mills Egypt Army Post and 3 x 30 mills King Farouk (SG. 276) to pay triple airmail rate to NZ which was 110 mills. Postmarked NZABPO and dated 1 JA 41 located at Cairo, Sharia Tira el Balagiya. Censored by Unit censor 42 by J Brown.



OAS cover dates 1 NO 41 from a private with 5th Field Ambulance through MPO KW which was at Baggush. The NZ Division was located at Baggush in preparation for Operation Crusader which was a plan by the Eighth Army to capture Cyrenaica and relieve Tobruk. The sender Pte G. B. McLeod was killed in action on the 27th November 1941. Squared censor 681.



OAS cover franked by 1 x 10 mils Egypt Army Post & a 30 mils Pyramid air stamp to pay the airmail rate to NZ. The Pyramid air stamps were used because of a shortage of the army post stamps. Postmarked by NZ Army Base Post Office, dated April 41, located at Cairo, Shria Tira el Balagiya. Unit squared censor 99 signed by C A Robertson.



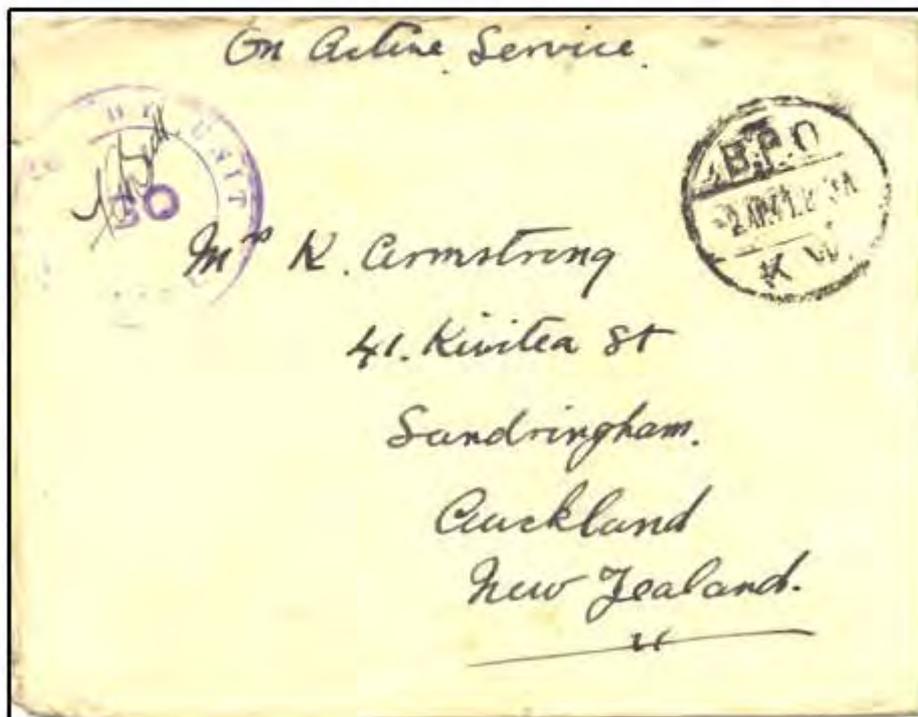
Vouliameni (near Athens)—Greece

Sent from Greece through the NZ Advanced Base, Vouliameni, near Athens, FPO KW 1 (20-3-41—20-2-41). Dated 29 MR 41. The unit squared censor as been signed by Lieutenant Colonel (later Brigadier) A S Falconer CO 23 Battalion. The second censor mark double ring 42 is a censor mark used in Greece. **Airmail rate from Greece to NZ struck at 9d per 10 grammes** and NZ Stamps were permitted for use.



Salonika, Kalokouri—Greece

Sent from Greece through the Salonika, Kalokouri, BPO KW (23-3-41—7-4-41) and dated 2 AP 41. The double ring 30 is a censor mark used in Greece and is signed by F A Beall. **The surface rate from Greece was free up to 2 oz.**



Salonika, Kalokouri—Greece

Sent from Greece through BPO KW (23 3 41—7 4 41), dated 8 AP 41, this extends date of use. The airmail rate 9d. The double ring censor No. 36 used in Greece by 2 NZEF and is signed by A R Paul.



From the Elasson area, Greece through the MPO KW 4 (10 4 41—14 4 41), **Elasson area—Greece** dated 14 AP 41 this extends extends the date of use. The double ring 30 is a censor mark used in Greece and is signed Father L P Spring (Senior RC Chaplain). **Airmail rate 9d per 10 grammes.**



Captured on Crete—POW at Stalag V111B Teschen

An inward cover sent to a private with 27 MG Battalion HQ. The greater part of this battalion were embarked from Greece on the transport vessel *Salween* to return to Egypt, but a small part were left behind and formed into a MG company which fought in Crete. They arrived there 28-29 April 1941. The battle for Crete commenced on the 20 May 41 and ended 1 June 1941 when it was decided that further resistance was futile. 2180 NZers were taken prisoner.

Sent from Dunedin dated 2 MY 41. It was opened by the censor and resealed with a tape. It received a civilian censor cachet No 15 at Dunedin. At NZBPO it received a boxed Reported Missing cachet and a manuscript *Crete* in green. On the reverse is a pointing finger Return to Sender cachet. In both covers **the 9d airmail rate is used.**

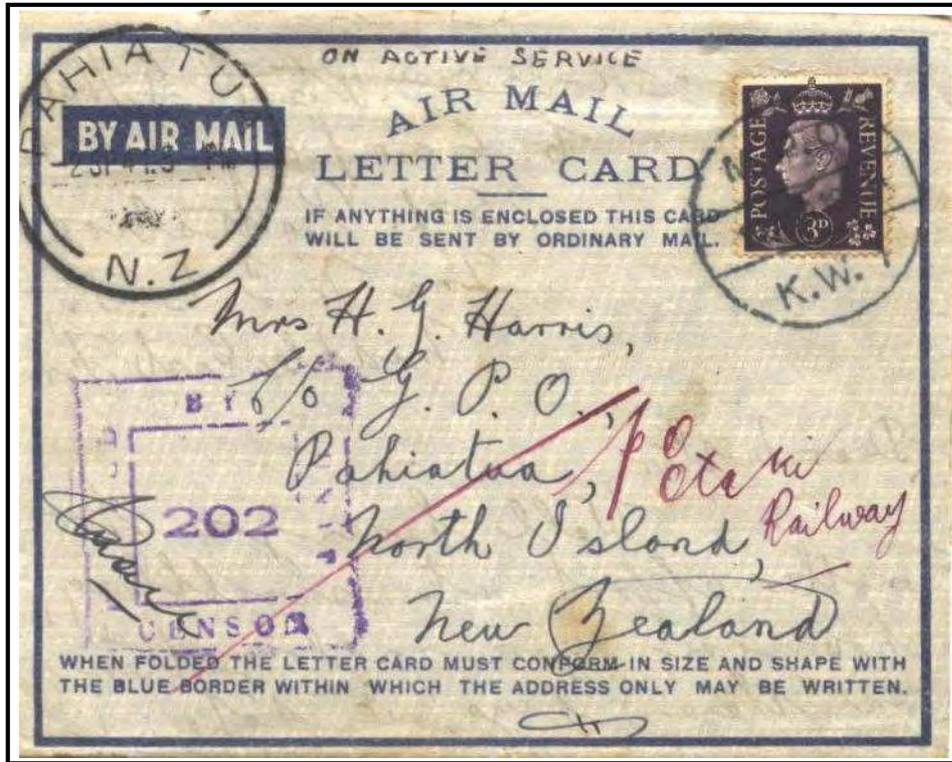


Postcard from Stalag V111B and cancelled with a dumb bridge cancel dated 5 5 42. The prisoner number shows that he was captured on Crete (Kreta). Stalag V111B was located in the town of Teschen in Silesia. Many of the prisoners were put to work in the coalmines. Postage was free for surface mail.

| | |
|--|--|
|  <p style="text-align: center;">Kriegsgefangenenpost Postkarte</p> |  |
| <p style="font-size: 1.2em; font-family: cursive;">Miss. P. Autridge</p> | |
| <p>Gebührenfrei</p> | |
| <p style="text-align: center;">Absender:</p> <p>Vor- und Zuname: <u>ROBERT AUTRIDGE</u></p> <p>Gefangenenummer: <u>4418/Kreta</u></p> <p>Lager-Bezeichnung: <u>WdDo E.374</u> M.-Stammlager VIII B</p> <p style="text-align: center;">Deutschland (Allemagne)</p> | <p>Empfangsort: <u>DUNEDIN</u></p> <p>Straße: <u>74 Heriot Row</u></p> <p>Land: <u>NEW ZEALAND</u> Landesteil (Provinz usw.)</p> |

Egypt / Western Desert

The letter card rate was set at 3d under the new agreement. Private H G Harris C Coy, 15th Platoon, 25 battalion, 4th Brigade sent this through MPO KW 1 dated 10. AU.41. This MPO was located at Kabrit-Canal Zone 25.7.41-16.8.41). Squared unit censor 202. The 3d postage has been paid by GB Geo VI. Addressed to Pahiatua and on forwarded to Otaki Railway (see backstamps).



Backstamps

Letter card from Baggush at the 3d airmail rate. Cancelled by MPO KW 2 dated 30 OC 41. Sent by Sapper K A S McTaggart, Div HQ NZE, and censored with unit squared censor signed by Lieutenant I T Bowes, HQ NZE. This was a period of training for 'Operation Crusader' which secured the relief of Tobruk and the second clearance of the enemy out of Cyrenaica.



Information Please to Brian Fuller

I received the AP Stamp Bulletin on 23DEC09 and on page 23 was informed the NPC was to close the next day and the office would relocate to 111 Bourke St Melbourne and open on the 18JAN10. All hell broke loose as I specifically collect the NPC. Off I went on Friday to the Centre and by the time I got there (about 11am) nearly everything was in boxes in readiness for closure.

The staff were exceptionally helpful and not in the least perturbed when I asked them for a copy of everything not bolted down. Image 1 was what they gave me.



On the 18JAN10, I had a flash of semi-brilliance and off I went to 111 Bourke St Melbourne to get a copy of whatever they could supply. I was informed the new date stamps had not arrived as the courier took them elsewhere so they continued to use the NPC date stamps. They were expecting the courier back anytime and I hesitated about getting copies of all as maybe the courier might perform the same trick again and I did not want to wear out my welcome.

I returned on the 19JAN expecting the new date stamps and to get copies of the NPC ones on their last day of use. Yes the new date stamps were there but the courier apparently came so late he took the NPC date stamps with him. I presume they are now destroyed. I was miffed at my "semi brilliance" in not obtaining last day of their use but the staff were very obliging in giving me copies of the new items for their use. Image 2 refers.



Note - the Postage Paid label reflects its past use at 155 Bourke St; the Year of the Tiger date stamp; and the 155 Bourke St No 4 used by the Postal Manager. I was thoroughly confused until the staff kindly explained the 155 Bourke St also closed (15JAN10 - Richard Breckon) and moved to 111 Bourke St. No mention of this was in the Bulletin.

I hope this is correct. The "China Town PO" seems to have had a few homes! It was apparently located in Lt Bourke St, transferred to 121 Bourke St, transferred to 155 Bourke St, and now possibly to 111 Bourke St. I do not collect their CDS so I have no firm dates etc. This explains the Tiger CDS.

Please note the TOPS (Tracking of Parcel Service) label reads "MELB LITTLE BOURKE RP" so eventually 111 Bourke St will settle on a title and gain its own Postage Paid label address.

An interesting thought! What is to become of the Postmaster Gallery? I do not think any AP members attend the VPC meetings so little information can be gleaned to enable the philatelic community to offer support for its retention or relocation etc.

Once again I thank the Australia Post counter staff for their assistance and very helpful manner.

Hand-held Datestamps and Help from Gazetteers

John Young

Some collectors of hand-held datestamp postmarks have enhanced their displays with photographs of relevant post offices. Still more can be done by researching gazetteers and related guides.

Nineteenth and early twentieth century gazetteers contained detailed descriptions of towns and villages. An example is Beveridge, 38km north of Melbourne on the Hume Highway. It began when Andrew Beveridge opened an inn on the Sydney Road in 1839, four years after Melbourne was first settled. Beveridge was a settlement of farming families by the early 1850s. In 1855 James and Ellen Kelly, one of the farming families, had a son, Edward. Their farm house still stands, and it was almost certainly the birthplace of Ned Kelly.

Watson, Webster and Wood's definitive work on Victorian datestamps tells us that Beveridge post office opened on 1 Jan 1865 and has had three types of datestamps. Might we want to know more? A photo of Beveridge post office taken in 1967, and very little changed forty years later, is in figure 1.



Bailliere's Victorian Gazetteer and Road Guide, 1870, tells us more – see figure 2.

BEVERIDGE is a postal village in the parish of Merriang, and electoral district of E. Bourke; it is situated on some poor swampy land lying to the W. of the Merri-Merri creek, and is the centre of an agricultural and pastoral district; the nearest places are Donnybrook 4 miles S., and Wallan-Wallan 4 miles N.; Cobb's telegraph line of coaches run twice a day, and an extra one each alternate day between Kilmore and Melbourne, passing through all those places; the hotel is Gleeson's. Beveridge is a subdivision of the Donnybrook and Wallan-Wallan district road board; the surrounding country is flat towards the S., and undulating to the N.; the geological formation is upper volcanic, with beds of alluvial swamp; the population numbers about 250 persons.

The Australian Handbook, published annually from 1870 until 1905, gives us annual "snapshots" of towns and villages. The 1903 edition – figure 3 – tells us that Beveridge, as well as being a post town, was also the administrative centre of the Shire of Merriang.

BEVERIDGE (37° 39' S. lat., 144° E. long.) is a post-town on the Sydney road, in the county of Bourke, electorate of East Bourke, police district of Wallan Wallan, riding and shire of Merriang. It is a railway station, 27 miles NE. from Melbourne. Fares, 4s. 8d. and 3s. 2d. There are the Shire Arms hotel, a State school (No. 1,476), Wesleyan, Presbyterian and Roman Catholic churches, and shire hall. It is situated on the slope of an extinct volcano, locally known as Mount Fraser. Height above sea level, 989 feet. The nearest streams are Deep creek, about 4 miles to the west, and Merri Creek, 3½ miles to the east, water from springs. It is an agricultural and grazing district, area of shire 121 sq. miles, population 776, ratepayers 304, rate 9d., net annual value ratable property, £15,174, acres under cultivation 1,611. Formation: Basaltic. Population, about 105 (in township 90).

Merriang Shire had been proclaimed in 1871 and had an area of about 120 square miles. In 1909 Beveridge was described in Arnall and Jackson's Victorian Municipal Directory – figure 4.

BEVERIDGE—Pastoral and agricultural township on Sydney-road. Post office and telegraph station, two churches, State school, Shire office and hotel. Rail—26 miles; fares, 2s. 7d. and 1s. 9d. Donald M. Bain, pm. Population, 80.

Its postmaster was Donald McBain, who was also a long-serving shire councillor. Merriang Shire was united with Broadmeadows Shire in 1915 and Beveridge surrendered its municipal importance. Arnall and Jackson's last directory was published in 1994.

The three publications mentioned above are the key ones for Victoria. In addition there are the Australian Blue Book, 1949, and Angus Watson's Lost and Almost forgotten Towns of Victoria, 2003. Beveridge is also found in Watson's book, where we were told that the village was proclaimed in 1858 and a school was also opened the year before.

All of these publications can be found in State libraries and occasionally in council libraries. Some are also on microfiche.

Suburban post offices have been listed in the Melway Street Directory since about 1970, and the Commonwealth of Australia Post Office Guide listed all the post and telegraph offices and their facilities. The Guide's entry for Beveridge in 1948 is shown in figure 5.

*Beveridge T .. V | ABVNCZY | S., 9-12. Wallan
Wallan M*

(The code letters in the second column indicated that the post office was non-official, had a telephone exchange, a parcels office, postal notes, facilities for pension payments, but prompt delivery could not be guaranteed. The nearest money order office was at Wallan).

Other Australian states have similar gazetteers and guides, but are not as well endowed as Victoria. These will be described in a further article. Before closing, though, mention should be made of the world wide web. Wikipedia entries can be informative, and some are very good. There is also a recently launched website for Queensland Places, with over 1100 entries for towns, villages and suburbs. It shows what can be done with the web, with access not dependent to getting to a State library.

Miscellaneous Sydney Gateway Facility Markings

Tim Cowley

1. Opened by Australia Post...

This is a companion piece for one identified in my earlier article as it is opened for inspection by Customs rather than Quarantine. Tape background is green.



(reduced 78%)

2. Opened and resealed...

An earlier version. Tape is yellow.



(reduced 76%)

3. Hold Quarantine

Tape is yellow.



(reduced 58%)

4. Treated by Quarantine...

Background is red.



Note number: PI 1408 09/07

5. Rewrap

Red lettering on yellow background – semi-transparent.



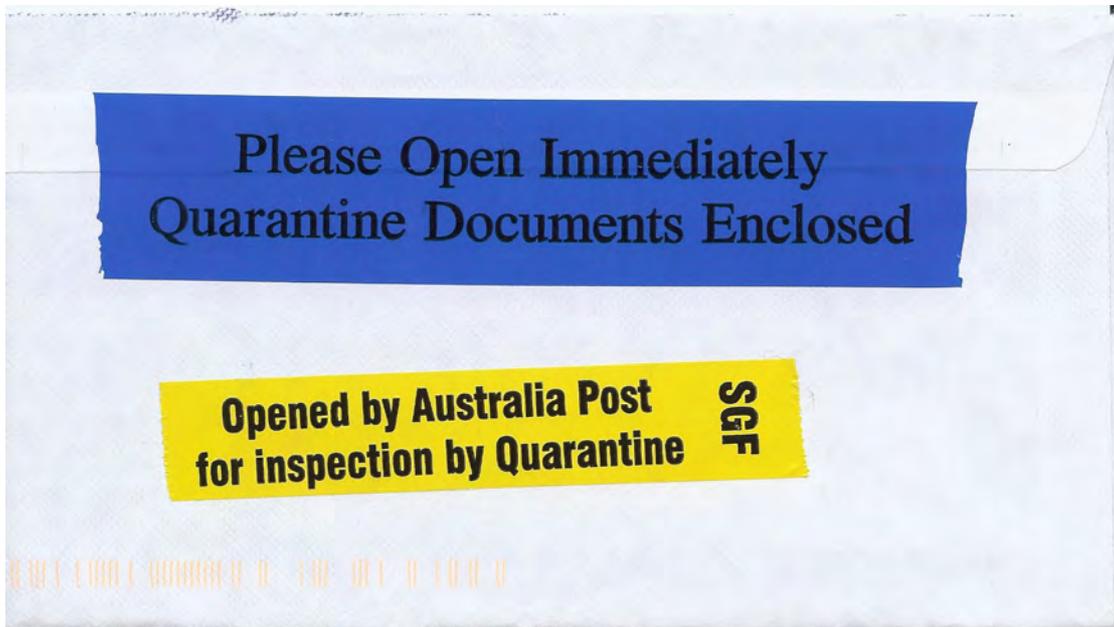
Note number: SGF020

6. Australia Post Stationery



(reduced 77%)

Also, associated with the same organization there appears to be two tapes in use.



The first is relatively common:



while I have only seen one example of the second. Am I right in assuming that SGF is the Sydney Gateway Facility at the international airport?



New Reliefs Sighted

Tim Cowley

With the increase of local rubber cancellers, as a collector of relief postmarks I was wondering if Relief postmarks were a bygone relic of days past. Just as I was about to close the album on them along have come the following:

LICENSED POST OFFICE / RELIEF, NSW



As can be seen this item passed through the New England Mail Sorting Centre the day after it had been postmarked. I believe that the letter was posted in Kootingal (based on the return address) and I have examples of the Kootingal postmark on 17 December 2008 and 11 March 2009.



RELIEF 4

This postmarker does not have any state information however the return address is Humpty doo in the Northern Territory.

RETAIL OFFICER / RELIEF / PADDINGTON / N.S.W. / 2021



Not strictly speaking this not a RELIEF postmarker but there are enough around to make an interesting little sideline.

RELIEF / 5 /QLD 4810



This postmarker is a bit of a funny one in that: is a RELIEF officer at 4810 (Townsville)?; is it RELIEF 5 for Queensland?; or is it RELIEF 5 for 4810 (Townsville)?

Hand-Held Date Stamps

Co-ordinated by George Vearing

As I have said before we must be on the lookout for any changes and I have recently come across a change of the postcode of a post office. Going through the latest ones I came across the fact that Cross Keys has changed from 3041 (last date that I have come across was 13FEB1997) to 3040 (earliest date that I could find is 25AUG2004).

Now this is a 7 year difference and there must be collectors that have copies in between these dates that could determine approximately the date that it changed.

I would like to hear from anyone who might be able to help.

Many thanks to Richard Peck, Ian Cutter, Michael Bardin, and Ron and Sandra Lee.

N.S.W.: -MORTDALE -Also C, Earlier datestamps:-DELEGATE(100/59)
RIVERINA MAIL CENTRE(84/35)



QLD.: -Earlier Datestamp:- TULLY (105/25).



S.A.: -Earlier Datestamp :- MOUNT PLEASANT (103/30)



VIC.: -Earlier Datestamps:-ARMADALE (80/39), BEVERFORD(77/23), DAYLESFORD (101/29), EBDEN (109/27),ELTHAM(82/37),NYAH(74/63),STUDFIELD (105/27).



VIC:- (cont)



W.A.:-



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- ◆ Sign up a new member
- ◆ Write an article for the Journal (Better still, write two!)
- ◆ Send the Editor any interesting philatelic news
- ◆ Come to the bi-monthly meeting if in Melbourne
- ◆ Help George Vearing with his Datestamp Notes
- ◆ Get involved in one of the Study Groups
- ◆ Enter the Society Competitions
- ◆ Volunteer to display your collection at the monthly meeting
- ◆ Ensure the Council receives your feedback and suggestions for the Society

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