

The West Africa Study Circle

St. Helena & Ascension Supplement No. 16



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THE ROYAL PHILATELIC SOCIETY
LONDON
THE WEST AFRICA STUDY CIRCLE

ST. HELENA & ASCENSION SUPPLEMENT NO. 16

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THE WEST AFRICA STUDY CIRCLE

ST. HELENA & ASCENSION SUPPLEMENT NO. 16

EDITORIAL

First an apology for an omission from Supplement No 15. The Post Office order form on pages 26 and 27 was sent in by the dealer Steve Ellis, and I failed to indicate this as such. Sorry Steve.

This issue sees some varied articles from Ascension Air Mails (to be continued) Royal Mail Steamers 1870-1873, KGV Badge issue varieties, new information on St. Helena Tax Mark, The St. Helena Requisition Books in the British Library (to be continued) and Post Office notices etc.

As many of you will have noted in the Secretary's Newsletter, Bob Deakin has arranged a meeting for all those members interested in Ascension or St. Helena to coincide with Autumn Stampex. The meeting is to be held on Saturday 19th October 1991, at The British Philatelic Centre, 107 Charterhouse Street, London, EC 1. The meeting will start at 2pm. Would all those members who will be attending this meeting please inform Bob or myself so we can get a rough idea of expected attendance. Bob has asked if all those attending could bring along a few sheets for display, along with any problem covers or items they feel may be of interest to members. Bob can be contacted at his home address at:-

CHILLIES,
MERES LANE,
MAYFIELD,
EAST SUSSEX.

Hoping to see you all in October.

BHST WISHES, BERNARD MABBETT

BERNARD MABBETT

34 VERONICA GREEN

GORLESTON,

NORFOLK. NR31 8LE.

TEL (0493) 656147

AN UNUSUAL SEA/AIR COVER
FROM ASCENSION

BY JOHN ATTWOOD

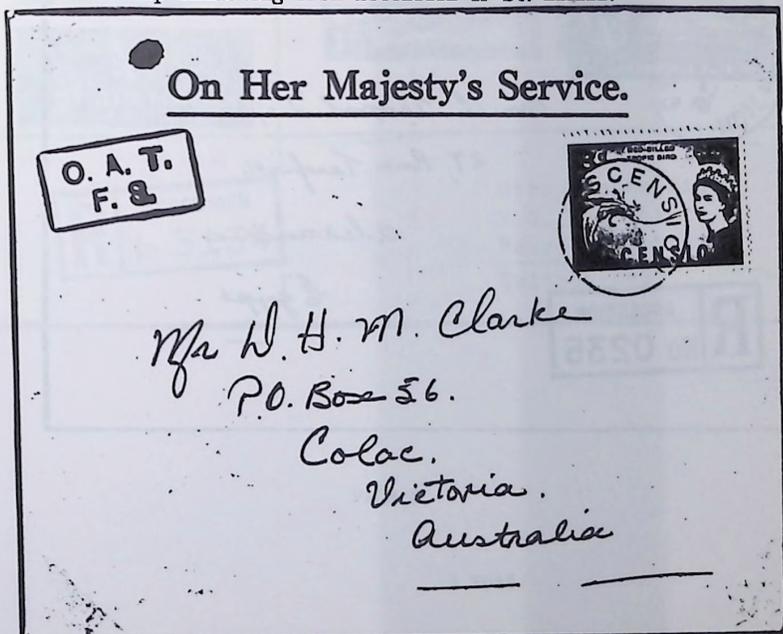
This cover to Victoria, Australia bears the correct Empire surface rate of 3d. for a letter weighing up to one ounce.

On arrival in London it was sent on by air to its destination, as evidenced by the boxed O.A.T./F.S. handstamp and which stands for "Onward Air Transmission, Foreign Section."

If there was space on the plane the G.P.O., London would, on an irregular basis, make up bundles of surface Empire mail, stamp the top cover with the letters O.A.T. and have the bundles put on board the plane together with the regular airmail. This handstamp does exist on Empire mail unboxed and sometimes with the letters F.S. added.

As can be seen this handstamp in its various permutations, boxed/unboxed and with/without F.S., is far from commonplace. In this instance, being mail from Ascension to Australia, it is quite a remarkable example of Ascension Postal History.

I would be very interested to learn if any other VASC members have seen a comparable handstamp emanating from Ascension or St. Helena.



A STUDY OF ASCENSION AIRMAIL

BRITISH AND AMERICAN

BY JOHN ATTWOOD

1. Registered letter to Egypt and postmarked 21st December, 1936.

This letter was carried by ship to Capetown and then on by air to its destination. The postal charge for such a letter, weighing between a half and one ounce, was made up as follows:-

Airmail rate 1/0d.

Surface rate 3d.

Registration fee 3d.



2. Registered letter to Switzerland and postmarked 28th March, 1950.
 This letter was carried by ship to the U.K. and then on by air to its destination. The postal charge for such a letter, weighing between one and two ounces, was made up as follows:-

Surface/air mail rate 1/0d.
 Registration fee 4d.

From the 15th October, 1947 the Surface and Air mail charges were combined into one single quoted charge.



4. Registered letter to Berlin and postmarked 15th February 1965.
 From 23rd May, 1960 until 1st May, 1967 Airmail from Ascension was carried by the U.S. Air Force to Florida for on-carriage by B.O.A.C. to the U.K. In this instance, onward carriage to Berlin was by commercial airline.
 The postal charge was 8d. plus a registration fee of 4d.

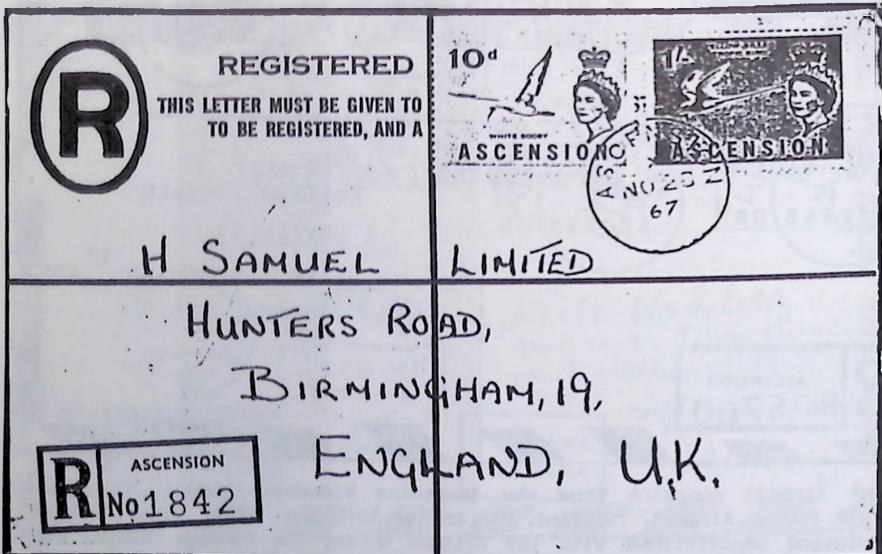


The first Airmail despatch from the Ascension Wideawake Airport to Great Britain via Piarco Airport, Trinidad, was on the 10th May, 1958. This resulted from prolonged negotiations with the British G.P.O., the Foreign Office, The Colonial Office, B.O.A.C., the Trinidad Government, the U.S. State Department and the U.S. Air Force (Military Air Transport Services).

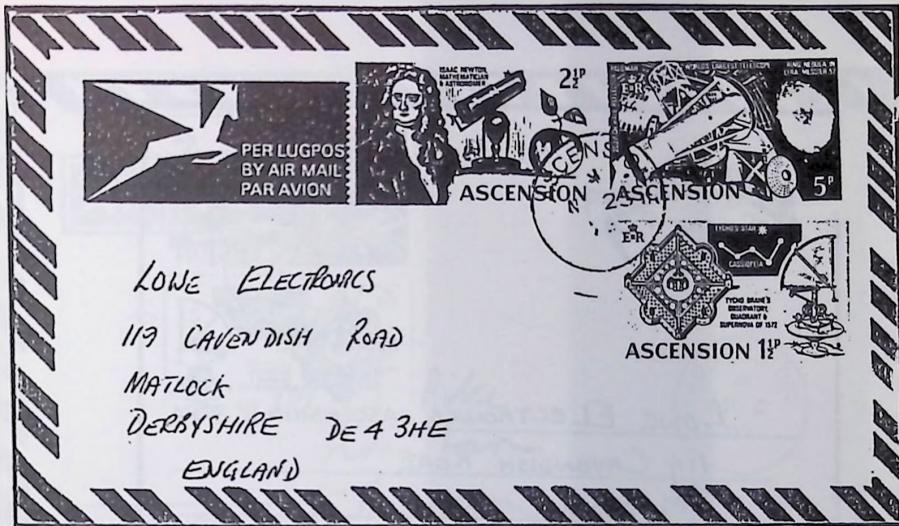
5. Registered Formula letter to Birmingham and postmarked 28th November, 1967.

From May 1967 until March 1972, U.K. Airmail from Ascension was carried by the U.S. Military Air Transport Services to Antigua for on-carriage by B.O.A.C. to the U.K.

from 27th June, 1967 to 7th March, 1971 the airmail rate for letters to the U.K. was 1/6d. for the first half ounce. In this instance, a registration fee of 4d. was added.



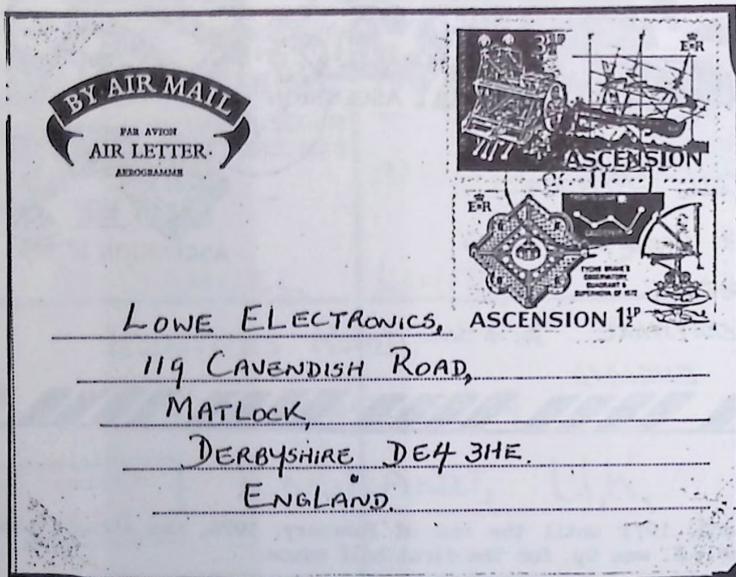
6. Letter from a Mr. Weston, and employee of the British Broadcasting Company, at the Relay Station on Ascension and postmarked 25th November, 1973. From March 1972 until June 16th, 1982, U.K. Airmail was carried by the U.S. Air Force to Patrick Air Force Base, Florida, from where it was transferred to Miami for on-carriage by B.O.A.C. to the U.K.



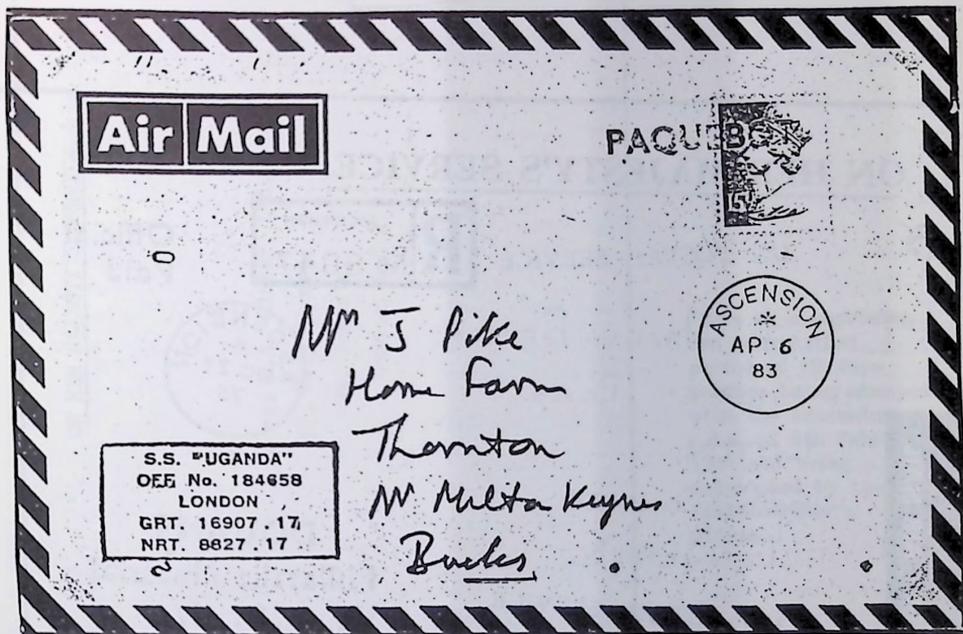
From 8th March, 1971 until the end of February, 1976, the airmail rate for letters to the U.K. was 9p. for the first half ounce.

7. An aerogramme from a Mr. Moyce of Cable and Wireless on Ascension and postmarked 11th October 1974.

The 5p. airmail rate for aerogrammes from Ascension applied worldwide from 1st October, 1973 until the end of February, 1976.



8. An example of a maritime airmail letter which was posted aboard the S.S. "Ugnada", the 15½p. stamp received the PAQUEBOT cancellation and Ascension c.d.s. on arrival at Ascension. The date stamp being applied prior to being onward carried by air to its destination.



UNSTAMPED O.H.M.S. MAIL

1. Unstamped and registered "O.H.M.S." cover to Luton from the Ascension Post Office.

The "ON POSTAL SERVICE" handstamp is the third type so far recorded. The hollow ground two-line "Official Paid" handstamp is recorded as having been in use from the 22nd October, 1976 until the 27th January, 1983 when it was superseded by a straight line marking.

353

ON HER MAJESTY'S SERVICE.

13

ON POSTAL SERVICE

R	ASCENSION
	No 8047

Official
Paid

L. V. T. NORTON - PEARSON,
41 STUDLEY ROAD,
LUTON,

ASCENSION
*
4 OCT 22 '76
75

Bedfordshire
ENGLAND.

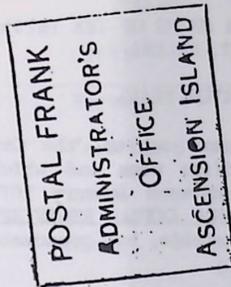
ON POSTAL SERVICE



DOUANE
Philatelic Material
Value: £ 1.00

ON HER MAJESTY'S SERVICE.

Messrs R.A. Lister, Ltd.,
37, Bury Street,
St. James's,
London, S.W.1.



The back flap of this cover is sealed with an oval handstamp of the Administrator's Office in purple ink.

There is a surprising and unexplained period of 15 days between being stamped with the Ascension c.d.s. of 8th February 1967 and being despatched by the Administrator's Office.

ROYAL MAIL STEAM SHIPS OF THE 1870's
AT ST. HELENA

BY TREVOR HEARL

Postal Historians tracking letters sent out on 'the Cape run' may find the following timetable helpful. It specifies when and which ships arrived from England and the Cape at St. Helena between January 1870 and November 1873. The table is taken from THE ST. HELENA ANNUAL REGISTER FOR 1874 so that it deals, not with a proposed future timetable, but presumably with what actually happened.

Details of the ships listed can be had from two recent publications. Duncan Haws: MERCHANT FLEETS - UNION, CASTLE AND UNION-CASTLE LINES is a directory outlining the career of every ship in those fleets, with a brief history of the firms involved. V. H. Mitchell & L.A. Sawyer: THE CAPE RUN is an illustrated history of the Union-Castle service to South Africa and the ships employed. Anyone at all interested in this mail route would find them both valuable works of reference, the former published in 1990 (flexi-cover £11.95), the latter in 1987 (hard-back, at £13.95) available from all bookshops, or if any difficulty by post from the South Atlantic Book Dept., Waterstone's Booksellers, Promenade, Cheltenham, Glos. (phone 0242 512722), where Mary Vanderplank is the specialist.

I am also indebted to Mr. Nicholas Thorpe of V.A. Thorpe & Sons, St. Helena, publishers of St. Helena 1502-1659 and Records of St. Helena for sending a copy of the timetable from Jamestown.

Arrival of Royal Mail Steamers from England

MONTHS	YEARS			
	1870	1871	1872	1873
January	Saxon 2	Northam 3	Celt 1 Danube 29	Saxon 4 Horseman 30
February	Horseman 4	Celt 2		Celt 25
March	Celt in lieu of Briton 27	Briton 8	Saxon 8	Syria 12 African 25
April	Cambrian 2	Saxon 2	Northam 3 Syria 29	

MONTHS	YEARS			
	1870	1871	1872	1873
May	Roman 7	Northam 4		European 5
June	Northam 2	Cambrian 5	European 5	Syria 5
July	Natal 7	Roman 6	Horseman 5	African 6
August	Briton 3	Saxon 4	Celt 1 Danube 29	European 4
September	Horseman 2	Northam 2 Syria 30		Syria 5
October	Saxon 2		European 3	Asiatic 5
November	Cambrian 5	Roman 3	Northam 2 Syria 30	Teuton 5
December	Roman 2	Horseman 4		

Arrival of Royal Mail Steamers from Cape of Good Hope

MONTHS	YEARS			
	1870	1871	1872	1873
January	Celt 13 Cambrian 29	Roman 12 Horseman 27	Horseman 12 Northam 28	Syria 11 Danube 26
February	Saxon 12 Roman 27	Northam 12 Dane 27	Celt 12 Syria 27	Saxon 12 Roman 27
March	Horseman 13 Northam 28	Celt 13 Cambrian 29	Danube 12 Roman 28	Northam 13 Celt 22
April	Natal 15 Cambrian 28	Briton 13 Roman 27	Saxon 13 Horseman 27	Syria 13 Danube 22

YEAR

MONTH	1870	1871	1872	1873
May	Celt 13 Briton 29	Saxon 13	Northam 12 Celt 27	Briton 14 Teuton 22
June	Roman 13 Norseman 30	Norseman 14 Northam 29	Syria 12 Danube 28	European 12 Northam 23
July	Northam 15 Saxon 28	Celt 14 Syria 28	European 14 Briton 29	Syria 13 Danube 22
August	Himalaya 13 Cambrian 28	Cambrian 13 Roman 29	Norseman 12 Northam 28	African 12 Teuton 24
September	Briton 13 Roman 28	Saxon 14 Norseman 29	Celt 13 Syria 26	European 12 Briton 25
October	Norseman 11 Northam 27	Northam 13 Celt 28	Danube 12 Saxon 27	Syria 13 American 22
November	Celt 27	Syria 12 Cambrian 28	European 13 Norseman 27	Asiatic 12 African 22
December	Cambrian 12 Briton 28	Roman 13 Saxon 27	Northam 12 Celt 27	

Extract from 'THE ISLANDER' page 11 Friday 26th April 1991.

NEW LETTER BOX AND STAMP



We also welcome to the island the RAF 'Mail Run Two Expedition'. Led by S. Roulston. The six man team will present a new Letter Box and Stamp to the Historical Society. The new Box will be at North West Point. They also hope to walk all the other Letter Boxes during their weeks stay.

Statistical Additions to Some "Half" Varieties

by R.G. Stanton

After reading the article by David Lewis on pages 30 to 31 of the St. Helena and Ascension Supplement No. 15, I decided to offer some additional facts that amplify the information given. Let me start with a few notes that emphasize several important principles that are frequently ignored.

Note 1. Browned gum is not really a misfortune. Most of the later printings had brownish gum; many had heavy brown gum. Gum is one of the important means of distinguishing printings.

Note 2. We should be careful not to think that the position of a stamp determines the varieties on it. The printing is even more important, since varieties developed and evolved through various printings. There were many causes of changes: plate wear, repairs, and (especially) methods of storage of the plates (most changes occurred between printings, just as happened with the King George V Heads of Australia, where the methods of storing plates were equally poor). The evolution of varieties through the printings has frequently been ignored by past writers on St. Helena badges. The sort of study that is most valuable is a study like those made of the King George V Heads of Australia; in particular, the study of the 1d red (later printed in violet and in green) is a model for all specialists. That study traces the development of the varieties on each position through the various printings, colours, and printers. Perhaps I might add that it is also of considerable importance to determine the order in which the various stamps in one printing order were printed, since some varieties developed during a printing (notably the torn flag which, despite the note in Gibbons, did NOT appear on all stamps from the first printing in 1922). There is at least one remarkable case in which the vignette plate was repaired DURING the run of a particular stamp (the four penny run in 1923).

Note 3. Many "specialists" err in the definition of a variety. A variety is not a one-time fluke, and something that has been seen only once is not a variety. I have, in my reference

collection, many striking "one-time flukes" like "void corners" and "moon in the sky"; some auction catalogues have been known to list other "varieties" like "hole in the hull". Collectors should not be misled into attaching any great value to such auction house descriptions (beware also of "white varieties" that are really scuffs on the surface of the soft paper of the badge issue!). Once you see something a bit unusual, put it aside and WAIT; it is not a variety until you have established that it occurs at least semi-constantly in a fixed position. Actually, with a bit of experience, you get a very good "gut feeling" for what is likely to turn out to be a real variety.

Note 4. There were seven printings of the halfpenny, and 60 stamps on each sheet. This gives a total of 420 different stamps. In order to be reasonably sure of having representatives of each position from each printing, one should therefore be looking at a statistical reference collection of at least 2500 stamps. However, some of the stamps may be over-inked or under-inked, and therefore not easily identifiable; so this number should probably be raised to about 3500 for good measure. Considering the vast number of halfpennies printed, and the cheapness of the stamp, this is a reasonably modest number. (Incidentally, at least one British dealer claims that the halfpenny stamp is rare with a black centre, and prices it at about 4 pounds! Don't buy! Such a price is based on the faulty argument that the deep carmine red of the penny halfpenny was printed in 1937 and is pricey; therefore the halfpenny, which was printed with a black centre at the same time, should also be pricey. The fallacy in this argument is that there are plenty of copies of the 1937 printing of the halfpenny available; furthermore, there were several other printings with a black centre, and so, even if the 1937 printing were rare, one can not conclude that all black centres derive from the 1937 printing.)

Now for some additional information on the stamps noted by David Lewis. I will follow the same order as he used and will restrict myself to the cases that he mentions. From my comments, it will appear that a very large percentage of the stamps which he acquired did come from the seventh and final (1937) printing of the halfpenny.

Stamp 1. The "white blob on the frame line above the EL" is the "bubble in the water variety". It only occurs on the seventh printing of the halfpenny. However, it does occur on all the other stamps of that printing (the one penny, the two penny, and the penny halfpenny in carmine red). Since this is a late (indeed the latest) printing of the halfpenny, it also shows

the two other late vignette flaws, namely, the rope stretching from the cliff to the rock and the white rectangular "blob" on the rock (which science fiction enthusiasts can think of as an invading alien life form; or as snow - both equally unlikely in St. Helena). Position 1 can also be verified by the frame variety on the halfpenny - two chips in the upper left corner; this is present on most copies.

Stamp 2. The 1923 printings have the well known "shooting star" variety just above the rock. The later printings have this flaw repaired, but close scrutiny reveals dents in the same lines of shading, and the "remains" of the repaired flaw are always evident, unless the stamp is grossly over-inked. However, the most prominent identifier of Position 2 on the halfpenny is the flax leaf re-entry in the border plate; this is always clear, no matter what printing is involved. The feature that Mr. Lewis mentions is a sort of "doubling" that occurs on a number of values, in a number of positions. It occurs on position 2 of the halfpenny on the 1937 printing, although some copies have the faint lines so close to the original shading lines that they become imperceptible.

Block of 5/6/17/18. The variety on stamp 18 is bound to appear since it occurred on all printings except the 1922 printing (and the first printing of the halfpenny was in 1923). This particular variety, the two "white buoys" in the water, is just as prominent as the three famous varieties listed in Gibbons. The vignette variety on stamp 6 can be obscured by over-inking, although the broken crown on some printings is a great help in plating. I am not sure what Mr. Lewis refers to when he speaks of a variety on stamp 5. He may be referring to the "break in the lower vignette frame 1 mm from the left" that has been described by several authors (copying one another). This variety does not exist and can be added to the list of errors in the literature (on a few stamps there is the merest trace of weakness, but you need a lot of imagination to see it, and it is never a "break"). Stamp 5 is most readily identified by the "dent in the right vignette frame opposite the middle yard"; this is very clear. The "rope down the cliff" is prominent enough on lightly inked copies, but can be obscured on heavily printed copies. Stamp 17, of course, shows a well known vignette variety, but this evolved considerably during the various printings. (Since I have referred to one imaginary variety, let me mention the vignette variety, listed in several sources, on stamp 10; do not seek out this "weakness in the face of the rock variety"; it does not exist.)

Stamp 12. This break is very close to the position of a similar break on stamp 29. However, the break on stamp 29 is a standard break; the break on stamp 12 occurred on the last printing of the halfpenny and is a slanting "feathered" break; incidentally, stamp 12 also shows a slanting break in the mizzen mast (this break occurred earlier, and slants in the opposite direction to the break in the upper vignette frame).

Stamp 13. The variations mentioned by Mr. Lewis fall in somewhat different categories. The weakness at the water line in the right vignette frame stems from the very beginning of the printings, and is the only way to identify Stamp 13 on the 1922 printings (except when there is a border plate variety, such as does occur on some values). The mashed left frame and the two breaks in the bottom frame are late developments and characterize the printings of 1936 and 1937. Again, it should be emphasized that the broken mainmast, like all other varieties, evolved during the printings and its development can be traced (however, one must not be misled by variations due merely to inking problems).

Stamp 14. The weakness and breaks in the bottom frame are features of the evolution of this position; they have an interesting history that can be traced through the entire life of the plate. Later Mr. Lewis refers to a copy without breaks; I am sure that if he looks closely, he will detect a weakness. Although complete breaks do not occur on all printings, there is always some sort of weakness, or faint gouging out of the bottom vignette frame, even on the 1922 printing.

Stamp 21. See Note 3 concerning single occurrences of any feature. I would be very dubious about this variety. I have examined a good selection of stamps from position 21, and do not find this "black spot in white patch" on any of them. So I shall wait to be convinced.

Stamp 27. The "crimp" in the upper right vignette frame is a prominent feature of stamp 27; the form of the crimp was subject to evolution (and to inking). The other break mentioned is faint, and can easily be obscured by over-inking, but it does tend to be clearer on the later printings.

Stamp 32. The "V-shaped break to the right of the mizzen mast" is "St Elmo's Fire", the prominent "discharge" from the point of the flagpole. The size and shape of the emission vary over the different printings and provide important information about the development of the vignette on Stamp 32; "St. Elmo's Fire is much more characteristic of stamp 32 than the more widely publicized break in the eleventh shading line. The border plate variety mentioned, namely, a white line from the third lily to the inner border plate frame, only occurs on the last printing of the halfpenny; that is why most copies of stamp 32 do not show this variety.

Stamp 36. This "break" is really a white vertical "stick in the water"; it developed late and appears only in the fourth and later printings of the halfpenny. It may not be very clear on heavily printed stamps.

Stamp 45. The usual break, 1 mm from the left, in the top vignette frame was constant through the life of the plate. However, it was not particularly deep and is frequently obscured by over-inking or even just heavy printing. For instance, it is never visible on stamps like the 2 shilling.

Stamp 53. This variety is a plate scratch that developed and has a history; it stretched from the top to the bottom of the vignette, basically running down the mizzen mast and then turning left. Some retouching eliminated the upper half of the scratch (though evidence of the retouching remained). Heavy inking may make the scratch difficult to detect.

Stamp 57. The break over the A occurs only on the last printing; it does indeed occur on stamp 57.

Stamp 60. Again, the break over the L occurs only on the last printing.

The "dent in the outer medallion frame at the bottom" is probably the dent on stamp 28 (since no illustration of the exact location of the dent is provided, I can only speculate, but that is the only stamp having a prominent dent in the medallion frame).

"Three copies with break in outer right vignette frame 1.5 mm from top right hand corner" is a slightly unclear description. The vignette has only one frame. If the reference is to the inner frame of the border plate, then the description fits stamp 42 very well. The break on stamp 42 is horizontal (unlike a similar break, a little higher, on stamp 12). To check that stamp 42 is involved, one can look at the left bar of the cross on the repaired flag, but also at the break in the seventh shading line, just above (and slightly to the right of) the mizzen mast.

The "break in top frame 4 mm. from left" on the stamp to the left of the one just described would then appear on stamp 41. Indeed, there is such a break in the top vignette frame of stamp 41, although it is not particularly prominent and developed late. Stamp 41 is very easily identified, but not by the flaw listed in the literature (the upward tilt of the first line on the stern does not appear on all printings). Stamp 41 always has the "fifth shading line with a weak right-hand end" just next to the right hand vignette frame; there is also a "scratch-like line" that trails off from this line down toward the left, but this can only be seen on faintly inked copies. However, another prominent feature of stamp 41 is the "2-5-8 break". This is a line of breaks (slanting down to the left) with breaks in the second, fifth, and eighth lines of shading to the right of the mainmast (the break in the eighth line, just below the top yard, is always visible). This slanting line continues with a break in the twelfth line just right of the mainmast and a break in the fifteenth line, just to the left of the mainmast. The break in the twelfth line is almost always very clear and characteristic (I trust that I may be forgiven for giving this considerable detail, since the features of stamp 41 do not appear to have been listed in print before this).

Stamp 4. "Top left value tablet broken" on Stamp 4. No description of the break is provided; if it is the very prominent flaw that damaged both the value tablet and the letter P, then one can state that this flaw only occurred on the first printing of the halfpenny, in 1923. It was then repaired; the repair was done well, although traces of the repair can still be seen on later printings.

Stamp 13. I do not quite understand this note at the end of the article; I think it merely emphasizes the evolutionary nature of the three late flaws that developed on Stamp 13 (mashing of the left frame of the vignette, and two damaged portions in the bottom frame of the vignette).

The "retouching" in the Sandafayre copy (which was estimated at far too high a price) is not particularly uncommon. It is not a retouch, and it can occur in different positions. I am unsure of the exact cause of the phenomenon; possibly some sort of rocking of the plate led to this result, which is something like a "kiss print". It can occur either to the left or the right of the vignette frame and usually, but not always, tends to occur on stamps in the first two

columns or last two columns of the plate. This phenomenon is related to the "small lines" described by Mr. Lewis in his note on stamp 2. It is also related to the prominent "doubling" effect that occurs in stamps from the bottom row of the sheet (stamps 49 - 60) in the bottom shading lines that lie between the name tablet and the bottom border frame (this is particularly notable on the four penny and the eight penny values, especially on position 53).

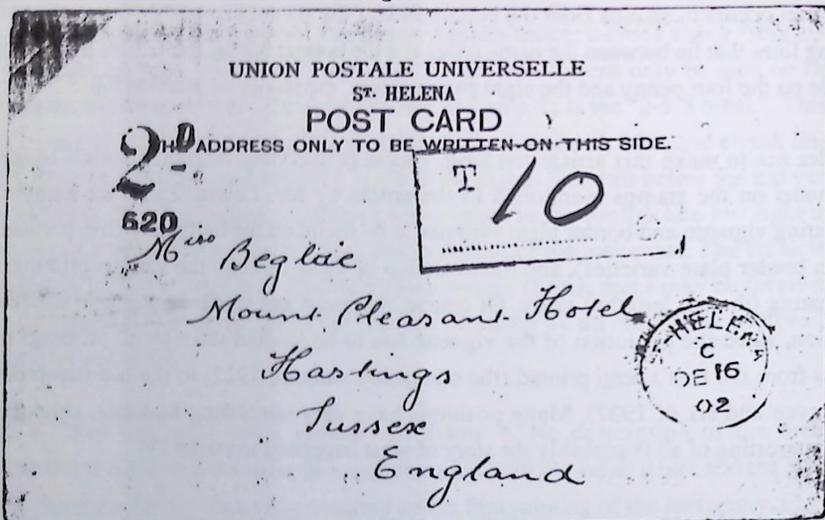
In order not to make this article too long, I have deliberately restricted myself to further comments on the stamps mentioned in the article by Mr. Lewis. There are many other interesting vignette and border plate varieties to be found on the halfpenny (it is particularly rich in border plate varieties), and the evolution of these through the various printings is a fascinating (though lengthy) study. Of course, one must not study the vignette varieties in isolation, since the evolution of the vignette has to be studied through all printings of all values from the first stamp printed (the one penny value of 1922) to the last stamp printed (the seven and six of 1937). Many positions have very interesting histories, although the most interesting of all is probably the story of what happened to stamp 29.

Of which, more anon.

© 1991, by R.G. Stanton

FOR THE RECORD
 THE TYPE 2 TAX MARK
 BY PETER COTTIS

A recent addition to my collection is a P.P.C. to the U.K. dated 16th December 1902. The card was completely unfranked and received the Type 2. boxed Tax Mark. In addition to the Tax Mark it received on arrival in the U.K. a large 2d with 620 (520?) underneath it. If any member can give me a reason for the number under the 2d I would be most grateful.

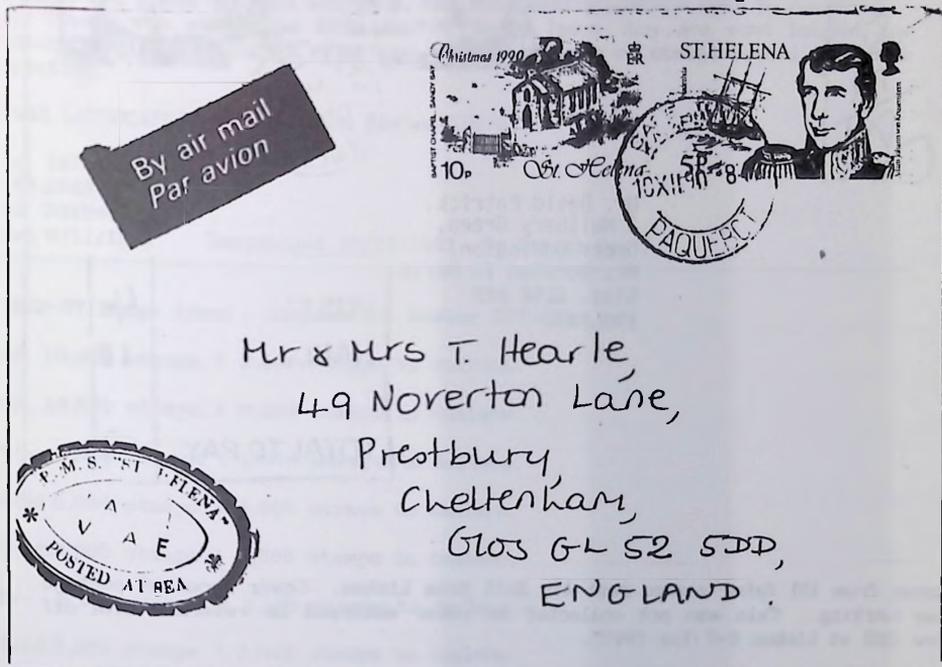


The Type 2. Tax Mark was entered on the G.P.O. record books on 6th June 1902, and until now the earliest recorded date of use has been 20th September 1905. This card now brings forward that date by almost three years.

RMS ST. HELENA

MAIDEN VOYAGE

A recent addition to my collection is a cover that was posted on board the new RMS St. Helena on her Maiden Voyage. The cover was posted on the leg from St. Helena to Capetown and on arrival there received the Cape Town Paquebot c.d.s. for 10th December 1990. The cover also received a double oval handstamp inscribed "R.M.S. "ST. HELENA"/POSTED AT SEA" between the two ovals and "MAIDEN VOYAGE" in the centre. The outer oval has a thick serrated edge.



THE ILL FATED MAIDEN VOYAGE

OF THE RMS ST. HELENA

The brand new shuttle vessel the RMS St. Helena has had an eventful start to her life as St. Helena's supply line. The voyage South went well, but on the return leg from St. Helena one of her engines broke down. She was forced to put into Lisbon, Portugal for emergency repairs.

She then limped home on one engine. All mail was unloaded for forwarded on by Air mail, this included all surface mail. All the surface mail waiting at Ascension was forwarded by Air from Ascension. Covers to look for from this voyage are dated late December from St. Helena and January/February 1991 from Ascension. I have covers from both St. Helena and Ascension that should have been sent surface mail, but both came Air mail from Lisbon and Ascension respectively.

R.8/2/91



Mr. David Patrick,
3 Mullbery Green,
Upper Oddington,
Nr. Moreton in Marsh
Glos. GL56 OXP
ENGLAND.

POST	4
HAND	13
TOTAL TO PAY	17

Cover from ill fated voyage sent Air Mail from Lisbon. Cover received postage due marking. This was not collected as cover endorsed on reverse "Late off New RMS at Lisbon 6-7 Jan 1991".

The Lowland Lancer took over as shuttle supply ship while the RMS St. Helena underwent repairs for a new engine. The Lowland Lancer may be more familiar to some of you as the R.F.A. Sir Lancelot from the Falklands Campaign.

THE ST. HELENA COLLECTIONS
IN THE BRITISH LIBRARY

THE REQUISITION BOOKS

BY B. MABBETT

The requisition books for the St. Helena stamp issues from 1921 to 1940 make very interesting reading. They list every despatch of stamps; the date they were due to be despatched; the day they were actually despatched; number of stamps and sheets in each despatch, and occasionally numbers sent to dealers. For those who study the KGV 1922-27 Badge Issue they are most helpful for identifying the different printings and the numbers of stamps issued from each printing.

1922 LANDSCAPES - Requisition Number 109/21

1d. 1972+40/60

1½d. 2029

3d. 2015+6/60

Due 9/11/1921 Despatched 28/10/1921 By Parcel Post.

1922-27 Badge Issue - Requisition Number 134/21

1d. 15,000 stamps + 9,000 stamps to dealers.

6d. 10,000 stamps + 6,000 stamps to dealers.

1/- 8,000 stamps + 6,000 stamps to dealers.

1/6d. 6,000 stamps + 4,800 stamps to dealers.

2/6d. 6,000 stamps + 3,600 stamps to dealers.

5/- 5,000 stamps + 2,160 stamps to dealers.

7/6d. 5,000 stamps + 1,500 stamps to dealers.

10/- 5,000 stamps + 1,200 stamps to dealers.

15/- 5,000 stamps + 1,000 stamps to dealers.

£1 5,000 stamps + 720 stamps to dealers.

Due 18/4/1922 Despatched 16/5/1922

1922-27 cont

Requisition Number 776

4d. 120,000 stamps

14d. 120,000 stamps

2d. 120,000 stamps

3d. 120,000 stamps

4d. 120,000 stamps

8d. 120,000 stamps

Due 30/11/1922 Despatched 3/1/1923

Requisition Number 794

1d. 120,000 stamps

Due 4/4/1923 Despatched 9/4/1923

Requisition Number 860

6d. 60,000 stamps

Due 23/3/1925 Despatched 13/3/1925

Requisition Number 921

2d. 60,000 stamps (Urgent order)

1/- 30,000 stamps

1/6d. 14,000 stamps + 6,000 to dealers.

2/6d. 15,200 stamps + 4,800 to dealers.

5/- 12,600 stamps + 2,400 to dealers.

Due 26/1/1926 Despatched 3/12/1926

Requisition Number 936

5d. 30,000 stamps

2/- 20,000 stamps

Due 3/6/1927 Despatched 23/7/1927

Requisition Number 1005

2d. 60,000 stamps

Due 16/7/1928 Despatched 11/7/1928

Requisition Number 1104

1d. 60,000 stamps

Despatched 25/3/30

Requisition Number 1242

½d. 60,000 stamps

1d. 60,000 stamps

2d. 60,000 stamps

Due 10/2/32 Despatched 17/2/32

SILVER JUBILEE

Requisition Number 1395/1

1½d. 30,000 stamps + 21,000 to dealers.

2d. 30,000 stamps + 18,000 to dealers.

6d. 12,000 stamps + 11,400 to dealers.

SILVER JUBILEE cont:-

1/- 9,000 stamps + 10,200 to dealers.

Due 7/3/1935 Despatched 11/3/1935

1934 - CENTENARY

Requisition Number 1301

4d. 36,000 stamps + 36,000 stamps to dealers.

1d. 36,000 stamps + 21,000 stamps to dealers.

1½d. 24,000 stamps + 18,000 stamps to dealers.

2d. 36,000 stamps + 15,000 stamps to dealers.

3d. 12,000 stamps + 12,000 stamps to dealers.

6d. 12,000 stamps + 10,200 stamps to dealers.

1/- 6,000 stamps + 8,400 stamps to dealers.

2/6d. 3,000 stamps + 5,400 stamps to dealers.

5/- 3,000 stamps + 4,200 stamps to dealers.

10/- 2,400 stamps + 2,400 stamps to dealers.

Due 18/1/1934 Despatched 25/1/1935

To be continued in Supplement 17.

PUBLIC NOTICE

SPECIAL ISSUE OF POSTAGE STAMPS

On Thursday 2nd May, 1991 the Post Office will issue a set of five stamps entitled "Uniforms Part II".

The five stamps will depict uniforms of officers etc. of regiments on St. Helena during 1897 as follows:—

- 13p Officer. Leicestershire Regiment 1897
- 15p Officer. York and Lancaster Regiment 1897
- 20p Colour Sergeant. Leicestershire Regiment 1897
- 38p Drummer/Flautist. York and Lancaster Regiment 1897
- 45p L/Corporal. York and Lancaster Regiment 1897

Sets of stamps costing £1.31 and Official First Day Covers at £1.61 each will be on sale from the Post Office, Jamestown from the day of issue for a period of three months provided stocks last.

R. A. Legg,
Postmaster.

The Post Office, St. Helena,
29th April, 1991.

23/150/1991

Printed at the Government Printing Office, The Castle, St. Helena.
G. C. STEVENS, Government Printer.

11, 1857.

1949



REDUCTION OF POSTAGE
ON LETTERS TO THE
ISLAND of ASCENSION.

ON and from the 1st April next, the Postage upon Letters conveyed either by Packet or by Private Ship, between the United Kingdom and Ascension, will be reduced to an uniform rate of—

For a Letter not exceeding Half an Ounce in weight	0 6
Ditto, exceeding Half an Ounce, and not exceeding One Ounce	1 0
Ditto, exceeding One Ounce, and not exceeding Two Ounces	2 0

and so on, increasing One Shilling for every additional Ounce or Fraction of an Ounce.

The Postage of Letters to Ascension must, in all cases, be paid in advance.

By Command of the Postmaster-General,

ROWLAND HILL,
Secretary.

GENERAL POST OFFICE,
27th March, 1857.

No. 42, 1857.



1990

BOOKS, &c.,
FOR
VICTORIA & ASCENSION.

On the 1st October next, and thenceforward, the privileges of the Colonial Book Post will be extended to Book Packets transmitted between the United Kingdom and the Colony of Victoria by Packet, by way of Southampton, and between the United Kingdom and the Island of Ascension by Packet or by Private Ship.

By Command of the Postmaster-General,

GENERAL POST OFFICE,
September, 1857.

ROWLAND HILL,
Secretary.

No. 2.

3735



Foreign & Colonial Parcel Post.

ST. VALENTINE'S DAY.

Presented such as Books, Gloves, Scarves, Perfumes, Trinkets or other Ornaments, Fancy Articles, &c., intended to be sent as

VALENTINES

TO PLACES ABROAD

SHOULD BE

Posted in Advance

AS UNDER:—

A.—FOR THE CONTINENT OF EUROPE

Not less than from Sea to ten days before St. Valentine's Day according to the locality.

B.—FOR BRITISH COLONIES AND POSSESSIONS AND EGYPT.

Colony, &c.	To reach about St. Valentine's Day	Colony, &c.	To reach about St. Valentine's Day
CAPE TOWN	[Mail made up in London on the] 27th January	GIBRALTAR	[Mail made up in London on the] 1st February
[Other Towns in the Cape Colony will, of course, receive the Parcels later]		MALTA	
ASCENSION	27th January	EGYPT	25th January
ST. HELENA		DOMINION OF CANADA	[Mail made up at Liverpool on the] 27th January
WEST INDIES	20th January	[New Brunswick, Nova Scotia, Prince Edward Island, Province of Ontario]	20th January
[Antigua, Barbados, British Guiana, Domi- nica, Grenada, Jamaica, Montserrat, Nevis, St Kitts, St. Lucia, St Vincent, Tobago, Tor- tola, Trinidad]		[North West Territories, Province of Manitoba, British Columbia, Van- couver Island]	
		NEWFOUNDLAND ..	3rd February

GENERAL POST OFFICE,
18 January 1881.

By Command of the Postmaster-General

[100] Printed by Her Majesty's Stationery Office, by W. F. GARDNER & BONS, Ld., Printers to Her Majesty, Old Bailey, London, E.C.

No. 56.



CAPE OF GOOD HOPE, NATAL, ST. HELENA, & ASCENSION.

REDUCTION OF POSTAGE ON LETTERS SENT DIRECT BY SEA AND DESPATCH OF SUPPLE- MENTARY MAILS VIA LISBON.

(Amended Notice in place of No. 51.)

CORRESPONDENCE for the Cape of Good Hope, Natal, St. Helena, and Ascension may now be sent either by sea direct or in Supplementary Mails via Lisbon.

The Union Steam Ship Company's Mail Packets to be despatched from this country on Friday the 19th of October, and fortnightly thenceforward, will leave Southampton early in the afternoon and proceed to Lisbon without calling at Plymouth. Correspondence intended for conveyance by sea direct on board those Packets should be posted in time for despatch by the train leaving London at 11.15 a.m. on alternate Fridays.

The Castle Packets Company's Mail Steamers to be despatched on Friday the 26th of October, and fortnightly thenceforward, will leave Dartmouth for Lisbon in the afternoon; and correspondence intended for conveyance by sea direct on board those steamers should be posted in time for despatch by a special train leaving London at 8.55 a.m. on alternate Fridays.

Supplementary Mails will be sent overland to meet the Packets of both lines at Lisbon, and will leave London every Saturday morning. Correspondence for that route should be posted in time for the Continental Day Mail Train leaving London at 8.25 a.m. on Saturdays.

The rates of postage will be as follows:—

	By direct Sea Route	Via Lisbon.
For Letters	4d. the $\frac{1}{2}$ oz.	6d. the $\frac{1}{2}$ oz.
For Newspapers	1d. the $\frac{1}{2}$ oz.)	2d. the $\frac{1}{2}$ oz. }
	For each Newspaper.)	for each Newspaper. }
For Packets of Books, Printed Papers, Patterns, or Samples Not weighing over 1 oz.	1d.	1½d.
Over 1 oz. but not over 2 oz.	2d.	3d.
" 2oz. " " 4 oz.	3d.	4d.
Every additional $\frac{1}{2}$ oz.	3d.	4d.
Registration fee for all classes of Correspondence	2d.	2d.

Unpaid and insufficiently paid letters for the Cape and Natal will still be chargeable on delivery with the deficient postage and a fine of sixpence, as at present; those for St. Helena with double the deficient postage. To Ascension no unpaid or insufficiently paid letters will be forwarded.

GENERAL POST OFFICE,

By Command of the Postmaster General.

16th October, 1858.



Mails for St. Helena and Ascension.

AN alteration is about to be made in the arrangements for serving the Islands of St. Helena and Ascension, which, especially as regards Ascension, will afford more convenient postal facilities.

The Islands will for the most part be served by the intermediate steamers of the Union Steam Ship Company and of the Castle Mail Packets Company, instead of by the regular Cape Packets as at present; the regular Packets being used only on a few exceptional occasions on which no suitable intermediate steamer may be available.

The new service will commence on the 24th of this month, and no Mail for St. Helena or Ascension will be despatched by the regular Cape Packets on the 19th instant or the other dates enumerated in the Post Office Guide for the current quarter. The dates of departure and arrival of the Mails under the new arrangement will be as follows:—

Leave LONDON	Arrive at ST. HELENA	Leave ST. HELENA	Arrive at ASCENSION (leaving same day)	Arrive in LONDON
24 July	10 August	10 August	22 August	4 September
16 August	2 September	7 September	10 September	24 September
18 September	5 October	10 October	13 October	27 October
11 October	28 October	2 November	5 November	19 November
18 November	30 November	9 December	12 December	25 December 1890.
6 December	23 December	28 December	31 December	14 January

In the homeward direction the actual dates of sailing and arrival cannot be absolutely guaranteed, but the dates given in the foregoing table will be adhered to as closely as possible.

GENERAL POST OFFICE.

2 July, 1869.

By Order of the Postmaster General.