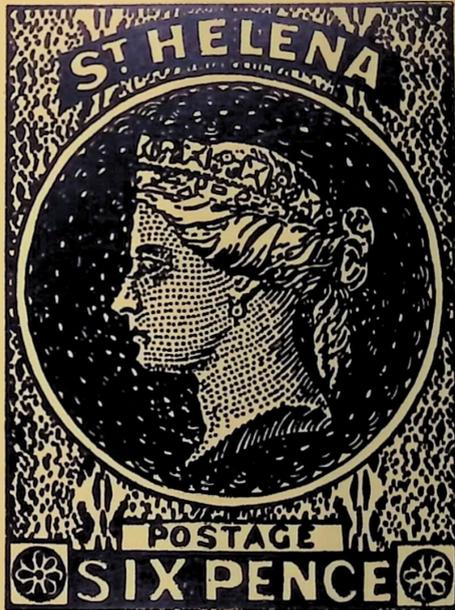


The West Africa Study Circle

St. Helena & Ascension Supplement No. 13



SAINT HELENA SUPPLEMENT NO. 13

DISTRIBUTED WITH CAMEO - JANUARY 1990

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THE WEST AFRICA STUDY CIRCLE

SAINT HELENA SUPPLEMENT NO. 13

EDITORIAL

This issue sees the conclusion of John Attwood's listing of the Ascension Island Picture Postcards, together with three fine articles by Bernard Hughes on Ascension and St. Helena.

I have included a piece on St. Helena and Ascension Paquebot marks etc that I hope will stimulate response from all you collectors out there who, I feel sure, must have similar items tucked away in your collections. Don't forget even though Supplement No 14 is not due out until July 1990, I am starting to prepare it now!, so if you have a study that you have been doing, and require additional information, or a problem stamp or cover, please send it in for the Supplement.

By the time you will read this Supplement, Christmas and the New Year will have come and gone. I hope that you have had an enjoyable Christmas, and I wish you all a Happy and Prosperous New Year.

BERNARD MABBETT

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ST HELENA & ASCENSION SUPPLEMENT NO 13

ASCENSION ISLAND PICTORIAL POSTCARDS

Continued from Supplement No 12.

5.2 Printed and Published by J. Arthur Dixon Ltd, Newport, I.W., England.

Dimensions:- 149 mm x 105 mm.

Titles and serial no. printed in black on the address side.

ASCENSION ISLAND 1G
Passengers arriving at the only
landing stage on the Island

ASCENSION ISLAND 2G
A view from Green Mountain down
Breakneck Valley

ASCENSION ISLAND 3G
Green Mountain seen from the
Command Hill Road, on either side
of the road are black and orange
volcanic cinders

ASCENSION ISLAND 4G
Boatswain Bird Island (the focus of
a recent ornithological expedition)
seen from the Weatherpost

ASCENSION ISLAND 5G
The Sisters cones, near Comfortless Cove.
The small hillocks in the foreground are
formed from windborn volcanic ash

ASCENSION ISLAND 6G
Beautiful English Bay with The Sisters cones
in the middle distance and Green Mountain
in the background

ASCENSION ISLAND 7G
Green Mountain seen from Weatherpost

ASCENSION ISLAND 8G
Green Mountain Farm gardens from Elliot's Walk,
with Broken Tooth crater in the far distance

ST HELENA & ASCENSION SUPPLEMENT NO 13

5.3 Printed and Published by J. Arthur Dixon Ltd, Inverness, Scotland.

Dimensions:- 149 mm x 104 mm.

Titles and serial no. printed in black on the address side.

ASCENSION ISLAND 11G
The Residency - Administrator's Official Residence

ASCENSION ISLAND 13G
Two-Boats and Sister's Peak

ASCENSION ISLAND 14G
U.S.A.F. Air Base

ASCENSION ISLAND 15G
Georgetown

ASCENSION ISLAND 16G
Victorian Cannon overlooking Long Beach

5.4 Printed in Great Britain by J. ARTHUR DIXON.

Dimensions:- 213mm x 147mm

Titles and serial no. printed in blue on the address side.

1. Green Mountain and One Boat from Cross Hill,
Ascension Island, South Atlantic.
SP. EXP. 37 (KS)
2. Georgetown from Cross Hill, Ascension Island,
South Atlantic.
SP. EXP. 39 (KS)
3. Two Boats and Green Mountain Ramps, Ascension
Island, South Atlantic.
SP. EXP. 40 (KS)
4. Sisters Perfect Crater and Broken Tooth from Red Lion,
Green Mountain, Ascension Island, South Atlantic.
SP. EXP. 41 (KS)

6. "Peter Johnson" Series

Photography and publishing by Peter Johnson, FBIPP, FRPS, for the Office of the Administrator, Ascension Island.

Dimensions:- 150mm x 105mm

Titles printed in black on the address side.

1. The Wideawake Terns fly up from their "fairs" as the Mac flights take-off from Ascension Island.
2. Two-Boats village nestles beneath the peaks of The Sisters, Ascension Island.
3. Immaculately tended, the Green Mountain Farm on Ascension Island provides fresh produce for many of the residents.
4. Georgetown, Ascension Island. St. Mary's Church and the Exiles Club flank the parade ground.
5. Feral donkeys gathered on Donkey Plain - they are often to be seen there, Ascension Island.
6. The Residency and Green Mountain Farm stand above the pumice and lava of the coastal plateau, Ascension Island.
7. Guano white Boatswain Bird Island is now a sanctuary for the many species of pelagic birds which breed there, Ascension Island.
8. A large Green Turtle comes ashore at night to lay her eggs on Ascension Island.
9. Evensong at St. Mary's Church, Georgetown, Ascension Island.
10. Ascension Island at dusk on Mac Height approach from South Atlantic.
11. Visiting Servicemen wait for the non-existent bus service. One Boat Bus Stop, Ascension Island.
12. Telemetry Hill at dusk, Ascension Island.

7. 1982 "Cyro Print" Series

Dimensions:- 145mm x 100mm

Coloured and lithographed by CYRO PRINT (PTY) LTD, PRETORIA, SOUTH AFRICA.

7.1 Courtesy W. D. Bryden

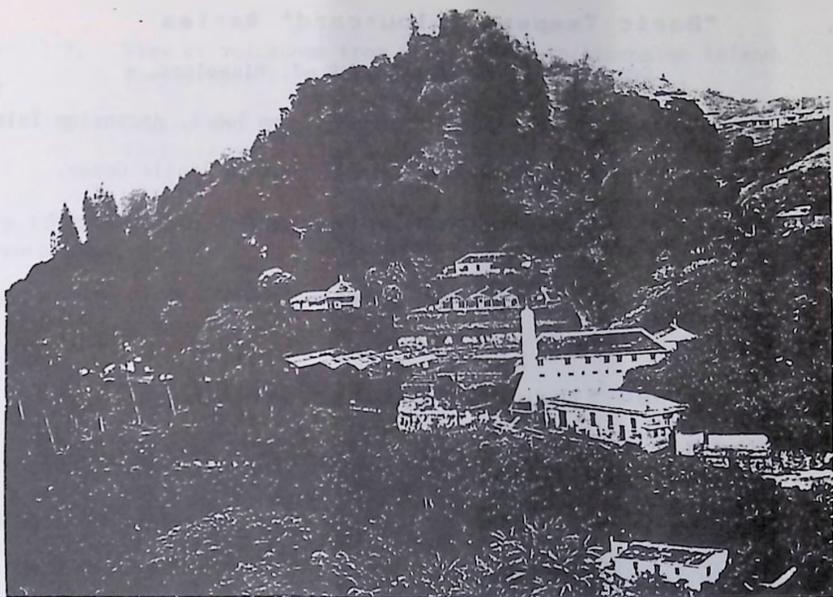
1. The Klinka Klub, Ascension Island, South Atlantic Ocean.
2. Devil's Inkpot, Ascension Island, South Atlantic Ocean.
3. Devil's Riding School, Ascension Island, South Atlantic Ocean.
4. Nasa Tracking Station, Ascension Island, South Atlantic Ocean.
5. Ascension Auxiliary Airfield, Ascension Island, South Atlantic Ocean.
6. Wideawake Airfield, Ascension Island, South Atlantic Ocean.
7. Fort Hayes Museum, Ascension Island, South Atlantic Ocean.
8. Georgetown Pierhead, Ascension Island, South Atlantic Ocean.
9. Georgetown, Ascension Island, South Atlantic Ocean.
10. Green Mountain Farm, Ascension Island, South Atlantic Ocean.
11. Boatswain Bird Island, Ascension Island, South Atlantic Ocean.

7.2 Courtesy G. Gartside

1. DEWPOND, Ascension Island, South Atlantic Ocean.
2. Sisters Peak, Ascension Island, South Atlantic Ocean.
3. Two-Boats Village, Ascension Island, South Atlantic Ocean.
4. The Red Lion Inn, Ascension Island, South Atlantic Ocean.

7.3 Drawn by Beth Daly

Chelonia Mydas Green Turtle, Ascension Island, South Atlantic Ocean.



7. 1. 10



8. "Beric Tempest Colourcard" Series

Copyright G. M. Jones and P. J. Nicholson.

1. Green Turtle (*Chelonia mydas*) Long Beach, Ascension Island.
2. Georgetown, Ascension Island, South Atlantic Ocean.
3. East Crater or Broken Tooth, Ascension Island, South Atlantic Ocean.
4. Boatswainbird Island, Ascension Island, South Atlantic Ocean.

9. c.1988 "Thought Factory" Series

Printed in colour by "Thought Factory", 40-42 Hastings Road, Leicester.

Dimensions:- 147 to 150mm in length, except Donkey and Foal card of 158mm.

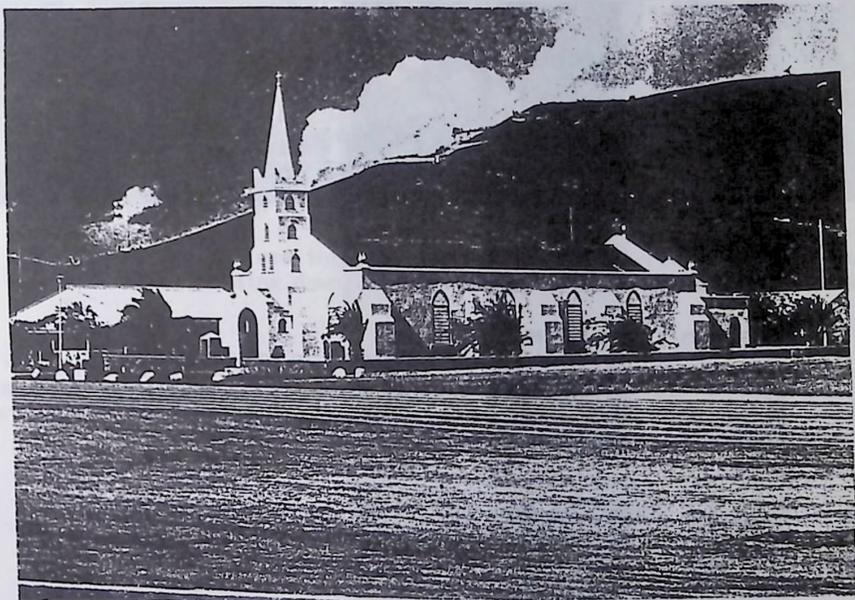
100 to 106mm in depth.

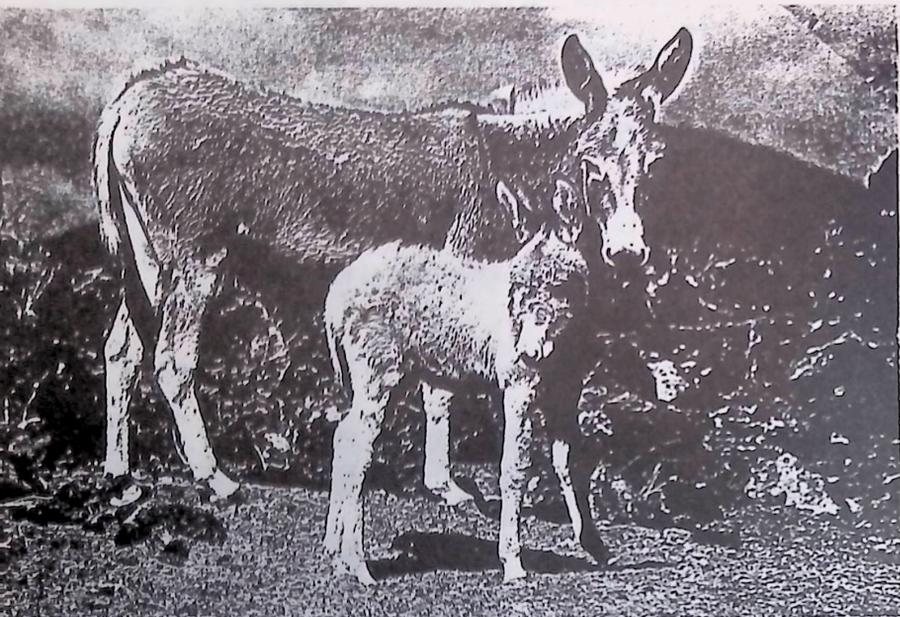
1. Sunset off Ascension Island.
Photographer: Douglas Monk.
2. Green Mountain from Travellers Hill/Swimming Pool, Ascension Island.
Photographer: Harry Sutcliffe.
3. St Mary's Church, Ascension Island.
Photographer: Harry Sutcliffe.
4. Sisters Volcanoes from Two-Boats Village/Ascension Island.
Photographer: Dorothy Gillies.
5. Sisters Volcanoes from English Bay Road/Ascension Island.
Photographer: Peter Harrison.
6. Rollers at North East Bay/Ascension Island.
Photographer: Susie Sedgwick.

7. View of volcanoes from Green Mountain/Ascension Island.
Photographer: Morley Whitford.
8. Donkey and Foal on Ascension Island.
Photographer: Alan Kennedy.

The title in black ink and the photographer's name in grey ink are on the reverse, bottom left.

The "/" indicates separate lines in the title.





9.8

D. **Union Castle Mailships.**

Postcards depicting the following Union Castle vessels are known to the author, but very many others exist, and detailed lists are published by the Union-Castle Postcard Study Circle.

.1 Black and White picture side.

- | | |
|-----------------------|-------------------|
| - "Good Hope Castle" | (launched 1946) |
| - "Warwick Castle" | |
| - "Winchester Castle" | (launched 1930) |
| - "Carnarvon Castle" | (re-engined 1938) |
| - "Kenya Castle" | |
| - "Kenilworth Castle" | (built 1904) |
| - "Pendennis Castle" | (small size) |
| - "Edinburgh Castle" | (133mm. x 79mm.) |

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10.2 Sepia picture side.

- "Llangibby Castle"
- "Stirling Castle"
- "Dunnottar Castle"
- "Kinfauns Castle" (launched by the Castle Line in 1899)

10.3 Coloured picture side.

- "Armada Castle" (launched 1903)
- "Braemar Castle" (launched 1952)
- "Edinburgh Castle" (launched 1948)
- "Windsor Castle"
- "Athlone Castle"
- "Balmoral Castle" (built 1910)
- "Briton" (launched by the Union Line in 1897)
- "Saxon" (launched by the Union Line in 1899)
- "Walmer Castle" (ordered by the Union Line as Celt but launched in 1901)

11. Commemorative postcard

Issued for the Royal Visit of the Duke and Duchess of Cornwall and York to Ascension in August 1901.

The picture, in red ink, is "A view in the interior" and on the left side, reading down, are the words:- "Links of Empire" Postcard No. 13.

12. Privately produced postcards

Postcards with the picture side blank have been available on Ascension for some years past, so that individuals could make up their own personalised greeting.

Clearly there is no way of listing such postcards, but I have two such cards sent to England as a Christmas greeting. One shows, in sepia, Chas with his native servant collecting birds eggs. The other, in black and white, is a photograph of Georgetown from the sea.

I know of one other privately produced card which is a view of a house which appears to have been photographed from the vicinity of Georgetown looking east with Green Mountain in the background. The wording on the address side, namely "Our house. Love to all from both", confirms its homemade status.

ST HELENA & ASCENSION SUPPLEMENT NO 13

ASCENSION USED ON ST. HELENA

BERNARD HUGHES

Was there any shortage of stamps on St. Helena in 1943/44, i.e. before the 1944 reprints arrived there? With wartime paper shortages, the release of reprints of all St. Helena (and Ascension) definitives in London in May 1944 (presumably later in the year on the Islands) suggests stocks might have run low. I ask this in the light of an article by H. Bramsden MRPSL in *Stamp Collecting* (8 June 1946) which says Ascension stamps were sometimes used commercially on St. Helena in this period because of a stamp shortage. There are plenty of Ascension stamps used philatelically on St. Helena between 1922 and 1957, but this is the only reference to commercial use of which I have ever heard.

Bramsden wrote, using evidence accumulated from an Ascension resident by Guy Procter: "It is apparent that, at one stage during the war, St. Helena ran short of stamps ... Ascension stamps were permitted to be used on a small parcel post service from St. Helena to Ascension, but the stamps, after postmarking, were supposed to be mutilated - presumably on arrival at Ascension ... The mutilating, however, was not carried out." He concludes: "Any further enquiries about this interesting 'Used Abroad' should be made to Mr Procter", though no address is given. Mr Procter had about 50 ½d (1938 P13½) 6 1d (1942 P13) and 8 1/- (1938 P13½) mostly in blocks (especially the ½d) and with light St. Helena postmarks.



Address
includes
"Islan.."

The example above seems to be an example of this type of mail - obviously cut from a parcel, 8 Ascension stamps (mostly ½d) used on St. Helena on 14 February 1944. The postmarks, and the way the ½d stamps slightly overlap the others, do not look philatelic. The face value of the stamps is 3/9, which was the correct rate for a 3-7lb parcel from St. Helena to Ascension (Supplement No 11 P33).

ASCENSION 1956 SPECIMENS

BERNARD HUGHES

At Phillips' stall at Autumn Stampex, there was displayed something that I had no idea existed: the Ascension 1956 10/- handstamped 'SPECIMEN' (11x14mm). This came from lot 30 from their sale of 9 November 1989:

30. Ascension 1956 10/- set handstamped SPECIMEN vertically in small serif capitals, presented to Miss L. G. Till in recognition of her contribution to this issue, together with the accompanying letter from the Government Secretary dated 31st December 1956 and its official envelope (damaged), also a letter dated 24th November 1954 expressing appreciation and commenting on choice of designs.



£200 - but in fact sold for £400 + Commission etc.

Although my bid proved unsuccessful, I saw the Lot at the viewing. The 1956 letter was from "Secretariat,/The Castle,/St. Helena", bore the reference 8496/56, was addressed to Miss L. G. Till, and read as follows:

"Madam,/ I am directed by the Governor to send you the enclosed souvenir set of the new issue of stamps for Ascension Island, and to ask you to accept it as a token of His Excellency's appreciation of your assistance in executing the drawings so successfully used in five of the denominations for the issue which was placed on sale on 19th November, 1956./ I am, Madam,/ Your obedient servant/ [signature ? Ruth B Sealey ?]/ Government Secretary."

The 1954 letter refers to Miss Till's work in drawing a full set of designs (plus a reserve) for the Stamp Designs Committee, which "will undoubtedly feature on the new issue of Ascension stamps. The Boatswain Bird with the island in the background was the design most highly favoured by the Committee, and has been selected for the 3d denomination as this is the most used."

This most interesting Lot raises a number of questions:

1. Are other St. Helena or Ascension stamps known with this Specimen handstamp? For example do the St. Helena 1953 stamps, described (as forgeries) in St. Helena Supplement No 8 P18, bear this overprint? If so, they are surely genuine. Perhaps the owner could let us know - and also let us know the "various opinions" he had received on these stamps.
2. Presumably a number of "souvenir sets" must have been prepared in this way. How many (only a few, one would guess), and where are they now?
3. Who issued these Specimens? As SH1 and SH2 handstamps were not used, not the Post Office, presumably. As the stamps were valid for revenue as well as postal purposes, the St. Helena Treasury must be a possible candidate, though the provision of Post Office Specimens to the Treasurer (Supplement No 1 P10) and others seems to date from the mid 1920's or earlier - incidentally, from Ascension, only the 1922 overprints can be found with handstamp SH2 (in violet).

LAUNCH OF RMS ST. HELENA

BY T. HEARL

"I name this ship ST. HELENA". Prince Andrew's clear voice rang round the old Hall Russell shipyard at Aberdeen, champagne splashed across the ship's bows and the towering grey, blue and white hull began - after a breath-taking pause - to slide gracefully into the waiting water with cheers resounding from hundreds of spectators. As she swung slowly round, gleaming in the soft autumnal sunshine, tears of emotion moistened many an eye for it had been a memorable and moving occasion.

The ceremony had started early in the afternoon of 31st October to the sound of music from the Regimental Band of the 1st Battalion The Gordon Highlanders. Scores of guests gathered on the launch platform, including students and officials from St. Helena as well as representatives of every island interest in the U.K., while shipyard workers began knocking away the wooden supports that held the huge hull, seemingly precariously, in check. Meanwhile H.R.H. the Duke of York had arrived, deputising for the Duchess, to be welcomed at the shipyard by Aberdeen's Lord Lieutenant. The Prince mounted the platform wearing a fine floral buttonhole presented by little Emma Isaac, who then proudly joined the royal party while the Ship's Blessing was given by the Rev. Dr. Stewart Todd.

After the launch, Prince Andrew walked over to talk to shipyard workers and their families for whom the building of the RMS St. Helena had meant so much. For they had gone through anxious times with the decline of the century-old shipbuilders Hall Russell, before the order for the completion of the St. Helena under the management of A. & P. Appledore Ltd., had revived the yard's fortunes. Fitting out and sea-trials will take some months, of course, before the new RMS can go into South Atlantic service.

When, at a splendid Scottish reception afterwards, the St. Helena guests met their ship-builder hosts, the speeches and toasts, as well as the talk, focussed not surprisingly on the island and its ships. Prince Andrew, responding to a Toast proposed by Mr. Jim Nielson, Chairman of A. & P. Appledore (International) Ltd., recalled his St. Helena visit in 1984 with great affection as "the two best days of the many I have spent in the South Atlantic." Spicing his short speech with witty asides relished by his audience, he recognised that St. Helena governors and ships did not always get along well together - an allusion not lost in that company - so he had felt some unease that afternoon as he waited to launch the RMS St. Helena fearing, he said, that "it might slip quietly away while Dr. Todd was still pronouncing his blessing."

In thanking Prince Andrew for honouring the Island by Launching its ship, His Excellency Mr. Robert Stimson spoke feelingly of St. Helenians' affection for the Royal family. The Island had taken Prince Andrew especially to its heart and were proud that its splendid new High School bore his name. For this "very precious ship" the Governor wished to thank Her Majesty's Government and the Shipbuilders who, despite difficulties and anxieties, saw it successfully launched on time. Stressing its vital importance to "some 6,000 British people" isolated in the South Atlantic, Mr. Stimson eagerly looked forward to seeing the new RMS "lying in James' Bay an extension of our island community."

Mrs. Stimson then presented His Royal Highness with a St. Helena lace tablecloth and a Prince Andrew School tie "as a small token of appreciation from the people of St. Helena."

Responding to the Toast, 'The Shipbuilders', Mr. Alistair Lambie, Managing Director of A. & P. Appledore (Aberdeen) Ltd., spoke of their pride in building this new Royal Mailship for Britain's South Atlantic communities. It had also brought particular satisfaction to those engaged in its construction for ensuring the future of their historic shipyard. Thus it was of unique significance for both communities.

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Prince Andrew examined a model of this ship with some of the officials present and also took the opportunity informally to meet several St. Helenian guests. But nothing could show his interest and pleasure better, perhaps, than the fact that His Royal Highness stayed much longer than planned. Superlatives abounded as guests bade farewell. Scotland had made it a truly memorable, and momentous, occasion for St. Helena.

2 November 1989

Cheltenham

Trevor W. Hearl

R.M.S. "ST. HELENA" SCHEDULE								
1989 — 1990								
Voyage	POLAR QUEEN	65		66	67	68	69	70
					1990	Note D		
AVONMOUTH	d Thu 28 Sep	Mon 2 Oct		Fri 17 Nov	Thu 11 Jan	Thu 15 Mar	Thu 10 May	Thu 5 Jul
TENERIFE	c Tue 3 Oct	Sat 7 Oct		Wed 22 Nov	Tue 16 Jan	Tue 20 Mar	Tue 15 May	Tue 10 Jul
ASCENSION	c Tue 10 Oct	Sat 14 Oct		Wed 29 Nov	Tue 23 Jan	Tue 27 Mar	Tue 22 May	Tue 17 Jul
ST. HELENA	a Thu 12 Oct d Sat 14 Oct	Mon 16 Oct Wed 18 Oct		Fri 1 Dec Sun 3 Dec Note A	Thu 25 Jan Sat 27 Jan	Thu 29 Mar Sat 31 Mar	Thu 24 May Sat 26 May	Thu 19 Jul Sat 21 Jul
ASCENSION	a Mon 16 Oct d Tue 17 Oct			Tue 6 Dec Tue 5 Dec	Mon 29 Jan Tue 30 Jan	Mon 2 Apr Tue 3 Apr	Mon 28 May Tue 29 May	Mon 23 Jul Tue 24 Jul
ST. HELENA	a Thu 19 Oct d Thu 19 Oct			Thu 7 Dec	Thu 1 Feb Sat 3 Feb Note B	Thu 5 Apr Fri 6 Apr	Thu 31 May Fri 1 Jun	Thu 26 Jul Fri 27 Jul
			Charter Ship — Note A					
CAPE TOWN	a Tue 24 Oct d —	Mon 23 Oct Wed 25 Oct	28 Nov	Wed 13 Dec Fri 15 Dec	Wed 14 Feb Sat 17 Feb	Thu 12 Apr Sat 14 Apr	Thu 7 Jun Sat 9 Jun	Thu 2 Aug
ST. HELENA Note C	a d	Mon 30 Oct Wed 1 Nov	4 Dec 6 Dec	Wed 20 Dec Sun 24 Dec	Thu 22 Feb Sun 25 Feb	Thu 19 Apr Sun 22 Apr	Thu 14 Jun Sun 17 Jun	
ASCENSION	c	Fri 3 Nov	9 Dec	Wed 27 Dec	Tue 27 Feb	Tue 24 Apr	Tue 19 Jun	
TENERIFE	c	Fri 10 Nov		1990 Wed 3 Jan	Tue 6 Mar	Tue 1 May	Tue 26 Jun	
AVONMOUTH	a	Wed 15 Nov		Mon 8 Jan	Sat 10 Mar	Sat 5 May	Sat 30 Jun	

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AUCTION REPORT

Since the 'Jamestown and Ayre' sales back in March of 1989, there have been no less than five auctions containing fine sections of St. Helena material. Three of these have been through Phillips (1st June, 29th June and 28th September), Robson Lowe 24th October and Stanley Gibbons 10th November. Unfortunately I have not received the prices realised for the Phillips sales of 29th June and 28th September, nor the Robson Lowe sale of 24th October so I am unable to give you extracts from these auctions. I have received prices realised from the 1st June sale and I was able to attend the Gibbons sale of 10th November, so I have picked out a few of the better items from these sales.

Phillips 1st June 1989.

Ascension

Lot 164 1873 Sailor's cover, B.M. Reade, Matron R. N. Hospital Ascension
franked GB 1864-79 1d. plate 160 Est £400/450 Real £420

St. Helena

Lot 536 1816 August, E.L. from Dunlop correspondence with oval St. Helena
/Packet Letter. Est £800/1,000 Real £920

Lot 542 1861 E.L. to France rated "7" with oval St. Helena date stamp in
red. Est £120/150 Real £150

Lot 543 1867 Cover (Stamp exorcised, part of front missing) to Cape of
Good Hope rated "4" and fine strike of rare oval Post Office/St.
Helena in blue. One of only five examples. Est £250/300
Realised £210

Stanley Gibbons

St. Helena Boer War Mail.

Lot 69 May 1901 cover endorsed "On Active Service" and signed "V. Romilly
Mily Posts/ St. Helena". Est £320 Real £290

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Lot 73	November 1901 cover from Denmark with Type 3. censor mark, Deadwood Triangle uninitialed.	Est £55	Real £80
Lot 77	March 1902 cover to Holland with Edw VII 1d. (3), earliest known usage. Type 1. censor mark initialed F.W.A.	Est £140	Real £160
Lot 80	July 1900 incoming cover with Type 1. censor mark with E. Walton full signature. Most uncommon on incoming mail.	Est £50	Realised £50
Lot 88	February 1901 cover to Cape, with Type 1. censor mark initialed H.G.M.	Est £180	Realised £180
Lot 90	April 1902 stationery card to Cape, with Type 1. censor mark with initials V.A.	Est £200	Realised £170
Lot 93	June 1900 with Type 1. initialed F.W.A. and two line Returned/Letter	Est £240	Realised £230
Lot 96	October 1901 cover to Germany with Type 1a. censor mark (AWP).	Est £400	Realised £340
Lot 97	Ditto dated December 1901.	Est £400	Realised £290
Lot 102	September 1901 stationery card with fine strike of Type 2. censor mark with full signature of H.G. Mortimer.	Est £160	Realised £160
Lot 105	July 1901 PPC. to Germany with faint but clear strike of the Type 2a. censor mark in violet with the initials A.W.P.	Est £400	Realised £400
Lot 112	April 1901 cover with Type 1. censor mark initialed C.D.N.S. and two line Returned Letter handstamp.	Est £240	Realised £320
Lot 115	January 1902 cover with Type 3. censor mark initialed E.W.	Est £220	Realised £270
Lot 118	February 1902 cover with Type 3. censor mark initialed P.R.	Est £200	Realised £200
Lot 119	March 1902 P.P.C. with Type 3. censor mark initialed V.A.	Est £200	Realised £250
Lot 126	April 1902 stationery card with Type 4. censor mark (Passed/Press /Censor) initialed P.R.	Est £360	Realised £300

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Lot 127	May 1902 cover with same censor mark initialed P.R. Est £600	Realised £700
Lot 128	November 1902 reg'd cover to St. Helena with a fine strike of the Type 7. (Passed/Censor/St/Helena) small triangle in black without initials. Est £900	Realised £900
Lot 129	February 1902 cover to St. Helena with yellow censor seal. Est £550	Realised £550
Lot 130	May 1902 reg'd cover to St. Helena with Type 6. censor mark and green censor seal. Est £500	Realised £460
Lot 132	August 1900 cover to Russia, with Type 1. censor mark initialed J.H.M.B. and boxed Tax Mark. Est £260	Realised £250
Lot 133	August 1901 cover from India to St. Helena with St. Helena Q.V.½d 1d (2) used as postage dues. Est £700	Realised £950

This cover is illustrated in Supplement No 10, page 15.

All in all this was a fascinating sale to attend: 47 out of the 67 lots were from the Lampart collection sold by Gibbons in 1986. Some 20 lots went for less than estimate, although we will have to wait for the prices realised to see if any were actually unsold. The other 38 lots went for estimate or over. For those who are interested the above realisations do not include 15% buyer's commission plus 15% V.A.T. this puts the total selling price up by some 32.25%.

ST. HELENA POSTAL NOTICES: AIRGRAPHS BERNARD HUGHES

Three St. Helena Government Notices concern World War 2 airgraphs - copies of the Notices that I have are from tightly bound volumes and as a result give even worse photocopies than usual.

The first is Order No 2 of 1943 and reads as follows:

"In exercise of the powers vested in him by the Post Office Ordinance, 1898, and otherwise and with the advice of the Executive Council, His Excellency the Governor is pleased to make and hereby makes the following Rules:-

1. This order may be cited as the Post Office (Airgraphs Rates) Order, 1943.
2. "Airgraph" means a message written by the sender on a special form, reproduced by means of photography, and thereafter conveyed by air throughout the whole or part of the journey to the recipient.
3. The following rates shall be charged on Airgraphs sent from the St. Helena Post Office to the United Kingdom, Eire, Newfoundland and Canada, via South Africa:-

- (A) Airgraphs addressed to civilians sent by members of the Armed Forces, British and Allied, and personnel of the Merchant Navy. The name and address of the sender must clearly show that the Airgraph is from a serving member of the Armed Forces.) 5d each
- (B) Airgraphs addressed to members of the Armed Forces, British and Allied, whether sent by civilians or members of the Armed Forces.)
- (C) Airgraphs sent by civilians and addressed to civilians. - 10d each

Given under the hand and Official Seal of the Governor at the Castle, St. Helena, this 1st day of July, 1943."

Order no 4 of 1943, dated 22 December 1943, extended the service "to Australia, New Zealand, Tonga and the Fiji Islands, via South Africa", the rate for classes (A) and (B) being 6d, and for (C) 11d. Order No 31 of 1944, dated 6 December 1944 standardised the rate for all classes and to all available destinations (these remained unchanged) as 5d.

There is no indication as to whether this service was available from Ascension. The advantage of Airgraphs was that a great volume of mail could be transported on a small quantity of film, and that if a plane carrying the film was lost, the film could readily be reproduced so that the correspondence was not lost. The drawbacks presumably were the time it took to film the forms, the lack of privacy (perhaps irrelevant in the days of censorship) and the need to use the small forms available for this service.

ST. HELENA & ASCENSION PAQUEBOT MARKS

BY B. MABBETT

Very little is known concerning the use of the St. Helena and Ascension PAQUEBOT marks, and it was only after I acquired a few covers bearing these marks that I took more notice of them.

A friend of mine who collects PAQUEBOT marks from around the world informed me that two of the rules for the use of PAQUEBOT marks are:-

1. The PAQUEBOT mark should be struck on the cover to the left or below the stamps.
2. Covers that have the stamps of the country entry of the Paquebot letter (i.e. St. Helena stamps on cover posted at sea and coming into St. Helena for onward transmission) need not have the PAQUEBOT mark applied.

From the covers in my collection, it would appear that these rules were not adhered to in most cases.

I have three covers in my collection connected with St. Helena. The first has GB 4d. applied with the small Type 1. St. Helena PAQUEBOT mark struck to the left of the stamp together with the St. Helena c.d.s. for 5th December 1968. This PAQUEBOT mark measures 20mm long and was in use from 1956 to 1969.

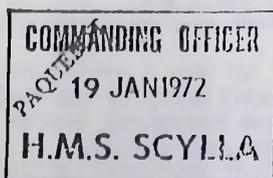
POSTED ON BOARD.
HIGH SEAS MAIL.

PAQUEBOT



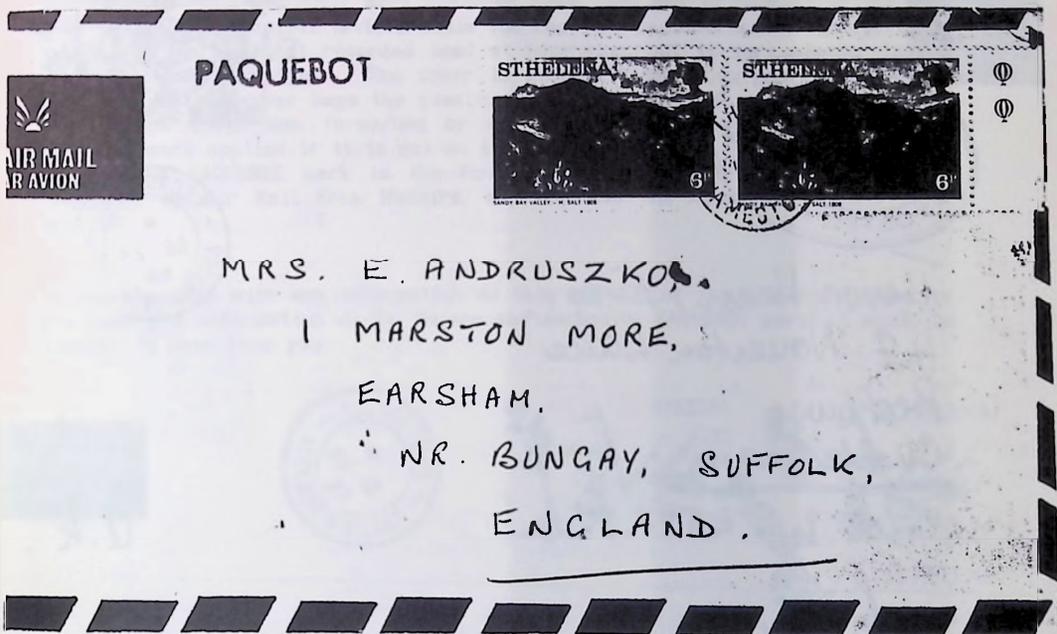
Master Ian Burgin.
10. Crown Hill Road.
Brinsworth.
Rotherham. Yorkshire.
England.

The second cover to the U.K. is from the Frigate, H.M.S. Scylla. This cover has a pair of St. Helena 1p. definitive stamps cancelled with the St. Helena c.d.s for 18th January 1972. The cover has the Type 2. PAQUEBOT mark struck on the cover to the left of the stamps. No need for the PAQUEBOT mark to be applied to this cover as it had St. Helena stamps applied. The Type 2. PAQUEBOT mark measures 22mm long and is recorded used from 1969 to 1976.



MASTER N. BURTON,
10, CROWN HILL ROAD,
BRIMS WORTH,
ROTH ERHAM,
YORKSHIRE
ENGLAND.

The third cover is franked with a pair of St. Helena 6p. stamps cancelled with the St. Helena c.d.s. for 9th March 1986. The cover was sent airmail to the U.K. and has the large Type 3. PAQUEBOT mark applied to the left of the stamps. This cover was probably posted on board one of the Greek cruise liners, as the name of the addressee appears to be Greek. Once again, the PAQUEBOT mark was incorrectly applied as the cover was franked with St. Helena stamps. The Type 3. PAQUEBOT mark measures 30mm and is known used from 1976.



MRS. E. ANDRUSZKO,
1 MARSTON MORE,
EARSHAM,
NR. BUNGAY, SUFFOLK,
ENGLAND.

Three recent additions to my collection were all posted on board the R.M.S. St. Helena and all have Georgetown Ascension transit marks.

The first cover is dated Georgetown 24th December 1986 and has the large R.M.S. St. Helena/Posted At Sea cachet applied. A large PAQUEBOT mark very similar to the St. Helena Type 3. but measuring 34mm long was struck across the stamp, and not to the left of the stamp as should have been the case. This PAQUEBOT mark came into use in 1976.

The second cover is dated Georgetown Ascension 5th December 1988 and has the small R.M.S. St. Helena/Posted At Sea cachet. This cover also has the large Ascension PAQUEBOT mark applied to the stamps instead of to the left or below.

air mail
avion



Trevor Hearl, Esq.,
49 Noverton Lane
Prestbury
Cheltenham
Glos. GL52 5DD

U.K.

By air mail
Par avion



Trevor Hearl
49 Noverton Lane
Prestbury
Cheltenham Glos

A third cover dated Georgetown Ascension 12th August 1987 has the large R.M.S. St. Helena/Posted At Sea cachet applied and a different PAQUEBOT mark applied to the stamps. This PAQUEBOT mark measures 25mm long and is unusual in the fact that the P is in capital letters while the rest are in lower case. So far as is known this mark is not recorded used at Ascension, but is very similar to one used at Funchal, Madeira. The cover is genuine commercial, not philatelically inspired, so this cover begs the questions:-

1. If the cover was forwarded by Air Mail from Ascension, where was the PAQUEBOT mark applied if it is not an Ascension type?
2. If the PAQUEBOT mark is the Funchal type, then why was the cover not forwarded by Air Mail from Madeira, and why was the Ascension transit c.d.s. applied?

If you can help with any information on this and any of the previous covers, or you have any information on St. Helena and Ascension PAQUEBOT marks, I would be pleased to hear from you.

air mail
avion



TREVOR HEARL,
49 NOVERTON LANE
PRESTBURY
CHELTENHAM

GLOS.

GL52 5DD

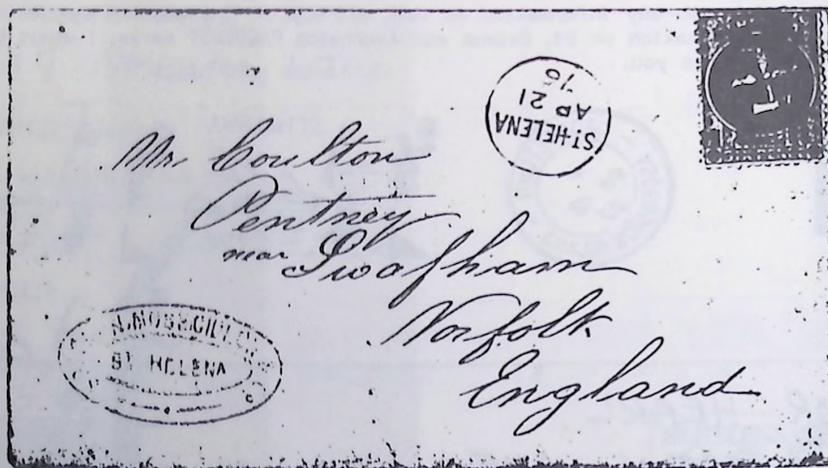


U.K.

FOR THE RECORD

FORWARDING AGENTS MAIL

Lot 1196 from the Harmers auction of 8th March 1989 was a cover addressed to Norfolk showing an unrecorded handstamp of the Forwarding Agents Solomon, Moss, Gideon & Co. This double oval handstamp struck in blue has 'SOLOMON MOSS GIDEON & CO' between the two ovals and 'ST. HELENA' across the centre. Two similar Solomon & Co oval handstamps are known, and they are illustrated below for comparison.

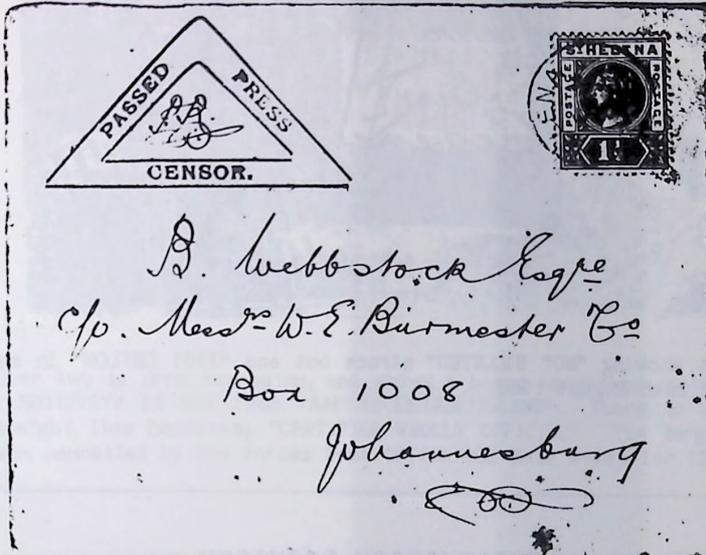


Cover to Norfolk dated St. Helena 21st April 1876.

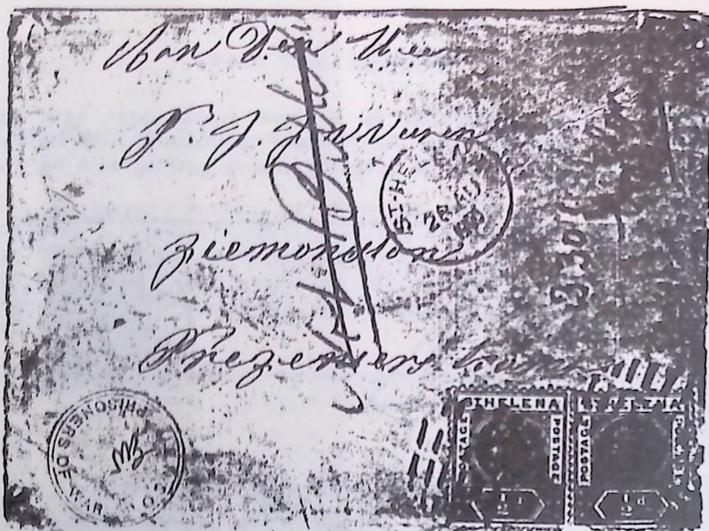


Two other recorded Solomon & Moss cachets.

A recent addition to my collection is a cover front dated 14th July 1902 showing the Type 4. (Hibbert Type 7.) Passed/Press/Censor mark initialed P.R. This now brings to nine the total of outgoing covers bearing this mark initialed P.R.



Another recent addition to my collection is a cover front addressed to Simonstown dated 28th August 1900. The front shows Type 1. censor mark initialed E.W.. On arrival at Simonstown, the cover was endorsed in manuscript "Not Billeted", this has been crossed out and "3301 Ceylon" applied. This must be one of the very earliest Overseas Intercamp covers as the first prisoners did not arrive on Ceylon until 8th August 1900.



Cover front showing "NOT BILLETED" struck out and "3301 CEYLON" in manuscript. Cover dated 28th August 1900.

INFORMATION REQUIRED

CAN YOU HELP?

I have two unusual items in my collection that I know nothing about. If you can help with any information regarding these items, I would be very pleased to hear from you.

The first item is a large piece from St. Helena dated 18th October 1987. It is from the Education Department to the U.K. and has a white label, perforated, with St. Helena along the top and the number 01195. If anybody knows of these labels, and the reason for their use, please drop me a line.



Item number two is from Ascension, and shows a boxed handstamp in black reading "CENTRAL REGISTRY/ 11 NOV 1988 /RAF ASCENSION ISLAND". There is also another large straight line handstamp "CERTIFIED WHOLLY OFFICIAL". The large cover has G.B. stamps cancelled by the Forces Post Office 163 date stamp for 12th Nov 88.



17

St. Helena

ST. HELENA.



STATUTORY RULES AND ORDERS

1957, No. 13.

POST OFFICE (AIR MAIL RATES) RULES, 1957

In exercise of the powers conferred upon him by section 3 of the Post Office Ordinance, Cap. 92, the Governor in Council hereby makes the following rules governing the rates of postage to be charged on postal packets sent from the post offices in St. Helena and Ascension for onward transmission by air mail.

1. These rules may be cited as the Post Office (Air Mail Rates) Rules, 1957, and shall come into effect on the 1st August, 1957.

2. The rates of postage to be charged on postal packets and postcards sent from the post offices in St. Helena and Ascension for onward transmission by air mail shall be as follows—

A.	For transmission via the United Kingdom :	s.	d.
(i)	Air Letters to any country shown in the current British Air Mail Leaflet as having an Air Letter Service	0	6
(ii)	Air Mail Packets of all classes, for each ounce or part thereof, to:—		
	Europe, U.S.S.R., Turkey, Malta, Gibraltar, Madeira, Canary Islands, Cape Verde Islands	0	6
(iii)	Air Mail Packets of all classes, for each half ounce or part thereof, to:—		
	(a) Cyprus; Near and Middle East; North East, and West Africa (including adjacent islands); Canada; U.S.A.	1	3
	(b) Central and South Africa (including adjacent islands); Central and South America (including adjacent islands)	1	9
	(c) Australia; New Zealand; North and South Pacific Islands; Japan; Korea	2	6
	(d) All other parts of the world	1	9

1958

1959

1960

(k) Air Mail Postcards, each, to—		
(a) Europe, U.S.S.R., Turkey, Malta, Gibraltar, Madeira, Canary Islands, Cape Verde Islands	0	3
(b) Cyprus; Near and Middle East, North, East and West Africa (including adjacent islands); Canada; U.S.A.	0	9
(c) Central and South Africa (including adjacent islands); Central and South America (including adjacent islands)	1	0
(d) Australia; New Zealand; North and South Pacific Islands; Japan; Korea	1	3
(e) All other parts of the world	1	0
Transmission via the Union of South Africa:		
(1) Air Letters to any country shown in the current British Air Mail Leaflet as having an Air Letter Service	0	0
(k) Air Mail Packets of all classes, for each half ounce or part thereof, to—		
(a) The Union of South Africa, Basutoland, Bechuanaland Protectorate, Swaziland and South West Africa	0	3
(b) Federation of Rhodesia and Nyasaland, Mozambique, Kenya, Uganda and Tanganyika	0	6
(c) Africa (excluding the Union of South Africa, Basutoland, Bechuanaland Protectorate, Swaziland, South West Africa and countries shown at (b) above), islands adjacent to Africa, Middle East, and Near East	1	0
(d) United Kingdom, Republic of Ireland, and Europe	1	6
(e) India, Pakistan, Ceylon, Malaya, Hong Kong, China and Japan	2	9
(f) U.S.A., Canada, and Central America	2	9
(g) All other parts of the world	3	0
(l) Air Mail Postcards, each, to—		
(a) The Union of South Africa, Basutoland, Bechuanaland Protectorate, Swaziland, and South West Africa	0	3
(b) Federation of Rhodesia and Nyasaland, Mozambique, Kenya, Uganda and Tanganyika	0	3
(c) Africa (excluding the Union of South Africa, Basutoland, Bechuanaland Protectorate, Swaziland, South West Africa and countries shown at (b) above), islands adjacent to Africa, Middle East, Near East	0	9

(d) United Kingdom, Republic of Ireland, Europe	0	9
(e) India, Pakistan, Ceylon, Malaya, Hong Kong, China, Japan	1	3
(f) U.S.A., Canada, Central America	1	3
(g) All other parts of the world	1	6

3. Postal Packets (other than air letters) and postcards shall have affixed to them above the address a blue Air Mail label, or shall be superscribed "By Air Mail" on the address side; and all postal packets, including air letters and postcards, shall have affixed to them on the address side stamps to the full value of the postage rate, and shall bear on the address side the legend "via United Kingdom" or "via South Africa" as the case may be.

4. The Post Office (Air Mail Rates) Rules, 1955 are hereby *Revocation* revoked.

Made by the Governor in Council this 17th day of July, 1957.

H. G. RICHARDS,
Clerk of Councils.

EXPLANATORY NOTE

The effect of the Statutory Rules and Orders is to revise the air mail postage rates and also to make provision for an air mail rate in respect of postcards. The increases and decreases are as follows—

A. For transmission via the United Kingdom.

- (i) to (iii) no change
(iv) insertion of rates for air mail postcards

B. For transmission via South Africa:

- (i) no change
(ii) (a) (b) and (c) no change
(c) increase of 3d
(d) no change except in the case of Europe where there is a decrease of 3d.
(f) increase of 3d except in the case of South America, transferred to (g), where there is an increase of 1/-
(g) increase of 9d.
(iii) insertion of rates for air mail postcards.

Printed at the Government Printing Office, The Castle, St. Helena,
J. A. SIM, Government Printer. M.P. 8430/57.

Price 9s.

ST. HELENA



STATUTORY RULES AND ORDERS

1959, No. 4.

Post Office (Rates) Order in Council, 1959

Cap. 92. In exercise of the powers conferred upon him by section 3 of the Post Office Ordinance and all other powers thereto him enabling, the Governor in Council hereby makes the following order:

1. This order may be cited as the Post Office (Rates) Order in Council, 1959 and shall come into effect on the 1st day of April, 1959.
2. In this order "British Commonwealth Countries" means—
 - (a) The United Kingdom;
 - (b) The self-governing countries of the British Commonwealth;
 - (c) Any Colony under the dominion of Her Majesty;
 - (d) Any territory administered by the Government of any part of Her Majesty's dominions under the Trusteeship System of the United Nations;
 - (e) South-West Africa;
 - (f) Any British Protectorate or British protected State;
 - (g) The Irish Republic.
3. The rates of postage and other charges to be charged on postal packets sent from the Post Offices of St. Helena and Ascension other than postal packets sent for onward transmission by air mail shall be those set out in the First Schedule.
4. The rates of postage and other charges to be charged on postal packets sent from the Post Offices of St. Helena and Ascension for onward transmission by air mail shall be those set out in the Second Schedule.
5. Postal Packets for onward transmission by air mail shall on the same side as the address bear the indication "By Air Mail" and the indication "via United Kingdom" or "via South Africa" as the case may be.
6. The Post Office (Rates) Rules, 1950, and the Post Office (Air Mail Rates) Rules, 1957, are hereby revoked.

Made by the Governor in Council this 12th day of March, 1959.

H. G. RICHARDS,
Clerk of Councils.

FIRST SCHEDULE

SURFACE MAIL

	d
A. To British Commonwealth Countries—	
(i) Letters—	
For the first ounce or part thereof	3
For each additional ounce or part thereof	1½
(Maximum weight 4 lb)	
(ii) Postcards	1½
(iii) Printed Matter—	
For each 2 oz or part thereof	1
(Maximum weight 11 lb)	
(iv) Samples—	
For the first 4 oz or part thereof	1½
For each additional 2 oz or part thereof	1
(Maximum weight 5 lb)	
(v) Commercial Papers—	
For the first 2 oz or part thereof	1
For each additional 2 oz or part thereof	1
(Minimum charge 3d)	
(vi) Insured boxes—	
For each 2 oz or part thereof	4
(Minimum charge 1/10d excluding registration fee and insurance premium.	
Maximum insurable amount £120.	
Maximum weight 2 lb)	
(vii) Registration fee—For each packet	4
(viii) Insurance premium (in addition to registration fee and postage)—	
Letters and Boxes—For each £24 or part thereof	1 3
(ix) Parcels—	
(a) To the United Kingdom—	
Weight not exceeding 3 lb	5 3
Weight exceeding 3 lb but not exceeding 7 lb	7 3
Weight exceeding 7 lb but not exceeding 11 lb	9 3
Weight exceeding 11 lb but not exceeding 22 lb	12 6
Insurance premium. For each £5 or part thereof	6
(Maximum insurable amount £50)	
(b) To Ascension or St. Helena—	
Weight not exceeding 3 lb	3 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 premium. For each £12 or part thereof	10
(Maximum insurable amount £50)	
(c) To the Union of South Africa—	
For each pound weight or part thereof	1 0
(Maximum weight 11 lb)	

(d) To other British Commonwealth Countries—
The rate for parcels to the United Kingdom or the Union of South Africa (as the case may be) together with the onward postage therefrom to the country of destination.

(e) Insurance premium (via London only)—
For each £12 or part thereof (together with the local premium of the country of destination)
(Maximum insurable amount £50)

B. To countries other than British Commonwealth Countries—

(i) Letters—		
For the first ounce or part thereof	4	
For each additional ounce or part thereof	3	
(ii) Postcards	1	
(iii) Printed matter—		
For the first 2 oz or part thereof	2	
For each additional 2 oz or part thereof	1	
(Maximum weight 11 lb)		
(iv) Samples—		
For the first 2 oz or part thereof	2	
For each additional 2 oz or part thereof	1	
(v) Commercial papers—		
For the first 2 oz or part thereof	2	
For each additional 2 oz or part thereof	1	
(Minimum charge 6d)		
(vi) Insured boxes—		
For each 2 oz or part thereof	4	
(Minimum charge 1/10d excluding registration fee and insurance premium)		
(vii) Registration fee—For each packet	4	
(viii) Parcels—		
The rate for parcels to the United Kingdom or the Union of South Africa (as the case may be) together with the onward postage therefrom to the country of destination.		
Insurance premium (via London only)—		
For each £24 or part thereof (together with the local premium of the country of destination)	1 1	

SECOND SCHEDULE

AIR MAIL

	d	d	d
A. For transmission via the United Kingdom—			
(i) Air Letters to any country having an Air Letter Service			6
(ii) Postal Packets other than Air Letters, for each ounce or part thereof, to—		Postcards	Other
Europe, Russia, Turkey, Malta, Madeira, Canary Islands, Cape Verde Islands	3		6

10

	Postcards		Other Packets	
	s	d	s	d
(iii) Postal Packets of all classes, for each half-ounce or part thereof, and Postcards, to—				
(a) Cyprus, Near and Middle East; North, East, and West Africa (including adjacent islands); Canada; United States of America	9	1	3
(b) Australia; New Zealand; North and South Pacific Islands; Japan; Korea	1 3	2	6
(c) All other parts of the world	1 0	1	9
B. For transmission via the Union of South Africa—				
(i) Air Letters to any country having an Air Letter Service			6
(ii) Postal Packets other than Air Letters, for each half-ounce or part thereof, to—				
(a) Union of South Africa, Basutoland, Bechuanaland Protectorate, Swaziland, South West Africa	3		3
(b) Federation of Rhodesia and Nyasaland, Mozambique, Kenya, Uganda, Tanganyika	3		6
(c) Europe; Africa (except countries included in (a) and (b) above), islands adjacent to Africa; Middle East; Near East	9		6
(d) United States of America, Canada, Central America; India, Pakistan, Ceylon; Malaya, Hong Kong, China, Japan	1 3		2 9
(e) All other parts of the world	1 6		3 6

EXPLANATORY NOTE

In consequence of the Universal Postal Convention and the Universal Postal Union Agreement concerning Postal Parcels signed at Ottawa in 1957, it has become necessary to make certain changes in postal rates for surface mail not later than the 1st of April, 1959. This Order in Council makes the necessary changes, and incorporates the air-mail rates, which are unchanged. The principal changes are the increases in the rates for letters (from 3d to 6d for the first ounce and from 2½d to 3d for each additional ounce) and for postcards (from 2½d to 3d) for transmission by surface mail to countries other than British Commonwealth countries, and the introduction of special rates for commercial papers. Other changes relate to printed matter, insurance premiums, samples and insured boxes.

Printed at the Government Printing Office, The Castle, St. Helena,
J. A. SM, Government Printer.

M.P. 848/59

PRICE 11.

STOP PRESS; FORCES POSTAL HISTORY MEETING 10 DECEMBER

ASCENSION AND SIERRA LEONE: 1944

BERNARD HUGHES

At the WASC/FPHS display, I put up two of the covers shown on the next page. It seems odd, but more appears to be known about mail links between Ascension and Sierra Leone in the 1840's than the 1940's. I wonder if any WASC members were in Freetown or Ascension during the war, and could add anything here?

The first cover illustrated (which I did not show) sets out the problem which can, perhaps, be answered by the other two covers. Why should a cover from a civilian on Ascension (his name is on the reverse), sent at the civilian sea mail rate (3d), subject to civilian censorship (Crown/PASSED/XX/...), lack an Ascension postmark and instead have the red POST OFFICE/MARITIME MAIL postmark properly found on privilege naval mail? A number of such covers are known, with similar British markings, such as RECEIVED FROM H.M.SHIPS, also indicating mail from the Fleet (see J A Mackay: English and Welsh Postmarks Since 1840 P216/7). Some have an Ascension 3d stamp, others an Ascension 1½d stamp (e.g. P68/71 in John Attwood's Ascension: The Stamps and Postal History), representing the Forces sea mail rate - these of course could properly receive the red MARITIME MAIL cancel.

The second cover shows that mail, stamped but not postmarked on Ascension, sometimes received transit marks in Sierra Leone. This cover is exceptional in showing all three Sierra Leone marks so far identified: the Freetown postmark for 25 AU/44, the Sierra Leone boxed POSTED ON STEAMER marking, and the Sierra Leone Crown/PASSED/QQ/2 civilian censorship marking. According to Philip Beale's display, QQ/1 is mainly found used in 1942, QQ/2 in 1944 and QQ/4 in 1945.

The third cover contains a most interesting letter, which starts thus:

"N.O.I.C. Ascension, C/O F.M.O. Freetown, Sierra Leone, 10-10-44.

Dear Maude,/A few lines to thank you for your postcard of 19th June which has just arrived. You will find the above address the quickest route..."

N.O.I.C. stands for Naval Officer In Charge, F.M.O. for Fleet Mail Office. Despite using this address, the writer was a civilian (hence, inter alia, the 3d stamp).

I think the answer must therefore be that, by 1944, mailships from the Union-Castle Line were most irregular, hence the 4 months taken by "Maude's" postcard to travel to Ascension. However, Ascension was regularly supplied by Naval vessels from Freetown. Mail from civilians and service personnel thus seems to have been sent by these vessels. Some such mail went via the Ascension Post Office, as occasionally Ascension postmarks can be found as well as Maritime Mail marks. The route via F.M.O. Freetown could be used for mail to and from Ascension, hence the unusual address on my second letter, and the Maritime Mail marking on my first cover - having reached England from F.M.O. Freetown, it was treated as mail from the Fleet. There were regular mails between Freetown and England. Thus my third cover reached Bermuda in a month, a quarter of the time taken by the postcard sent in the other direction by the regular route.

POST OFFICE



W. S. J. Jones,
2 The Valley,
Polhucous,
Langance,
Corwall, England.

PASSED
XX / CSD

FREE TOWN
25 ALB

POST



Oxendale & Co. Ltd.,
Granby House,
Manchester.

PASSED
XX / rpt...

England.

PASSED
D...



10 NOV 44

MISS MAUDE
"LYNESCOTE"

PASSED
XX / CSD

PEMBROKE WEST,
HAMILTON,
BERMUDA.