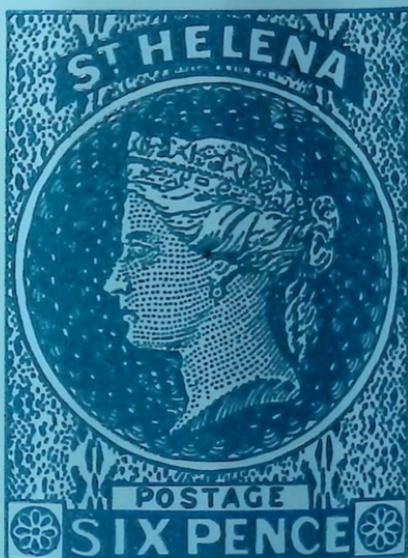


The West Africa Study Circle

Saint Helena Supplement No. 9



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DISTRIBUTED WITH CAMEO - JANUARY 1988

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The West Africa Study Circle
Saint Helena Supplement No. 9

EDITORIAL

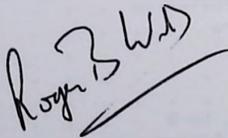
It is with some regret that I announce that this will be my last Supplement. I have sold a large portion of my collection in order to concentrate on the more commercial side of the hobby. Without a reference collection, I feel the editorship would be more suitable in the hands of someone else.

My good friend Bernard Mabbett has agreed to take over as editor, and I am sure he will receive your full support in the future as I did in the past. A note from Bernard appears at the end of this Supplement.

My collecting interests will now be confined to the early forgeries, although I will remain within the Study Circle. I will also be happy to offer advice or information to any member whenever I can.

I have included in this Supplement a complete index to numbers 1 to 9. This tidies up the present series and may be useful for future reference.

Finally, I must remember everyone who contributed to the Supplements in the past. No matter how small, such help is essential and I thank you all.



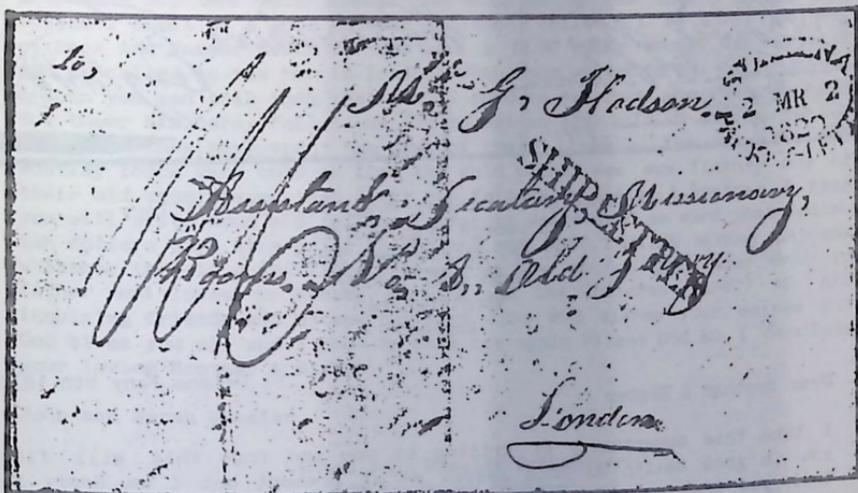
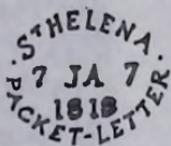
Roger B West

Please address all future correspondence to: Bernard J Mabbett
34 Veronica Green, Gorleston, Great Yarmouth, Norfolk NR31 8LE

ST HELENA PACKET LETTERS - H/S 1

by Roger B West

From time to time something previously unrecorded or very rare will appear on the market and a buzz goes round the philatelic world. That buzz was quite a drone just recently for no fewer than three more examples of the rare St Helena Packet Letter handstamp (HS 1) have come to light, bringing the total now to thirteen. Many readers would have seen the first one for it appeared as lot 1226 in the Stanley Gibbons sale of December 3rd (Est £1,000 realised £2,100 plus premium). The other two examples were handled by the writer at about the same time having been the fortunate find of someone rummaging through a second hand book shop on the South Coast. Both items, I'm happy to say, ended up in the good keeping of an American collector who exhibits, so they will be seen again.



The Gibbons item is of particular interest as it is now the latest known example of the handstamp (2 March 1820). I do not have a transcript of the contents but the catalogue description notes it is of a very religious nature.

The other two items are also of great interest but for different reasons. One is from a soldier to his Brother and Sister, and the other is from the soldier's widow written 19 days later, the soldier having died within 5 days of his letter. There is an interesting reference to Napoleon in the first of the two letters, the full transcripts being:



From John Wheeler Bombardier Royal Regt of Artillery
To George Dean Moulder
at Nr. Salsbouarys Iron
Works Near Dudley
Worstershire
England

St Helena Jany 5th 1818

Dear Brother & Sister

I take this oppertunity of writing to you and hope this will find you in good health as this leaves me at present but I am Sorry to tell you that my wife his berey (is very) ill and has been so for this long time for this place does not agree so well with her as it did at first wee came hear but she wishes to come to England again and I hope wee shall come soon Dr Brother & Sister we hope you have had a plesant Cristmas and my father & Sister Bessey and Richard

and all the children for mine was berry (was very) unplesant on account of my wife illness but thank God I had plenty to keep Cristmas with and I hope to thinking of coming hom to England by next Cristmas as we think to be relieved by that time I have heard a flying report that Joseph Bonney Pard was coming to be prisnear with his Brother but we have got enough of that family hear for Nn. Bonney his getting as fat that I think he never wants to leave this island, Dr Sister & Brother I was sorry to hear in your letter poor Rich'd and Bessey and her children was so badley off but I hope by this time that things are better with them and every one through England their came a large packet from England on the 3rd instand and every man in hour Company got letters from home but me give my duty to fater and tell him I think he mite write to me and send me the news of the place and how I could direct a letter to heim and I should not fail to send heim a letter as you must think how I should imbrace a letter from England on such a barron rock as this wheir is no one to keep you company except a black slave Dr Sister & Brother you will think this straing this his the 5th of Janry. and the sun wais that hot this day that I had to shift my shirt and did not walk abouve one mile so by the time I leave this island I shall be a good holding (golden?) coller I am sorry to hear of Poor Ann Harper death for she was a fine young wooman wen my wife and me called to see hor in london When you write to my uncle Joseph & John you can tell them that I will come to see them when I come home but theer his berey feel licks (?) to see an old soldier coming to see them when they have spent the best of their lives in the Army for the Mostley loock very cold on them the Wold sooner see sum flashey one of their old aquaintance than their own friends Dr Sister & Brother I hope you will write soon and tell my fater to write send me word that Spain-ish dollars pays at a price in England and what English monney paycess wheather the old g shillings pieces gose now or not give hour duty to fater and loves to Bessey Richard and the Children (and?) to all inquiring friends and except our best love and wishes your selves and God bless you all and I hope to come hom again Please God so I conclude your loving Brother & Sister

John and Sarah Wheeler

Direct John Wheeler Bombardier
Major Power Company
Royal Artillery
St Helena

The paper used is watermarked 'J Bates 1815 H' with a crowned oval device containing Britannia.



The second of the other two letters makes a sad sequel:

Island of St Helena

24th January 1818

My dear Sister your letter of the 10th April we received which my dear Husband answered on the 5th inst but since that time alas my Dear Sister I have to inform you of his death which gives me more sorrow & unhappiness than I am able to state. To me he was the most tender & affectionate Husband & now in his absence my situation is lonely and unhappy. He died on the 17th instant his death was very sudden as he had only about 10 days sickness. My Dear Sister it adds to my grief to think the sorrow & unhappiness this knows must give you and his father. I hope you will write to me as soon as you receive this. As yet I cant inform you what I will do, my intentions are to go home as soon as I can get a favourable passage, but in my next letter I hope to be able to let you know and that will be as soon as I can hear from you. At present I enjoy midling health thanks be to God for his mercies to us and I hope this will find you & your husband and old (?) friends likewise. My dear Sister I want for nothing that is necessary to make my situation comfortable only the loss of my dear husband. So at present I have nothing more to relate but my love in the kindest manner to your Husband Sister Bessey & her Husband and family and in particular your father and let him know that I hope he will write to me he has not wrote

these two years I will be very happy to have a letter from him. When you write direct as usual as it will save postage.

I remain your affectionate Sister

Saragh Wheeler

paper is watermarked with a decorative oval device containing a posthorn and sealed with a script 'W' in black.

Several mysteries surround these items - the 1½d and 5½d markings for example are in the same hand. (?) Who put them there and why? Also being soldiers letters, did widows have use of the concessionary rates or was this an (unofficial) favour by the C.O.? Nevertheless, they are an important find and tell fascinating stories.

WANTED

Copies of the 7/6 Badge Issue showing 'Broken Mast' or 'Cleft Rock'
Multiples preferred

Prof R Stanton, Dept of Computer Science, University of Manitoba
Winnipeg, Manitoba, Canada R3T 2N2

BUY - EXCHANGE - SELL

St Helena Postcards

C J Masters, 170 Hazeldene Road, Links View, Northampton NN2 7ND

WANTED

St Helena FORGERIES - Any quantity

Roger B West, The Corner Shop, Binfield, Berkshire RG12 5HR
Bracknell (0344) 54060

ST HELENA BISECT

I recently came across the first bisect I'd ever seen from St Helena. It is a 1d on 6d tied with a fine fancy cork cancel to a small piece (see illustration). The cancel makes it 19th century, but with no recorded shortage of 1/2d stamps, its status must be doubtful. Nevertheless, a most unusual and desirable item. Further details may be had from Mrs Pauline Brooks of Mendip Philatelics, Woodpeckers, Brent Knoll, Somerset TA9 4BE, to whom I am grateful for sending me the illustration.

R.B.W.

SURCHARGE VARIETIES ON THE PERKINS BACON 6d PLATE

by Roger B West

For many years I have been studying the Perkins Bacon 6d plate with a particular interest in surcharge varieties. Several of these varieties yielded all their secrets and these have appeared in previous Supplements. I now publish all my findings in the hope that someone might care to continue where I left off.

HALFPENNY (BROAD SETTING)

HALFPENNY The Spaced 'NY' only occurs on position 18/12 on some sheets of the green and emerald printings. It was caused almost certainly by loose type, and as it appears on both shades, it is likely that the lower section was the last to be surcharged on the 1884 (green) printing, and the first to be surcharged on the 1885 (emerald) printings. That way, the forme could be used immediately without re-aligning. A full account of this appears in Supplement 4 page 7.

HALFPENNY

The Dropped 'H' or 'Cockney Flaw' appears on the fourth stamp of the third row on the forme, and occurs on all corresponding positions - ie, stamps 3/4, 8/4, 13/4 and 18/4. Although 'dropped', it is more likely that the letter 'H' was inverted. The flaw was never corrected and appears thus on all printings with the broad setting.

HALFPENNY

Other flaws noted on this value are: the Damaged 'A' illustrated alongside. The position of this flaw is unknown and it is likely to have been noticed early on and repaired. I have only seen one copy. The solid 'A' recorded on 8/7 and 18/7 is I believe, non-constant. Such flaws are likely to occur with over inking. Finally, the 'HA' close together only occurs on 20/12. The individual letters of the surcharge were separated by lead spacings. It would seem that the space between the 'H' and 'A' dropped out. As it has not been recorded in any of the corresponding positions (5/12, 10/12 or 15/12) then one must make the same assumptions as with the spaced 'NY' above. Indeed, pieces of type or spacing material dropping out would to some extent be expected if the forme was also showing extra spacings with loose type. This particular flaw would make a worthwhile separate study.

HALFPENNY (NARROW SETTING)**HALFPENNY**

The Malformed 'Y' occurs on the second stamp of the second row of the forme. It appears to a varying extent in the four relative positions - 2/2, 7/2, 12/2 and 17/2, and on all three settings.

HALFPENNY

The spaced 'NY' (illustrated) and the spaced 'NNY' were caused by loose type, and as one would expect, are not always constant. Despite this, both flaws appear in the same position on the forme - the ninth stamp of the fifth row. I have the spaced 'NY' on 5/9 of the second format (not 15/9) and the spaced 'NNY' on 15/9 on the first format. A full account appears in Supplement 4 at the foot of page 10.

HALFPENNY**HALFPENNY****HALFPENNY**

The bar to right of words appears in the same positions as the spaced 'NY' and 'NNY' flaws. It actually occurs on 5/9, 10/9, 15/9 and 20/9 on all three settings. The variety 'Value and bar close together' occurs on the fourth and fifth stamps of rows 4, 9, 14 and 19, and appears on all three settings. The only exception to this is stamp 4/4 on the last printing (third format of November 1884). This stamp

shows the variety 'value and bar wide apart'. I believe that this flaw came about due to the re-alignment discussed in Supplement 4 page 7. When the surcharge was adjusted to compensate for the position of stamp 4/4, the packing was inadvertently placed between the bar and words. As the top section of the third format was the last to receive the surcharge, the variety was never repeated.

HALFPENNY

The only other surcharge variety of any importance is the Capped 'Y'. This only occurs on stamp 14/2 of the third format. The variety was no doubt noticed at some stage and corrected, as it has never been recorded in any other position.

ONE PENNY

The CA 1d has not been quite so fruitful with information as the halfpennies, although there are certainly as many varieties, and these are probably just as interesting. There were at least two settings of the surcharge, but if the same principles apply as to the halfpenny, then with four printings, there might in fact be as many settings. In any event, I only have one large block so it has been difficult to establish which flaws repeat every fifth row and which are just one-offs. I have numerous blocks of four, but more often than not, these have confused the situation. Nevertheless, the following represent several years research:

Of the one decent size block I have, 11/6 shows the variety 'bar and words wide apart'. 14/7 shows 'bar to right of words' but the same variety is not present on 9/7. 15/6 shows the Defective 'O' and bar to right, neither flaw occurring on 10/6. The flaw on the 'O' is a chip at 5 o'clock. 11/7 also has a defective 'O', this time being at 7 o'clock. 12/6 on the same block shows the dropped 'Y'. This flaw is quite common on the 1d value and seems to occur in several positions, although it varies in significance - on 12/6 however, the flaw is very marked. I have recorded a split 'O' variety and have a note that it appears on 1/7 etc. The split is at 11 o'clock but is not the same flaw as the defective 'O' on 11/7. A chip out of the upward leg of the second 'N' of penny occurs on 11/11. I have two examples of the flaw, both being from the same position. The upward leg of the second 'N' of penny slopes away to nothing on 4/11. This is a one-off flaw so it was possibly repaired. The small 'N' in Penny has already been reported in Supplement 4 page 6. This occurs on the blue-black surcharge (SG 8a). I have still not heard if the variety occurs on the normal 1d. I have a note that a spaced 'E P' appears on 4/12, 8/12 and 12/12 of the imperf 1d with 18½-19mm bar (SG 4). I have not seen this flaw, nor have

I seen the broken 'N' of ONE or damaged 'P', both reported on the P 14x12½ issue, but positions are unknown.

TWO PENCE

It is rather sad that the easiest value to study as regards the surcharge is probably the most uninteresting. I only know of two flaws on the 2d. One was first reported by Muscotts of Godalming. It affects the 1868 2d with thick bar (SG 9). The variety is in the second 'E' of PENCE which is badly malformed and slightly raised giving the impression of being inserted by hand. The other variety is a raised space or quad on the CA issue. Probably due to loose type again, the lead space after the value is set type high. I only know of one example which is unprinted, but the TWO PENCEI makes an interesting flaw.

TWO PENCE HALFPENNY

I mentioned in Supplement 1 page 2 the Split '2' variety which occurs to some extent on most stamps in columns 3 and 9. I frequently tell people that this flaw was first recorded by someone who does not collect St Helena. Some years ago, I had a theory that there were two settings of the 2½d - one in the accepted 6 x 10 format (unique to this value), the other being the more conventional 12 x 5. The latter would explain why the split '2' occurred more frequently in column 3 than column 9. Unfortunately, my findings now are no more conclusive than they were all those years ago. I have since then recorded two more flaws; the bent bar on 10/1 and the curved bar on 10/2. Both flaws seem to conform to the first surcharge format (6 x 10) in that they also appear on 10/7 & 8 and 20/1, 2, 7 & 8. This does not however disprove my theory, as such flaws may have only appeared on one printing anyway. Regretfully, I only have a few large blocks of this value, but as they only represent upto five rows, they do not offer much help. This value would make an ideal subject for further study.



BENT BAR



CURVED BAR

THREE PENCE

THREE PENCE I have several examples of the CA 3d with the top notch of the 'N' as solid - too many in fact to write them off as over inked. On all examples the 'R' is open suggesting that it might well be a true variety. Several of these examples appear on stamp 15/8 (identified by the second re-entry), but do not occur on any of the corresponding positions. The only other

surcharge variety affecting the 3d is the bar close to value (1mm instead of 1½mm). My notes tell me this occurs on stamps 5/9, 10/9, 15/9 and 20/9 on the 1871/73 issue (SG 12). I have never verified the flaw and can't remember now whether or not this information came from a reliable source.

FOUR PENCE

In Supplement 3 page 7, I illustrated and reported on the CA 4d with extra bar above and below the normal. Neither flaws have been plated or verified. Illustrated alongside is the broken

FOUR PENCE

second 'E' of PENCE which occurs on the CA 4d, but again, I do not have its position. A clogged 'P' has been reported on SG 13 appearing on stamps 7/8, 11/8 and 15/8. My notes tell me it is semi constant and, I recall, it came from a reliable source. Finally, there is a dropped 'F' on the 1876 P 14x12½. This cropped up in an old Urch Harris list but the position was not recorded.

ONE SHILLING

I reported in some length on the short topped 'E' variety in Supplement 3 page 10. This occurs on the sixth stamp of rows

ONE SHILLING

3, 7, 11, 15 and 19, and appears on the 1871/73 (CC P12½), the 1876 (CC P 14x12½) and the 1894 (CA P14) issues. It must be assumed that the same forme was used for each of these three issues, so any other surcharge variety on any one of these is likely to occur on the other two. The CC P14 issue of 1880 however confuses the situation somewhat as it would appear that a new forme was made up while the old one was still around. One day, someone might prove that this is not the case, and that only the bars were shortened (only to revert back to their original lengths in 1894). A clue to this might rest with the defective 'N' in ONE which occurs on 1/1 (repeating four times) on the CC P14 issue. Of passing interest only is the malformed 'G' which I have several copies of. The 'G' looks like the figure '8' but I'm sure this is due to over inking.

FIVE SHILLINGS

I can add nothing to the varieties I reported in Supplement 8 page 26. This is a difficult value to study if only because large blocks are almost unknown.

In concluding, I might mention certain 'types' of surcharge varieties

which have given me some great interest. The raised surcharge on stamp 225 (19/9) is but one of many raised (or lowered) to compensate for the mis-alignment of the stamps themselves. These varieties were discussed in Supplement 8 page 3 and are only significant in pairs. Melville makes reference to misplaced surcharges and as a result I have spent many hours looking at thousands of examples. All I have ever come up with are bar at top on the 2½d and no bar on the same value.



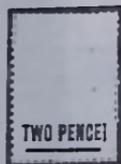
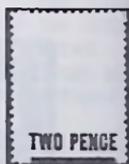
The Spaced 'NY'



The Capped 'Y'



The Damaged 'A'



Dropped surcharge, raised surcharge and raised quad



½d green (narrow setting) showing Spaced 'NY' on 15/9



Misplaced surcharge on the CA 3d. This block includes stamp 225 (19/9) on which the surcharge is set slightly higher to compensate for the poor alignment of the stamp



Group of 2½d's with bar at top in pair with normal, bar at top and bottom, and a pair with no bar at all.



FOUR PENCE

FOUR PENCE



CA 4d with additional thin line above and below the normal

THE FIRST UNION LINE CONTRACT 1857-63

by Bernard Hughes

My main source is the London P.O. Archives - Post 43/139 lists Union Line sailings from January 1859 up to 1876, with ship names and dates at Devonport and the Cape. Post 43/47-49, the Daily Packet List 1857-59 and Post 68/460 etc, its successor the Postal Official Circular 1859 on (missing 1862) list departure dates, including St Helena and Ascension. These daily sheets also give details of ship letter mails and, very occasionally, packet mail carried by HM Ships, but I have omitted these. Post 51/31 contains Union Line Contracts. Historical information, ship size etc is mainly from The Cape Run by Mitchell and Sawyer (Terence Dalton Ltd 1984).

Before 1857 the Admiralty (then responsible for British overseas mails) had tried to find a satisfactory carrier of the Cape mails, but with limited success. The General Screw Steam Shipping Co ran a monthly service from 1850 to 1854, and W S Lindsay's Line did the same in 1856-57, but both failed. Coal was expensive and scarce along the route whilst the South African economy, mainly subsistence farming in the days before diamonds were found, provided little traffic, especially on the homeward leg.

The Union Line started life in 1853, registering its title as the Union Steam Collier Co on 7 October 1853, intending to operate five small steamers to carry coal from South Wales to the ports of South England. However the Crimean War intervened and its ships were requisitioned for war transport work 1854-56. At the end of the war it had six ships, but grander ideas of foreign trade, the name Collier being dropped from its title. When the Admiralty invited tenders for the Cape Mail service they applied and were accepted. On 12 September 1857 a five years mail contract was signed.

The 1857 contract required the Union Line to convey the mails "once each way every calendar month between the United Kingdom and the Cape of Good Hope ... by means of a sufficient number of good substantial and efficient steam vessels (not less than five) each ... not less than 530 tons" for which they were to be rewarded at the rate of £33,000 a year. All postage (6d per ½ oz being the basic rate from England) was to accrue to the Admiralty. Ships sailed from and returned to Southampton, but mails were delivered to and from Devonport, except for one mail delivered at Southampton on 2 September 1859*. These packet mails were

made up and sorted at the London Chief Office, being brought to and from Devonport by rail, so dates in the P.O. Daily Lists are London dates.

The schedule specified departure on the 15th of each month in 1857, thereafter on the 6th or the 7th if the 6th fell on Monday, arrival at the Cape to be within 42 days (there were penalties for late arrival and bonuses for being early) - less ambitious than the Lindsay Line's 36 day schedule. Departures from Capetown were to be 45 days after each departure from Devonport, but the previous month's vessel was to be used, giving each ship over a month to provision etc.

St Helena and Ascension were to have stops on the return leg from Capetown only (the Lindsay Line had stopped in both directions). Capt Burnett, writing from Ascension on 1 July 1860, mentioned this "Your direct passage here would be, strange to say, by the Cape of Good Hope, for such is the present admirable arrangement that, the outward packet frequently passes within signal distance of the island carrying mails and passengers for Ascension to the Cape to be landed here a month later. Why this is so I can't tell you." The Daily Lists omit some dates, especially for Ascension, but presumably all vessels called there: this includes the first two voyages, though I could find no schedule of stops for these. On departure in 1857, the Dane was said to carry mails for the "Cape &c", the Celt for the "Cape, Natal, St Helena and Ascension".

Vessel	Depart Devonport	Arrive Cape of Good Hope	Depart Good Hope	Depart St Helena	Depart Ascension	Arrive Devonport
Dane	15 SEP 57	29 OCT 57				7 JAN 58
Celt	15 OCT 57					7 FEB 58
Norman	15 NOV 57		29 JAN 58	8 FEB 58	12 FEB 58	10 MAR 58
Phoebe	15 DEC 57		20 FEB 58	6 MAR 58	10 MAR 58	4 APR 58
Bosphorus	6 JAN 58		22 MAR 58	31 MAR 58	6 APR 58	30 APR 58
Dane	6 FEB 58		20 APR 58	28 APR 58		25 MAY 58
Celt	6 MAR 58		21 MAY 58	31 MAY 58	4 JUN 58	2 JUL 58
Norman	6 APR 58		20 JUN 58	30 JUN 58	4 JUL 58	30 JUL 58
Phoebe	6 MAY 58		30 JUL 58	3 AUG 58	3 AUG 58	25 AUG 58
Athens	6 JUN 58		21 AUG 58	31 AUG 58	4 SEP 58	4 OCT 58
Dane	6 JUL 58		21 SEP 58	30 SEP 58	4 OCT 58	28 OCT 58
Celt	6 AUG 58		22 OCT 58	2 NOV 58	8 NOV 58	7 DEC 58
Norman	7 SEP 58		20 NOV 58	29 NOV 58	4 DEC 58	29 DEC 58
Phoebe	6 OCT 58		22 DEC 58	30 DEC 58	4 JAN 59	26 JAN 59
Athens	6 NOV 58		21 JAN 59	30 JAN 59	3 FEB 59	27 FEB 59
Dane	7 DEC 58		21 FEB 59	2 MAR 59		28 MAR 59
Celt	6 JAN 59	13 FEB 59	23 MAR 59	1 APR 59		30 APR 59
Norman	6 FEB 59	15 MAR 59	21 APR 59	29 APR 59	4 MAY 59	1 JUN 59
Phoebe	6 MAR 59	7 APR 59	22 MAY 59	31 MAY 59	4 JUN 59	25 JUN 59

ST HELENA SUPPLEMENT NO 9

Athens	6 APR 59	17 MAY 59	21 JUN 59	30 JUN 59	4 JUL 59	28 JUL 59
Dane	6 MAY 59	12 JUN 59	23 JUL 59	1 AUG 59		* 2 SEP 59
Celt	7 JUN 59	15 JUL 59	21 AUG 59	30 AUG 59	3 SEP 59	26 SEP 59
Norman	6 JUL 59	13 AUG 59	20 SEP 59	30 SEP 59	4 OCT 59	26 OCT 59
Phoebe	6 AUG 59	10 SEP 59	22 OCT 59	31 OCT 59	4 NOV 59	25 NOV 59
Athens	6 SEP 59	14 OCT 59	20 NOV 59	28 NOV 59	2 DEC 59	24 DEC 59
Dane	6 OCT 59	15 NOV 59	22 DEC 59	31 DEC 59	4 JAN 60	29 JAN 60
Celt	7 NOV 59	15 DEC 59	20 JAN 60	28 JAN 60		27 FEB 60
Norman	6 DEC 59	15 JAN 60	21 FEB 60	1 MAR 60	5 MAR 60	1 APR 60
Phoebe	6 JAN 60	8 FEB 60	23 MAR 60	31 MAR 60	4 APR 60	26 APR 60
Athens	7 FEB 60	13 MAR 60	21 APR 60	30 APR 60	4 MAY 60	24 MAY 60
Dane	6 MAR 60	13 APR 60	22 MAY 60	30 MAY 60		27 JUN 60
Celt	6 APR 60	12 MAY 60	21 JUN 60	1 JUL 60	5 JUL 60	29 JUL 60
Norman	6 MAY 60	15 JUN 60	21 JUL 60			31 AUG 60
Phoebe	6 JUN 60	12 JUL 60	21 AUG 60			24 SEP 60
Athens	6 JUL 60	10 AUG 60	22 SEP 60	1 OCT 60	5 OCT 60	27 OCT 60
Dane	7 AUG 60	16 SEP 60	22 OCT 60	30 OCT 60	3 NOV 60	28 NOV 60
Celt	6 SEP 60	14 OCT 60	21 NOV 60	30 NOV 60	4 DEC 60	28 DEC 60
Cambrian	6 OCT 60	12 NOV 60	22 DEC 60	31 DEC 60	4 JAN 61	25 JAN 61
Norman	6 NOV 60	16 DEC 60	21 JAN 61	30 JAN 61	3 FEB 61	2 MAR 61
Athens	6 DEC 60	13 JAN 61	21 FEB 61	2 MAR 61	6 MAR 61	29 MAR 61
Dane	6 JAN 61	13 FEB 61	23 MAR 61	1 APR 61	5 APR 61	30 APR 61
Celt	6 FEB 61	15 MAR 61	21 APR 61	30 APR 61		31 MAY 61
Cambrian	6 MAR 61	14 APR 61	22 MAY 61	31 MAY 61		25 JUN 61
Norman	6 APR 61	14 MAY 61	21 JUN 61	1 JUL 61	5 JUL 61	30 JUL 61
Athens	7 MAY 61	10 JUN 61	22 JUL 61	31 JUL 61		28 AUG 61
Dane	6 JUN 61	18 JUL 61	21 AUG 61	31 AUG 61	4 SEP 61	27 SEP 61
Celt	6 JUL 61	13 AUG 61	21 SEP 61	1 OCT 61	5 OCT 61	31 OCT 61
Cambrian	6 AUG 61	15 SEP 61	22 OCT 61	30 OCT 61		27 NOV 61
Norman	6 SEP 61	18 OCT 61	21 NOV 61			1 JAN 62
Athens	6 OCT 61	9 NOV 61	22 DEC 61			25 JAN 62
Briton	6 NOV 61	15 DEC 61	21 JAN 62			21 FEB 62
Cambrian	6 DEC 61	15 JAN 62	22 FEB 62			29 MAR 62
Dane	7 JAN 62	15 FEB 62	23 MAR 62			1 MAY 62
Norman	6 FEB 62	15 MAR 62	21 APR 62			30 MAY 62
Athens	8 MAR 62	14 APR 62	22 MAY 62			26 JUN 62
Briton	6 APR 62	8 MAY 62	20 JUN 62			31 JUL 62
Cambrian	6 MAY 62	11 JUN 62	22 JUL 62			29 AUG 62
Dane	6 JUN 62	15 JUL 62	21 AUG 62			26 SEP 62
Norman	6 JUL 62	12 AUG 62	22 SEP 62			29 OCT 62
Athens	6 AUG 62	10 SEP 62	21 OCT 62			28 NOV 62
Briton	6 SEP 62	9 OCT 62	21 NOV 62			26 DEC 62
Cambrian	7 OCT 62	12 NOV 62	21 DEC 62			24 JAN 63
Dane	6 NOV 62	13 DEC 62	21 JAN 63	29 DEC 62		28 FEB 63
Norman	6 DEC 62	16 JAN 63		30 JAN 63	3 FEB 63	
Athens	6 JAN 63	8 FEB 63	20 FEB 63	28 FEB 63	4 MAR 63	26 MAR 63
Briton	6 FEB 63	12 MAR 63	22 MAR 63	31 MAR 63	4 APR 63	28 APR 63

NORMAN The only one of the first four vessels acquired in 1854 used on the Cape Mails - the other 1854 ships were Union, Briton and Saxon. Built by Lungley of Deptford, she was requisitioned to carry building materials to Crimea until 1856. Of 530 tons and rigged as a three masted schooner with a 40 hp engine, she was not powerful enough to make much headway against head winds, when she used 7 tons of coal a day to make less than 5 knots. In January 1863 she was taken out to the Cape to be used on a new Union Line service from Cape Town to Port Elizabeth and Durban, before returning to England in 1864 where she was taken by Lungley in part exchange for new tonnage. She was eventually wrecked in 1881 by stranding.

DANE Sister ship to the Norman, also of 530 tons. Launched in March 1855 she had a similar history, but is much better known as she inaugurated the Cape service. She is depicted on Ascension SG 362 and St Helena SG 242. Transferred to the South African coastal service in 1864, then chartered to HM Government to carry supplies to Zanzibar for the anti-slavery patrols in which service she was wrecked at Port Elizabeth on 28 November 1865.

CELT 514 ton Lungley vessel bought by the Union Line in 1865 (formerly called the Gothenburg). Used as a transport vessel during the Crimea War. Strictly too small for the Cape Service, but nevertheless used 1857-61. In 1862 given to Lungley in part payment for new tonnage. Under her new name Poseidon she operated under the Greek and Turkish flags into the 1930's.

Phoebe 613 ton vessel built in 1851 by P P Brenan & Co, Liverpool and bought by the Union Line for the Cape Mails in 1857. Sold in 1861 for use in New Zealand. Scrapped in Australia 1904.

ATHENS 739 ton vessel purpose built in 1858 for the Union Line for use on the Cape mails. Wrecked in a storm in Table Bay in May 1865.

CAMBRIAN 1065 ton vessel built by Lungley for the Union Line in 1860 to replace Phoebe on the Cape run. With 120 hp engines and two masts, she could make 8 knots on 13 tons of coal a day in fine weather. Sold to French buyers in 1872 after more than 11 years on the route.

BRITON (the second ship of this name in the Union fleet - Briton 1 sank in 1857) 1160 ton vessel built for the Union Line in 1861 to replace the Celt. She was the first ocean-going vessel to be built by Lungley on the 'unsinkable' plan, with the usual bulkheads plus three watertight decks. Used on the Cape run until 1873, then sold to the Royal Navy as the Dromedary, a transport ship, and eventually scrapped in 1884.

BOSPHORUS Not a Union Line vessel but chartered for a single voyage as the Athens had not yet been launched and there were only four suitable vessels in the Union fleet. Built in 1849 and of 531 tons, this vessel had been used on the Cape mails by the General Screw Steam Shipping Co from 1850 to 1854 (initially via Sierra Leone and from 1852 via Ascension). She was the first vessel used on that route and attracted much press comment at the time, e.g. the illustrated London News of 22 March 1851. Used by the GSSCo on their Australian service until 1859 when sold. She was wrecked in 1867.

DOUBLE SURCHARGE ON CA 1s

by Roger B West

The British Africa sale at Stanley Gibbons on 2/3 December 1987 featured one item which particularly interested me. It was lot 1228, a N.E. corner example of the CA 1s with surcharge doubled (SG 45a). It was of interest simply because its mere existence enabled so much to be deduced.

Unlike the rest of the CA values, the 1s was surcharged in 5 operations, 4 rows at a time. This was reported in Supplement 3 page 10 which deals with the short topped 'E' variety. Also in Supplement 3, but on page 6, the diagram in fig 15 shows the basic principal by which most double surcharges occurred. In essence, one of the 5 surcharging operations is misplaced up or down by one row. The result is a full row of twelve stamps receiving a double impression, while another row gets omitted.

It has been suggested that the normal practice of surcharging begins at the top of the sheet working down. The top four rows on each sheet are surcharged, then the next four rows and so on. Also, there is a greater tendency to position too high rather than too low. This in effect means that no matter which of the four remaining operations is misplaced, the bottom row on such sheets receives no surcharge at all. The theory continues that the twelve unsurcharged stamps can then be removed and destroyed. The theory is at least backed up by the evidence that unsurcharged stamps are scarcer than ones doubled. The table below illustrates this point.

SG No & Description	SURCHARGE DOUBLED		SURCHARGE OMITTED	
	mint	used	mint	used
3 1d imperf	£3,000	£1,700	£9,500	unpriced
5 4d imperf	£6,000	£6,000	-	-
6 1d P12½ type A	unpriced	unpriced	-	-
7 1d P12½ type B	unpriced	unpriced	-	-
11 3d P12½ type B	unpriced	£4,500	-	-
13 4d type A	unpriced	£4,500	-	-
14 4d type B 18mm	unpriced	£4,000	-	-
14b 4d 18 + 19mm	£9,000	£9,000	-	-
15 4d	-	-	unpriced	-
17 1s P12½ type A	unpriced	£18,000	-	-
18 1s P12½ type B	£9,000	unpriced	£9,000	unpriced
35 ½d emerald	£1,000	unpriced	-	-
40 2½d CA	£9,000	unpriced	-	-
41 3d CA mauve	unpriced	£9,000	-	-
42 3d reddish lilac	£4,5000	£5,500	-	-
45 1s CA	£4,750	unpriced	-	-

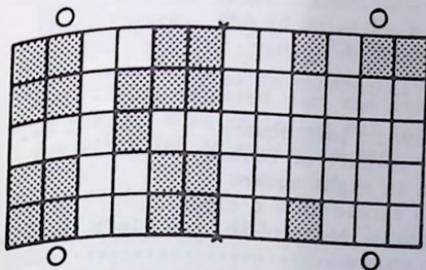
TABLE SHOWING CATALOGUE VALUES OF SURCHARGES DOUBLED AND OMITTED

In the case of the CA 1s however, the doubling occurred in a very different manner. Because the Gibbons' example is from the top row, the only way it could have received two surcharges is for the entire section to have been struck twice. In other words, all four rows were doubled affecting 48 stamps.

By referring back to the table, it is interesting to compare some of the catalogue prices. Only six copies exist of the CA 2½d at £9,000 while most of the other doubles are based on 12 copies. All of the omitted errors are based on twelve, although the 4d (SG 15a) is stated to be unique. The ½d emerald (SG 35) is relatively common and occurred in much the same way (and probably quantity) as the CA 1s. One can't help wondering therefore, whether or not some of the errors were noticed and destroyed.

INVERTED WATERMARK ON THE BADGE ISSUE ½d

Prof Ralph G Stanton has been trying to track down as many copies of the ½d Badge Issue with inverted watermarks as he can. So far he has located 22, the positions of which are shown shaded in the diagram below. The upper left block which includes the 'broken mast' was originally in a block being part of the Urch Harris stock. It seems likely however that someone broke the block up as position 2 is now known as a single.



Positions so far recorded of the ½d Badge with inverted watermark.

To use Ralph's own words "the above gives some sort of lead on 22 copies which at least is a beginning. I feel that more information will gradually come to light. With the exception of the possible overlap of stamp 2 (only an overlap if the block still exists), all the copies are from different positions, and this is strong evidence for the existence of only one sheet. However, there are still many copies to trace or identify. One wonders whether the sheet was identified before or after it was broken up: in the latter case, there may well be copies in existence that no one has identified as 'inverted' copies. Also, it is almost inevitable that not all copies have survived (unless the sheet was identified while still in sheet form)".

If anyone can add to these observations in any way at all, either Ralph or myself would love to hear from them. R.B.W.

ERRATA

Several errors occurred in Supplement 8: the first line of Bernard Mabbett's article was duplicated (page 25) and on page 33, CNB 19a should read CNB 19b, and the captions under illustrations 20a and 22a should be transposed.

VARIETIES AND MARKINGS ON THE PERKINS BACON 6d PLATE

by Roger B West

In Supplements 5 and 6 I listed all varieties and markings on the Perkins Bacon 6d plate. Since then, I have found a few more and these are listed below. Although quite minor, they do assist in identifying single stamps. Used in conjunction with the previous listings, there are now 157 stamps with individual characteristics.

ROW/ COLUMN	POSITION ON SHEET	DESCRIPTION OF VARIETY
2/4	16	Vertical line in pattern at left
3/4	28	Spot on nose
3/7	31	Horizontal line in left square
4/11	47	Vertical line in left of Postage box Vertical line in right square
12/7	139	Spot in white circle at 2 o'clock
12/8	140	Vertical line in pattern in top left corner Blur in left square
14/2	158	Guide dot in left margin at top
14/4	160	Diagonal line through 'X' of Sixpence from.15/4
14/8	164	Vertical line in right margin
15/4	172	Diagonal line in circle at 11 o'clock from 14/4
15/5	173	Thin horizontal line through 'S' of Sixpence
16/2	182	Vertical line in left square
17/11	203	Mark in right square
18/6	210	Horizontal line to right of 'A' of St Helena
18/10	214	Large blur in top margin at left
19/1	217	Three guide dots at left (not one)
19/12	228	Left square partially broken



3/4



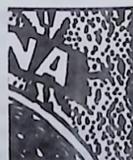
4/11



12/7



15/5



18/6

FIRST LOCAL POST OVERPRINT VARIETIES

by Roger B West

Although I sold off my QE2 collection some time ago, I couldn't resist buying some complete sheets of the Local Post overprints knowing they were quite rich in varieties.

The 3d, 6d and 1/6 values are of the same format (10 x 6), and it is my belief that the same overprint forme was used, although repaired from time to time. There are several varieties which occur on all three values. The 1d value is a different format (6 x 10) but again, several similar varieties occur on this value, but in different positions. No doubt, the printer used the same type - probably as set - and adjusted for the change of format and orientation. The 1d yielded more varieties but this is only because on a pink background, the black ink is easier to see.

1/1	1/2	1/3	1/4	1/5	1/6
2/1	2/2	2/3	2/4	2/5	2/6
3/1	3/2	3/3	3/4	3/5	3/6
4/1	4/2	4/3	4/4	4/5	4/6
5/1	5/2	5/3	5/4	5/5	5/6
6/1	6/2	6/3	6/4	6/5	6/6
7/1	7/2	7/3	7/4	7/5	7/6
8/1	8/2	8/3	8/4	8/5	8/6
9/1	9/2	9/3	9/4	9/5	9/6
10/1	10/2	10/3	10/4	10/5	10/6

FIRST LOCAL POST
4th JANUARY 1965

Chip out of 5
1d value 3/2

FIRST LOCAL POST
4th JANUARY 1965

Split 0
1d value 4/6

FIRST LOCAL POST
4th JANUARY 1965

Broken T
1d value 8/2

FORMAT FOR 1d VALUE

1d VALUE

- 1/1 Top of 'F' of FIRST rounded
- 1/2 Chip out of 'R' of JANUARY
- 2/2 Split 'P' of POST
- 2/3 First 'L' of LOCAL weak
Broken 'N' of JANUARY
- 1/4 Damaged 'J' of JANUARY
- 1/6 'ST' joined in POST
- 3/1 'N' & 'R' damaged in JANUARY
- 3/2 Chip out of '5' of 1965
- 3/3* Fin retouch
- 3/4 Chip out of 'C' of LOCAL
2nd 'L' of LOCAL weak
- 3/6 Damaged 'S' of POST
- 4/2 Weak 'R' in JANUARY
Chip out of '5' of 1965
- 4/6 Split 'O' of POST
- 5/1 First 'L' of LOCAL weak
- 5/2 Broken 'P' of POST
- 5/4 Damaged 'UA' of JANUARY
- 6/1 Incomplete 'S' of FIRST
Chip out of '9' of 1965
- 6/5 Broken 'N' of JANUARY
- 7/3 Broken 'N' of JANUARY
- 7/4 Chip out of 'C' of LOCAL
2nd 'L' of LOCAL weak
Chip out of 'R' of JANUARY
- 7/5 'ST' joined in POST
- 8/1 Malformed 'J' of JANUARY
- 8/2 Broken 'T' of POST
- 8/3 2nd 'L' of LOCAL broken
- 8/6 'ST' joined in POST

* Plate variety

**FIRST LOCAL POST
4th JANUARY 1965**

Damaged N
All values

**FIRST LOCAL POST
4th JANUARY 1965**

Rounded F
1d value 1/1

**FIRST LOCAL POST
4th JANUARY 1965**

Damaged J
1d value 1/4 & 8/1

**FIRST LOCAL POST
4th JANUARY 1965**

Damaged UA
1d value 5/4

**FIRST LOCAL POST
4th JANUARY 1965**

Rounded L
1d 3/4 & 7/4, 6d 4/4

**FIRST LOCAL POST
4th JANUARY 1965**

broken n & o
3d value 5/7

**FIRST LOCAL POST
4th JANUARY 1965**

ST joined
1d, 3d and 1/6

1/1	1/2	1/3	1/4	1/5	1/6	1/7	1/8	1/9	1/10
2/1	2/2	2/3	2/4	2/5	2/6	2/7	2/8	2/9	2/10
3/1	3/2	3/3	3/4	3/5	3/6	3/7	3/8	3/9	3/10
4/1	4/2	4/3	4/4	4/5	4/6	4/7	4/8	4/9	4/10
5/1	5/2	5/3	5/4	5/5	5/6	5/7	5/8	5/9	5/10
6/1	6/2	6/3	6/4	6/5	6/6	6/7	6/8	6/9	6/10

FORMAT FOR 3d, 6d and 1/6 VALUES

3d VALUE

- 1/4 Chip out of C of LOCAL
 2/2 Broken N of JANUARY
 First L of LOCAL weak
 2/10 Chip out of N of JANUARY
 3/5 Weak N of JANUARY
 5/7 Broken 'h' in 4th
 Chip out of '6' (**)
 5/10 ST joined in POST
 6/3 Chip out of '9' in 1965
 6/7 Broken 'h' in 4th (**)

6d VALUE

- 1/2 Broken N of JANUARY
 1/4 Chip out of C of LOCAL
 2/2 Broken N of JANUARY
 First L of LOCAL rounded
 Broken J of JANUARY
 2/7 2nd L of LOCAL rounded

6d VALUE (cont'd)

- 2/8 Chip out of O of LOCAL
 3/5 Broken N of JANUARY
 4/1 Weak 2nd L of LOCAL
 4/4 Chip out of 2nd L of LOCAL
 5/1 Broken S of FIRST (**)
 5/5 Broken R of JANUARY

1/6 VALUE

- 1/4 Chip out of C of LOCAL
 2/2 Broken N of JANUARY
 2/5* White spot on tail
 2/10 Chip out of N of JANUARY
 3/10* White spot by tail
 5/10 ST joined in POST
 6/6 Broken N of JANUARY

* Plate variety

** Semi constant only

SOUTH ATLANTIC AUCTION

I am reliably informed that Wessex Philatelic Auctions are holding a South Atlantic sale in April 1988. Already some fine items are scheduled to be featured including some rare St Helena proofs, Ascension covers (including GB used in) and a collection of Tristan covers. The sale is likely to be held in London but exact arrangements have yet to be finalised. Further details for prospective buyers or vendors may be had from the auctioneer, Mark Bendal, Wessex Philatelic Auctions, 8 Romsey Road, Winchester SO23 8TP. Telephone Winchester (0962) 60722.

THE THORPE SERIES OF POSTCARDS

Cliff Masters has been doing a great deal of research into the early St Helena Postcards. He has singled out the 'E. A. THORPE' series as being about the best in quality, although they were produced in small quantities.

Much work has gone into this research, but at the moment, Cliff has only been able to glean a little information. However, what he has come up with makes fascinating reading.

It would appear that there were five types of 'Thorpe' postcards, each having their own characteristics (see table). This suggests,

SERIES A	Picture side Postal side	Black and white - title in red type a
SERIES B	Picture side Postal side	Black and white - title in black type a
SERIES C	Picture side Postal side	Coloured tints - title in black type a
SERIES D	Picture side Postal side	Brown and cream - title in brown type b
SERIES E	Picture side Postal side	Black and white - title in black type b

that different printers were used - one having a 'Springbok' or 'Deer' as an emblem. Cliff has traced this logo as being that of the Paul Schaeffer Company of Capetown. Dr Ryno Greenwall of the Durban Municipal Library was able to confirm this. The identity of the other printers must, for the time being, remain uncertain.

The early 'Thorpe' cards are inscribed 'E.A.Thorpe St Helena' - the initials being those of Edwin Arthur. Cliff has been in contact with Edwin Thorpe's great nephew Nick, who was more than surprised to hear of his great uncle's involvement in publishing. He became very interested in Cliff's research and was able to help by locating some old invoices. These show that postcards were sent out to the island in batches of 500.



THE POST OFFICE, ST. HELENA.

Possibly the most interesting thing to emerge is that T. Bruce was married to a Thorpe. Bruce was Postmaster at St Helena from 1898 to 1928 but may be better known as the designer of the George V Badge Issue stamps. One of Thorpe's cards shows the Post Office just after it had moved to the barracks (circa 1902) with Thomas Bruce and family. Also in the photograph and next door to the Post Office is Jackson's store. Jackson also produced postcards as did his brother-in-law when the store was re-named the Pharmacy. As a matter of interest, and to pave the way for future research, next door to Jackson's was the home of A.L. Innes, the first man to produce St Helena postcards.

POST CARD.

THE ADDRESS ONLY TO BE WRITTEN HERE.

R. A. THORPE, ST. HELENA.



2238

Postal side
type a

St. Helena

Post Card-Carte Postale.

THE ADDRESS TO BE WRITTEN ON THIS SIDE.

Postal side
type b

GEORGE VI SHEET NUMBERS

by Roger B West

I have been in correspondence with Richard Lockyer OBE concerning the George VI definitives. Mr Lockyer has written some fine articles for Gibbons Stamp Monthly dealing with varieties during this reign. His only unusual item from St Helena however, is the observation that in some cases, the sheet numbers appear above the third stamp in row one and not the sixth, as is normal. His suggestion is that these were from the odd half sheets sent out to the Island - a similar thing having occurred on the Ascension issues.

On checking through my own stock however, I find I have several blocks or panes with the sheet number above 1/3. Too many in fact to believe them to be the exception rather than the rule. Just as strange perhaps, is that many of my George VI sheets have no numbers at all. It has been suggested that sheets distributed to the Crown Agents were not numbered. It is quite likely that most intact sheets originated in this way. However, this still leaves the unsolved mystery regarding the position of the sheet numbers. If any one has any information on either of these points, I'd be delighted to hear from them.



ST HELENA GUARDIAN

Richard Ashton of Sotheby's sent me details of an interesting item offered in their 13th November 1987 sale. It consists of a copy

of the St Helena Guardian of June 19th 1879, sent by the Reverend J.C. Lambert to Sleaford, Lincolnshire. The newspaper reports on his ordination which makes very interesting reading. The newspaper has a (complete) copy of the 1876 P 14x12½ 1d. Also in the lot were two covers from the same correspondence though of somewhat less importance. The lot was knocked down at £1,200 + 10% premium.

R.B.W.

On Sunday last the Lord Bishop of St. Helena held an Ordination in his Cathedral Church of St. Paul. St. Barnabas' day had been originally fixed for the Rite, but owing to the severe indisposition of His Lordship the service had to be postponed. As it was, it was with the utmost difficulty that the Bishop managed to walk to his throne in the Chancel, even with the assistance of the Churchwarden and Sidesman. As the service proceeded His Lordship appeared to gain strength and was enabled to render the more solemn portions with an impressiveness which had a marked effect upon the congregation.

At eleven the choir assisted by the choir of St. James' and some of the scholars from the High School, entered by the west door, marching in procession to the Chancel stalls—twenty-eight being robed in surplices. The Revd. H. Whitehead, Canon of St. Paul's, read the prayers—and Mr. Brady the lessons. An eloquent, forcible and argumentative sermon, especially appropriate to the occasion, was preached upon the text, Acts 4, 4th verse, by the Revd. H. Whitehead. At the conclusion of which the candidate for the Ministry, Mr. Lambert, was presented in due form to the Bishop. The Litany and Communion Services were said by the Bishop and Mr. Whitehead—the newly ordained deacon reading the Gospel in a clear and audible voice, but which was scarcely heard at the west end of the Church owing to the immense congregation (between 600 and 700) assembled to witness the somewhat rare event in this small and isolated Diocese. The newly ordained deacon assisted in administering the Sacrament, at which a goodly number remained to partake.

The Chancel was very artistically decorated with a profusion of beautiful flowers: the pure white camellias and lilies standing out in high relief amidst elegant fronds of ferns; and the delicate tints of the roses and blush geraniums, giving the whole just a sufficiency of color to render the *tout ensemble* most harmonious and effective. The Misses Welby, who undertook the whole trouble

of designing, carrying out, and putting up of the decorations are to be congratulated on the success they achieved.

The singing was highly creditable to those who had the management of it, and great praise is due to Mr. Brady for the share he had in training the choir. Hymns 135 and 355 A. and M. were sung and the Canticles were rendered to well known chants by Tallis, Hayes and Farrant.

At the Cathedral in the afternoon the Revd. J. C. Lambert read the prayers, and an earnest sermon on Joshua 4—22 was preached by the Revd. J. C. Hands, Vicar of Longwood.

At St. James in the evening Mr. Lambert read the prayers to the end of the third Collect; Mr. Whitehead taking the remainder: after which Mr. Lambert preached a plain, practical sermon upon 1 Peter, 1—13, a discourse which was listened to with marked attention by a congregation numbering over 400.

We understand that Mr. Lambert is appointed to the Curacy (almost sole charge) of St. James—and judging by his first public appearance in Town we can confidently predict for him as much popularity and usefulness in his new sphere of labour as he has already gained whilst Head Master of the High School.

LETTER TO THE EDITOR

Sir,

It is about time an appreciative letter was published in the Supplement praising the editor for his fine work. Such a task is usually a tankless one and we are indede lucky to find a man happy to be untanked for so long. The artikles are fairied and most interest, and the typesetting is second to nine. The same can be of the priting where errors and omissions seldom happen and seldom happen. The overhaul result is a megarzine of hte highst qulativity nad won we shood al lbe jestifiabally poured fo. Kept op hte godo wrok.

THE FINAL CHAPTER

I hope I will be forgiven if I devote the last few pages of this final Supplement to some beautiful items I have been proud to possess.



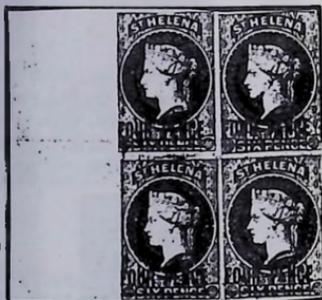
SG 1. Mint block of four from position 14/3 - 15/4 Although a block of six is known, this is believed to be the only known block of four. Featured on page 28 of St Helena - Postal History and Stamps by Edward Hibbert.



SG 1. Die proof in black on thin card and mounted on cardboard. Only six impressions were taken off Humphrys' die and two of these are in permanent collections.



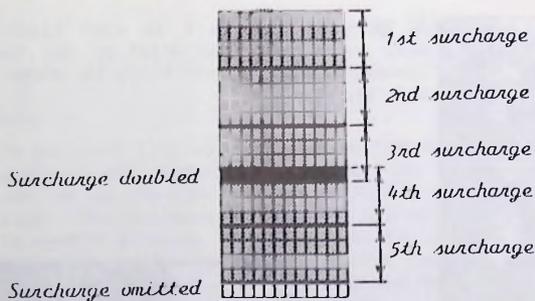
SG 2a. 6d rough perf in mint block of six. Very few blocks exist of the first issues, one other such block is known of this stamp.



SG 5. Imperf 4d mint marginal block from 10/1 - 11/2 showing the minor and first re-entries on the two left hand stamps.



SG 3. Imperf 1d with 16-17mm surcharge. The block of six is from position 14/4 - 15/6 and shows the variety 'vertical line in pattern at left (15/5). The block of eight represents 4/6 - 5/9 and includes stamp 4/9 WITHOUT the blurred 'A' variety.



SG 3a. Imperf 1d with surcharge doubled. The diagram shows how the fourth surcharging operation was raised by one row resulting in all the stamps from row twelve being doubled, while row twenty had no surcharge at all. This example from 12/6 is mint, most known examples being used.



SG 4. Imperf 1d with 18-19mm surcharge. A mint block of four from 2/2 - 3/3 clearly showing the diagonal line variety between the upper two stamps.



SG 45. A fine mint block of 16 of the CA 1s showing the short topped 'E' variety (referred to on page 12). The block from 17/6 - 20/9 on the sheet also shows the 19/9 raised surcharging.



SG 20. The 5s is a difficult value to find in blocks. I was pleased to have a block of nine, a Specimen block (with spot on throat variety) and a cancelled remainder block. Remaindered blocks are very scarce indeed on any value.

SG 8a. 1d with blue-black surcharge. I remember buying this item from a postal auction having been given the assurance of a money back guarantee. I did not know of the small first 'N' of PENNY variety however until it had been paid for. The certificate was consequently delayed by several months, by which time, the auction house had gone bust. Fortunately, the stamp was 'good' and to this day remains the only example (blue-black or normal) with the small 'N'.



1890 Imperforate colour trial of the 1½d value printed in the shade of the issued 5d (mauve).



1890-97 Key plate set handstamped Specimen. Handstamped Specimens from this set are in fact quite common, although one auction house insists there are only about six sets. The ½d value however is always absent from sets, and this example is the only one I have ever recorded.

Queen Victoria Key Plates overprinted Specimen with the BROKEN 'M' variety. The Samuel type D12 overprint was the longest lived 'Specimen' overprint used by De La Rue. It was used to cancel all small format Colonial stamps for UPU distribution from 1884 until 1922. The overprint was struck from a forme of 60 impressions (6 x 10) one of which showed the broken 'M' variety. Although the variety appeared on each printing throughout this 38 year period, its sheet position remained uncertain - blocks and strips being so scarce. In recent years however studies have identified the variety as being on stamp 41 (7/5). These four values appeared in my collection at an early stage, but I have never been able to complete the set (of which a maximum of only thirteen can exist).



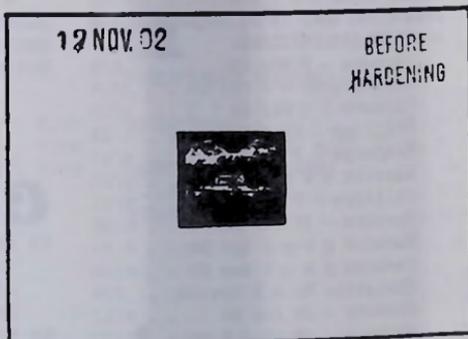
The 1d 'All Red Error'. Due to an unforeseen delay in the printing of the King George V stamps, The St Helena Postmaster (Mr T R Bruce) issued a leaflet stating that the Edward VII issues would remain on sale until the end of that year (1911). To meet this need, a further stock of 1d, 2½d, 4d and 6d Edwardian stamps was ordered. The Postmaster had ordered the 1d red but had not specified which design. De La Rue had assumed the 'Wharf' pictorial design was required, but printed the head and vignette plates in the same colour. In recognising this as a new stamp, the printers sent out for distribution and invoiced the 404 'Specimen' stamps. The 'All Red' error was never issued - the stamps were probably burnt when the error was discovered. The only copies that exist are the 404 with Specimen overprints, possibly ten with Specimen handstamps, and about six normals, four of which are in the Royal Collection. The handstamped Specimen was acquired from one of those smaller Auction houses who don't give too much importance to accurate descriptions. In this case, described as overprinted Specimen, I was quids in.



6d Imperium colour trial in 'single fugitive' blue. This is one of a vast series produced in 1907 by De La Rue and sent to the Crown Agents. They were sent as illustrations of their 'Universal Colour Scheme' - an attempt to minimize fraud by deception. The scheme urged that all Colonies using the Universal Key Plates should employ

the same colours for the same denominations. Although the trials were exhaustive, few colour combinations were applicable to St Helena.

I have always had respect for die proofs, regarding them as symbols of serious philately. Although not particularly rare, my first die proof meant as much to me then as some of these more significant items.



When I bought this item, it was described as the only known 4d with Split 'A' in a used block. I had my doubts on this although I have never come across another example.

This Silver Wedding 10s is unique in that it is the only copy perforated Specimen. Unique, that is, until Bradbury Wilkinson sell off the other 59 from their archives.



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A LETTER FROM THE NEW EDITOR

Dear Friends and Fellow Collectors

It was with deep sadness that I learned of Roger's intention to resign as editor of the St Helena Supplement. Roger started this in 1983 little realising just how it would grow, in fact over the past four years it has gone from strength to strength. The main reason for its success is all down to Roger's printing and philatelic knowledge; add to this his enthusiasm and drive and we were sure to be on to a winner. Roger has asked me to take over the reins of the editorship from him, and this I have agreed to do somewhat reluctantly, as I know that to follow in his footsteps is going to be very difficult. I hope that I will receive the same sort of support from my fellow collectors that Roger has received from you all over the past few years, and I will do my best to keep up the standard of the Supplement.

All it leaves me to do now is to say a big thank you to Roger for his sterling work over the past four years. Roger from all the members of the W.A.S.C. THANK YOU.

Bernard J. Mabbett