

The West Africa Study Circle

Saint Helena Supplement No. 10



DISTRIBUTED WITH CAMEO JULY 1988

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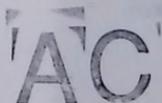
SAINT HELENA SUPPLEMENT NO. 10

DISTRIBUTED WITH CAMEO - JULY 1988

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THE WEST AFRICA STUDY CIRCLE

SAINT HELENA SUPPLEMENT NO. 10

EDITORIAL

Supplement No 10. is my first as editor. It has been a rather daunting task taking over the reins from Roger. There have been a number of problems over organising a new printer, and my thanks go to Roger West for helping to organise this.

The Committee has agreed that Ascension be included in the St. Helena Supplement, so I have started this issue with two small articles on this area.

Also included in this issue are a number of P.O. notices. I now have a selection of these of the QEII period and I intend to reproduce these over the next few issues.

A meeting of the St. Helena members is to take place on 12th November 1988, at the National Philatelic Society, 107 Charterhouse Street, London, starting at 2.15 p.m. This meeting has been arranged by Bob Deakin, "Chillies", Meres Lane, East Sussex. Would all those members who wish to attend please let Bob know so that arrangements for displays can be arranged.

I look forward to receiving articles etc on Ascension and St Helena for future Supplements.

BERNARD MABBETT

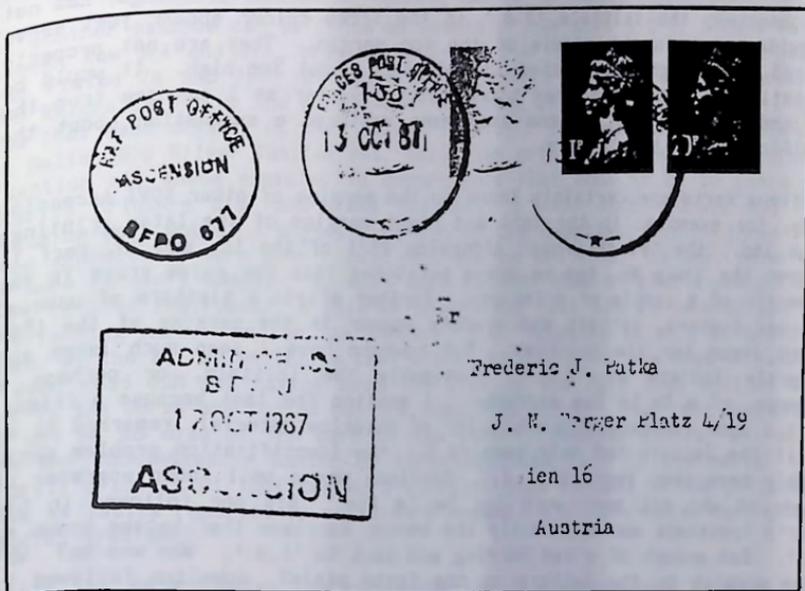
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R.A.F. POST OFFICE ASCENSION

By courtesy of Alan Brown, editor of the Forces Postal History Society Newsletter, we are able to reproduce a note about a new rubber handstamp.



F. J. Patka reports the cover above postmarked Forces Post Office 163, Ascension, 13 OCT 87 with a circular rubber handstamp reading R.A.F. POST OFFICE / ASCENSION / BFPO 677, which he has not seen before.

If anyone has any information on this handstamp we would be interested to hear from you.

ASCENSION THE 'J.G.' INITIALS

by Richard Lockyer

I am confident that the KGVI Ascension buffs who read Cameo are well acquainted with the 'J.G. Initials' in the upper margin of the 2d. value issued on 13th May 1946. However for those who, perhaps, concentrate their attention elsewhere let me quote Gibbons Stamp Monthly dated July 1946 where it was pointed out that the 13th May release of the 2d. "has a marginal inscription which, if it was present on earlier printings, has not been observed; the initials 'J.G.' in the frame colour appear just above the guide cross in the middle of the top margin. They are not properly engraved, but roughly scratched in and stand about 3mm high. It would be interesting to know what they stood for." So far as I can see from the back numbers of G.S.M. no one ever even ventured a suggestion about the identification of the letters.

Mysterious marks are certainly known in the margins of other KGVI Ascension stamps, for example, in the left and right margins of the later printings of the 1½d., the 'Black Cross' alongside R5/1 of the 1d. and 2d. perf 14 and even the lowly ½d. has an arrow scratched into the guide cross in the top margin of a couple of printings. Further afield a plethora of unusual scratched numbers, letters and symbols appear in the margins of the 1946 Victory issue for the colonies. But nowhere have I seen such large and deliberate letters as 'J.G.', presumably the initials, or perhaps a pseudonym, of a De La Rue engraver. I mention the last because a friend, who is a most knowledgeable collector of Waterlow material, remarked to me that if the letters had only been 'J.C.' the identification problem could probably have been resolved. J.C. Harrison was a well known engraver of the period who did much work for De La Rue. His son followed in his father's footsteps and apparently the senior Harrison then became known as 'J.C.'. But enough of a red herring and back to 'J.G.'. Who was he? Why did he scratch in the letters on the frame plate? Question followed by question, but now the mystery deepens because on some sheets the letters have been erased.

Unfortunately, I only have an example of the 'G.' in my collection, and must emphasise that it is a boldly formed letter which cannot be missed. However, for some time I have had in a stock book an upper left corner block of nine from the first three rows. There was no obvious sign of the letter 'J.' and so it failed to rate inclusion in an album. But when looking at stamps never take anything for granted - a few months ago I examined the area of the guide cross with a strong glass and to my joy and amazement found that the surface of the paper had been disturbed and flecks of the frame colour followed the outline of the letter 'J.' adjacent to the

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cross. Since then a friend has confirmed that he has recently seen a sheet with both letters erased. Such an occurrence may seem odd, but I can confirm that, having examined many sheets of the Aden Selun 1½as. 1946 Victory stamp, again printed by De La Rue, another example of erasing can be found on Row 10/6 where the paper is disturbed and the lines of shading in the sky are broken. My guess is that an unwanted mark, associated with the overprint, occurred on the stamp. It was noticed after the work had been completed and to avoid wasting the sheets of stamps someone went through the overprinted stock, sheet by sheet, picking out the offending mark with a pointed instrument.

Yet another example can be found on sheets of the KGVI K.U.T. 1 cent value, between Row 3/4 and 3/5, printed by De La Rue from Frame Plate (large) 2, Head Plates 7a and 7b. In addition, reference to the 1980 Commonwealth Five Reigns catalogue and more recent editions of Gibbons Part 1, will also show that hand erasing of the 'Extra Flagstaff' is known on three values of the Malta 1935 Silver Jubilee set, this time printed by Bradbury Wilkinson. I mention all these examples to demonstrate that some 40 or 50 years ago security printers did hand-erase faults. In 1988 such tedious and time consuming work would, I suggest, be out of the question, but in those days young apprentices were poorly paid and, during and after the war, paper and ink were in short supply. So what more natural than to give a youngster a sharp pointed instrument, a pile of sheets and tell him to carefully erase an offending mark. As for the letters 'J.G.' showing as bold as brass on sheets of the 2d. my belief is that either an inspector saw them or perhaps he even read GSM and having seen the item in the July 1946 edition went back to the works and sorted out the remaining stock! This last suggestion may not be so wide of the mark as the late F. Bentley Kettle, who was a keen and knowledgeable hunter of varieties, was firm in his belief that security printers of that era were conscientious readers of the philatelic press as faults reported by collectors seemed to often receive very prompt remedial treatment.

Finally let me apologise for not answering the questions I posed in the second paragraph, I do not know them. My hope is that I will have set other minds thinking and the truth may, therefore, be revealed. It is only a small mystery, but perhaps a reader of Cameo can add some straw to my fragile bricks and, who knows, perhaps 'J.G.' may even reply.

Richard Lockyer is Secretary of the King George VI Collectors Society.

A BOER PRISONER WHO BECAME A FAMOUS SOUTH AFRICAN
ARTIST

by Bob Deakin

On 20th April 1976, South Africa issued a set of 4 stamps and a miniature sheet of same to commemorate the birth of Erich Mayer. Born in Germany on 19th April 1876 he moved to South Africa for health reasons in 1898. With the outbreak of the Anglo Boer War he joined a commando. He was taken prisoner at Mafeking early in 1900. He was later transferred to the island of St Helena, where he spent two years, before being repatriated to South Africa.

At the beginning of the First World War he was interned for 21 months in Pietermaritzburg. Later he settled in Pretoria and became famous for his paintings of rural life. In 1944 he was awarded the 'Erepenning vir Skilderkuns' medal for outstanding merit in art by the South African Academy for Science and Art. He died in Pretoria in 1960.



Miniature sheet produced by South Africa in 1976

St. Helena, 14.12.1901.



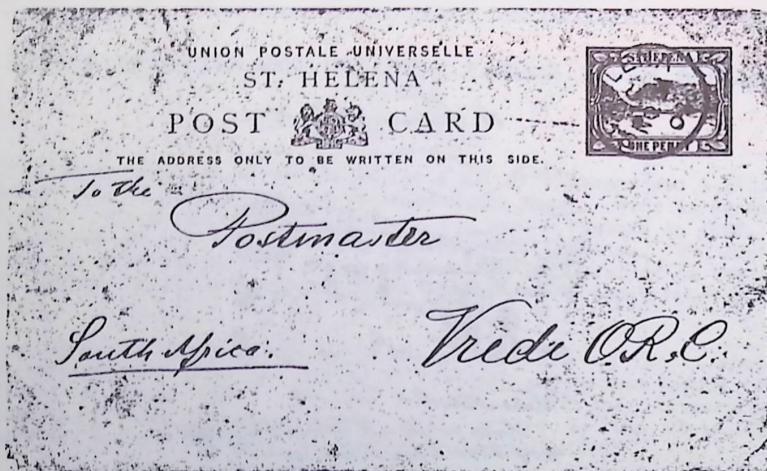
Dear Head.

Since we are not allowed to write more than two letters a month, I send you a card only this time, thanking you for your kind consolation at my father's death and wishing a very happy new year to you and your kind ones. I started a letter several times, and I will send you one next time. I am well to do and more occupied than one should expect from a prisoner of war.

Yours, very sincerely,

Erich Mayer-Heide.

A few items of mail are known from Erich Mayer during his internment on St. Helena. The postal stationery card illustrated above is dated 14th December 1901 and addressed to Berlin. The first three lines of the message give a good insight into the limitations of sending mail from St. Helena by the Boer Prisoners. Erich Mayer writes: "Since we are not allowed to write more than two letters a month I send you a card only".

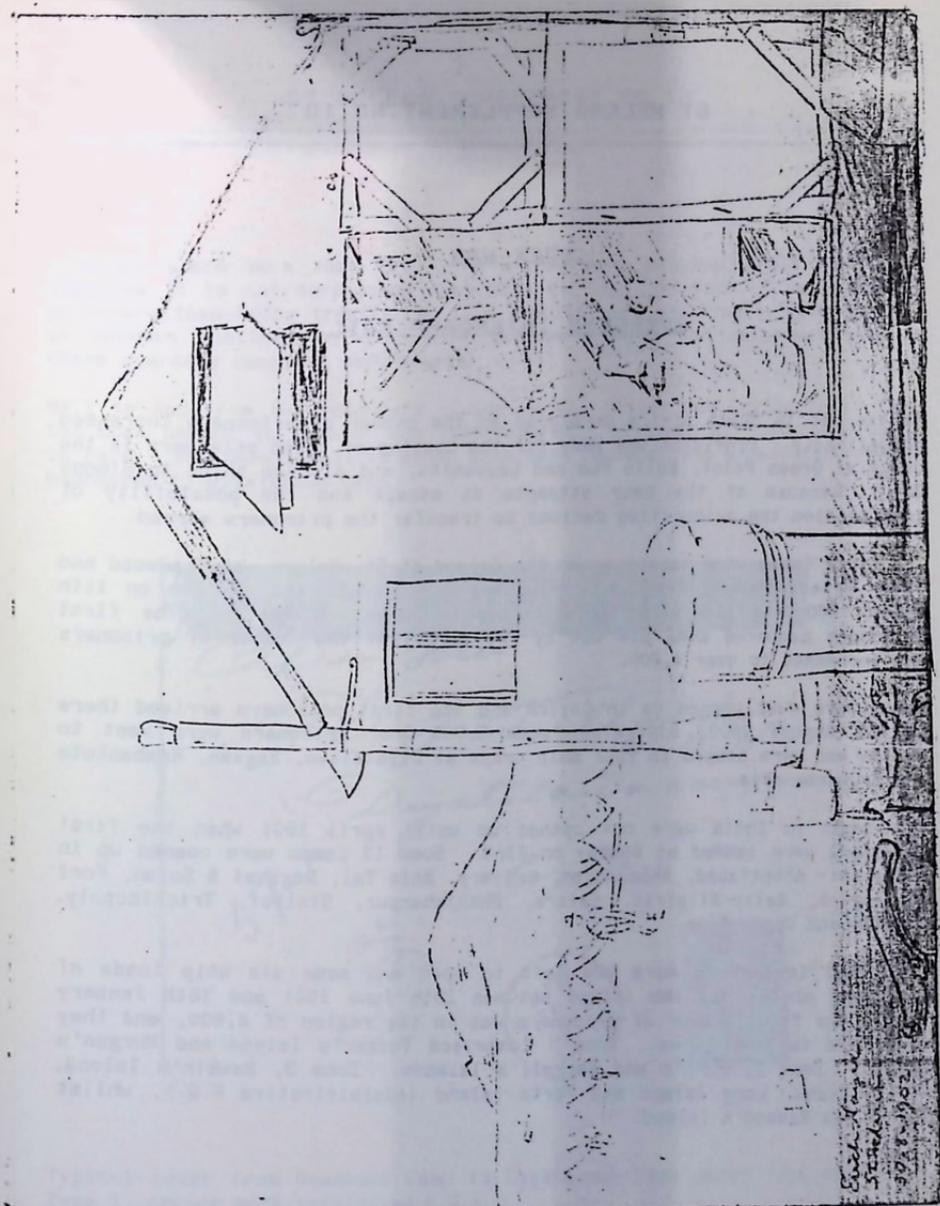


St. Helena, 20 Nov. 1902

Sir, please have the kindness, if there should any letters arrive at your office, addressed *Erich Mayer, or E. Mayer-Vrede*, to send those letters on to my future address, *112 Schillerstr. Charlottenburg, Germany.* Take my best thanks in advance.

Yours respectfully
Erich Mayer.

At the end of hostilities around 90 Boer Prisoners volunteered to stay behind and clear up camp sites. The above card from Erich Mayer addressed to the "Postmaster, Vrede O.R.C." asks him to forward any mail addressed to himself to his future address in Germany.



On the back of some thick card made up with three cover fronts of P.O.W. mail is a drawing of Deadwood Camp, depicting the artist sketching in his hut. The drawing is signed and dated 30th August 1902.

BOER WAR

OVERSEAS INTERCAMP MAIL

As the war in South Africa developed so the number of prisoners increased dramatically. Provision was made for the housing of these prisoners in the camps at Green Point, Belle Vue and Ladysmith, and also on ships in Simons Bay. Because of the many attempts at escape and the possibility of insurrection the authorities decided to transfer the prisoners abroad.

The first camps were opened up on the Island of St. Helena, at Deadwood and later Broadbottom. The S.S. 'Milwaukee' arrived off St. Helena on 11th April 1900 and the first were landed on the 16th April. The first prisoners numbered some 514 but by February 1901 the number of prisoners had increased to over 4,000.

Camps were next opened up in Ceylon and the first prisoners arrived there on 9th August 1900, altogether some 5,000 Boer prisoners were sent to Ceylon and were housed in four main camps at Diyatalawa, Ragama, Hambantota and Urugasmandiya.

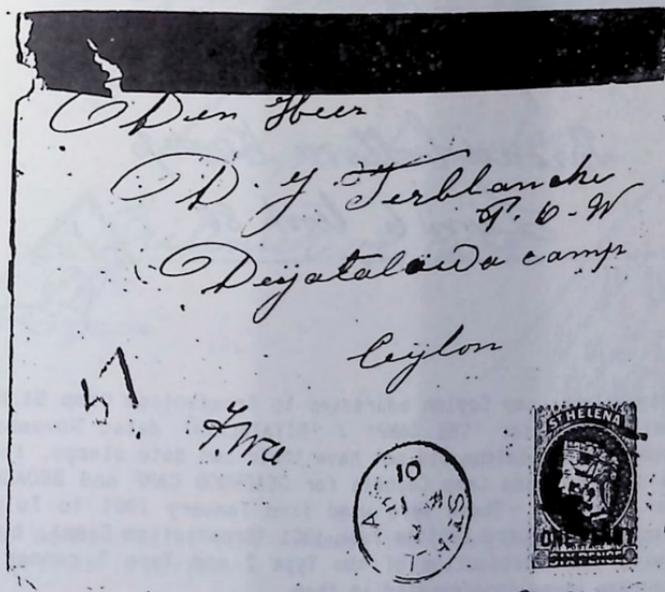
The camps in India were not opened up until April 1901 when the first prisoners were landed at Bombay on 23rd. Some 13 camps were opened up in India at:- Abbottabad, Ahmednagar, Bellary, Bhim Tal, Dagshai & Solon, Fort Govindgarh, Kaity-Nilgiris, Satara, Shahjahanpur, Sialkot, Trichinopoly, Umballa and Upper Topa.

The camps in Bermuda were the last to open and some six ship loads of prisoners arrived on the island between 28th June 1901 and 16th January 1902. The total number of prisoners was in the region of 4,600, and they were held in four zones. Zone 1 comprised Tucker's Island and Morgan's Island. Zone 2, Burt's and Darrell's Islands. Zone 3, Hawkin's Island, Nelly Island, Long Island and Ports Island (Administrative H.Q.), whilst Zone 4 was Hinson's Island.

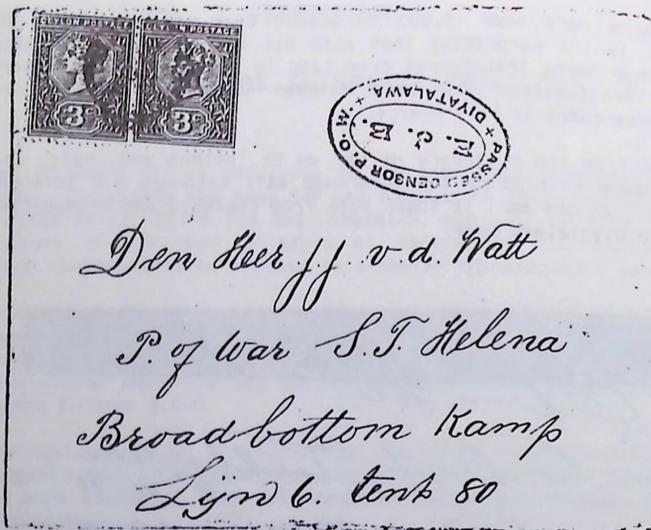
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Although there were some 18,000 to 20,000 Boer prisoners held in camps overseas it is not surprising that with all the confusion of being taken prisoner, then being transferred from camp to camp and finally overseas to an unknown destination, that mail between friends and relatives within these overseas camps is very scarce.

Mail to and from the prisoners of war on St. Helena and Ceylon is by far the most common to find of the intercamp mail although all intercamp mail is rare. St. Helena mail is known both from Deadwood and Broadbottom camps addressed to Diyatalawa camp.



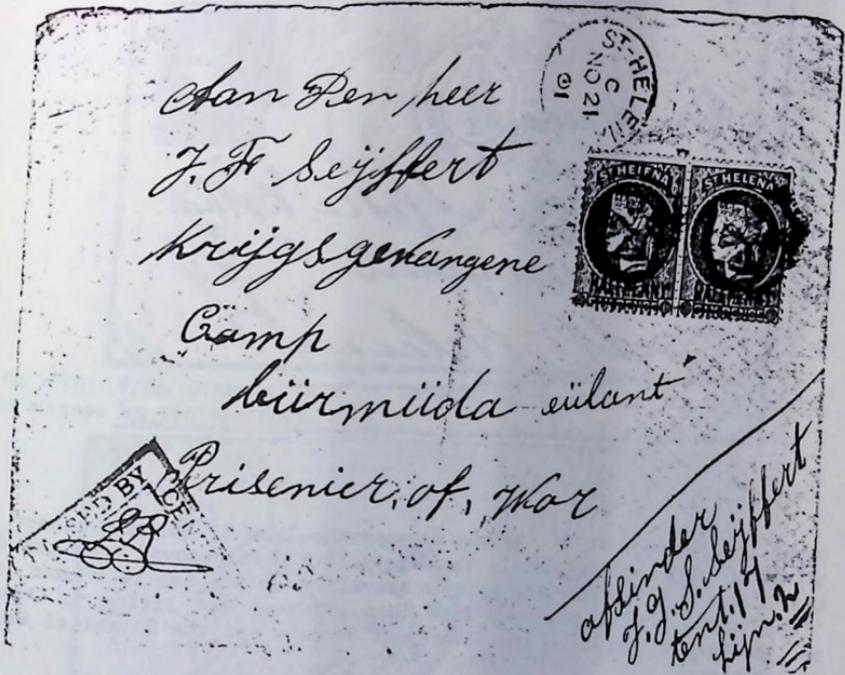
Typical cover from Deadwood Camp to Diyatalawa Camp dated 18th May 1901. Type 1. censor mark initialled F.W.A.



Cover from Diyatalawa Camp Ceylon addressed to Broadbottom Camp St. Helena. Note the small c.d.s. for 'THE CAMP' / 'DIYATALAWA' dated November 1st 1901. The camps on St. Helena did not have their own date stamps, they did however have straight line Camp Cachets for DEADWOOD CAMP and BROADBOTTOM CAMP. (Figs 1. & 2.). These were used from January 1901 to July 1901 (Deadwood Camp) and February 1901 to June 1901 (Broadbottom Camp), but were phased out with the introduction of the Type 2 and Type 3 censor marks which had the camp names incorporated in them.

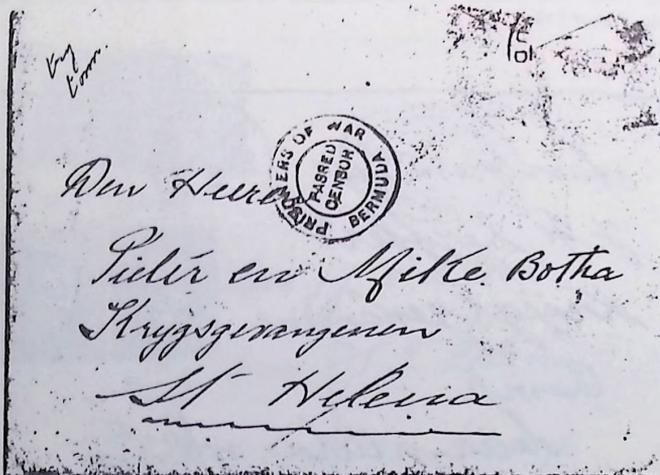
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Mail to and from the camps in the Bermuda Islands is very scarce with few covers being recorded.



Cover to Bermuda dated 21st November 1901 from Deadwood Camp. Note the address written in Afrikaans.

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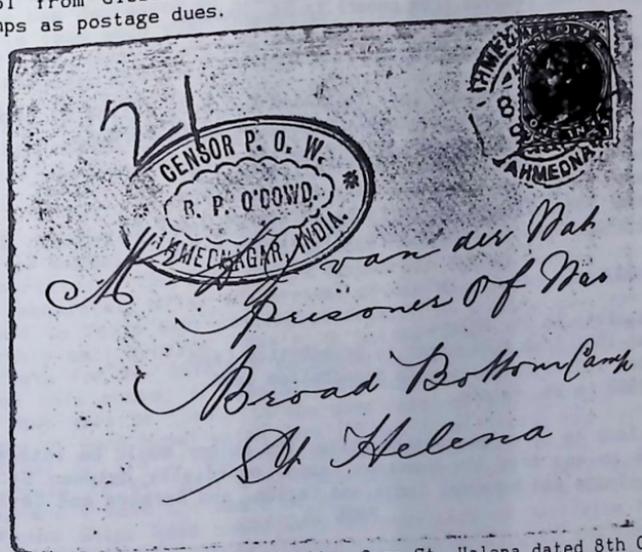


Cover from Bermuda to St. Helena showing the Type 1. Bermuda censor mark struck in blue. Unfortunately the stamps have been removed from the cover but, there is an interesting note in manuscript in the top left hand corner 'Try Town'. It is possible that this prisoner was living in the two section camp situated in the Government Gardens and the Botanical Gardens in Jamestown.

I have yet to see a cover from St. Helena to India, although I feel that some must exist in collections somewhere. Covers from India are difficult to obtain and I personally had to wait some 10 years before I got my first one. Probably the rarest intercamp cover is the one from India dated 16th August 1901 with 2nd in St. Helena stamps used as postage dues. This fine cover from the Lampart collection was auctioned by Gibbons in December 1986.



Lot No 1761 from Gibbons sale of December 1986 showing the use of St. Helena stamps as postage dues.



Cover from Ahmednagar Camp to Broadbottom Camp St. Helena dated 8th October 1901.

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List of covers to and from St. Helena and the overseas camps.

Ceylon:-

-/ September 1901 to Broadbottom Camp.
1st November 1901 to Broadbottom Camp.
-/ February 1902 to Broadbottom Camp.
Another date unknown to Deadwood Camp.

St. Helena to Ceylon:-

25th January 1901, Type 1. censor mark initialed F.W.A.
28th February 1901, Type 1. censor mark + Type 9. cachet.
8th March 1901, Type 1. censor mark initialed H.G.M. + Type 9. camp cachet.
25th April 1901, Type 1. censor mark initialed H.M. + Type 8. camp cachet.
18th May 1901, Type 1. censor mark + Type 8. camp cachet.
20th May 1901, Type 2. censor mark initialed H.M.
20th May 1901, Type 2. censor mark initialed G.A.D.B.
19th June 1901, Type 1. censor mark initialed E.W. + Type 9. camp cachet.
21st June 1901, Type 2. censor mark initialed G.A.D.B.
12th September 1901, Type 2. censor mark initialed G.A.D.B.
12th December 1901, Type 2. censor mark initialed G.A.D.B.

From Bermuda:-

19th July 1901 to St. Helena.
8th January 1902 to St. Helena.
Date unknown (stamp removed from cover) to St. Helena.

St. Helena to Bermuda:-

25th June 1901, Type 1. censor mark initialed C.D.N.S. + Type 8. camp cachet. Cover to Natal, re-addressed to Bermuda.
17th August 1901, Type 2. censor mark initialed H.M.
1st November 1901, Type 2. censor mark initialed H.M.
21st November 1901, Type 3. censor mark initialed P.R.
21st December 1901, Type 2. censor mark initialed G.A.D.B.
25th April 1902, Type 1. censor mark initialed C.D.N.S.

From India:-

16th August 1901 to St. Helena.
8th October 1901 from Ahmednagar to Broadbottom Camp.
7th December 1901 from Bellary to Broadbottom Camp.
13th May 1902 to St. Helena.

The above list is by no means exhaustive, the author would be interested in other mail to and from the overseas camps, especially between St. Helena and India, India and Bermuda, India and Ceylon, and Bermuda and Ceylon.

THE SECOND UNION LINE CONTRACT 1863-68

by Bernard Hughes

ON 2 MARCH 1863 the second Union Line Cape Mails contract was signed. Intended to last 7 years, it only ran until June 1868. The Contract is in the London Post Office Archives at Post 51/31: I also used Post 68/463-68 and Post 43/139. Ship details are from The Cape Run by Mitchell and Sawyer.

THE 1863 CONTRACT, like its predecessor, provided for a monthly service between Devonport and the Cape of Good Hope, calling at St. Helena and Ascension on the return leg from the Cape. However there were changes. The 1857 schedule required five vessels, with each ship staying over a month at the Cape for provisioning etc. No such delay was now specified, and the number of ships on the route could be reduced to four. In fact this method of operation had already been introduced at the start of 1863.

THE SCHEDULE also provided a reduced time of 38 days exclusive of stops at the islands. For each of these calls, 12 hours were allowed unless the ship was already late, when 6 hours was permitted. With increasing passenger/freight income, the company's subsidy for operating the service was decreased on a sliding scale to £25,000 for the first year and a little less each year thereafter. There was provision to reduce the schedule to 35 days in return for an additional subsidy. All postage earned would go to the Post Office, who raised the charge for a ½ oz letter from 6d to 1/-, though the 1d rate for soldiers and naval ratings continued to apply and the 6d officers' privilege rate now had an effect. St. Helena's 1863 Postal Ordinance reflected the island's loss of control over packet rates and concentrated on Ship Letter rates for mail not sent via England.

A SECOND SERVICE TO NATAL was started by the Union Line in 1863 using smaller vessels. At the end of 1864 this service was rescheduled to call at Mauritius. The Post Office announced: "These Vessels will leave Mauritius immediately after the arrival of the Mail Packet from Suez, and will proceed to Table Bay, calling at Natal," to provide the Cape with a second monthly mail service. The P. O. notice ended: "Letters, Newspapers & Book Packets for St. Helena & Ascension may also be forwarded as far as the Cape by this route, if specially addressed 'via Mauritius'. When so forwarded they will be liable to the same rates of postage as Letters &c. for the Cape of Good Hope" which were 1/- per ½ oz if sent via Southampton and Mauritius, or 1/4 if sent via Marseilles and Mauritius. However the Mauritius route to St. Helena or Ascension will surely have proved too circuitous, and I have not heard of any covers illustrating its use. Full details of the ships used could well be published in Mauritius Maritime Mails II - 1856-68 by J. Ruffle (Indian Ocean Study Circle) and due out in September 1988 (Part I, already out, has interesting information about the 1852-54 General Screw service which also called at Ascension and St. Helena.)

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ST. HELENA AND ASCENSION were initially served only on the return voyages from the Cape. However from March 1866 the Post Office announced: "The Mails for St. Helena leaving Devonport on the 10th of each month for the Cape of Good Hope which have hitherto called at St. Helena on the homeward voyage only, will in future call there on the *outward* voyage also; thus causing letters for that Island to arrive much sooner than heretofore." An additional subsidy of £5000 per annum was due to the Union Line for this extra service under the terms of the 1863 contract. It is not indicated whether mail could now be sent to England via the Cape and Mauritius, if a possibility such a service can hardly have been much used. There is no indication whether mails for Ascension were left at St. Helena as happened later in the century. Unfortunately my source of information at the Post Office Archives provides no dates of arrival at St. Helena on the outward voyages, presumably this would be 7 or 8 days before arrival at the Cape. Some dates on the return voyages are not available either, especially for Ascension, however arrival at Ascension appears nearly always to have been four days after St. Helena. A few unscheduled stops are mentioned in my sources, and these are included in my list.

A SOUTHAMPTON SERVICE was introduced when the Mauritius service was cancelled by the Post Office with effect from January 1868, because the Suez/Cape packets were quite frequently missing each other at Mauritius. Although the Natal service continued, this left the Union Line with surplus vessels. The Post Office announced on 21 January that: "The Union Steam Ship Company having established experimentally a line of Extra Steamers to the Cape of Good Hope leaving Southampton on the 25th of each month, arrangements have been made for the conveyance of Mails by those Steamers in addition to the Mails which are already made up for conveyance from Plymouth by the Packet of the 10th of each Month...all Letters, &c., addressed to the Cape of Good Hope, Natal, St. Helena and Ascension, posted in time will be forwarded in those Mails. Such Letters, &c., will be chargeable with the Packet rates of postage." Such mails were not listed in the Post Office record of Union Line packets from which I have taken dates of arrival at the Cape, so this date is not available for the six sailings under these arrangements. It is also unclear whether calls were made at St. Helena on the outward voyage, though in 1868 it became the practice to collect a mail from Madeira on the return leg. I have not seen any covers sent by this shortlived Southampton service with Southampton receipt marks, the few I have seen all show only London Head Office markings - all packet mail went through London Head Office. Most covers coming into England through Devonport have Devonport arrival markings, though some show only London Head Office markings. The reason for the additional sailings was presumably to persuade the Post Office that it would be desirable to revise the 1863 Contract before it was due to expire in 1870: this object was achieved when a new contract was agreed in July 1868.

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Vessel	Depart Devonport	St Helena	Arrive Cape	Depart Town	Depart St Hel	Depart Ascens	Depart Madeira	Arrive Devonport
Cambrian	6 MAR 63	-	11 APR	20 APR	29 APR	3 MAY		28 MAY 63
Saxon	7 APR 63	-	9 MAY	21 MAY	30 MAY	2 JUN		22 JUN 63
Roman	6 MAY 63	-	6 JUN	20 JUN	28 JUN	2 JUL		21 JUL 63
Briton	6 JUN 63	/	16 JUL	21 JUL	30 JUL	3 AUG		24 AUG 63
Cambrian	7 JUL 63	-	14 AUG	20 AUG	29 AUG	5 SEP		25 SEP 63
Saxon	6 AUG 63	-	7 SEP	20 SEP	27 SEP			19 OCT 63
Roman	6 SEP 63	-	9 OCT	21 OCT	29 OCT	2 NOV		21 NOV 63
Briton	6 OCT 63	-	10 NOV	20 NOV	28 NOV			21 DEC 63
Cambrian	7 NOV 63	-	14 DEC	21 DEC	29 DEC	2 JAN		24 JAN 64
Saxon	6 DEC 63	-	12 JAN	21 JAN	29 JAN	2 FEB		24 FEB 64
Roman	6 JAN 64	-	12 FEB	20 FEB	1 MAR			3 APR 64
Briton	6 FEB 64	-	13 MAR	21 MAR	30 MAR			23 APR 64
Cambrian	6 MAR 64	-	12 APR	20 APR	29 APR	3 MAY		29 MAY 64
Saxon	6 APR 64	-	13 MAY	22 MAY	1 JUN			28 JUN 64
Athens	6 MAY 64	-	10 JUN	20 JUN	28 JUN			21 JUL 64
Roman	7 JUN 64	-	12 JUL	21 JUL	30 JUL			25 AUG 64
Briton	6 JUL 64	-	11 AUG	20 AUG	29 AUG		17 SEP	24 SEP 64
Cambrian	6 AUG 64	-	15 SEP	20 SEP	29 SEP	3 OCT		23 OCT 64
Saxon	6 SEP 64	-	8 OCT	21 OCT	29 OCT			22 NOV 64
Athens	6 OCT 64	-	8 NOV	20 NOV	28 NOV	2 DEC		23 DEC 64
Roman	6 NOV 64	-	9 DEC	12 JAN	19 JAN	23 JAN		11 FEB 65
Briton	10 DEC 64	-	13 JAN	11 FEB	19 FEB			18 MAR 65
Cambrian	10 JAN 65	-	15 FEB	15 MAR	24 MAR			21 APR 65
Saxon	10 FEB 65	-	11 MAR	16 APR	24 APR			16 MAY 65
Roman	10 MAR 65	-	10 APR	15 MAY	25 MAY	29 MAY		19 JUN 65
Briton	11 APR 65	-	13 MAY	14 JUN	22 JUN	26 JUN		17 JUL 65
Cambrian	10 MAY 65	-	11 JUN	14 JUL	22 JUL	26 JUL		16 AUG 65
Saxon	10 JUN 65	-	11 JUL	14 AUG	22 AUG			15 SEP 65
Roman	11 JUL 65	-	13 AUG	13 SEP	22 SEP	26 SEP		16 OCT 65
Briton	10 AUG 65	-	16 SEP	14 OCT	23 OCT			15 NOV 65
Cambrian	10 SEP 65	-	16 OCT	14 NOV	22 NOV	26 NOV		18 DEC 65
Saxon	10 OCT 65	-	13 NOV	14 DEC	21 DEC	25 DEC		18 JAN 66
Roman	10 NOV 65	-	11 DEC	15 JAN	23 JAN			15 FEB 66
Briton	10 DEC 65	-	12 JAN	14 FEB	22 FEB	26 FEB		23 MAR 66
Norseman	10 JAN 66	-	12 FEB	15 MAR	23 MAR	27 MAR		16 APR 66
Saxon	12 FEB 66	/	17 MAR	17 APR	25 APR	29 APR		19 MAY 66
Roman	10 MAR 66	/	11 APR	14 MAY	22 MAY	26 MAY		15 JUN 66
Briton	10 APR 66	/	20 MAY	13 JUN	21 JUN	25 JUN		17 JUL 66
Norseman	10 MAY 66	/	11 JUN	15 JUL	21 JUL	25 JUL		15 AUG 66
Celt	10 JUN 66	/	11 JUL	20 AUG	28 AUG			22 SEP 66
Roman	10 JUL 66	/	12 AUG	19 SEP	27 SEP			22 OCT 66
Cambrian	10 AUG 66	/	17 SEP	20 OCT	29 OCT	2 NOV		23 NOV 66
Norseman	11 SEP 66	/	14 OCT	19 NOV	28 NOV			23 DEC 66

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Vessel	Depart Devonport or Soton	St Helena	Arrive Cape	Depart Town	Depart St Helena	Depart Ascension	Depart Madeira	Arrive Devonport or Soton
Celt	10 OCT 66	/	14 NOV	19 DEC	27 DEC	31 DEC		22 JAN 67
Roman	10 NOV 66	/	16 DEC	20 JAN	28 JAN			19 FEB 67
Briton	11 DEC 66	/	21 JAN	19 FEB	27 FEB		19 MAR	25 MAR 67
Norseman	10 JAN 67	/	14 FEB	19 MAR				20 APR 67
Celt	10 FEB 67	/	16 MAR	19 APR	27 APR			20 MAY 67
Roman	10 MAR 67	/	16 APR	19 MAY				23 JUN 67
Briton	10 APR 67	/	17 MAY	19 JUN	28 JUN	2 JUL		23 JUL 67
Norseman	10 MAY 67	/	14 JUN	20 JUL	29 JUL			22 AUG 67
Celt	11 JUN 67	/	12 JUL	20 AUG	28 AUG			22 SEP 67
Roman	10 JUL 67	/	12 AUG	20 SEP	28 SEP	2 OCT		22 OCT 67
Briton	10 AUG 67	/	17 SEP	19 OCT	27 OCT	31 OCT		22 NOV 67
Norseman	10 SEP 67	/	15 OCT	20 NOV	28 NOV	2 DEC		22 DEC 67
Celt	10 OCT 67	/	12 NOV	19 DEC	27 DEC			19 JAN 68
Saxon	10 NOV 67	/	13 DEC	20 JAN	28 JAN			19 FEB 68
Roman	10 DEC 67	/	9 JAN	19 FEB	27 FEB			24 MAR 68
Norseman	10 JAN 68	/	15 FEB	4 MAR	13 MAR	17 MAR		6 APR 68
Briton	24 JAN 68(S) ?			20 MAR	28 MAR	1 APR		24 APR 68
Celt	11 FEB 68	/	14 MAR	4 APR	12 APR	16 APR	1 MAY	8 MAY 68
Cambrian	25 FEB 68(S) ?			19 APR	27 APR	1 MAY		24 MAY 68
Saxon	10 MAR 68	/	16 APR	4 MAY	12 MAY	16 MAY	31 MAY	6 JUN 68
Anglian	25 MAR 68(S) ?			19 MAY	29 MAY	2 JUN		24 JUN 68
Roman	10 APR 68	/	11 MAY	4 JUN	12 JUN	16 JUN	29 JUN	5 JUL 68
Norseman	25 APR 68(S) ?			19 JUN	28 JUN	2 JUL	17 JUL	24 JUL 68
Briton	10 MAY 68	/	15 JUN	5 JUL	13 JUL		1 AUG	8 AUG 68
Celt	25 MAY 68(S) ?			19 JUL	27 JUL	31 JUL	13 AUG	20 AUG 68
Cambrian	10 JUN 68	/	16 JUL	4 AUG	12 AUG	15 AUG	30 AUG	5 SEP 68
Saxon	25 JUN 68(S) ?			19 AUG	27 AUG	31 AUG	13 SEP	20 SEP 68

New vessels introduced during the life of this contract were as follows:

ROMAN - Launched in 1863 and of 1282 tons, this "unsinkable screw steamship" was used on the main Cape service for many years, and later on the Intermediate service. In 1888 she was transferred to the feeder service between Southampton and Hamburg. In 1889 she was sold to Turkish interests as the Adana and used until 1912.

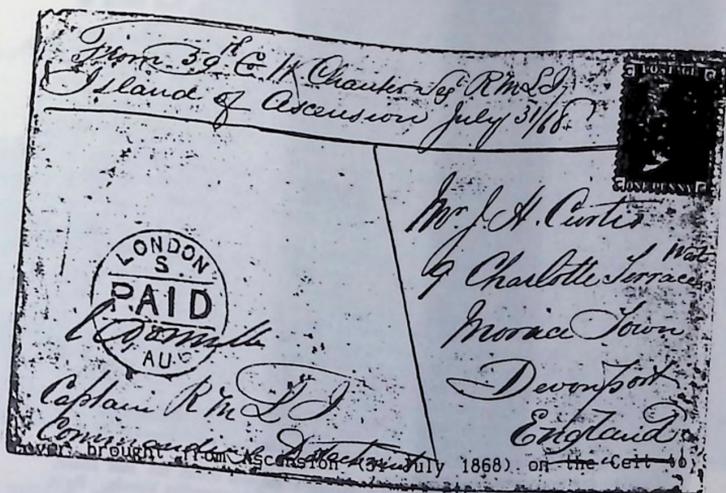
SAXON - Also launched in 1863, repeating the name of an earlier Union Line vessel (not used on the Cape service). Saxon II was of 1142 tons and similar to the Briton and the Roman, an "unsinkable screw steamship". In 1863 she broke the record by reaching the Cape in 31 days. She was operated on the Cape route until she was sold in 1876 to Hull buyers.

CELT - Launched in 1866, again reviving the name of a previous Union Line ship. Celt II was initially 1439 tons, but in 1874 she was lengthened, the tonnage rising to 2112 grt. Soon afterwards, in Feb 1875, she was wrecked near Ratel River at Cape Agulhas.

ST HELENA SUPPLEMENT NO 10

NORSEMAN - Another 1866 launch, but with a new name. She was used on the main service to the Cape until 1873 when she was sold as a cable ship. After being damaged in 1892, she was scrapped in 1898.

ANGLIAN - Built in 1864 for the Natal service and operated on the Cape-Mauritius "Inter-Colonial" service. When this service ceased the Anglian (only 661 tons) had no role in the Union fleet, but was used on one of the Southampton voyages in 1868 when the ship size requirements of the Mail Contract did not have to be met. She was sold in 1869 to a Dublin firm, was renamed City of Lisbon in 1882 and sank in a collision off New Brighton in 1903.



Cover brought from Ascension 31st July 1868 on the "Celt" to Southampton.
Note the London 21st August 1868 receipt c.d.s.

of 1863.



His Excellency Sir E. H. DRUMMOND HAY, Governor of St. Helena, in Council.

Signed,

E. H. DRUMMOND HAY.

AN ORDINANCE.

To consolidate and amend the Laws relating to the Post Office at St. Helena.

WHEREAS the Lords Commissioners of Her Majesty's Treasury have authorized the postage upon letters conveyed by Packet between the United Kingdom and St. Helena to be raised from sixpence to one shilling the single rate with a simultaneous reduction of the Ship letter postage from sixpence the single rate to fourpence, and as it is necessary to amend and consolidate the laws relating to the Post Office at St. Helena. Be it enacted as follows:—

From and after the date of the promulgation of this Ordinance it shall be lawful for the Post Master to demand, receive and take to and for the use of Her Majesty, Her Heirs and Successors, for the postal conveyance of all letters, packets, newspapers, periodical publications, which shall be conveyed between the United Kingdom and St. Helena, payment according to such rates as shall from time to time be fixed and authorised by the Lords Commissioners of Her Majesty's Treasury, and publicly notified in this manner under the authority of His Excellency the Governor.

All other letters, packets, newspapers, and periodical publications which shall be conveyed to or from the Colony, and which shall not pass through the United Kingdom shall be charged according to the rates hereinafter mentioned, that is to say:—

	s.	d.
For every letter not exceeding half an ounce, one rate or	0	4
For every letter exceeding half an ounce, one rate for each additional half an ounce	0	4
For every newspaper or pamphlet	0	1
For every book not exceeding one quarter of a pound	0	8
And for every additional one quarter of a pound	0	8
For every letter not exceeding half an ounce sent by any Non-commissioned Officer, seaman or private in Her Majesty's forces	0	1

All the laws and regulations relative to the Post Office of the United Kingdom as far as the same are applicable be in force in St. Helena.

The Ordinances made and passed on the 14th day of March, 1839, and the 27th of April, 1854, to alter and amend the Laws relating to the Post Office at St. Helena, be, and the same are hereby repealed.

And whereas the welfare of Her Majesty's subjects within the said Island, urgently requires that this Ordinance shall have immediate operation therein. Be it therefore enacted that this Ordinance shall take effect and be in force, from and after the date hereof.

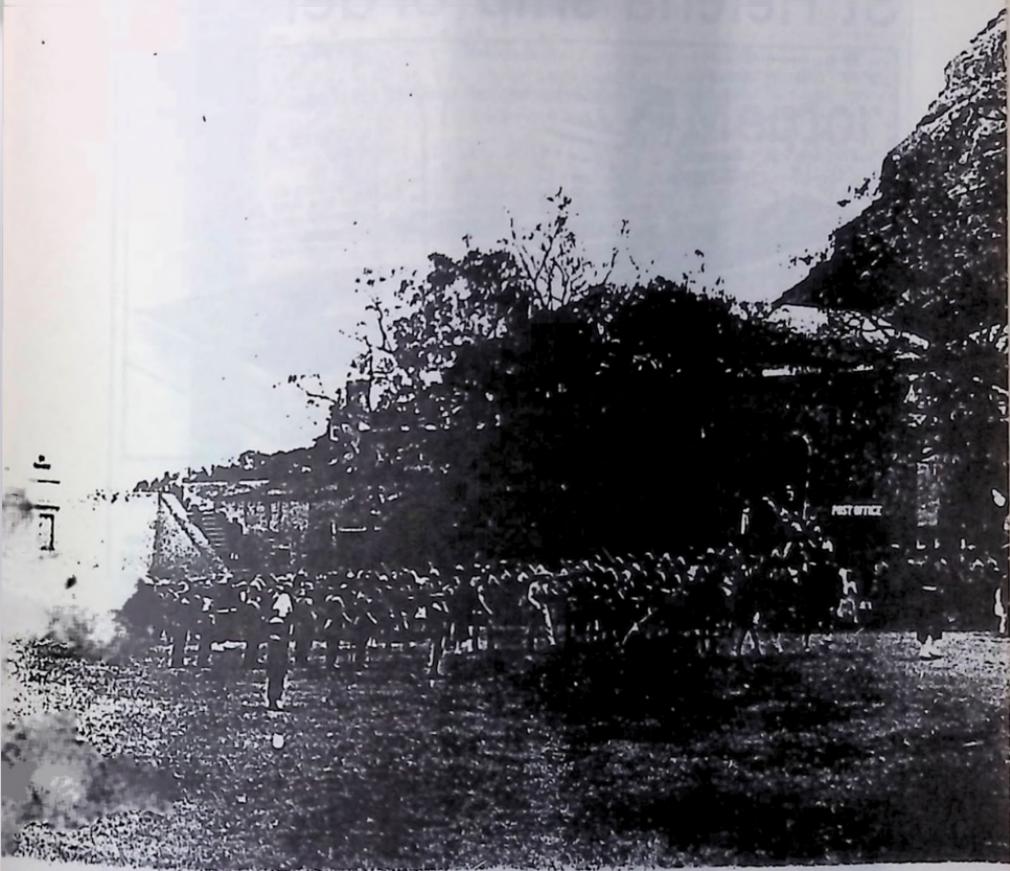
GOD SAVE THE QUEEN!

Given under the Public Seal of the Island of St. Helena, this 27th day of April,

By command of His Excellency the Governor,

R. C. PENNELL,
Colonial Secretary.

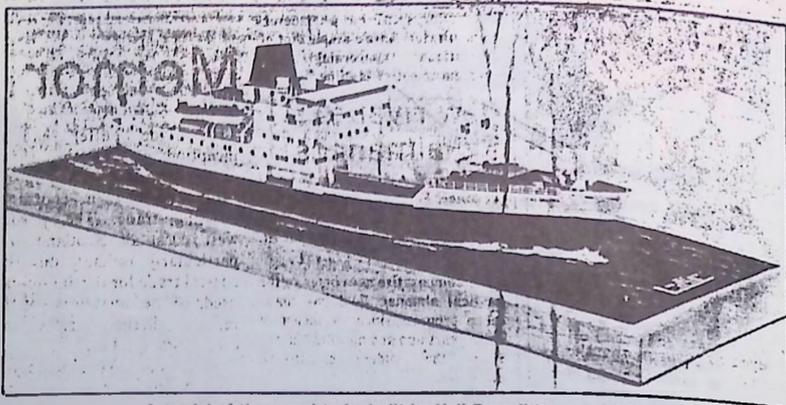
ST. HELENA:—Printed at the Government Printing Department, by JOHN ELLIOTT.



A few months ago I purchased a photograph taken by A. L. Innes of the Boer Prisoners of War being marched through the Town Gate. You will note that the photo shows the 'POST OFFICE' in the Castle. After the end of hostilities it was moved further up the main street to the old Officers' Quarters. If anyone would like a copy of this photo I have a few available.

Bernard Mabbett.

St Helena ship ordered



A model of the vessel to be built by Hall Russell to serve St Helena

THE UK Government yesterday signed a letter of intent with Aberdeen shipbuilder Hall Russell for a new passenger cargo vessel to serve St Helena.

The £19 million (\$34.1m) contract guarantees the yard's continued existence over the next 20 months at least, after a period of uncertainty.

And it will provide a larger vessel to serve the remote UK dependency of St Helena in the Atlantic.

The 6,500 tons gross ship is being built as part of the UK's aid package to St Helena and was announced by the Minister for Overseas Development, Mr Christopher Patten.

He said the ship would start services in early 1990, replacing the 3,150 tons RMS *St Helena* which is 24 years old.

The new ship will be able to carry 125 passengers and 1,500 tonnes of cargo, including diesel fuel for the

island's 5,000-strong community.

Design consultant for the new vessel is Three Quays Marine Services of London, which is still working on the final technical details.

The ship will be operated on behalf of the UK Government by Cornwall-based Curnow Shipping, which currently operates the *St Helena*.

A statement from Hall Russell management said it was "absolutely delighted" to win the order, after the period of uncertainty over the future of the yard.

The 510 workers at the yard were told the order would provide employment for the core workforce for 20 months. The first part of the

construction will start in about two weeks' time.

St Helena is one of the most isolated inhabited islands in the world and, with no airport, depends on shipping links for contact with the outside world.

Curnow director, Mr Jonathon Challacombe, said the new vessel would follow closely the schedule of the existing ship.

In a round voyage of 42 days the new ship will link Avonmouth with Tenerife, Ascension Island, St Helena and Cape Town, with an annual visit to Tristan da Cunha.

The company is still waiting to be notified by the UK Government on the future of the existing ship, which could be sold for further trading.

Mr Challacombe said the company would make all efforts to ensure the vessel was not sold for scrap. Several inquiries had already been received.

By Bridget Hogan,
Shipping Correspondent

Reproduced with kind permission of the Editor Lloyds List.

RULES.

Order of His Excellency the Governor-in-Council No. 1 of 1926.

H. HARPER,
Governor.

In exercise of the powers vested in him by the Post Office Ordinance (No. 1 of 1906), and otherwise, and with the advice of the Executive Council, His Excellency the Governor is pleased to make and hereby makes the following Rules fixing the rates of postage to be charged on postal packets sent from the Post Office of this Colony:—

These Rules may be cited for all purposes as the Post Office (Rates) Rules 1926. The following rates shall be charged on postal packets sent from the St. Helena Post Office:—

- (1.) For Despatch to United Kingdom and British Possessions.
- (a) Letters:—
- | | |
|--|-----------|
| For the first ounce or fractional part thereof | ... s. d. |
| For every additional ounce or part thereof | ... 0 3 |
| (Maximum weight 4 lbs). | |
- (b) Post Cards 0 1
- (c) Printed Matter. For each 2 ozs. or part thereof ... 0 0 1
- (d) Samples:—
- | | |
|---|--------------|
| For first 4 ozs. or part thereof | 0-1 |
| For every additional 2 ozs. or part thereof | 0 0 1 |
| (Maximum weight 5 lbs). | |
- (e) Registration Fee, per packet 0 3
- (f) Insurance Premiums, Letters:—
- | | |
|--|--------------|
| For first £12 or part thereof | 0 5 |
| For every additional £12 or part thereof | 0 2 1 |
| (Maximum Insurable Amount £120). | |
- (g) Parcels:—
- (1) For United Kingdom and Ascension.
- | | |
|---|------------|
| Weight not exceeding 3 lbs | 1 8 |
| " exceeding 3 lbs. but not exceeding 7 lbs. | 3 0 |
| " " 7 lbs. " " 11 lbs. | 4 3 |
| " " 11 lbs. " " 22 lbs. | 6 6 |
- Insurance Premiums (Parcels)
- | | |
|---------------------------------|------------|
| For every £5 or part thereof | 0 6 |
| (Maximum insurable amount £50). | |
- (2) For Union of South Africa:—
- | | |
|--|------------|
| For every pound weight or part thereof | 0 8 |
| (Maximum weight 11 lbs). | |
- (2.) For Despatch to Foreign Countries.
- (a) Letters:—
- | | |
|---|--------------|
| For the first ounce or part thereof | 0 3 |
| For each additional ounce or part thereof | 0 1 1 |
- (b) Post Cards 0 1 1
- (c) Printed Matter, for every 2 ounces or part thereof ... 0 1
- (d) Samples:—
- | | |
|---|------------|
| For the first 4 ounces or part thereof | 0 2 |
| For each additional 2 ounces or part thereof | 0 1 |
| (Maximum weight varies according to Country). | |
- (e) Registration Fees per packet 0 3

3. All previous rates fixed by the Governor in Council are hereby repealed.

4. These rules shall come into operation on the 1st day of April 1926.

Given under the hand of the Governor and the Public Seal of the Colony of St. Helena at Jamestown this 29th day of March 1926.

SECRETARY LEC

St. Helena

A. E. GRANT, Government Printer.

LESLIE LEA,

Acting Clerk of Council.

ST. HELENA.

Order of His Excellency the Acting Governor-in-Council
No. 5 of 1936.

[Handwritten Signature]
Acting Governor.

Exercise of the powers vested in him by the Post Office Ordinance, 1898,
and with the advice of the Executive Council, His Excellency the
Governor is pleased to make and hereby makes the following Rules fixing the
Postage to be charged on Letter Packets and Post Cards sent from the Post
Office of this Colony to be transmitted to their destination by Air Mail:—

VIA CAPE TOWN:		PER HALF-OUNCE.	
Union of South Africa and South West Africa			
		1½d	plus ordinary postage.
Northern and Southern Rhodesia			
	...	3½d	"
Nyasaland			
	...	5½d	"
Belgian Congo			
	...	8d	"
Zanzambique			
	...	5½d	"
Madagascar			
	...	1/4d	"
Tanganyika, Uganda and Kenya			
	...	4½d	"
Madan			
	...	6½d	"
Egypt			
	...	8½d	"
Soudan			
	...	8½d	"
North Africa (via France)			
Algeria	}	1/2d	"
Morocco			
Tunis			
Canary Isles			
West Africa (via France)			
French Guinea	}	1/8½d	"
Senegal			
Gambia			
Sierra Leone			
Gold Coast			
Nigeria			
America:			
Canada and United States	...	1/8d	"

ST HELENA SUPPLEMENT NO 10

2

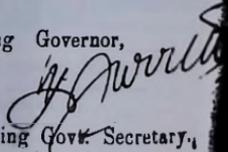
		PER HALF-OUNCE.	
South America (via Dakar)			
Argentine	}
Brazil			
Europe:			
Great Britain and Irish Free State	...	6½d	"
Other Places	...	1/-	"
Australia.	...	1/11¼d	"

Rates to other places may be obtained on application at the Post Office.

2. A special Blue Air Mail Label must be affixed to the top left-hand corner of every Air Mail Packet. Letters bearing a manuscript indication "By Air Mail" will be accepted, but the absence of an Air Mail Label may lead to delay.
3. Stamps to the full value of the postage for each half ounce must be affixed to the top right-hand corner of the address side of the envelope or packet.
4. Air Mail letters will be accepted for despatch up to one hour prior to the closing time of the ordinary mail.

Given under my hand and the Public Seal of the Colony of St. Helena this
18th day of June, 1936.

By command of His Excellency the Acting Governor,


Acting Govt. Secretary.

W. E. HENRY, Govt. Printer.

ST. HELENA



STATUTORY RULES AND ORDERS

1956, No. 6.

THE POST OFFICE (RATES) (AMENDMENT) RULES, 1956

The Governor-in-Council, under the authority of section 3 of the Post Office Ordinance, Cap. 92, hereby makes the following Rules:—

1. These Rules may be cited as the Post Office (Rates) (Amendment) Rules, 1956, and shall be read as one with the Post Office (Rates) Rules, hereinafter referred to as "the principal Rules". Short title.
2. Sub-paragraph (viii) of paragraph (a) of Rule 3 of the principal Rules is hereby repealed and replaced by the following:— Amendment of Rule 3 of the principal Rules.
- | “(viii) Parcels:— | s. | d. | of the principal Rules. |
|---|----|----|-------------------------|
| (a) For United Kingdom— | | | |
| Weight not exceeding 3 lb. | 4 | 2 | |
| Weight exceeding 3 lb. but not exceeding 7 lb. | 5 | 8 | |
| Weight exceeding 7 lb. but not exceeding 11 lb. | 7 | 9 | |
| Weight exceeding 11 lb. but not exceeding 22 lb. | 11 | 0 | |
| Insurance premiums (Parcels) for every £5 or part thereof | | | 6 |
| (Maximum insurable amount £50) | | | |
| (b) For Ascension— | | | |
| Weight not exceeding 3 lb. | 2 | 11 | |
| Weight exceeding 3 lb. but not exceeding 7 lb. | 4 | 5 | |
| Weight exceeding 7 lb. but not exceeding 11 lb. | 6 | 3 | |
| Weight exceeding 11 lb. but not exceeding 22 lb. | 9 | 0 | |
| Insurance premiums (Parcels) for every £5 or part thereof | | | 6 |
| (Maximum insurable amount £50) | | | |
| (c) For Union of South Africa— | | | |
| For every pound weight or part thereof (Maximum weight 11 lb.) | 1 | 0 | |
| (d) For other Commonwealth and Empire Countries— | | | |
| The ordinary rate for London or Capetown (as the case may be) together with onward postage therefrom to country of destination. | | | |
| Insurance premium (via London only) for every £5 or part thereof (together with local premium of countries of destination) | | | 7 |
| (Maximum insurable amount £50) | | | |
3. These Rules shall come into force on 1st April, 1956. Commencement.

Made by the Governor-in-Council this 29th day of March, 1956.

H. G. RICHARDS,
Clerk of Councils.

Printed at the Government Printing Office, The Castle, St. Helena,
J. A. SIM, Government Printer. M.P. 8480/56.

Price 3d.

ST HELENA SUPPLEMENT NO 10

Mr. R. Pidgeon has sent me some information on the 1981 Booklet, Watermark Variety. Mr. Pidgeon informs me that the stamps were printed with the sideways watermark, but there is a variety with the watermark sideways inverted. It is believed that only 4 panes are known to exist.



Watermark sideways



Watermark Sideways Inverted

ST HELENA SUPPLEMENT NO 10

For The Record

Cliff Masters has sent me a photostat of a P.P.C. that is an addition to the listing in my book 'St. Helena, The Philately Of The Camps For Boer Prisoners Of War.'



Distant View of High Peak

Greetings from St. Helena

A. L. Innes, No 31.

'Distant View of High Peak'

I have recently come across two exciting St. Helena Boer War items. The first is a cover dated 4th April 1902 franked 4½d in EDVII stamps. The cover has the Type 1. censor mark in red with the censor's initials V.A. (Baron von Ahlefeldt). The striking thing about this cover is the notation on the reverse, 'Oscar Odeerstroom, Prisoner of War No 3704, The Briars, St. Helena'. It would appear that another camp was opened up in Jamestown in addition to the two camps in the Government Gardens and Botanical Gardens. The Briars Camp was next to the R.A.M.C. Hospital, and may have been used for Boer Trustees who helped in and around the Hospital. At the A.G.M. of the Anglo Boer Philatelic Society I saw a similar cover with 'Briars Camp' in manuscript on the reverse. I would be very interested to hear of any other covers with similar manuscript markings on the reverse. The cover is illustrated on the opposite page.

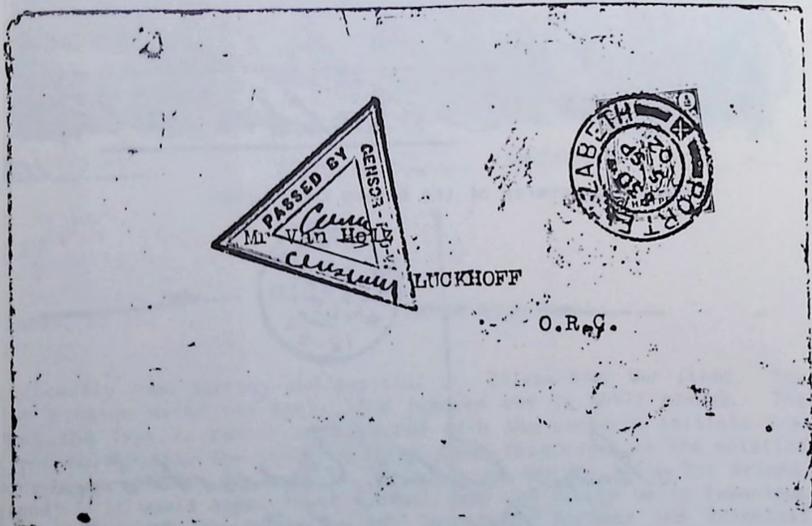


Front and reverse of the Briars Camp cover.

ST HELENA SUPPLEMENT NO 10

Another unusual St. Helena item has been sent to me by the dealer Mr. W. R. Hart.

This item is a cover struck with the Type 5. censor mark and dated 5th September 1902. The cover was posted at Port Elizabeth (South Africa) and addressed to Luckhoff O.R.C. The cover has embossed on the flap 'Holt & Holt Limited, Port Elizabeth'. The questions raised here are, where was the Type 5. censor mark applied, and why was the cover posted in S.A.? If the censor mark was applied on St. Helena, one possible explanation is that the cover was censored by favour and the returning Boer posted it to a friend on his repatriation to S.A.. The date the cover was posted was in the middle of the repatriation of Boer Prisoners from St. Helena to S.A.. Holt & Holt is a Shipping Company, so their stationery could have been available on St. Helena. If any member has any theories on this cover, your editor would be pleased to hear from you.

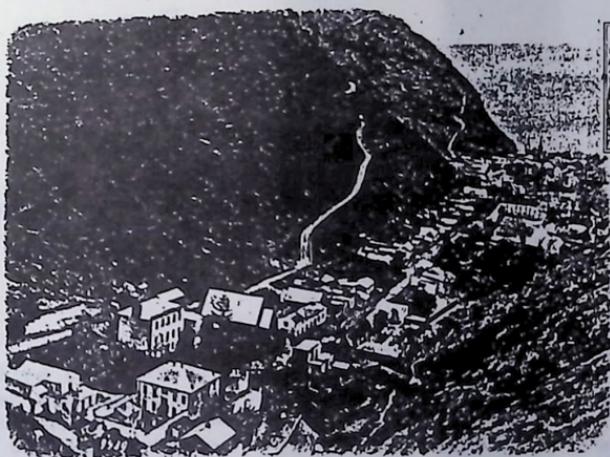


Cover with Type 5. censor mark.



Jameslown from the Sea
Greeting's from St. Helena
*Lowely weather splendid. the rigour of
enjoying every hour. 4d.*

A. E. Innes, St. Helena No. 20



A. E. Innes, St. Helena No. 21



Jameslown

Two new cards from the P.P.C. 4 series have been seen. The No 20. shows a different view than that in series 2a, and No 24. shows a view of Jamestown looking towards the sea. The Nos 24 from series 3. and 3a. show 'The Advance Guard of the 3rd Wiltshire Regt' and Broadbottom Camp' respectively.

ST HELENA SUPPLEMENT NO 10

Bob Deakin has sent me three items that might be of interest to members.



A French postcard of Boer Prisoners marching through Jamestown.

This P.P.C. is similar to the cards printed by A. L. Innes, but the actual picture is slightly different. The printing on the picture side is red:-

- At the top: La Guerre au Transvaal.
- Bottom: Prisonniers Boers a L'île S^t-Hélène
Gravure du Journal L'Illustration
- On the left side: Imp. Ad. Wefek, St-Dié - N. 1302 (Déposé)
- On the front in black: CARTE POSTALE
Ce cote est exclusivement reserve a l'adresse.



An uncommon cover from Paris dated 11th June 1901 addressed to the 'Boer Hospital Jamestown'.

Bob's third cover is an EDVII cover to the U.S.A. dated 3rd March 1906. The cover shows an unusual shaped registered letter R in black. Bob also raises the question of how was the 7d postage rate made up. My own feeling is that this was a double rate letter. The rate to the U.S.A. was 2½d and registration fee 2d, so $2 \times 2\frac{1}{2}d = 5d + 2d = 7d$.

ST HELENA SUPPLEMENT NO 10



Registered cover to the U.S.A. dated 3rd March 1906.

WANTED

Your editor is interested in purchasing QEII commercial covers from St. Helena; especially mail to foreign destinations and also O.H.M.S. covers.

Please send covers or photostats to:-

B. J. Mabbett,
34 Veronica Green,
Gorleston,
Norfolk,
NR31 8LE.