

TPO

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A fine stationery card from GERMANY with 3 strikes of oval COLN (RHIEN) – COBLENZ / BAHNPOST / ZUG 4 / 10.11.1923” 20 million marks inflation rate see Auction Lot 249

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The TPO & Seapost Society



Roger Hosking



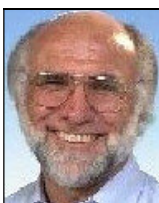
Chris Bartlett



Geoff Ellerton



Mike Dovey



Julian Jones



Paul Bradshaw



Rick Martin



Keith Morris

Chairman	Roger M Hosking	12 St Michaels, Limpsfield, Oxted RH8 0QL
Secretary	Chris J Bartlett	Woodrich, Quarry Lane, Gorsley, Ross-on-Wye HR9 7SJ
Treasurer	Geoff R Ellerton	Mornington, Maybourne Rise, Mayford, Woking, GU22 0SH
Auctioneer	Mike Dovey	118 Mill Lane, Dorridge, Solihull West Midlands B93 8NZ. 01564 775 037
Auditor	Paul Bradshaw	83 Southfield Road, Duston, Northampton NN5 6HJ
Librarian	Rick Martin	C/o Cirencester Plastics Limited, 8-10 Wilkinson Road, Cirencester GL7 1YR
Editorial Team		
Editors	Maritime	Paul Bradshaw 83 Southfield Road, Duston, Northampton NN5 6HJ. 01604 586282
	Railway	Rick Martin 12 Austin Road, Cirencester, GL7 1BT. 01285 658596
	Production	Keith Morris 1 St Marys Drive, Fairford GL7 4LQ. 01285 713075
Webmaster	Julian H Jones	19 Richmond Lane, Romsey SO51 7LB
Emails	TPO_Seapost@Hotmail.com	
The Web	www.tpo-seapost.org.uk/	
Printing	AJ Green Printer, Cheltenham 01242	

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Secretary's Notes

The Society welcomes the following new members:

J Fowler	Bridlington
L Molnar	St Catharines, Ontario
MGC Boatman	Redhill

The Society continues to pursue an active publication programme, with two new books recently published, one by the late Robin Stubbs and one by Tony Lovelock; details are given elsewhere in this issue. It is regrettable that we generally make a loss on book production, so please support the Society by not only buying our first-class publications but also giving them all possible publicity through your local society etc. Copies of advertising fliers may be obtained from the production editor at the address above. Further books are 'in the pipeline'.

We understand that the 2007 Midpex meeting will not take place at Tile Hill, Coventry and that ABPS are seeking alternative arrangements. We intend to hold the 2007 AGM at a suitable venue in the Midlands and details will appear in the next issue of 'TPO'.

Can We Help?

Are you researching an area of the hobby? Do you need material and don't know where to look? Have you tried asking the other members of your Society? We sympathise these feelings are familiar to many members, why not write to the editor perhaps we can help you in some small way. If you would like us to put your query to our readers drop us a line.

Can You Help?

If you can assist with one of these queries please drop the editors a line.



Robin M Stubbs

28th November 1937 – 3rd August 2006



With the sudden death of Robin Stubbs in August, the Society has lost an acknowledged expert in the study of post-1945 British TPO operations and postmarks.

After leaving the City of Bath Grammar School in 1955 he joined, against parental advice, the design office of the Bristol Airplane Co (later Rolls Royce Engines) at Filton in Bristol. During his career at Filton he was promoted to Deputy section leader of the team involved in developing modifications to various aero engines including the Viper, Spey, Orpheus, Olympus (fitted to Concorde) and the RB series of engines. It was a matter of pride with Robin that part of his job was to liaise with the Company's partners and customers around the world, which meant trips to India, Italy and Japan to advise on modifications and testing of engine parts.

When he began his retirement in 2002, he worked part-time for Rolls Royce as a design consultant. It was on a secondment to Rolls Royce at Derby that Robin's interest in the workings of the TPO system and their postmarks began. Together

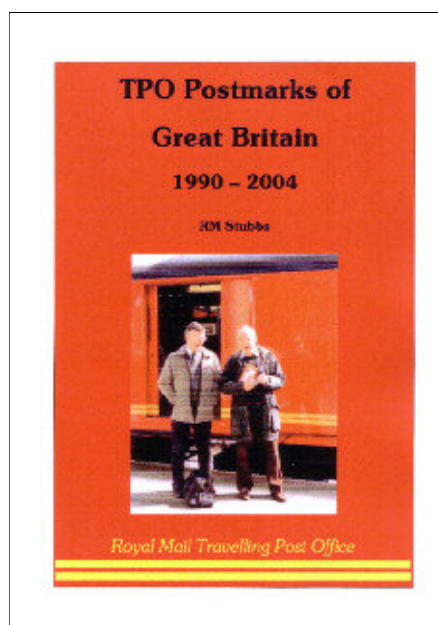
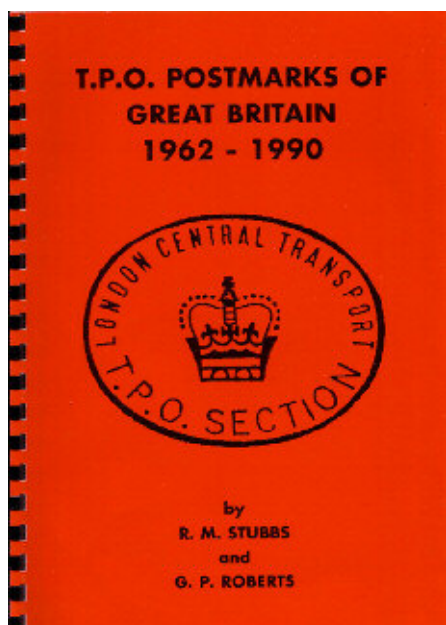
with GP (Pete) Roberts, whom he met on one of his posting expeditions, he became a "chronicler" of modern TPO marks, and in the process made many friends with the staff on many of the TPOs operating out of Bristol and London. It was from these friendships that he was able to assemble a reference collection of the Bag Tender postmarks used on documentation in TPOs over the Christmas period when Late Fee posting was suspended and the normal dates stamp was not used.

He would visit stamp and postcard fairs with the marks from his collection copied onto clear film, so that he could overlay marks in a dealers stock to compare spacing of lettering, size of the postmark, etc. These efforts culminated, with the collaboration of Pete Roberts, in the publication in 1991, by the Society, of *TPO Postmarks of Great Britain 1962-1990*.

With the passing of the TPOs in 2004, Robin decided that he should update the book and publish all new and recently discovered marks. This he began in 2005 and *TPO Postmarks of Great Britain 1990-2004* came back from the printers just before he passed away and is a fitting memorial to a gentleman who would give freely of advice, knowledge, and spare covers. There cannot be a collector of GB TPO marks that does not have at least one "RM Stubbs" cover in his/her album.

Robin's other passions in life were Rugby Union (his house looked out over Bath City's training ground) and bell ringing, which he took up when he was 16 and continued in St Mary's Church, Bathwick until ill health slowed him down earlier this year.

Our sympathies go out to his wife June, and his sons and their families. RM





The Travelling Post Offices of the People's Republic of China (14)

Heilongjiang Province (黑龙江省)

By Tony Goodbody

The Province of HeiLongJiang (黑龙江省) is in Manchuria in the far northeast corner of China bordering on Russia. The abbreviation is Hei (黑). The capital and largest city is Harbin or HaErBin (哈尔滨). Other major cities include QiQiHaEr (齐齐哈尔) (often shortened to QiQiHa and formerly Tsitsihar) and MuDanJiang (牡丹江) (formerly Mutankiang).

How to read the characters for HeiLongJiang and HaErBin

The PinYin character Hei (黑) is the 12 stroke radical No. 203 which means black. (There is also an eleven stroke version of this radical, which is slightly different, although it is not listed as a variant.)

The PinYin character Long (龙) is the 5 stroke simplified form of the 16 stroke radical No. 212 (龍). The meaning is dragon (the symbol of the Emperor).

The PinYin character Jiang has for its radical the variant (氵) of the four-stroke radical No. 85 (水) that is the PinYin character Shui meaning water. We add three strokes to obtain Jiang (江), which means large river. Hence we arrive at the name "Black Dragon River," otherwise the Amur River the border with Russia.

We come now to the PinYin character Ha (哈). The radical is the four-stroke radical No. 30, which is the PinYin character Kou (口) that means mouth. We add six strokes to obtain Ha (哈), which means "The sound of laughter."

The PinYin character Er (尔) has as its radical the three stroke radical No. 42, which is the PinYin character Xiao (小) meaning small. We add a further two strokes to obtain Er (尔) which means "You."

Finally the PinYin character Bin (滨) has the same radical as Jiang (above). We add ten strokes to obtain Bin (滨) which means beach, coast or river bank. The literal meaning of HaErBin, which is hard to reconcile with the meanings of the individual parts, is "Place for drying fishing nets."

Travelling Post Offices with controlling office in HeiLongJiang Province



Fig. 1 HaErBin – ShangHai TPO

The first two postmarks of fig.1 read Ha Hu Huo Che (哈沪火车) round the top and HaErBin (哈尔滨), the controlling office, round the bottom. In the third illustration the relative positions are reversed.



Fig. 2 QiQiHaEr - ChangZhou TPO (3)



QiQiHaEr - ChangZhou TPO (6)



The postmarks in fig.2 read Qi Chang Huo Che (齐常火车) above the date and QiQiHaEr (齐齐哈尔), the controlling office, below the date.

We now list the known postmarks in tabular form.

TPO	Controlling Post Office	Route	Distance km.	Train No.	TPO Dates.
Ha&Hu 哈沪火车	HaErBin 哈尔滨	HaErBin – ShangHai 哈尔滨 – 上海	2576	55/58, 57/56	1.9.75 –
Ha&Jin 哈津火车	HaErBin 哈尔滨	HaErBin – TianJin 哈尔滨 – 天津	1275	1521, 1522	20.10.00 –
Ha&Jing 哈京火车	HaErBin 哈尔滨	HaErBin – BeiJing 哈尔滨 – 北京	1400	137, 138	1.4.75 –
Mu&Jin 牡津火车	MuDanJiang 牡丹江	MuDanJiang – TianJin 牡丹江 – 天津	1609	151, 152	22.7.94 –
Qi&Bei 齐北火车	QiQiHaEr 齐齐哈尔	QiQiHaEr – BeiAn 齐齐哈尔 – 北安	2312	303, 304	? .10.94 - ?
Qi&Chang 齐常火车	QiQiHaEr 齐齐哈尔	QiQiHaEr – ChangZhou 齐齐哈尔 – 常州	2523	141/144, 143/142	8.1.94 – 1.4.97
Qi&Hang 齐杭火车	QiQiHaEr 齐齐哈尔	QiQiHaEr – HangZhou 齐齐哈尔 – 杭州	2882	1341/1344, 1343/1342	1.10.98 – 20.9.04
Qi&Hu 齐沪火车	QiQiHaEr 齐齐哈尔	QiQiHaEr – ShangHai 齐齐哈尔 – 上海	2683	341/344, 343/342	1.4.97 – 1.10.98
Qi&Pu 齐浦火车	QiQiHaEr 齐齐哈尔	QiQiHaEr – PuKou (PuKou railway station, NanJing) 齐齐哈尔 – 浦口	2328	141/144, 143/142	11.4.83 – 8.1.94

The Travelling Post Offices of the People's Republic of China (15)

HeNan Province (河南省)

By Tony Goodbody

Henan is a Province in east central China. The one character abbreviation is Yu (豫). The capital and largest city is ZhengZhou (Chengchow). With a population of 100 million it exceeds that of the United Kingdom.

How to read the characters for HeNan and ZhengZhou

The PinYin character He (河), meaning river, has been dealt with under HeBei.

The PinYin character Nan (南) is formed from radical No. 24 (which is the PinYin character Shi (十) meaning ten) plus seven strokes to obtain Nan (南), which means south. Hence we arrive at the meaning of HeNan as "South of the (Yellow) River."

The PinYin character Zheng is formed from a variant (𠂔) of the 7 stroke radical 163 (Yi (邑) which means town) plus 6 strokes to obtain Zheng (郑), which is a proper name.

The PinYinn character Zhou (州), meaning administrative region, is by now quite familiar to us.

Travelling Post Offices with controlling post office in Henan Province



Fig. 1 ZhengZhou - AnYang TPO (1)



Fig. 2 ZhengZhou - XuZhou TPO (1)

The postmark in fig. 1 reads Zheng An Huo Che (郑安火车) above the date and ZhengZhou (郑州) (the controlling office) below the date.

The postmark in fig. 2 reads Zheng Xu Huo Che (郑徐火车) above the date and ZhengZhou below the date.



Fig. 3 ZhengZhou – ShiJiaZhuang TPO (1) (Confidential)

The postmark in fig. 3 reads Zheng Shi Huo Che (郑石火车) above the date and Zheng (1) Zhou (郑(1)州) below the date. In the lower segment we have the characters Ji Yao (机要) which mean “secret request” and are usually translated “confidential.” The postmark is for use on post containing classified government documents.

We now list the TPO routes known to us in tabular form in the usual way. The controlling post office is ZhengZhou in every case.

We now list the known postmarks in tabular form.

TPO	Route	Distance km.	Train No.	TPO Dates
Zheng&An 郑安火车	ZhengZhou – AnYang 郑州 – 安阳	187	511, 512	21.4.91 – 1.4.93
Zheng&Chang 郑长火车	ZhengZhou – ChangSha 郑州 – 长沙	894	257, 258	21.4.91 -
Zheng&Dan 郑丹火车	ZhengZhou – DanJiangKou 郑州 – 丹江口			
Zheng&Ji 郑济火车	ZhengZhou – JiNan 郑州 – 济南	666	447, 448	? 11.78 – 1.4.90
Zheng&Jing 郑京火车	ZhengZhou – BeiJing 郑州 – 北京	695	79,80	? 10.80 -
Zheng&Qing 郑青火车	ZhengZhou – QingDao 郑州 – 青岛	953	30.9.98	
Zheng&Shi 郑石火车	ZhengZhou – ShiJiaZhuang 郑州 – 石家庄	824	217, 218	1.10.69 - ?
Zheng&Xi 郑西火车	ZhengZhou – XiAn 郑州 – 西安	511	475, 476	1.4.90 – 21.4.91
Zheng&Xu 郑徐火车	ZhengZhou – XuZhou 郑州 – 徐州	203	209, 210	20.9.00-30.9.98
Zheng&Yu 郑渝火车	ZhengZhou – ChongQing 郑州 – 重庆	695	288/285/284, 283/286/287	1.4.85 -

The Travelling Post Offices of the People's Republic of China (16)



HuBei Province (湖北省)

By Tony Goodbody

HuBei is a province in central China. The abbreviated form is the PinYin character E (鄂). The Capital City is WuHan (武汉), which lies at the confluence of the Yangtze and the Han rivers. The name WuHan is derived from the combination of the names of three towns, namely WuChang, HanKou and HanYang.

How to read the characters for HuBei and WuHan

The radical for Hu is a variant of the familiar radical No. 85 (氵) Shui (水), which means water. We add nine strokes to obtain Hu (湖), which means lake. Bei means north so we arrive at the meaning of Hubei, which is "North of the (DongTing) Lake."

The radical for Wu is the four stroke radical No. 77 which is the PinYin character Zhi (止) meaning Stop. We add four strokes to obtain Wu (武), which means military or warlike.

The radical for Han is again the variant of radical No. 85. We add just two strokes to obtain Han (汉), which means Chinese (people or language).



Fig. 1 WuHan – GuangZhou TPO (4)



Fig. 2 WuHan – XiAn TPO (4)

The postmark in fig. 1 reads Han Guang Huo Che (汉广火车) round the top and WuHan (武汉) (the controlling office) round the base.

The postmark in fig. 2 reads Wu Xi Huo Che (武西火车) round the top and (WuHan) 4 round the base.

We now list the TPOs known to us in tabular form in the usual way. The controlling office is WuHan in every case.

TPO	Route	Distance km.	Train No.	TPO Dates
Han&Guang 汉广火车	WuHan – GuangZhou 武汉- 广州	1084	81, 82	1.4.87 -
Wu&Cheng 州成火车	WuHan – ChengDu 武汉- 成都	1737	175/178, 177/176	? .11.80 -
Wu&Jing 武京火车	WuHan – BeiJing 武汉 – 北京	1229	545, 546	? -
Wu&Nan 武南火车	WuHan – NanChang 武汉 – 南昌	365	298/295, 296/297	1.5.92 – 21.1.94
Wu&Shen 武深火车	WuHan – ShenZen 武汉 – 深圳	1231	T67, T68	? .?.02 -
Wu&Shi 武十火车	WuHan – ShiYan 武汉- 十堰	500	Y10/7, Y8/9	1.4.85 -
Wu&Xi 武西火车	WuHan – XiAn 武汉- 西安	1047	N357, N358	1.4.97 -

Acknowledgements

We acknowledge our thanks to Mr Shuxuan Chen of Swindon, England and Mr Wang Hui of HeFei, China for their invaluable assistance.



Realisations July 2006

1	2.80	2	3.20	3	3.60	4	3.40	5		6	5.80	7	2.80	8		9	5.40	10	3.40	11		12	3.80	13	14.50	14	3.80	15	3.60
16	3.20	17	3.40	18	3.60	19	2.00	20	4.80	21	3.20	22	3.20	23	4.00	24	4.80	25	4.40	26	4.20	27	4.40	28	5.20	29	4.40	30	5.40
31	5.20	32	18.50	33	26.00	34		35	8.80	36		37	1.00	38		39	32.00	40	6.20	41	49.00	42		43	13.50	44		45	7.40
46		47		48	4.20	49	2.80	50	2.60	51	2.60	52	3.20	53	3.20	54	9.80	55	1.00	56	24.00	57	7.60	58	7.60	59	7.20	60	2.20
61	3.60	62	2.60	63		64		65	2.00	66		67	4.00	68		69	2.20	70	3.00	71	3.80	72	2.40	73	2.60	74		75	2.40
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121	5.40	122	5.80	123		124	10.50	125	7.40	126	5.80	127	1.00	128	44.00	129	5.40	130		131	5.40	132	6.40	133		134		135	3.40
136		137		138	4.20	139	6.60	140	6.20	141	7.80	142	11.50	143	5.60	144		145	10.50	146		147		148	2.80	149		150	21.00
151	3.80	152		153	1.80	154	2.40	155	4.40	156	2.20	157	4.80	158		159	7.80	160		161	1.60	162	2.00	163	4.80	164	5.00	165	
166	7.40	167	7.20	168		169	5.20	170	5.60	171		172	6.40	173	6.20	174	7.40	175	8.20	176	4.60	177		178	5.60	179		180	9.20
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226	4.60	227	3.20	228		229	8.40	230	2.40	231	4.00	232	15.50	233	7.40	234		235	14.50	236	7.60	237	9.80	238	2.20	239	6.20	240	4.20
241	4.60	242	5.40	243	2.80	244	3.20	245	3.20	246	2.00	247	2.00	248	3.20	249		250	4.20	251	4.40	252	2.00	253	3.60	254		255	4.40
256	3.20	257	4.20	258	4.40	259	3.40	260	5.60	261	4.80	262		263	11.50	264	4.40	265	5.40	266		267	5.40	268		269		270	4.20
271	3.60	272		273	1.80	274	9.80	275	5.80	276	2.40	277	5.40	278		279		280		281		282	4.40	283		284	1.80	285	4.80
286	3.20	287		288		289	5.40	290	4.20	291		292		293		294		295	9.80	296	3.00	297		298	4.80	299		300	
301	5.20	302	5.20	303	15.00	304	5.20	305	5.20	306	5.20	307	3.20	308	1.00	309		310	12.50	311	12.50	312	11.50	313	11.50	314	2.80	315	
316		317	6.60	318	6.60	319		320		321	3.20	322	8.40	323	11.50	324		325	5.60	326	10.50	327	5.00	328		329	2.40	330	2.60
331	2.60	332	2.80	333	3.80	334	3.60	335		336	4.80	337	5.20	338	3.20	339	3.20	340	3.40	341	3.00	342	3.20	343	3.80	344	3.80	345	6.60
346	6.60	347	3.20	348	3.40	349	5.60	350	5.20	351		352	6.20	353		354		355	5.00	356	6.20	357		358	6.40	359	3.40	360	5.20
361		362	29.50	363		364	41.00	365	13.50	366	54.00	367		368	5.40	369	6.20	370	3.20	371		372	6.80	373	22.50	374	7.40	375	15.50
376	5.20	377	24.00	378	5.60	379	6.40	380	4.20	381	5.80	382		383	5.60	384	12.50	385	4.60	386	4.60	387		388	3.20	389	3.40	390	4.80
391	3.60	392	4.80	393	5.20	394	16.50	395	15.50	396	14.50	397	6.20	398	10.00	399	22.00	400	3.20	401	3.20	402	3.20	403		404	2.60	405	
406		407		408		409		410		411		412		413	6.40	414	6.40	415	12.50	416	54.00	417	20.00	418	5.20	419	11.50	420	3.20
421	3.20	422	3.20	423	3.20	424	3.20	425	4.60	426	4.40	427	2.80	428	4.60	429	3.40	430	15.50	431		432		433	5.00	434	12.50	435	10.50
436	14.50	437	6.00	438		439		440	6.40	441		442	8.60	443	36.00	444	5.00	445		446	5.00	447	5.20	448	5.00	449	5.20	450	5.00
451	5.00	452	5.20	453	5.00	454	5.00	455	7.40	456		457		458	7.20	459		460		461	5.80	462	54.00	463	33.00	464	28.50	465	100.00
466		467		468		469		470	4.60	471	4.60	472	4.60	473	4.60	474	4.60	475		476		477	10.50	478		479		480	8.20
481		482		483	12.50	484																							

A 1966 World Cup Cover

Now that the commotion and melodrama of the 2006 Football World Cup has ended (not to mention the seemingly endless television coverage of the matches!) we can look back 40 years to when the competition was held in the United Kingdom.

The Post Office (now Royal Mail) issued a set of stamps just prior to the commencement of the competition to commemorate the World cup Finals being held in this country.

When the unlikely happened and England won the Cup, the Post Office quickly overprinted the lowest value (4d) with **ENGLAND / WINNERS**. An eager Football fan (or TPO postmark collector) posted this cover into the Derby-Bristol TPO on the 18th August to receive a first day of issue cancel on the stamp. Obviously the gentleman in the stores at either Derby or Bristol was affected by the excitement generated by England football team's victory that he did not pay a lot of attention when he inserted the date slugs in the datestamp, he placed the "18" upside down so that the 18th August became the 81st!



Mr. D.G. Hall,
37, Wood Lane Close,
Iver Heath,
Iver, Bucks.



East Anglian TPO Down – AM



As can be seen in the illustration above both the AM and the 20 slug look to have been inserted by hand. An email to Tony Goodbody brought the response that he had not been the poster of the cover but Peter Johnson had been out that night in pursuit of AM marks and had posted on behalf of himself, Harold Wilson and Tony.

When contacted Peter explained that he had decided to go around East Anglia that night, and had travelled to Liverpool St on the passenger portion of the Norwich-London TPO (he thinks) and there tried to post on the Down without success, (the point of the cover was that the East Anglian Down AM should not exist), however he was noticed by an Inspector on the platform who approached him and asked him what he was doing.

After explaining what he was trying to achieve the Inspector took the covers from Peter and boarded the train, whereupon they were serviced. Peter does not remember whether the covers were returned to him or went through the post.

Both the writer and Peter thought the Inspector might well have been Allan Harvey the TPO Section Inspector who was a known enthusiast and collector himself.

During the next few weeks all of those involved received calls from collectors asking if there spare covers for their own collections. Peter thinks he may have posted about 12 covers.

Help Please - Uruguay and Mexico

I am trying to write books on the travelling post offices of the above countries. Inevitably there are cancellations, which I have never seen and it would help enormously if members would please get in touch with me and let me have details of material in their collections.

The Uruguay book is being put into format for printing but there is still time to make additions. The Mexico book is going slowly as, whilst I have specimens of hundreds of the cancellations, there were several thousand and almost all information is useful. All help will be acknowledged.

Please get in touch with me:
Miss Jay Walmsley, 36 Salmons Lane, Whyteleafe, Surrey CR3 0AN.

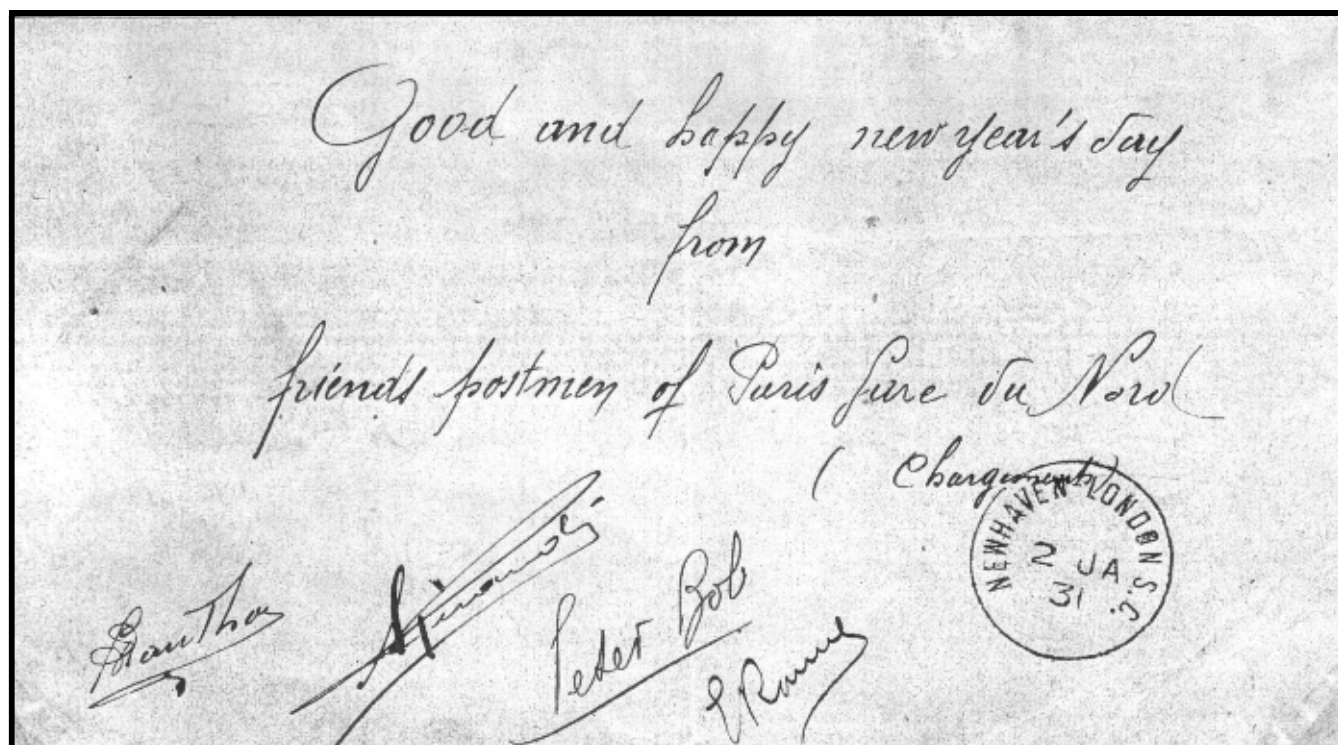
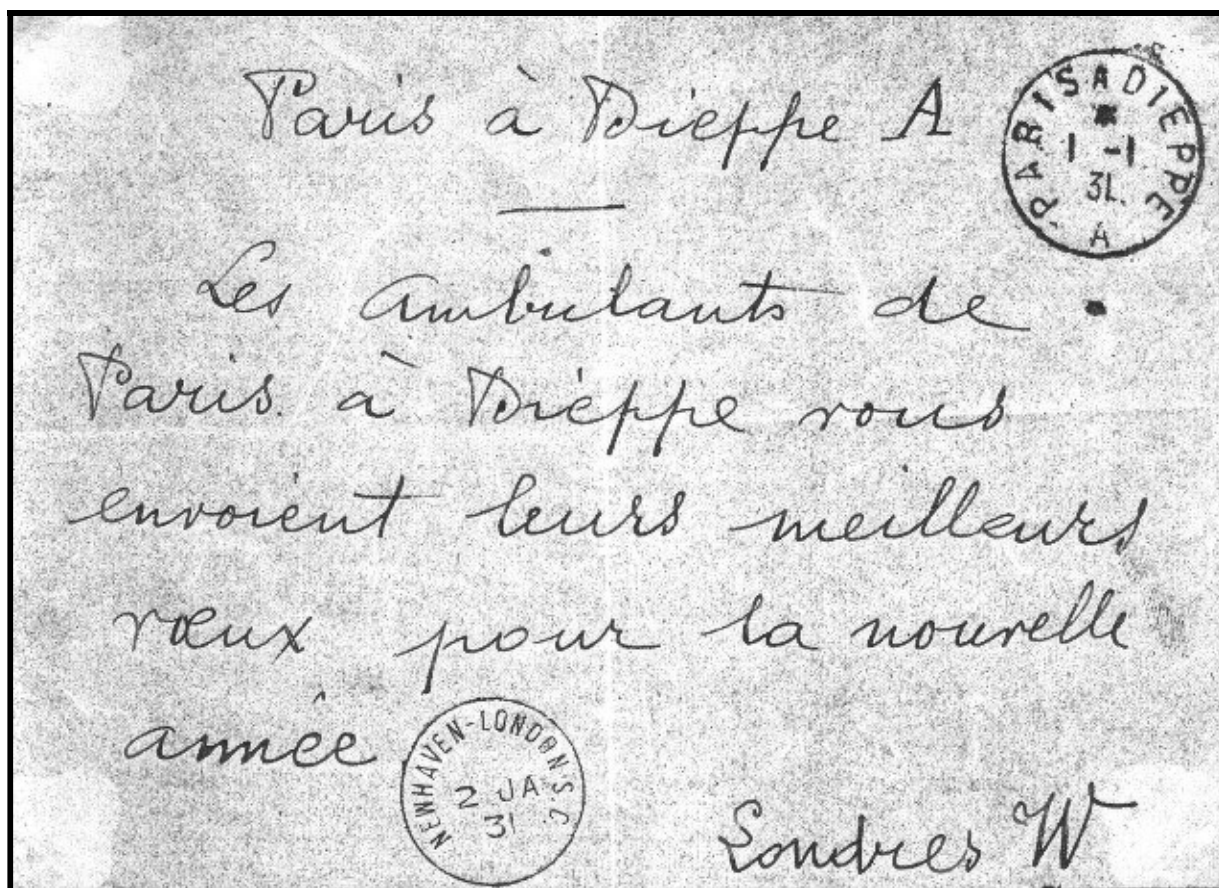


New Year on the Newhaven – London Sorting Carriage

Two seasonal greetings from France in 1931 from the collection of John Eaton

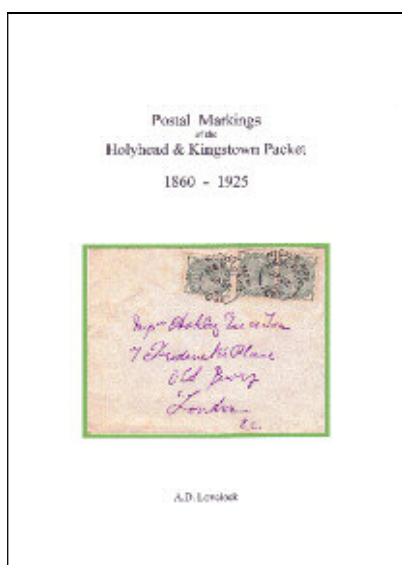
The top card is from Brigade "A" of the Paris to Dieppe TPO - "The travelling postmen of the Paris to Dieppe (TPO) send their best wishes for a Happy New Year"

The lower message is from the staff at Paris Gare du Nord: Both were received into the Newhaven – London SC in the early hours of the morning of the 2nd January 1931.





New Publications



Postal Markings of the Holyhead & Kingstown Packet 1860 – 1925

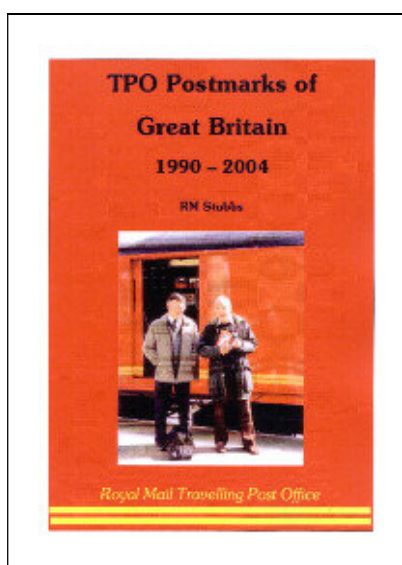
By AD Lovelock

The postmarks of the floating Post Office on board the various steamers of the City of Dublin Steam Packet Co, which sailed between Holyhead and the Irish harbour of Kingstown (now Dun Laoghaire), have long held a fascination for postal historians. This 120-page book is based upon the collection of Mr Lovelock of which 100 pages feature colour illustrations. Every type of postmark and supplementary mark used in the 65 years of the operation of the Post Office is shown along with many colour illustrations of the steamers, which they were used. Separate chapters deal with Postal Markings; A history of The City of Dublin Steam Packet Co; and the Post Office contract with the CDSPO.

An essential reference for the collector's bookshelf

Get your exclusive copy of the 100 copies printed before they are all snapped up, by sending your order to: TPO & Seapost Society, 1 St Marys Drive, Fairford, GL7 4LQ UK with a cheque for:

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TPO Postmarks of Great Britain 1990 – 2004

By RM Stubbs

The demise of the UK Travelling Post Office in January 2004 marked the end of an era in the delivery of mail throughout the British Isles.

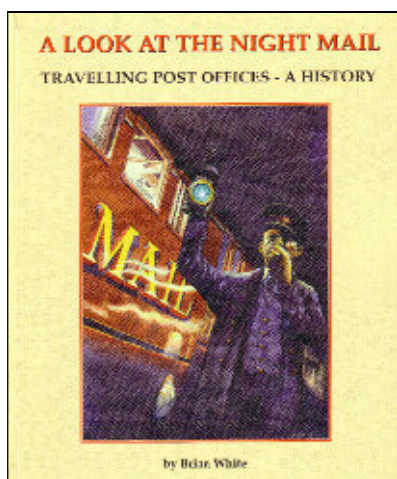
Robin Stubbs has now brought the story up to date with a valuable record of the final years up to and including closure of the system, fully illustrated in colour, together with illustrations of all the cancellations and other marks known to have been issued by TPO Section.

This book will be an essential companion to the original volume (copies of which are still available) and is likely to become the definitive philatelic history of the final years of UK TPO operations.

Send your order with a cheque to:

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A Look at the Night Mail – Travelling Post Offices – A History

By Brian White

It describes the workings and development of the mailbag exchange apparatus, the working lives of early TPO men, the effects of the infamous Great Train Robbery, the mail distribution system in Great Britain, some of the many devastating accidents involving TPOs and their staffs. The writer's anecdotes give an insight into the type of men these were who ran over the 'iron road' in order to service the nation's mail and the personnel who administered the whole operation. The many appendices lend support to the contents of the book and give readers the chance to examine the documentation that was used at different times during the lifetime of the TPO service.

Priced at £29.95 + £5 P+P from Friends of M30272M TPO Group, Nene Valley Railway, Wansford Station, Stibbington, Peterborough, PE8 6LR



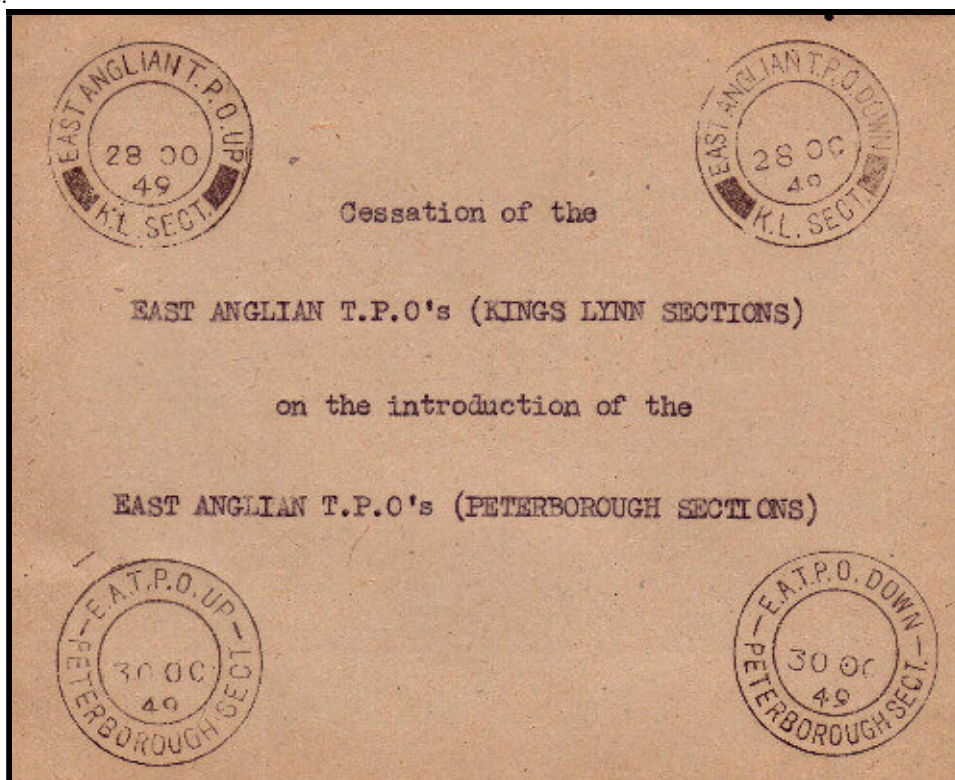
East Anglian TPO

In February 2005 Martin Evans wrote to your Editors enclosing a copy of two items in his collection, both were on the front of No 16 OHMS brown envelopes.

In Harold Wilson's book on the TPOs of GB & Ireland he states that when the East Anglian service was resumed after the war new handstamps were issued of the thick arc type. Martin had always presumed incorrectly as it now turns out; that this new type was in use from the 7th October 1946.

Can any member provide an early date for the thick arc type; his earliest dated example is September 1948 for the Kings Lynn section of the East Anglian TPO Up.

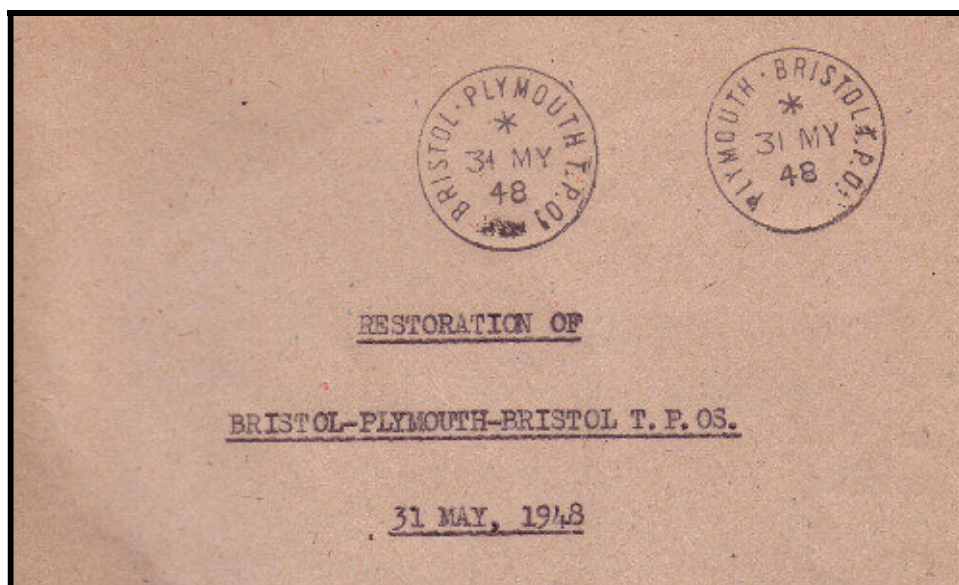
The Editor would like to apologise to Martin Evans for misplacing his letter until now.



Restoration TPO

John Eaton of Bridlington also has a few of these covers prepared for the restoration of TPO services after 1946. His cover for the cessation of the East Anglian TPOs *Kings Lynn Section* and the introduction of the *Peterborough Section*, in 1949, is similar to Martin Evans' cover.

Mr Eaton notes that the reverse of these covers (the postmarks are struck on official OHMS No16 envelopes) and the ones used for the restoration of TPO services between 1946 and 1948 indicate that they may have originated with some enterprising officer in the TPO Section or TPO Stores. The reverse of an OHMS No16 cover prepared for the restoration of the *Bristol-Plymouth TPO* is illustrated below.



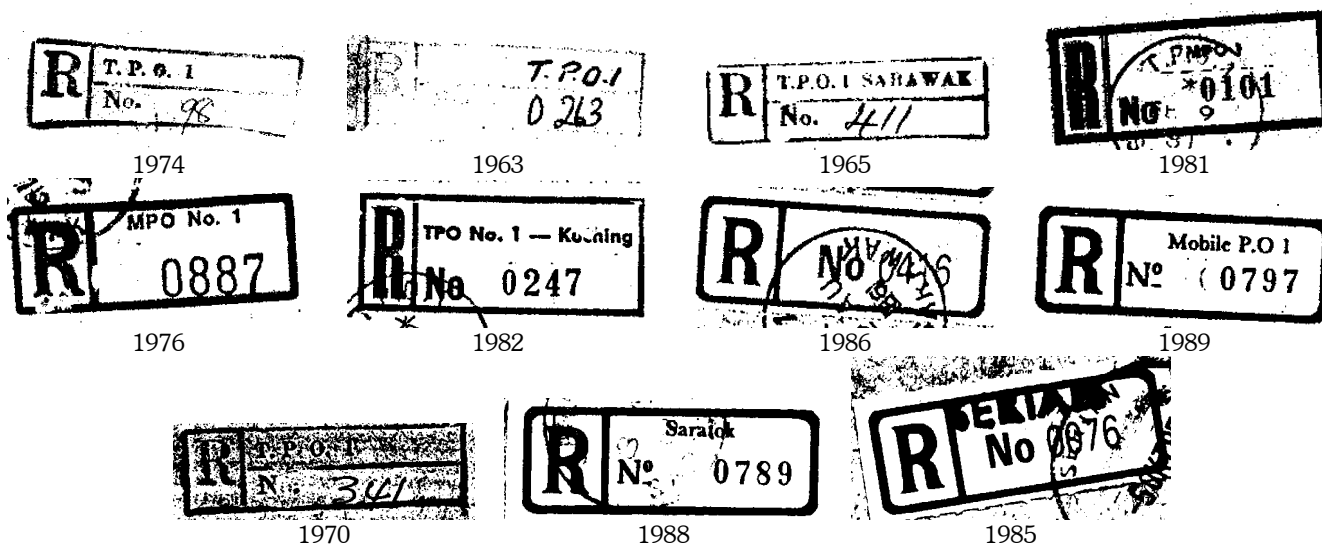


Sarawak TPOs – Part 3

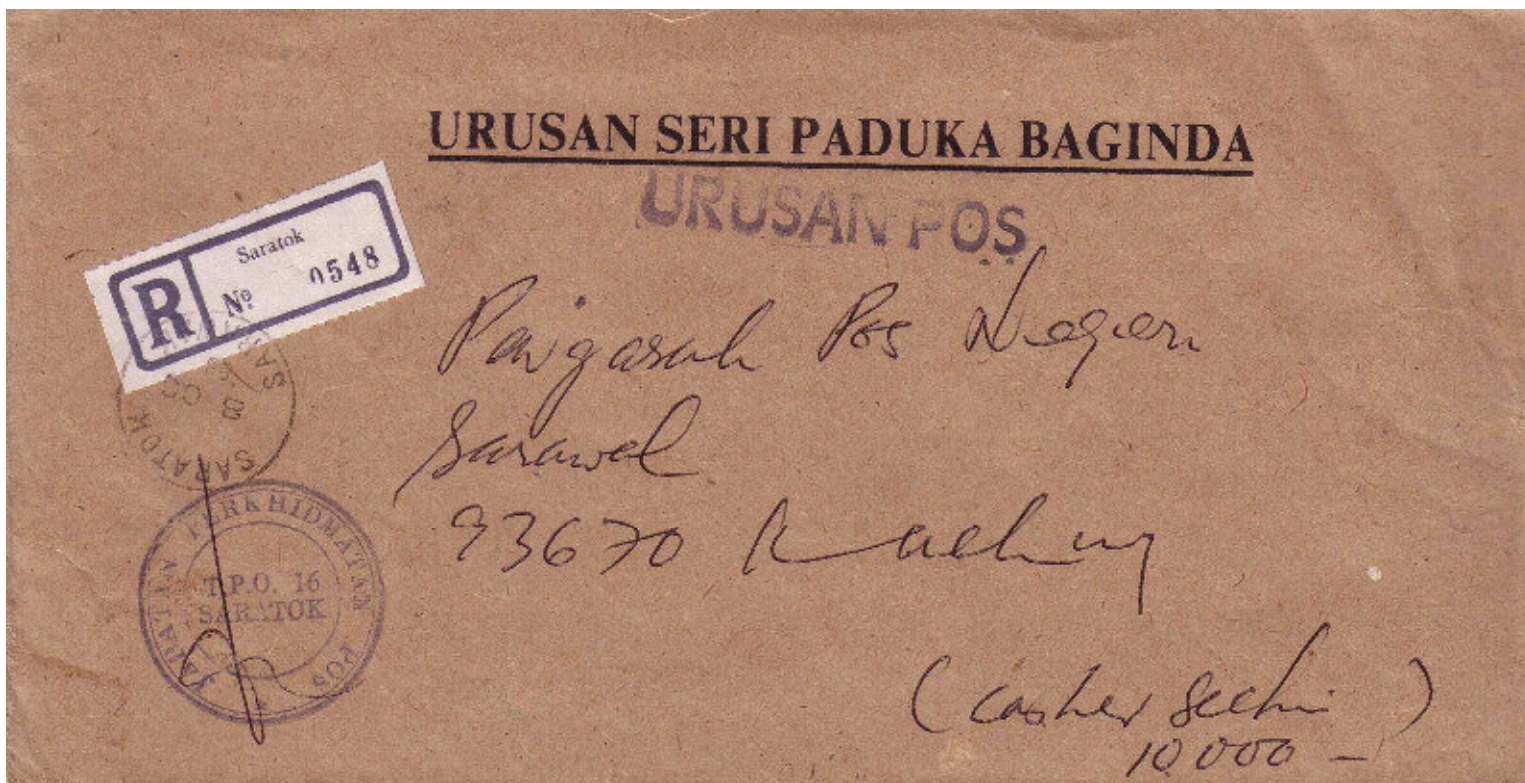
Since the first two articles have appeared in the magazine further information has been sent in by member: Robin Stubbs; and also found in the Sarawak Philatelist (magazine of the Philatelic Society of Kuching, Sarawak).

Registered handstamps and labels:

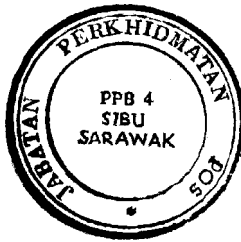
The first was noted within a month of the beginning of the service in November 1963;



The following are double ring marks taken from covers and are thought to be registration marks rather than normal cancellations.



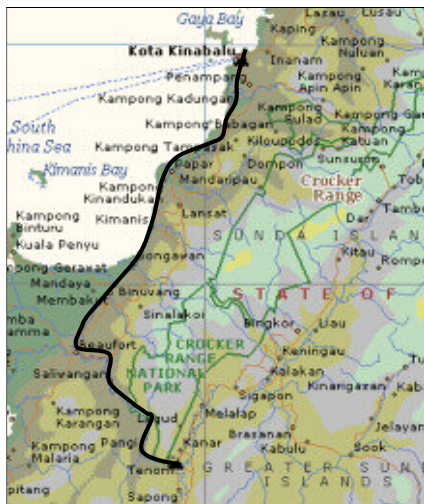
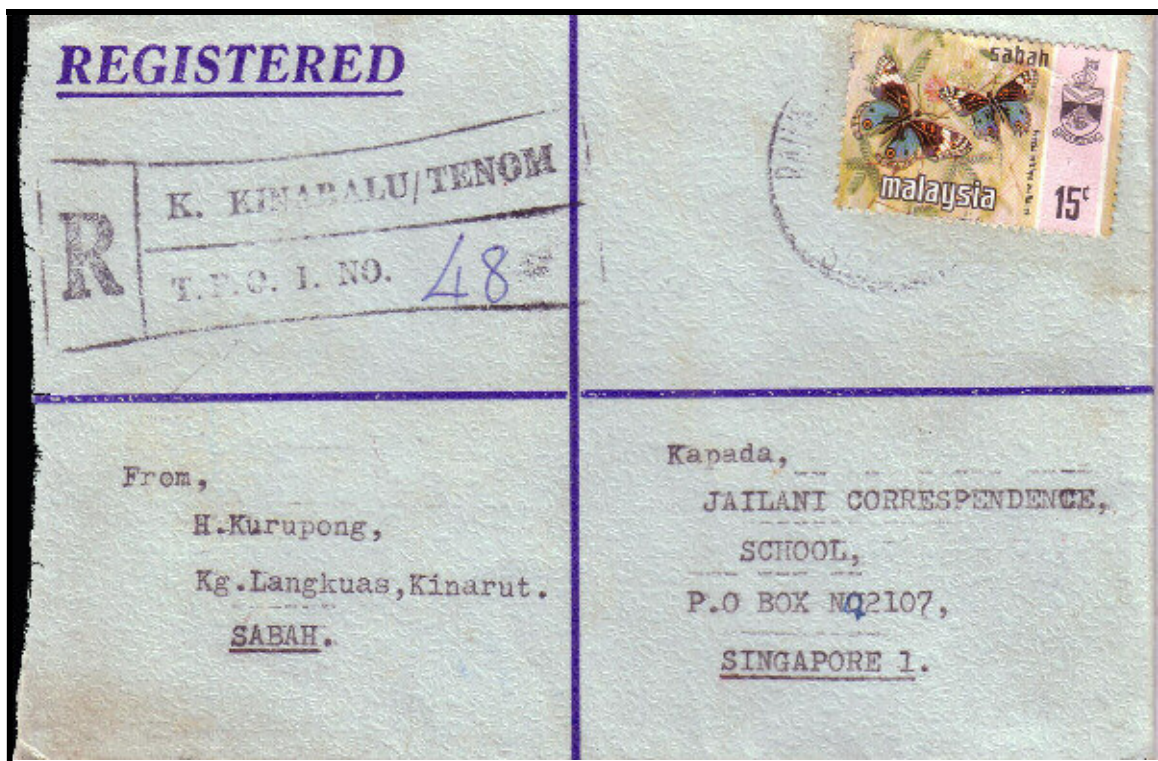
A fine Official Paid stampless registered cover from TPO 16 Saratok to Kuching. With Saratok Registered etiquette (No 0548) overstruck with Saratok steel CDS for the 8th October 1988. Also bearing **Jabatan Perkhidmatan Pos / T.P.O. 16 / SARATOK** [Postal Services Department] circular cachet in black (initialled in ms). On reverse, flap is tied by a further stike of the Saratok despatch CDS, alongside receiving CDS for Kuching (P1) 11th October 1988. Cover is headed *Urusan Pos* [Post Office Official].



Have members any examples of other TPO registrations marks? Send a copy to the editor please.

Sabah – Registered TPO

Seen rarely this is an early example of the Kota Kinabalu – Tenom TPO No 1 registered cachet. Dated 27th February 1976 the cover joined the train approximately 17 kilometres south of Kota Kinabalu, however how it continued its journey is not known. Would anyone like to make a guess – please contact the editor...





Some Unique Paquebot Marks – 3

By Roger Hoskins



For the third in this series of articles we move to continental Europe. Here are two paquebot cachets from the inter-war period: both are unpretentious, not particularly photogenic, and (some might say) lacking in charisma. But they seem to fulfil the vital criterion of being unique.



First is a 1922 card from the Cunard ship Caronia, with a small, straight paquebot from Monte Carlo. A very recent acquisition, this item was just in time to make the third edition of my book as type 476 – but perhaps a small word of caution is necessary for a claim that such a very recently discovered mark is unique. It is a strange fact that all inter-war period



paquebot marks of Monte Carlo are so hard to find : perhaps this was due to insufficient depth of water in harbour to dock large ships, which consequently called at Nice instead, rather than using tender facilities.

Second is a 1934 cover from the Cunard ship Carinthia, landed at the north German port of Swinemunde (as it then was, but now called Swinoujscie and located in Poland). The cover shows a small serifed navire mark with ornamentation at each end, which is listed as type 926. This was an extremely lucky purchase (at a derisory price) from an overseas dealer at Stampex in 1989. Well, everyone needs a bit of luck sometimes!

A Short Philatelic History of The Yangtze Patrol – Part 6

By George Saqqal

The Generalissimo and the Communists

The leader of the Nationalist Party and the Kuomintang was Generalissimo Chiang Kai-shek. He had purged the Nationalist army of his Communist supporters and now stood alone against them and against the foreigners who had held China in thrall for decades. Everyone was his enemy. Nanking was the Nationalist's capital. The Communist armies had it in their sights and were moving troops to attack it. Nanking was also the spiritual and temporal capital of all of China's missionaries. They ran the University of Nanking and were firmly established there. To eject them was the goal of both the Nationalists and Communists. If the Communists could rid China of the foreign missionaries and Chiang too, China would be theirs. That was the situation in Nanking in 1927.

Five countries were so concerned for the safety of their citizens that they sent warships to Nanking to evacuate them if need be.

The United States sent destroyers USS NOA (DD-343), USS PRESTON (DD-327), USS JOHN D. FORD (DD-228), USS PILLSBURY (DD-227) and USS SIMPSON (DD-221). Great Britain sent the most warships; HMS WITHERINGTON, HMS PETERSFIELD, HMS WOLSEY, HMS VINDICTIVE, HMS CARLISLE, HMS WILD SWAN, HMS WISHART, HMS EMERALD, HMS GNAT, HMS VETERAN, HMS CARADOC and HMS VERITY. France sent MARNE, Italy sent ERMANNO CARLOTTO and Japan sent IJN HODERO, IJN SHINOKI, IJN MOMO and IJN KATATA.

As the armed strength of the Communists grew, the Nationalist troops began to decamp.

PRESTON and NOA sent landing parties ashore and evacuated 175 civilians and missionaries of all nationalities on March 21st.

The Nationalist soldiers were in a panic. They had been unceremoniously deserted by their officers and faced destruction by the Communists. They rioted in Nanking and sacked the US, British, and Japanese Consulates killing the Japanese and British Consuls. Soldiers of the Sixth Nationalist Army systematically looted all buildings owned by foreigners. Whenever they encountered a foreigner, they invariably stripped him naked, beat him and robbed whatever valuables he might have on him. Women and children were subjected to unspeakable outrages as well as the men.

As the situation deteriorated, the sailors in the warships in the river began to get impatient. Finally the order to fire in defence of their nationals arrived and they let loose with furious barrages. The shells fell all over the city while landing parties went ashore looking for endangered citizens to rescue. Shells were exploding all around the rescuers and rescued alike. Slowly, the sailors and civilians worked their way among shell craters, burning buildings and sporadic rifle fire to the river and safety.

The Communists overcame the panicked Nationalists and captured Nanking. But it was all for nothing. The following year, 1928, the Nationalists re-captured it.

The Generalissimo made some changes after this debacle. He divorced his wife and married a much younger woman named Mei-ling in a Christian church. He next aligned himself firmly with the international banking community in Shanghai.

The Six Sisters Arrive

While Nanking burned upriver, the six new gunboats referred to earlier were taking shape at the Kiangnan Dock & Engineering Works in Shanghai. Their keels had been laid in 1926 and they were built in record time. Specifications called for a river gunboat displacing 385 tons over a length of 150 feet with a four-and-a-half-foot draft, twin screws capable of delivering a speed of fourteen knots. Propulsion was to be by twin diesel engines. Main armament was a pair of three-inch high angle guns and eight .30 calibre machine guns.

First to arrive and be commissioned was GUAM. She arrived on the river three days after Christmas 1927. Unlike her five sisters, she did not have diesel power. Her power plant was a triple expansion engine powered by an oil-fired boiler. As her first skipper, LCDR R.K. Awtrey read his orders, swarms of curious Chinese watching the commissioning ceremony set off thousands of firecrackers to ward off the multitudes evil spirits that were waiting to follow in her wake.



The firecrackers and good wishes failed to bring about the desired effect. GUAM was destined to sail in four different navies under five names. All that was in the future. For now she was a spanking new ship that carried four line officers, a doctor, a crew of 50 sailors and several coolies, who at US\$5.00 per month plus whatever they could "squeeze" from the crew, were more than happy to do all the dirty work aboard.

ADM Yates Stirling, ComYangPat put GUAM right to work after she had completed a shakedown cruise to Chungking, a mere 1300 miles upriver from Shanghai. GUAM had handily overcome the rapids with her 1900 horsepower and her crew was waiting for an assignment. Stirling ordered her to escort four Standard Oil Company tankers, Mei Lu, Mei Ying, Mei Foo and Mei Hung. GUAM took some fire from the river banks on the voyage upriver, but no one was hit and no damage was done.

The next five were launched like clockwork by July of 1928. TUTUILA was nicknamed "Tutu" and had a rather unorthodox christening ceremony. Her sponsor, Beverly Pollard was a devout Roman Catholic schoolgirl of fifteen years. As she swung the magnum of champagne against Tutu's stem she completely forgot what she was supposed to say. Instead she uttered these words, duly recorded at the time: "I christen thee USS TUTUILA, in the name of the Father, the Son and the Holy Ghost". The blessing must have worked because Tutu survived WWII in Allied hands.

OAHU and PANAY strayed somewhat from the original specifications. They were 30 feet longer and 80 tons heavier than GUAM and TUTUILA and the last of the six, LUZON and MINDANAO, were longer still by 48 feet and heavier by 200 tons. MINDANAO was sent to the South China Patrol and did not serve on the Yangtze with her sisters. The six were a marked improvement over what had been before.

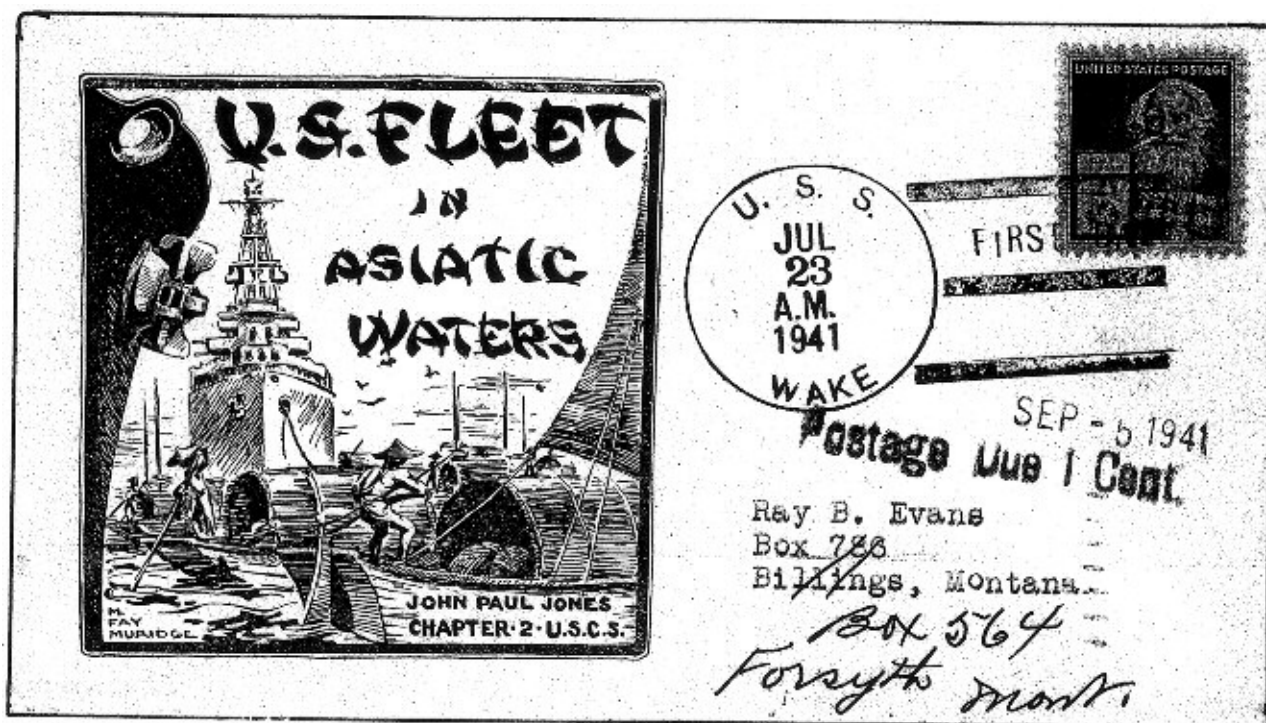


Figure 16: USS Wake displays the Locy Type 3(A-BBT) that ties a 2-cent Samuel FB Morse (Scott number 890) to the cover. Wake was originally named USS Guam, but gave up her name to a new cruiser. Her new cancels arrived on July 23rd, 1941 despite the fact that she had given up her name on January 23rd, of that year. This cover is, in a sense, a first day cover. USS Wake (ex Guam) was commissioned on December 28th, 1929 and de-commissioned on December 8th, 1941. She was the only US Navy ship to surrender to the Japanese when, on December 8th, 1941 she struck her colours after an unsuccessful attempt at scuttling in Shanghai. The Japanese re-named her Ijn Tatara. After WWII ended she was re-acquired by the US Navy and handed over to the nationalist Chinese Navy who re-named her Tai Yuan. The Chinese Communists captured her in 1949 and no further word was ever heard from her.

Her post office was established on February 16th, 1928 and de-established on November 29th, 1941.

From the Steve Bryson collection

Comparisons are odious but necessary. What were the ex-Spanish gunboats like? Take ELCANO for instance. She had been built in 1885 of wrought iron in Spain. She displaced 625 tons over a length of 165 feet and a beam of 26 feet. She carried four 4-inch naval rifles, four six-pound cannon and an assortment of automatic weapons. She was nicknamed the "Yangtze Sprinkler" because every time her antiquated engine went through the stroke cycle its cooling pump squirted a geyser of water up into the air. Her pair of Scottish boilers were bedded down side by side so that when the water was drained from one boiler she took a decided list that was so acute walking around the boat became perilous. With both boilers on line she took forever to raise enough steam to get underway and when she did manage to get underway she had to stop every three hours to clean the clinkers from her boilers. The officer's quarters were so tiny the officers had to step out into the adjoining wardroom to put



on their trousers. Sanitary facilities were inadequate when they worked; refrigeration was non-existent and the electrical plant was archaic. Life aboard the other ex-Spanish gunboats was a variation of life aboard ELCANO.

In November of 1927 ComYangPat ordered ELCANO to leave Ichang where she had been the station ship and to proceed to Shanghai where she would be the receiving ship for the crews assembling there to man the six new gunboats. When all of the new gunboats were properly manned she was decommissioned on June 30, 1928. She and VILLALOBOS were towed out to sea and sunk by naval gunfire on October 9, 1928.

Changsha was next on the list of cities to be attacked by the Communists. PALOS, HMS TEAL and IJN KOTOGA stood by ready to send landing parties ashore to rescue civilians. At 10:00 PM in the evening of July 27, 1928 the three gunboats sounded their sirens as a pre-arranged signal for the foreigners in Changsha to evacuate the city. Fourteen American citizens chose to leave. PALOS took them downstream away from the fighting and rendezvoused with HMS APHIS on the 29th and left them with her. PALOS then headed back to Changsha where her comprador, a Chinese gentleman named Fu Chang who was usually a natty dresser, as befitted his rank and station, went ashore in Changsha dressed as a poor coolie for a look around. What he saw was reported to PALOS's skipper LCDR R.D. Tisdale. Tisdale ordered the crew to General Quarters. He gave the gunners orders to fire at anything they saw and they did. Both banks exploded in clouds of dust and gunsmoke as HE shells exploded against the hillsides and tracers filled the night sky with spectacular fireworks. PALOS suffered some damage but it was all to her sides and upper works. Over a hundred Chinese bullets had found her but luckily, no one was killed and only one sailor had been wounded in the fusillade. She had fired 67 rounds of HE shells from her three-inch and about 2000 rounds from her Lewis guns. PALOS had been joined in this foray by the Italian gunboat ERMANNIO CARLOTTO and HMS APHIS. The latter's two six-inch rifles added mightily to the fireworks.

The Communist withdrawal from Changsha was due in no small part to the action of the warships. As the Communists withdrew, the Nationalist soldiers found a renewed fighting spirit and marched into the city. They even declared martial law but lifted it after a few days. PALOS remained at Changsha until November 15th when she headed back to Shanghai. Along the way she was scheduled to meet GUAM below Changsha. As GUAM approached Tungting Lake she came under fire near Yochow. Seaman Samuel Elkin took a round in the chest and died. GUAM's skipper ordered the three-inch guns to fire. They poured 34 rounds of HE at the shooters who soon realized the folly of going up against a cannon and fled.

HMS BEE received the same welcome some time later in exactly the same place. She answered with her six-inch naval rifles and silenced the shooters.

GUAM, PANAY and TUTUILA were on constant patrol on the Yangtze. They ranged all the way from Shanghai to as far up as they could reach which was usually above the Three Gorges. In the spring of 1930 GUAM was at Chungking with British, French and Japanese gunboats; Tutu as at Wanhien with a British gunboat and PANAY was at Ichang with HMS GNAT, French LA GRANDIERE and IJN HODZU there were countless incidents of gunboats being fired upon as they went up- and downstream escorting merchantmen and tankers. It was the Alamo and the OK Corral but this time it was the Chinese version.

Japan was firmly in the control of the militarists by now and they decided to make a naked show of force at Hankow. A brand new 5000-ton cruiser escorted by 15 destroyers anchored off the city. It was a message well taken. It was also a hint at Japan's intentions towards China.

Despite all the troubles on the Yangtze and in China in general, 1930 showed no decline in river traffic. Quite the contrary. 1930 was something of a banner year. Hankow cleared over 8 million tons of shipping carried in a total of 12,291 vessels of various types from sampans and junks to ocean-going steamers. Further upstream 39 steamers and 26 motor vessels were operating between Ichang and Chungking. A total of 897 vessels of all types had managed to negotiate the rapids in the Three Gorges and make it all the way to Chungking in 1930. Of these, 274 were British, 240 were Chinese, 168 were US flag steamers, 129 were Japanese and 86 were French. The amazing fact was this: Chungking was 1300 miles from the East China Sea.

The next four years passed more or less as the previous four. In 1934 there were just seven US gunboats on the Yangtze: the five sisters (the sixth was MINDANAO and she was now patrolling the South China coast) plus PALOS and MONOCACY ISABEL had been withdrawn for service as C-in-C's yacht. By comparison, the Royal Navy had 12 gunboats on the river plus a cruiser at Hankow and another at Shanghai and a sloop at Nanking. The Imperial Japanese Navy had eleven gunboats, 5 destroyers and a cruiser at each of these three ports: Hankow, Nanking and Shanghai.

Because of their relatively deep draft, LUZON, OAHU and PANAY could not reach trouble-plagued Changsha during winter low water season, which was October 15 to March 15th. GUAM and TUTUILA because of their shallower draft were denied access to that city between October 15th and March 1st. PALOS and MONOCACY fared better. They were denied access between November 5th and February 1st.

On October 1, 1934, PALOS (LCDR T.G.W. Settle) was named station ship at Chungking. She had just completed an extensive yard period at the Chinese Navy's British-run Kiangnan Dockyard in Shanghai. Despite all the attention she was plainly worn out. The guts had been run out of her even though she was relatively young, a mere teenager when compared to the ex-Spanish gunboats. Ahead of her lay a 1300-mile odyssey up the river. In her case it was a ticket to the end of the line.



Settle had serious misgivings about her ability to finish the trip. The first time she had climbed the rapids was back in 1914 when she drew a mere two feet and three inches and displaced just 180 tons. Now, she drew a hefty four feet of water and displaced almost twice what she did in 1914.

The old girl made it to Hankow in ten days and that was steaming in daylight. At night she tied up to the riverbank and rested. She made it from Hankow to Ichang in nine days covering the 375 miles handily if somewhat slowly. She arrived at Ichang one sultry autumn afternoon. The station ship there OAHU manned the rail and greeted her raucously. That evening, both crews descended on Cockeye's establishment, a bar with attached bordello where the sailors drank themselves silly. The officers repaired to the now vacant home of the Standard Oil Company's resident manager who was on home leave and drank themselves silly out of sight of the sailors.

The place to be "seen" in Ichang was The Club where the executives of British American Tobacco, Asiatic Petroleum, Butterfield & Swire and the officers of the Maritime Customs Service met every Saturday and actually rubbed shoulders with those men of the cloth who professed a certain degree of liberalism. Good food, good drinks and good conversation were the rule of the day. Sunday was tennis, golf and billiards.

Captain "Taffy" Hughes, master of the British-flagged steamer *Kiawo* was in port and decided to show LCDR Settle what awaited him in the Three Gorges. *Kiawo* weighed anchor as the water level in the Yangtze was dropping. Captain Hughes showed LCDR Settle the tricks of negotiating the Yangtze at low water. With great skill born of years of experience on the Yangtze Captain Hughes showed LCDR Settle got his ship back in one piece.

PALOS' journey to her personal "end of the road" began bright and early on October 30th. With her fires burning clean and hot, safeties popping and the needles on her steam pressure gauges pasted hard against the pegs, she started upriver for the last time. Conning her were three river pilots; a master pilot, Pilot Chow, an assistant pilot and a novice pilot called in pidgin "makee learnee boy." There was also a Chinese quartermaster at the helm. The river pilots on the Yangtze were the river's nobility just like their counterparts on the Mississippi. Many of these Yangtze river pilots all suffered from the same problem: opium addiction. Yet they got their charges through some of the roughest water in the world.

Pilot Chow coned PALOS through the first of the Three Gorges, the Xiling and the crew took heart at this marvellous accomplishment. The Yangtze passes through some of the most beautiful scenery on earth. The riverbanks sweep majestically down to the river and here and there a temple or a pagoda punctuates their flanks. It is scene of utter tranquillity and it imparts a sense of timelessness to the beholder as his eye wanders from one wonder to the next. The Yangtze is full of surprises. Most are above ground. Some are in the river, sitting there, waiting to rip the bottom out of a carelessly piloted ship. The river dragons and their playmates the evil spirits were taking a day off on PALOS' last voyage upriver.

Upriver from the Xiling Gorge a string of murderous rapids and snags awaited PALOS. Tatung T'an, Kungling T'an, Hsin T'an, and finally, Hsieh T'an. Pilot Chow got them through these safely. The crew knew they had it made when they spotted the enormous gilded Buddha called Tofussu, sitting on the south bank of the Yangtze just below Chungking.

That city would become her home for the next three years. An assignment as a permanent station ship was a fitting end to a 23-year career as stellar as hers had been. In May of 1937 she was surveyed for the last time and found obsolete beyond retrofitting and worn beyond repair. The years of constant steaming, the insults to her wrought iron hull by countless groundings and scrapings had left it bruised and dented to the point where her watertight integrity was in question. She was sold the next month to the Ming Sen Industrial Corporation for the princely sum of US\$8,000.00 and turned into a storage hulk for wood oil. She was still afloat in 1939. After that no one knew what became of her.

By the late 1930's the "flowery flag" had almost disappeared from American merchantmen on the Yangtze except for those flown on the tankers of Texaco and Standard Oil. An ominous quiet had settled on the river, and indeed on all of China, as the tide of Japanese militarism was about to add China to its string of conquests. It was the calm before the storm.

The storm broke on July 7, 1937 and Japan invaded China. First to fall was Peking. On August 11th Japanese Marines landed at Shanghai in strength. Suddenly China had become a war zone and at the same time Shanghai had become an anchorage for the warships of all those nations who had citizens living in Shanghai.

ADM Harry Yamell C-in-C, Asiatic Fleet had a front row seat from his flagship USS AUGUSTA (CL-31) anchored on the Shanghai Club's pontoon. Shellfire and air raids were a daily event now as the city burned. On August 20, 1937 Seaman 1/c F.J. Falgout was killed when a Japanese shell exploded on AUGUSTA's well deck. It could be said that he was the first casualty of WWII.

Between August of 1937 and January of 1938 AUGUSTA logged the comings and goings of 29 US warships, 11 from the Royal navy, and six French and three Italian warships at Shanghai. The British had men ashore as well: 4,000 exactly. The Americans had 1500, France 1200 and 2000 volunteers of assorted nationalities. To bolster US forces ashore, the 6th Marines arrived on September 9th aboard the USS CHAUMONT (AP-5) to reinforce the 4th Marines.

Japanese strength grew quickly. By the middle of October it was estimated that they had ashore already between 70,000 and 100,000 men. The Japanese then placed with US oil companies for 500,000 tons of oil. As far as could be determined, the oil was delivered.



On December 12, 1937 HMS LADYBIRD was struck by four Japanese artillery shells from shore batteries in and around Shanghai. HMS BEE was also fired upon but suffered no hits. Aircraft while escorting a convoy 12 miles upriver from Nanking attacked HMS CRICKET and HMS SCARAB

Marks recently Seen



Black
Dover 2006



Black
Southampton 2006



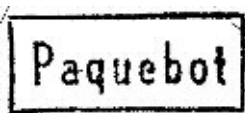
Black
Singapore 2006



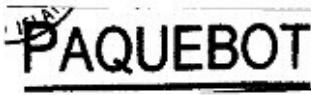
Black
Las Palmas 2006



Black
Hong Kong 2006



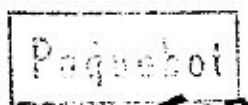
Blue
North Cape, Norway 2006



Black
Stanley, Falkland Is. 2006



Black
Akureyri 2006



Blue
Bergen 2006



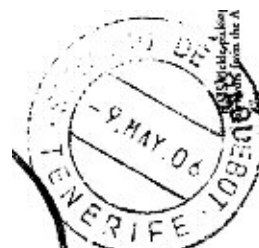
Black
Malta 2006



Black
Vigo 2006



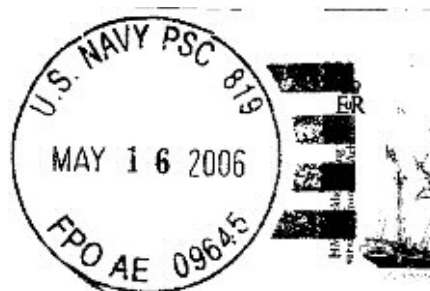
Black
Teeside 2006



Black
Tenerife 2006

Other marks seen but too faint to reproduce: Queenstown 2006; Funchal 2006; Colombo 2006 all in Black.

Can anyone please explain how letters certified as Paquebot mail and posted at the Cadiz Spain Post Office received a US Navy FPO cancel as shown? Suggestions to Maritime Editor please



Maritime Editors Note

I have recently been shown some covers that were described to me as "genuine" Paquebot covers together with some accompanying correspondence.

The persons concerned were not pleased with my comments. May I please remind members that in order for a cover to be as "genuine" as is possible in these modern times the cover must have the following:

- 1) Postage stamps
- 2) A post office date canceller
- 3) A Paquebot or Navire cachet or equivalent (Sometimes 2 & 3 are combined)
- 4) The cachet or mark of a Ship
- 5) A name and address to which the cover was sent. If the cover does not contain all of these items then it probably has not been anywhere near a ship, and was cancelled by favour.



Aden Paquebot Cancellations – Part 1

By Brian Allcock

In the days before air travel became commonplace, people did much of their international travel by sea and, during an 18-21 day journey to India, for instance, had ample time to write letters and postcards. These letters would be handed over to the Purser who would then turn them over to the postal authorities at the next Port of Call.

The use of an official mark to denote mail posted at sea was regulated by international agreements at various meetings of the Universal Postal Union. The first rules were drawn up at the 1891 meeting while the first mention of the word "Paquebot" came in the 1897 meeting. The clause, translated from the official French, reads:

"The Post Office which receives correspondence posted on board provides same with its common datestamp, adding handwritten or by a stamp the word Paquebot."

"Paquebot" cancellations came into use in 1894, however.

In 1924 a further UPU agreement stated that:

"Correspondence posted on the High Seas or between two ports of embarkation, and handed to officers of vessels carrying a mail,....., postage may be paid by means of postage stamps and according to the postage rates of the country under whose flag the vessel sails. But if the mailing on board occurs during the stay of the vessel at one of the two terminal ports of the voyage or at one of the ports of call, prepayment is valid only if effected by means of postage stamps and according to the rates of the country in whose waters the vessel happens to be."

The Paquebot Era lasted from the final part of the 19th century through the first half of the twentieth but subsequently, commercial use, what with the growing popularity of air-mail and air-travel, slowly declined.

Before airmail, several other sorts of letters, besides those sent by the ship's passengers, also received Paquebot marks:

- Last-minute business and shipping agent letters in ports where the quay was very near the town.
- Letters from isolated settlements visited only by occasional ships.
- Letters from countries with very inefficient/corrupt postal systems (e.g. pre-WWI Ottoman Empire & Persia)
- Letters from areas in revolutionary turmoil, trying to avoid local censorship or loss due to the unrest.

Paquebot marks came in a great variety of forms. The "Paquebot" handstamp could be boxed or unboxed. Most are identifiable, by letter design and dimensions, with a particular port, but occasionally one type used in several different ports. There were also single- and double-ring CDS-type cancellations as well as slogan-type paquebot cancels in duplex with regular CDS cancels. At any given time, a port could have been using several different types of Paquebot marking.

From Great Britain To The Far East

London and New Delhi were the two poles of the British Empire and safeguarding the route to India was a major aim British policy both in peace and war. (Indeed, the British presence in many of its colonies along this route was dictated by this central need.) When India became first a self-governing dominion in 1947 and then fully independent in 1948, it eventually became apparent that these colonies had lost their raison d'etre and were now only a burden on the public purse that could no longer be afforded. They were forthwith given their independence and left to their own, frequently quite ugly, devices.

But, in the heyday of the 'Paquebot Era', the route from London through the Mediterranean and Red seas and across the Indian Ocean to Bombay was heavily travelled and the Paquebot Cancellations of popular stopping points along the way are quite common.

During a recent re-write of my collection of these postmarks, I traced the various marks onto transparencies, which I then overlaid on all examples I have. There were several discrepancies between the listing given by Proud, Robson Lowe and Robertshaw, so these are my findings.

Note: The dates I have given for the duration of use throughout this article are those for which I have examples. I have ignored the dates given by Proud as I find these are inaccurate.

Aden Paquebot Type 1.

Width of postmark: 43mm.

Height of postmark: 9mm.

Duration of use: January 1894 to December 1903.

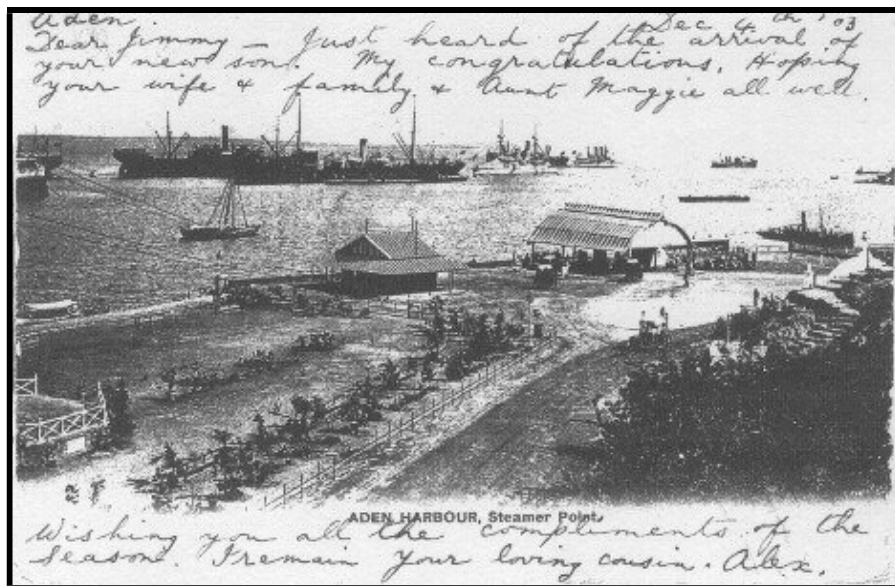
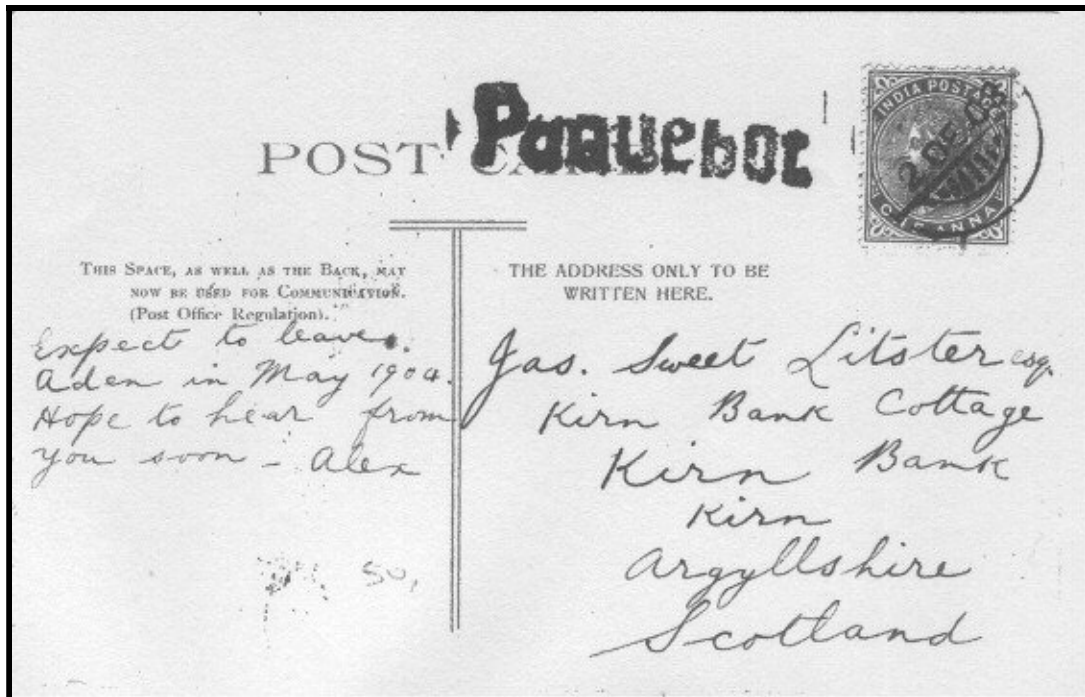
Proud Type SL 4.

Paquebot

I do not have any examples of this mark in my collection, so the drawing reproduced above is based on the illustration provided by Proud.



The following example has been supplied to me by Mr. Tony Cochrane in a black and white scan only and is reproduced with his kind agreement. This example, used on the 4th December 1903 now poses the question: Why such a late usage when the Type 2 mark, (shown below) had been used in with State 1 or State 2 since October 1894. Was it used by favour; was the Type 2 mark being used by another sorter, or was the Type 2 mark misplaced that day and they had to resort to this earlier mark?



Aden Paquebot Type 2.

This cancellation is found in two states.

Robertshaw Type 70.
Robson Lowe Type ZA.
Proud Type SL 5.

State 1 has a complete frame round the word 'Paquebot'.

State 1.

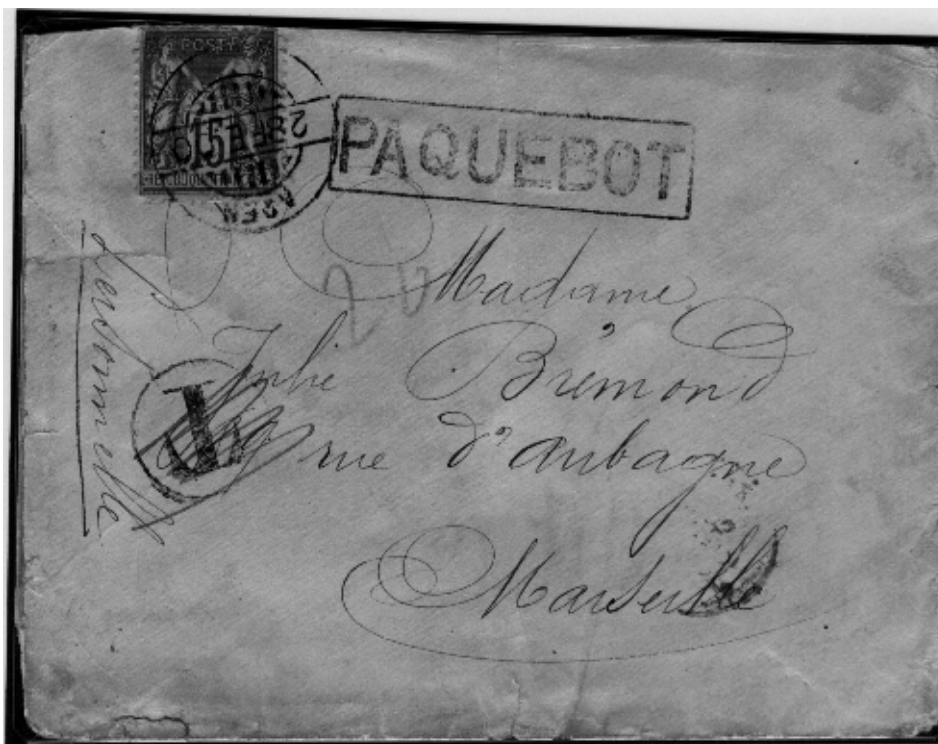
Width of postmark: 47½mm.

Height of postmark: 12½mm.

Height of letters: 7mm.

Duration of use: October 1894 to February 1900.





Cover posted on a French ship. Addressed to France. Ship arrived at Aden 28th February 1900. Back stamped with small Aden double circle mark, Robertshaw Type 24a, Robson Lowe Type C17, Proud Type KD21, dated 28 FE 00.

State 2 has a broken frame round the word 'Paquebot'.

State 2.

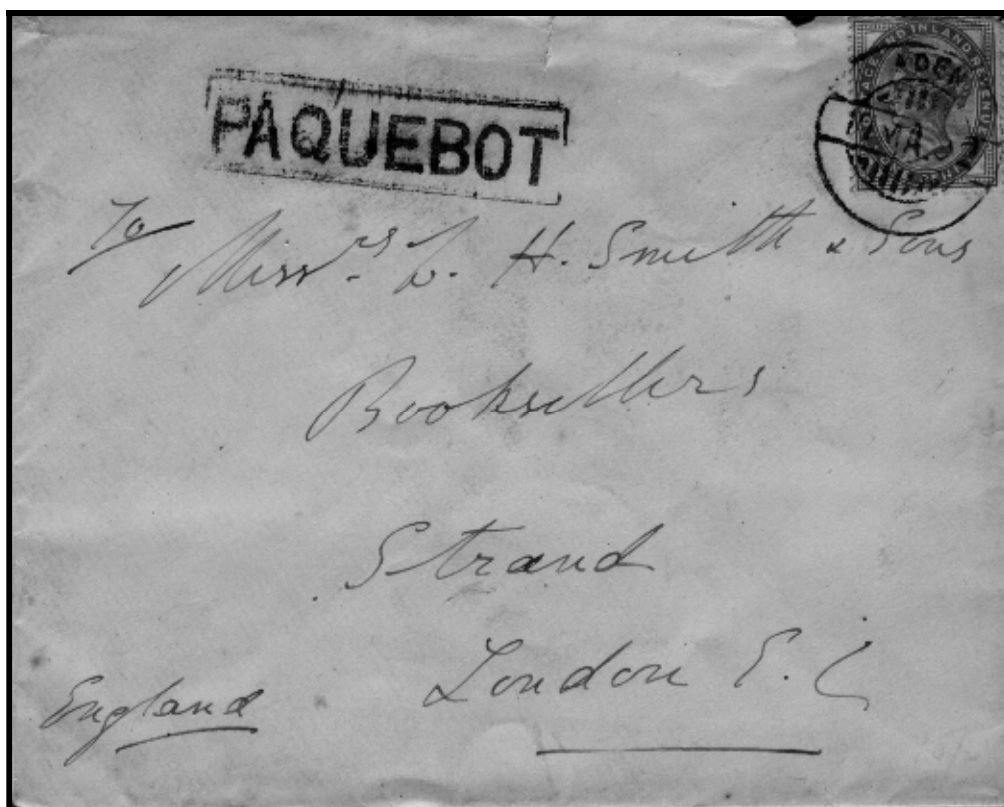
Width of postmark: 47½mm.

Height of postmark: 12½mm.

Height of letters: 7mm.

Duration of use: September 1900 to March 1908.

PAQUEBOT



Cover posted on a British ship. Addressed to London. Ship arrived at Aden 17th March 1902. Stamp cancelled with small Aden double circle mark, Robertshaw Type 24b, Robson Lowe Type C17, Proud Type KD23, dated 17 MA 02.



Aden Paquebot Type 3

This postmark has caused me considerable troubles when following Proud, who lists two variants, but I appear to have four. I have shown these below and would appreciate any comments from other members of the Dhow on these.

This cancellation is found in four states.

Robertshaw Type 71.
Robson Lowe Type ZB.
Proud Type SL 7.

State 1 is undamaged and has two characters for the month in the date.

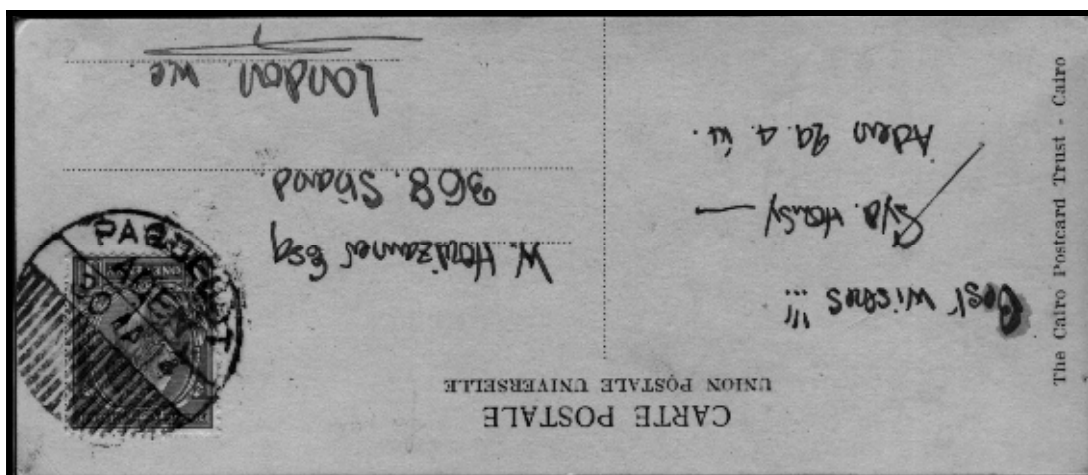
State 1.

Diameter of postmark: 30mm.

Width of date band: 5½mm.

Height of letters: 3mm.

Duration of use: February 1908 to November 1921.



Post Card posted on a British ship, which arrived at Aden 30th March 1914.

State 1a is has slight damaged to the outer circle adjacent to the letters 'BO' of 'PAQUEBOT' at the top right, and has two characters for the month in the date. This is the only example of this mark I have found with two letters for the month of the date. See Type 4.

State 1a.

Diameter of postmark: 30mm.

Width of date band: 5½mm.

Height of letters: 3mm.

Duration of use: November 1921.



Snap!!

By Mike Dovey

I like playing snap with Patrick Campbell!! Now to appreciate this joke you have got to be at least 58 years old if not older, and as that takes care of most of the membership I thought I would throw it in just for good measure. I realise that in 2006 such a joke may be deemed as politically incorrect but Look! Face! Bothered! Me! Alas, no, and good old Patrick probably wrote the joke himself. Anyway I digress.

Look closely at the first two illustrations below (Fig 1 & 2) and you will say that they are both the same cards and I am working a scam. Yes, I know they are both British Sea Post Office Liverpool – 7, and are both posted on March 7th 1906 but what is the difference? Well very little. It could be that the poster of the postcards went ashore and purchased the cards thinking “Good grief, in 67 years time the Hon. Auctioneer of the TPO & Seapost Society will be getting married on this day” but then he may have been already having a bad day so why wish ill on the unborn!! No, we have two postcards with superb strikes of the Liverpool British Sea Post Office cancellation and both are so alike as to be the same but they are definitely not – the only identity they really share is their value at, say, £70 each



Fig 1

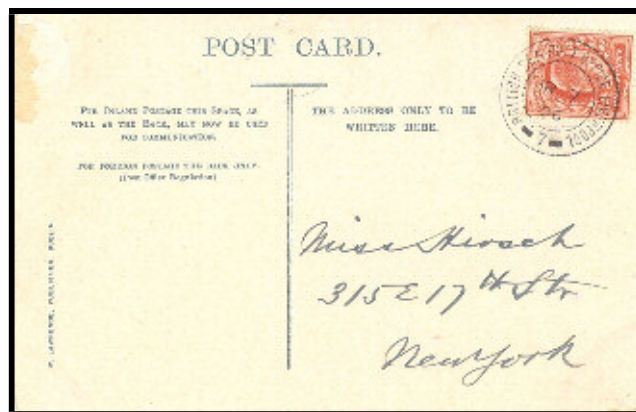


Fig 2



Fig 3



Fig 4

It seems that the passenger on board the White Star Liner RMS MAJESTIC either got on at or popped off at Queenstown and walked into a shop there and purchased more than one local scene to send on to a Miss Hirsch, how many cards he purchased is not known but what is known is that he sent at least two cards to the lucky lady in question and how many more cards there are is open to question and only time will tell. Once back on board the ship he will have written them out and posted them in the ship's mailbox and as he was probably on the way to New York anyway perhaps he had bought a set of views of Queenstown (now Cobh) to show the whole waterfront etc so it could well be that there are more of this posting still to be joined up with this pair. (Has anyone twigged yet that it is the same view from two different angles, so why two different names? - Promenade & Westbourne).

How did these two cards come to be back together again after all these years ? Well I got the "Promenade" card sometime prior to 2004 and quietly filed it away as a British Sea Post Office, Liverpool – 7 with a certain pride as was a very nice cancel. In 2006 I purchased a small lot of covers, which included the "Westbourne" postcard and was rather taken aback to find that the number 7 in the lot was so close to a postcard I already had in my collection. It seems strange that these two covers (and maybe others !) all went to New York in 1906 and both found their way back to England so that 100 years later they were reunited back together to rest side by side as they were originally sent a century before. This, of course begs the questions :-

Who was the sender of the cards?

Material for the Journal

Member's comments, letters and articles are invited for inclusion in the Journal and should be sent to the appropriate Editor. Those items, which are time sensitive, should reach the Editors by the dates shown below for the respective issues. Authors are advised that scripts and illustrations may have to be edited to meet editorial requirements. Authors who feel unsure about writing an item but have material, please contact the relevant Editor. They are there to help. Covers and Postmarks for publication should be colour copied if the author would prefer not to send original material. Photographs should be sent as they will be scanned and then returned to the author as soon as possible.

Copy dates: Spring - 15th January; Summer - 15th April; Autumn - 15th July; Winter - 15th October.

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