

British Philatelic Bulletin

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— The —
Royal Air Force



Forum

STAN GORON
Manager, National Postal Museum

The Editor has kindly invited me to introduce myself as the new head of the National Postal Museum. Many of you may be surprised to see my title as Manager, rather than Curator. This merely reflects the fact that the person in charge of a museum not only has the responsibility of taking good care of its contents, their conservation and display, and bringing together — with the best available advice — a philatelic collection truly worthy of the National Postal Museum, but also has many administrative and management functions to undertake.

Recent visitors to the Museum will perhaps have noted that we are currently in the process of remounting the UPU collection displayed in the main gallery. The result will be a more compact UPU exhibit that will enable us to mount a truly representative display of our GB holdings from Queen Victoria through to the present day. This will be an exciting task and the display will almost certainly contain material that has not been exhibited before.

In the meantime, I hope as many of you as possible will come and see the India-U.K. Mails exhibition put on by the India Study Circle. This is the first time a philatelic society has collaborated with the Museum in this way and is an indication of our willingness to help publicise such societies and philatelic activities in general.



The Museum has issued an attractive postcard to commemorate this exhibition (SS40 featuring the SS *Hindustan* opening the P&O's new mail service east of Suez in 1843 — cost 20p) and you may also like to know that next March the Royal Mail will be issuing a prestige stamp booklet sponsored by the P&O, the shipping line that played such an important role in providing mail services to and from India in the nineteenth century.

Lastly this month, good news for early risers. The Museum is now open from 9.30 am every day from Monday to Friday. Closing time remains 4.30 pm (4 pm Friday) We also have a new entrance, located next to the London Chief Office counter.

Contents

- 238 Forum
- 239 Royal Air Force: 16 September 1986
- 241 Mosquito Flight First Day Covers
RAF Display at NPM
- 242 Britain's Black Propaganda Bogus Stamp
- 244 25 Years of Hovermails: Part 2
- 247 South West Region RAF Cards
New Cylinders
More Trakback Labels
- 248 George Eve's Other 'Pillar' Design
- 250 August Digest
New Phosphor Ink
SEPR Regional Cards
- 251 Philatelic Terms Explained
- 252 Genesis of the Machin Design: Part 3
- 253 Commemorative Covers
Commonwealth Parliamentary Association
Conference Stamp
Book Reviews
- 254 The Inland Revenue: Printer and Distributor
of Stamps: Part 1
- 256 Royal Wedding Cylinders
- 257 British Special Stamps No. 129: Bicentenary
of the Derby, 1979
New Registered Envelopes
- 258 Letter to the Editor
Last North Western Postal Board Postcards
- 259 Index to Volume 23

Royal Air Force

16 September 1986



On 16 September five stamps, designed by Brian Sanders, are being issued to honour the Royal Air Force, marking the 50th anniversary of the re-organisation into the form in which some of its greatest achievements were made: Bomber Command, Fighter Command, Coastal Command and Training Command (followed in 1938 by Maintenance Command). The stamps portray some of the most outstanding commanders and the famous aircraft with which they are most associated.

The youngest of the three British armed services, the Royal Air Force has its origins in the Royal Flying Corps formed in 1912. After division into military and naval wings in 1914, the Royal Air Force was officially constituted on 1 April 1918 with the amalgamation of the Royal Flying Corps and the Royal Naval Air Service. On 14 July 1936 it was reorganised into the various Commands.



Hugh Caswell Tremenheere Dowding, 1st Baron (1882-1970) on the 17p stamp was appointed commander-in-chief of Fighter Command in 1936, a post he held until late 1940. Before World War II he organised the defence network based on early-warning radar and the development of single-engined fighter aircraft — notably the Spitfire and the Hurricane. With the German invasion of France he insisted that a significant portion of the RAF remain in Britain for the defence of the island rather than be sacrificed over France. As such he was the architect of the victory of the Battle of Britain.

The aircraft shown with Dowding is the *Hawker Hurricane*. Its maximum speed was 328 mph with a range of almost 1000 miles. During World War II it had a great versatility of roles and armament. Its fabric-covered, stringered rear fuselage was capable

of absorbing a great deal of damage. Some 14,523 were built in the war.



On the 22p stamp is **Arthur William Tedder**, 1st Baron (1890-1967). In 1941 Tedder became air-officer in command Middle East (subsequently of all Allied air forces in the Mediterranean) and his desert air force worked closely with Montgomery's Eighth Army at the Battle of El Alamein. Later he was Eisenhower's deputy commander and, as his representative, signed the formal surrender of Germany in Berlin on 8 May 1945.

Featured with Tedder is the *Hawker Typhoon*, regarded as the best ground-attack aircraft of World War II. With a maximum speed of 417 mph it had a range of almost 1000 miles and was equipped with four 20 mm cannon or two 500 lb bombs. Targets attacked were such as radar installations and tanks.



Hugh Montague Trenchard, 1st Viscount (1873-1956) appears on the 29p value. Early in World War I Trenchard was seconded from the Royal Scots Fusiliers to the Royal Flying Corps. He commanded British air forces in France and his advocacy brought

into being the Independent Air Force and strategic bombing. Following the war he was Chief of the Air Staff to 1929 and became (in 1927) the first Marshal of the RAF. The RAF was largely the creation of his strategic insight and organisational planning.

Shown with Trenchard is the de Havilland *DH9A*, a development of World War I fast bombers which was not finally replaced until the end of the 1920s. During that time it was used on bombing raids in hostile territory when the RAF was policing such potential trouble-spots as Iraq, Palestine and the North West Frontier. It had a rear gunner and a forward-firing Vickers.



For the **31p** stamp **Sir Arthur Travers Harris** (1892-1984) was chosen. Known as 'Bomber Harris' he became Commander in Chief of Bomber Command in 1942. Harris directed a massive campaign against the German homeland, concentrating on 'area' bombing, a concept later brought into doubt.

With Harris is an illustration of an Avro *Lancaster*, a four-engined heavy bomber, one of the most famous and useful of World War II bombers. It had a maximum speed of 275 mph with a range of up to 2,530 miles. Generally, its load was up to 18,000 lb of bombs but a version was specially developed to take a 22,000 lb bomb.



On the **34p** stamp is a portrait of **Charles Frederick Algonern Portal**, 1st Viscount (1893-1971). A protégé of Trenchard, Portal was Chief of

the Air Staff for much of World War II. He was largely responsible for operational strategy. After the War he was Chairman (1946-51) of the U.K. Atomic Energy Commission.

The aircraft shown with Portal is the multi-purpose, twin-engined de Havilland *Mosquito*, built almost entirely of wood. A remarkable variety of models during World War II fulfilled every role from fast transporter to night fighter, solitary bomber to low level attacker. It had a top speed of 408 mph with a range of 1830 miles and carried up to 4000 lb of bombs, four cannons, rockets etc.

Technical Details

Designed by Brian Sanders, the stamps have been printed in photogravure by Harrison & Sons Ltd. In format they are square, 35mm x 35mm, perf. 14½ on unwatermarked, phosphor-coated paper, printed in sheets of 100 on PVA Dextrin gum.

PHQ Cards

PHQ cards (Nos. 97 A-E) featuring each of the five stamps will be available from 2 September.

Presentation Pack

The presentation pack will cost £1.54 and was designed by Carroll & Dempsey Ltd. with photographs by Chaz Bowyer and Richard Cook and text by Tim Shackleton.

First Day Cover

The first day cover, featuring a Tornado GR Mk1 of IX Sqn (picture taken in August 1983) as on the presentation pack flap, was designed by Carroll & Dempsey Ltd and costs 15p. Two pictorial postmarks will be used for the first day cover service, one from the British Philatelic Bureau with a Sopwith Camel (of World War I); the other is from Farnborough (Aldershot head office) depicting a Tornado.

A first day cover service will be provided by the Bureau with the official Royal Mail cover addressed to the destination required with the five stamps cancelled with either postmark. The charges will be £1.82 (inland) and £1.59 (overseas). Application forms, available from the Bureau and at Head Post Offices, should be returned not later than 5 September.

Customers requiring only the special pictorial postmarks may obtain them under the reposting facility by sending on the first day of issue a stamped addressed envelope under an outer cover endorsed 'Special First Day of Issue Handstamp' to the British Philatelic Bureau, 20 Brandon St., EDINBURGH EH3 5TT or Special Postmark Duty, HPO, 48 Station Road, ALDERSHOT, Hants GU11 1AA.

First day of issue facilities will be available at offices with philatelic posting boxes.



Mrs J Robinson
200 Manorbier Road
ILKESTON
Derbyshire
DE7 4AB



Mosquito Flight First Day Covers

A special first day cover bearing a full set of the RAF stamps will be flown at Chester/Hawarden Airfield on 16 September on the only fully airworthy Mosquito aircraft in the world owned by British Aerospace PLC and piloted by Mr A J Craig.

Covers will be cancelled with the Chester pictorial handstamp and a specially designed cachet to mark the event. The cost is £2.50 (£5 with pilot's signature) including the full set of stamps. Orders with remittance should be sent to the Philatelic Duty, HPO, Station Road, CHESTER CH1 3AA.

RAF Display at NPM

From 16 September until Christmas there will be a display at the National Postal Museum on the RAF theme. Items on show will include the artwork of previous stamp issues with RAF connections, airgraphs and items to do with the RAF mail service during and after World War I.

A special postcard, costing 20p, will go on sale featuring preliminary artwork for the 1968 RAF stamp. Further details will be provided next month.

Britain's Black Propaganda Bogus Stamp

L N WILLIAMS

"In analogy to 'Black Magic,' 'Black Mass,' and 'Black Market' my friends and I called this new psychological attack 'Black Propaganda'."

In those words, Sefton Delmer in his book *Black Boomerang* (London 1962) explained the adoption of the adjective 'black' for propaganda which was more or less untruthful — as opposed to 'white' propaganda, which was strictly factual. Some philatelic aspects of the story have been told, but it is not generally known and developments still occur.

Sefton Delmer, who died on 4 September 1978, was appointed early in 1941 as head of a then newly created special section of the Political Warfare Executive, charged with the task of spreading black propaganda among the enemy — the 'total war of wits'.

Some of the schemes involved the production of postage stamps, actual and fanciful.

The man appointed to prepare the printed forgeries was named 'Armin Hull', a printer, who had made a special study of German typography and printing techniques. He had a first class knowledge of the papermaking industry and arranged for British mills to counterfeit German papers and watermarks.

Genuine examples of Hitler Head stamps, subsequently forged in Britain



"Hull was a perfectionist," enthused Delmer, "One could not catch him out. He really was a champion counterfeiter".

Doubtless 'Hull' was a champion counterfeiter, but he could not deceive philatelists and after the war his work was caught out by them*.

Hitler head stamps which were forged were the 3, 4, 6 and 8 pfennig of 1941.

Apart from those stamps, and as part of a particular plan to sow discord among the enemy hierarchy, Delmer conceived a scheme of setting Hitler against Heinrich Himmler, head of the S.S. and Minister of the Interior who, according to the 'black' scheme was preparing to assume power.



The Himmler Head bogus stamp

According to Delmer he asked 'Hull' to produce a set of German postage stamps showing the head of Himmler instead of that of Hitler. Again, according to Delmer, the production was a masterpiece since the head was engraved in exactly the same style as the head of Hitler on the ordinary stamps and that was not surprising because 'Hull' had been producing scores of thousands of Hitler postage stamps over the previous three years and those stamps had been used for posting by agents in the Reich because they "quite understandably felt it beneath their dignity to subsidise the German war effort with even the price of a postage stamp".

According to Ellic Howe in *The Black Game* (Michael Joseph 1982) — he is thought to have been 'Armin Hull' — an undated memorandum written by Delmer in May or June 1943, states that only a 6 pfennig stamp with Himmler's head was produced. They, together with the necessary paraphernalia for cancelling them, were sent to Stockholm and there were put in the letterboxes of a few people including

*See, for example *Forged Stamps of Two World Wars* by L N & M Williams (London 1954)

editors of newspapers. The intention was that the recipients should discover and report the new stamp.

Both Howe and Delmer write about the complete failure of the scheme so far as the stamps were concerned, Delmer stating that the “*counterfeit was far too excellent, the Himmler stamp much too similar to the Hitler stamp and the public, including the philatelists, far too unobservant.*”.

Attempts to draw attention to the stamp during wartime resulted in publication on the front page of the *Daily Mirror* newspaper on 29 February 1944 of a story headlined “The Himmler Postage Stamp is a Sensation”. Beneath, a dispatch, by-lined ‘From David Walker, Lisbon’ and dated the previous day, referred to a batch of letters and cards arriving from Germany carrying the stamp.

Viewed in retrospect that newspaper story bears all the hallmarks of an invention by Sefton Delmer in an attempt to salvage something from that unfortunate adventure which, he wrote, “*had most sadly and badly misfired*”.

There are two distinct ‘types’, that is, versions, of the Himmler stamp. In one, called ‘Himmler A’ the lines of the portrait are bold and distinct as are the uncoloured portions. In the other, termed ‘Himmler B’, the lines are less bold and closer together and the uncoloured portions are less obvious. A more precise difference concerns the shading of the uniform at the right of the stamp: in Himmler A it slopes diagonally upwards from left to right while in Himmler B it slopes downwards. There can be no doubt that both versions were printed by Waterlow and Sons Ltd. Ellic Howe states that all the German stamps were printed by them. In addition, a perforation characteristic — a mis-aligned perforation hole — occurs on multiples of both types.

It is common knowledge that the sheets of Himmler A contained 20 subjects in four rows of five. Until comparatively recently, the largest known multiple of Himmler B was a block of five. However, last year I was shown by a London stamp *2nd proof sheet of Himmler Head B*



Himmler Head A



Himmler Head B

firm a series of three proofs in different stages of Himmler B. The plate from which they were printed contained eight subjects, in two rows of four. One, marked ‘V. Rough Proof 1st Proof’ in pencil was printed in dull reddish-violet on poor quality, thin paper. Another, marked ‘2nd proof’, was printed on chalk-surfaced paper, the colour being much more vivid. The third was printed in black ink on white paper, chalk surfaced, but the print itself had portions missing from some of the subjects as though the printed surface had adhered to some other paper.

The proofs were said to have come from the estate of an assistant to Sefton Delmer.

Both Himmler A and Himmler B are known cancelled on various covers and postcards. Doubts have been cast on their having passed through any postal service but that would not contradict the statements by Delmer that such communications were put through letter boxes clandestinely by agents.



25 Years of Hovermails

Part 2

CHRIS BARTON

At the same time as all the services' interest in hovercraft several commercial companies in the U.K. were showing an increasing interest in the use of the craft, particularly the SRN 6 for ferry services.

Clyde Hover Ferries Ltd. commenced a scheduled service on the Firth of Clyde on 3 July, 1965, using SRN 6 010. Later, in July, SRN 6 012 was added to the fleet and a complex network was operated throughout the Clyde. A small number of postcards was carried and posted from all ports of call. By the end of 1965 the company faced severe problems and closed down, lack of passengers being the main cause. A one-craft service was operated in 1966, finally closing on 26 September.

Townsend Car Ferries Ltd. commenced Cross Channel services on 30 April, 1966, using SRN 6 024, *Britannia*. The service linked Dover and Calais, but suffered great problems due to Channel weather conditions. Townsend, like Hoverlloyd, wished to evaluate the hovercraft on the English Channel, in the knowledge that the SRN 4 would be available by 1968.

Hoverlloyd leased SRN 6 022, *Swift*, and 025, *Sure*, from British Hovercraft, and on 30 April, 1966 *Sure* left Ramsgate for Calais at 0830 hrs. Covers were carried by both pioneering craft.

In 1966, Westlands merged with Vickers Ltd. to form the British Hovercraft Corporation, based at East Cowes. Their first craft, SRN 4, took to the water on 4 February, 1968. A giant among hovercraft, designed for the English Channel waters, 130 feet long, 78 feet wide and 38 feet in height, it dwarfed all other craft on the slip. N4 hovers on an 8 feet high cushion of air and can carry 254 passengers and 30 cars, at a speed of 65 knots. Cross-Channel services began on 1 August, 1968 and Seaspeed, (British Rail Hovercraft), carried 2,250 pairs of covers on the inaugural flights. The 40 minute Channel crossing had arrived.

The development of the sidewall hovercraft found a new impetus with the formation of Hovermarine Ltd. at Southampton. They designed the HM2, a 60 seat sidewall craft, launched on 28 January, 1968. HM2 001 was purchased by B.R. Seaspeed and put into service from Portsmouth Harbour to Ryde Pier on 1 April, 1968. Again B.R. arranged covers, 500 pairs of official covers being

carried. This prototype HM2 proved very unreliable and was substantially modified by Hovermarine and returned as HM2 301. Problems still persisted and the service was withdrawn. I was travelling regularly from the Island at this time, and well remember the inconvenience caused.

SRN 4 002 made the first Cross Channel service flight for Hoverlloyd from Ramsgate to Calais on 2 April, 1969. Some 14,000 Company covers were carried and received a special one day stamp at Ramsgate. In June 1969 a second SRN 4, 003 *Sure* was added to the fleet. Seaspeed and Hoverlloyd were now in direct competition, a situation which continued until 1979, when the two companies merged to form the present Hoverspeed.

Vosper Thornycroft, the shipbuilders, joined the realms of hovercraft manufacturers on 29 August, 1969 and launched VT-1 001, a 76 ton semi-amphibious craft, powered by waterscrews. On the maiden flight 50 covers were carried. Later on 4 January, 1971, VT1 made a flight from Gosport to Jersey, where it was flown on trials sponsored by the Department of Trade and Industry, with pilots supplied by Hovertravel Ltd.

While in the Channel Islands, flights were made between Jersey, Guernsey and Dinard. Covers were carried on all flights. VT2 was a conversion to make the craft fully amphibious. Twin ducted air propellers were added to the stern of the craft to replace the waterscrews. The maiden flight at Portchester on 2 September, 1975 carried 100 covers.

In spite of all these hovercraft developments, the SRN 6 remained the favourite amphibious craft.

Fig. 6



Hovertravel Ltd. had continued to use their N-6s on the Solent route since 1965, and indeed, they still retain them as reserve craft to this day. In 1968 an N-6 was shipped out to South America to take part in the *Geographical Magazine's* Amazonas Expedition. Based at Manaus, in Brazil, SRN 6 026 traversed previously impossible rapids and, in all, 2,600 miles of river were explored. Covers were carried, but many never returned to this country. Lost in the post! 1969 saw SRN 6 018 on the Trans-African Expedition, which went from the Atlantic coast to Lake Chad, up the Senegal river and back to the sea along the Congo. 100 covers were carried. (Fig. 6).



Fig. 7

In all, BHC has built 69 SRN 5's and SRN 6's. Craft have been built to special requirements — flat decks for cargo, twin propellers and military versions. The latest craft have found eager owners in the Middle East.

The BH7 development programme was aimed at the military market. The prototype took to the water at Itchen, Southampton, on 31 October, 1969. In 1970 it joined I.H.U. and was operated by the forces, taking part in trials in the Gulf, Scandinavia, the U.S.A. and around the coasts of Europe. Covers were carried on many of these trials.

Special hand stamps can form an interesting part of any specialist collection and, in 1972, four were produced, accompanied by suitably illustrated covers. On 26 April, 1972, a dealer's cover commemorated the 5th anniversary of the formation of 200 Hovercraft Trials Squadron. They were carried from Lee-on-Solent to Cowes, to Brown-down, aboard SRN5 002 XT 492. The HCC sponsored a special cancel at Ryde, Isle of Wight on 14 August, 1972, to commemorate the 10th anniversary of the first Solent hovercraft service. Covers were carried aboard Hovertravel SRN 6 026, GH-2012, from Ryde to Southsea as an official mail by the Post Office (Fig. 7). The 10th Anniversary of the world's first hovercraft service was commemorated

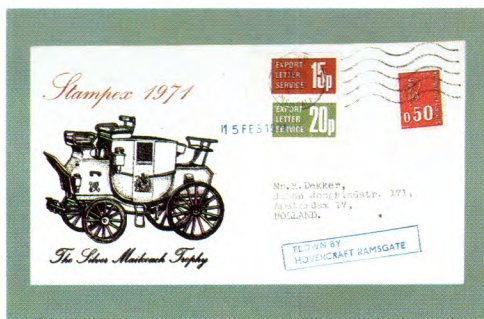


Fig. 8

ated at Wallasey, Cheshire on 28 October, 1972, with a special cover and cancel. On 18 December, 1972, an official BFPO mail celebrated the 10th anniversary of the formation of I.H.U. The mail was carried from London to Cowes, the Lee-on-Solent to Cowes leg being flown by SRN 5 XT 492.

Many of the hovercraft manufacturers and operators used mailing machines with meter marks in their offices. Some of these had special advertising slugs showing hovercraft used. The addition of these items adds variety to the collection, some being extremely rare.

During the 70's few new hovercraft were developed in the U.K. The U.S.A. became very involved in the development of the sidewall concept, S.E.S. craft, building two research craft, SES 100A and SES 100B. These were fast craft and on 2 April, 1977 the SES achieved the world speed record of 104mph. The American Hovermail Society arranged hovermails on significant flights.

The 1971 Postal Strike brought about the formation of many private posts. Several of these undertook the carriage of mail to the continent, mainly France, for onward posting. Some of these enterprises printed special hovercraft stamps, some used rubber cachets to show hovercraft carriage and others used the hovercraft but applied no special markings. Genuine commercial covers from these services are very rare. (Fig. 8).

The large SRN 4 hovercraft had proved very successful on the cross channel route and Seaspeed wished to increase the capacity of their two craft to satisfy demand in the summer months. They signed a contract with BHC to stretch GH-2007, *The Princess Anne*, by the insertion of a new 55ft, centre section. A new type tapered skirt was also added. These improvements greatly increased the capacity of the craft and also gave a much smoother ride in rough weather. The re-built craft took to the water at Cowes on 6 April, 1978 and was delivered to Dover on 26 April. Covers were arranged on both these flights and all subsequent channel 'firsts'.

Several collectors of maritime mail eventually investigated the handling of hovercraft mail under the Paquebot system. This was first successful in April, 1975, with a batch of mail handed in from a cross-channel hovercraft, in accordance with UPU regulations, at Calais Maritime. This was closely followed on 25 June, 1975, when an HM2 sidewall hovercraft, owned by International Hoverservices Ltd. of Southampton, made the crossing to Jersey, the Jersey Paquebot mark being applied. Since these early trials, paquebot handling has been obtained in ports all over the world. Hovermails handled in this way form a very interesting study. (Fig. 9).

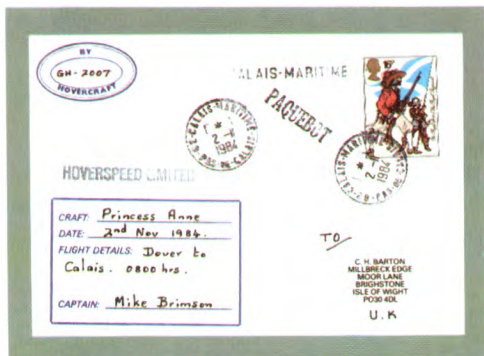


Fig. 9

Hovertravel Ltd., based at Ryde, Isle of Wight, have been operating their cross-Solent route very successfully since 1965, gradually increasing their fleet of SRN-6 craft. In May 1976 they took over the operation of the Cowes to Southampton route from B.R. Seaspeed. A subsidiary company, Hoverwork, was formed in 1966 to charter hovercraft for commercial duties. Up to the present day many successful operations have been completed. Seismic surveys, logistics support, ferry services, location filming and many other tasks have been tackled. Hovertravel/Hoverwork have become accepted as the authority on hovercraft operations.

For years the Royal Mail had been carried to and from the Isle of Wight by ferry. The introduction of postal mechanisation at Portsmouth required the Post Office to review their procedures for the carriage of mail to Portsmouth M.L.O. After lengthy negotiations, Hovertravel was awarded the contract for the carriage of mail from Ryde to Southsea, beginning on 9 February, 1981. At 1626 hrs. that day SRN-6 055 lifted on to cushion at Ryde Hoverterminal, 18 mailbags safely stowed on board. About eight minutes later the mail was being unloaded at Southsea into the waiting Post Office van. The Royal Mail insignia stood out on the side cowl of the hovercraft. The first regular carriage

of the Royal Mail by hovercraft had begun. Since those beginnings it has grown from strength to strength.

The South Eastern Postal Region of the Post Office issued SEPR 19, on 25 May, 1981 to commemorate the carriage of mail on the above route. A special hand stamp was used at Portsmouth. Later, a reprint SEPR 19(2) was issued, due to the popularity of the card. They showed the SRN-6 coming in to land at Southsea, backed by the setting sun. (Fig. 10).

The success of their fast ferry and also the Royal Mail contract encouraged Hovertravel to seek a replacement for their ageing SRN-6's. Together with Air Vehicles and B.H.C. a totally new generation of hovercraft was designed. Diesel-powered and constructed as a welded aluminium hull, the AP1-88 has evolved as a worthy successor to the N-6. Carrying 80 passengers in greater comfort, two of these craft have taken over on the Ryde to Southsea route. They are much quieter than the N-6 as well, using twin ducted propellers for propulsion. One AP 1-88 is operated by the U.S. Navy in Panama City, and two more run a service from Malmo to Copenhagen.

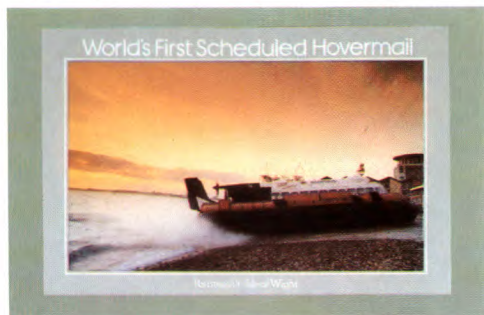


Fig. 10

British military interest in hovercraft seems to have waned. However, the Americans and Soviets are rapidly assembling large fleets of hovercraft, capable of moving tanks and personnel from sea to shore at great speed. The Soviet 'Aist' and American LCAC's are impressive craft. Covers from both areas are difficult to obtain.

The development of small hovercraft has not really been mentioned, but it is, perhaps, in that field that most U.K. activity is centred. Air Vehicles at Cowes and Griffon Hovercraft at Southampton are in the forefront of design, both producing craft with passenger capacities from 12 to 24, with larger craft on the drawing boards. Craft from both companies are operating successfully in China and the U.S.A. The Chinese themselves have an active hovercraft development programme.

In 1978, a Joint Services Expedition took a small hovercraft, *River Rover*, to Nepal and set up a hovering doctor service along Kali Gandaki, a notoriously treacherous river. The success of this was followed in 1982 by another Joint Services Expedition to Peru, again setting up a hovering doctor service on the Rio Apurimac. A special BFPO postmark 1956, was used for expedition covers on 16 June, 1982.

Over the last few years very significant anniversaries in the hovercraft story have taken place. NEPR issued a special postcard for the Rhyl-Wallasey Anniversary of the first Channel hovercraft crossing, by SRN 1, with a special cover and cancel on 25 July, 1984, at Dover, and on 24 July, 1985, twenty years of Hovertravel services was commemorated with special cards, covers and cancels.

Neither boat nor aircraft, the hovercraft is unique. A philatelic history affords a collection of great variety. Carried covers and cards, postmarks of all types, strike mail and the addition of timetables and other ephemera can greatly enhance the enjoyment of the collection. All of these items require some searching for, some are plentiful, some unique. The Hovermail Collectors Club exists to help members keep up with developments all over the world and past publications form a splendid reference library. I hope that this article has aroused your interest, many services and craft have been omitted, but anyone becoming interested in the collection of hovermails will soon begin to discover the missing details. But be warned — I find it addictive!

Information on the Hovermail Collectors Club from John Hobbs, 'Highlights', Down Road, Tavistock, Devon PL19 9QA

South West Region RAF Cards

Four regional postcards will be issued by SWPR in mid September featuring links between the Post Office and the RAF in the carriage of mail. More details will be announced next month.

New Cylinders

Cylinder numbers recently used in printing National definitives by Harrisons are:

26p ACP cyl. 2 (dot/no dot)

£1 cyl. 8A 3B (dot/no dot)

More Trakback Labels



As noted in the May *Bulletin* (page 188) a new receipted delivery parcel service came into operation on 28 April this year. This utilises a unique bar-code label which is attached to each parcel and enables customers to check that the parcel has been delivered. A standard label was illustrated in the May *Bulletin*.

James Mackay has now brought to our attention the fact that two other labels are also in use: one (To be collected) if the recipient is not at home and the other if the parcel has to be returned to sender. Both are illustrated here.



George Eve's Other 'Pillar' Design

TONY GAMMONS

On 25 January 1912 the Secretary to the Board of Inland Revenue wrote to George Eve inviting him to submit designs for the new National Health Insurance stamps. As well as specifying the size of the new stamps the Board issued the following instructions: 'it is essential that the stamp should bear a crown and the words National Health Insurance'. There also had to be a tablet of sufficient size to bear, in bold Arabic numerals, values ranging from $1\frac{1}{2}$ d to 1/-. The space for the value tablet was to be made as large as possible as, in certain values, the numerals were to be inserted by an 'overprint' method which required a margin of space. It was also thought desirable to leave a certain amount of blank space on the stamp in order to show the watermark.

Eve submitted two rough designs in February and these were sent to the National Health Insurance Joint Committee and the English National Health Insurance Commission, for comment. These two bodies were of the opinion that the design, which including the two supporting figures of children, was preferable artistically, but at the same time considered that it would be an undoubted improvement if the figures of the children were omitted from the design! They also expressed a desire that in addition to the rose, thistle and shamrock already appearing in the design a daffodil should be added as representing Wales. Eve, being a

On Monday 11 August 1986 the National Postal Museum opens, on the two lower floors, an exhibition dealing with 'items sold over the Post Office Counter'. The exhibition will include postal stationery, Imperial and Commonwealth Reply Coupons, excise stamps, postal orders, Savings Bank Coupons and National Health Insurance stamps.

heraldic artist, pointed out that a flower symbol for Wales did not exist among the Royal Badges that were assigned by Royal Warrant at the beginning of each reign. There was, therefore, no heraldic authority for using the daffodil, the only Royal Badge for Wales being the dragon. However as the daffodil had begun to be used as a popular decorative emblem it was decided to use this symbol for the new stamps.

At the beginning of March 1912 the designs had been approved and the dies were being engraved at the Royal Mint. Eve was supplied with actual size photographs and was asked to draw the numerals for the 'appropriated' set (with the values as part of the design) directly on to these photographs in the following values: $4\frac{1}{2}$ d, 5d, $5\frac{1}{2}$ d, 6d and 7d. He was also asked to supply designs for the 'unappropriated' set and was reminded that in this case the value tablets were to be 'overprinted'. The original designs proved unsuitable, the numerals being too large and Eve had omitted the 'd' sign.

Up to this point it had been proposed that the numerals should be 'solid' but Eve was instructed to provide drawings of the numerals in an 'open' form and it was these designs together with background tint lines that were used on the issued stamps. The first set of the National Health Insurance stamps was put on sale on 24 June 1912.

Eve had also been asked to produce designs for a set of 'high value' stamps, although similar to the low value set there were minor changes. The side pillars were simplified and the numerals were given a 'decorative' background instead of lines of shading. These stamps had overprints denoting the number of contributions covered by the stamp i.e. the $4/10\frac{1}{2}$ d represented 13 contributions at $4\frac{1}{2}$ d.

With the introduction of new denominations in 1920, stamps of a slightly different design were

Fig. 1. George Eve's rough sketch for the National Health Insurance stamp. February 1912.

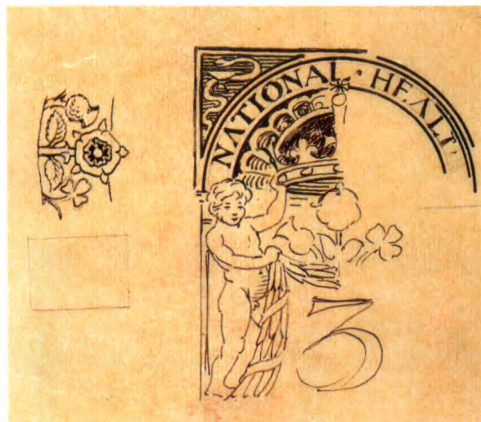




Fig. 2

Fig. 3

Fig. 4

Fig. 2. Proof of the National Health Insurance stamp. 1 April 1912.

Fig. 3. Proof in scarlet lake with hand drawn numerals, note lack of 'd' sign.

Fig. 4. Proof with numerals altered by Eve to 'open' style.

issued. In the values up to 1/- the open numerals were replaced by solid ones in the same colour as the main design, but on a white ground. On values over 1/- the white, open, numerals were retained, the decorative background being replaced by solid colour.

In 1926 a new set of stamps was issued for payments under the National Health Insurance Act of 1924 and the Widows, Orphans and Old Age Contributory Pensions Act of 1925. The new stamps were of the same design as the existing set with the inscription altered to 'Health and Pensions Insurance'. In October 1928 the Inter-Departmental Committee, which was appointed to consider the steps to be taken to prevent, as far as possible, the fraudulent use of National Insurance stamps, included in its recommendation that 'the design of the stamp should be changed to embody more white spaces and less detail than the present stamps'. The Royal Mint supplied rough proofs taken from altered master plates, but the design was still thought to be too 'fussy'. The Mint submitted two new designs on 22 February 1928 but the crown 'did not stand out well enough', and further designs were

Fig. 5. 3½d National Health Insurance stamp from the first issue, overprinted 'cancelled'. 24 June 1912.

Fig. 6. (a & b) Colour standard for the first issue, overprinted 'specimen'. This overprint is not listed in Samuel and Huggins.



Fig. 5

Fig. 6a

Fig. 6b

requested. Two more designs were provided and of these 'C' was preferred. In this set, issued in June 1928, the numerals were printed in the same colour as the rest of the design up to the 1/6d value, in the high values the numerals were printed in a different colour to the main frame.

In March 1939 it was decided to change the colour of the 13/4d Health and Pensions stamp as, after heavy cancelling, it could be confused with the 4d value. As the possible colour combinations for the stamps were nearing exhaustion it was suggested that all the higher value stamps should be overprinted. This allowed stamps for two, eight and thirteen contributions to be produced. September saw the arrangements for the half-yearly stamping of cards in England withdrawn, although they continued in Scotland, Wales and Northern Ireland. The concession was re-introduced in England from the half-yearly period commencing 5 January 1942 and a new range of high value stamps was introduced. A new overprint was used with numbers instead of words to denote the number of contributions. Apart from changes in rates the only other change in the design of the Health and Pension stamps was to print some of the low values in two colours.

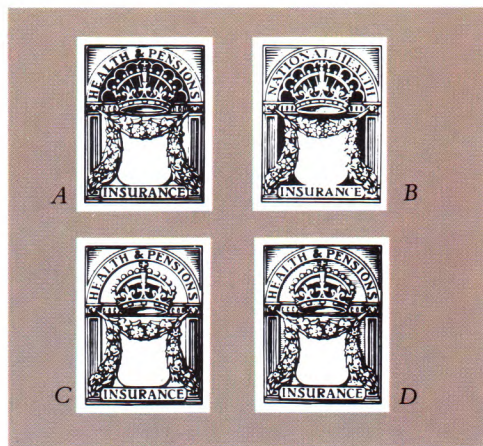


Fig. 7. Designs submitted by the Royal Mint for the 'open' design, 'C' approved.

Eve's design continued in use until 1948 when it was replaced by a design similar to the then current Unemployment Insurance stamps. George Eve had died in December 1914.

Meter Machines

As from July 1930 meter machines could be used on private premises, with the permission of the Minister of Health, to impress on Health Insurance



Fig. 8. Colour proofs of the 1928 design.

cards a stamp or stamps to indicate the amount of insurance contribution. The payment of the contributions had to be made in advance at a prescribed post office.

There were several different patterns of machines, differing in detail as regards the recording meter. A separate machine was required for each value. The meters recorded in units, one meter showing the total number of units expended and the other was set to show the number of units paid for and recorded the number unexpended. The machines automatically ceased to operate when the amount paid for was exhausted; the machine then had to be taken to the Post Office for the meter to be reset. The machines were supplied by Pedersens (London) Ltd, Roneo Ltd, and Universal Postal Frankers Ltd.

August Digest

Issued in August

5 August **Scottish aerogramme 'Enlightenment'** 30p

5 August **Commonwealth Parliamentary Association Conference PHQ card** (No. 96) 14p

19 August **Commonwealth Parliamentary Association Conference stamp** 34p

designer: John Gibbs

printing: The House of Questa, offset litho, 30mm x 41mm, perf. 14 x 15, sheets 100, PVA Dextrin gum, phosphor-coated paper.

Bureau f.d. service alternative handstamp — London SW1
(no presentation pack)

Withdrawn in August

5 August **Scottish pictorial aerogramme of 1985** — Andrew Carnegie

18 August **(Regional Postcards) NWPR 11 Tram cars** — set of 4

During July various regional postcards were withdrawn. These were:

24 July SWPR 27 30 July MPB 17

29 July LPR 6 31 July SWPR 28

New Phosphor Ink

A new phosphor ink has been developed to try and overcome discolouration of the phosphor ink as encountered on 12p definitives. This problem is caused by the solvent in the phosphor ink "dissolving" the green ink, tinting the phosphor ink and affecting the printability. The new phosphor ink is based on a different solvent which should not affect the coloured ink.

Additionally, the phosphor and resins used in the ink have been changed to give the ink better moisture resistance so that the phosphor signal strength is not reduced as much on exposure to moisture as the new ink. The phosphor/resin mix used in the new ink is exactly the same as that used in ACP paper and to produce the new ink ACP powder is blended with solvent and resin. It is difficult to detect the presence of the new phosphor ink on the stamps but apart from this visual difference it is very difficult to differentiate between the two inks.

The ink has been developed by Harrison & Sons Limited and used on a print run of 12p national definitives. The stamps, which should become fairly widely available, are a printing from ink cylinder number 13, phosphor cylinder number 18, though other printings from these cylinders have been with the previous phosphor ink.

SEPR Regional Cards

Two regional postcards are due from SEPR in September to mark postal anniversaries.

On 9 September, SEPR 49 will mark the 75th anniversary of the first official aerial post in the United Kingdom, the Coronation air mail from Hendon to Windsor. The card will show a picture of Gustav Hamel in his Bleriot aeroplane prior to take off from Hendon on 9 September, 1911. Inset will be a picture of the later blue special airmail posting box, an example of which is planned to be sited at Windsor. There will be a special first day of sale cancellation — more details next month.

On 30 September, SEPR 50 will commemorate the 50th anniversary of the inauguration of GPO 1, the first Mobile Post Office. The card will show an illustration of the van and, inset, a picture of the then Postmaster General, G. Tryon, handing in the first telegram at a ceremony in London on 30 September 1936. The first use of GPO 1 was in the South East region at a show in Kent. Again, more details will be published next month.

Philatelic Terms Explained

KENNETH F CHAPMAN

3. Wing Margins

Until decimalisation in 1971, all British stamps to the 1s value (except the 1873-80 ½d value and some of the 1887 "Jubilee" stamps) were printed in units of 240. Rotary printings from reels of paper, as distinct from separate sheets, sometimes resulted in double or quadruple sheets of 480 or 960 stamps but these were divided into sheets of 240 before issue.

When the Victorians introduced letterpress stamp printing by De La Rue in 1855, printing was not in straight sheets of 240 stamps (as had been all the 1d and 2d stamps issued to that date). The overall unit remained 240 stamps but a complete sheet would contain either 12 small panes of 20 stamps or four panes of 60 stamps. In both of these sheet arrangements, the *vertical* gutters between the panes were perforated centrally down the length of the gutter, thus leaving a wide white margin on the right-hand side of stamps to the immediate left of the gutter and, correspondingly, a similar white margin

on the left-hand side of stamps in the vertical row adjoining the gutter.

Stamps with these white panels on one side were referred to as having 'wing margins'. Victorian collectors considered them unsightly and, to encourage sales of these outcasts, it was quite usual for expert fakers to trim off the wing margin and perforate the resulting straight edge to simulate a normal stamp.

An understanding of the pane arrangements for printing stamps of the period involved easily exposes these fakes. Certain check-letter combinations automatically acquired wing margins in the course of printing and perforating. If stamps with those check letters are found without wing margins then they must have been faked.

Using the letters in the two *lower* corners of every stamp, wing margins on printings of the 1855-1883 period 3d, 6d, 9d, 10d and 1s stamps are lettered AD to TD and AH to TH with the 'wing' on the right of the stamp, and AE to TE and AI to TI on the left. In the cases of the 4d and 8d values, the wing margin is on the right of stamps lettered AF to TF and on the left of those lettered AG to TG.

Note For an explanation of the check letters referred to above, see the *British Philatelic Bulletin* of June 1986 for the first of this series of articles on philatelic terms.

1862 6d lilac block of 8 showing wing margins on the left (IE/JE) and right (IH/JH) — R M Phillips collection.



The Genesis of the Machin Design

Part 3

DON STADDON

Arnold Machin based his first ideas on the modelled head he had produced for the new coinage, with the Queen wearing the diamond tiara referred to in part 1 of this article (*Bulletin* — April issue). A number of pencil sketches were drawn, from which a selection was chosen for further development.

Here are shown some of the pencil sketches and some of the ink and wash drawings developed from these. The latter are illustrated for the first time and are held in the National Postal Museum.

Pencil sketches by Machin originally for his coinage head — Picture to Post



Drawings in ink and wash by Machin, based on his original sketches





Commonwealth Parliamentary Association Conference Stamp

On 19 August, a 34p stamp designed by John Gibbs and printed in offset lithography by The House of Questa will mark the annual conference of the Commonwealth Parliamentary Association.

The **colours and plate numbers** used are:

Pale

Grey-lilac Black Vermilion Yellow Ultramarine
1A/1B 1A/1B 1A/1B 1A/1B 1A/1B

Perforations are 14 x 14½ and not as stated on page 221 last month.

The design of the 34p stamp shows a ballot-paper cross, representing the geographically separated countries coming together at the centre — parliamentarians coming from all over the globe, united in a common cause.

This is the second Post Office commission for John Gibbs — the first was for the International Year of the Disabled stamps in 1981. A freelance designer based in Bath, he undertakes a wide range of projects especially in the field of corporate symbols and design.

Book Reviews

Great Britain Railway Letter Stamps: A Handbook & Catalogue 1957-1985. by David Potter. 5th Edition.

Many of the small private railways in Great Britain and Ireland issue their own stamps for the carriage of mails on their lines. This catalogue describes the issues of 18 companies under the Railway Letter Service Agreements of 1891 and 1974 as well as the issues of three related ventures. Listings of labels are detailed and priced, though illustrations are limited.

32pp, 18cm x 24cm, art paper. £3.50 (plus 30p p&p) from The Railway Philatelic Group, AJ Lowe, Stable Becks, Grasmere, Ambleside, Cumbria LA22 9PX.

Catalogues recently received

Austria & Hungary (Part 2) — Stanley Gibbons, 3rd edition £8.95.

Check List of Postage Stamps about Music: 1986 Supplement AHR Grimsey, £3 (+ 50p postage, available from the author c/o BPF Ltd, 316 Vauxhall Bridge Road, LONDON SW1V 1AA).



More drawings in ink and wash by Machin. Some show the influence of the Penny Black design. Those that are illustrated in black and white only exist as photographs stuck on card; the others are the original artwork.

Commemorative Covers

Scarborough Cricket Club. The Centenary Cricket Festival commencing on 31 August is being marked by a special cover and handstamp. Covers are available at £1.25 (£5.25 signed by Hutton and Boycott) from the Secretary, Scarborough Cricket Club, North Marine Road, SCARBOROUGH YO12 7TJ.

22 Colchester Searchlight Tattoo. Held between 30 July and 2 August this will be marked by a cover chosen from a childrens' competition with a British Forces Postal Service handstamp. Price £1.75 each from RAM Light, 12 Parsons Hill, Colchester CO3 4DT. All profits to Army and Rotary charities.

The Inland Revenue: Printer and Distributor of Stamps

Part 1

JEAN FARRUGIA Post Office Archivist

The year 1914 is a most significant date in philatelic history, and one that marks a neglected milestone in the history of the Post Office.

On 1 April 1914, under authority of an Order in Council, responsibility for both the manufacture and distribution of stamps and related items passed from the Board of Inland Revenue to the Post Office. Looking back to this major policy decision that launched a new era for the Post Office provides an opportunity to look at how the Inland Revenue had carried out this work and to provide some background for the several firms who were then engaged in stamp printing and whose names are featured in the story of British postage stamps. The practicalities of the 1914 transfer were examined in a confidential report to the Treasury of an Interdepartmental Committee on the proposal headed by Sir Matthew Nathan, GCMG, Chairman of the Board of Inland Revenue.

Role of the Inland Revenue before 1914

At the time of the several meetings of this Committee and a Post Office sub-committee (1911-1914) the manufacture of stamps and related items was done both departmentally, ie in the Stamping Department at Somerset House, the seat of the Inland Revenue, and through the agency of private contractors. The two key officials were Mr F Atterbury CB, the Inland Revenue's Secretary for Stamps, and Controller of Stamps and Stores; and Mr Seymour J Bennett ISO, Inspector of Stamping. Unconcerned with the manufacturing aspect, the Post Office's role was one concerned with the design of stamps and operational aspects of their use (or fraudulent re-use). It was with these factors in mind that the Post Office commented on essays etc and made its recommendations to the Inland Revenue. It had also undertaken the work of storing and distributing stamps until 1879 when, because of insufficient accommodation at the GPO in St Martins le Grand, it had successfully applied for the Inland Revenue to take this on.

Role of the Controller of Stamps and Stores

As Controller of Stamps and Stores, Atterbury dealt with all the larger questions of policy and administration and, in his capacity of Secretary (Stamps), laid proposals before the Board of Inland

Revenue; directed the preparation of contracts; examined proposals and designs for new issues and personally interviewed the contractors on questions regarding the performance of their contracts. Because of the Board's fears of collusion and fraud (ie were the responsibilities for the production of watermarked paper and stamp production itself to be combined in one officer) Atterbury had distinct control as regards paper production and in the supervision of its quality and use.

Role of the Inspector of Stamping

As Inspector of Stamping and head of the Stamping Room at Somerset House, Bennett dealt with the technical side of the work, eg tests of ink, gum etc carried out by the Government Laboratory; gave expert advice on all questions of design etc; provided general control over the Printing Room; 'nursed' new contractors and generally advised on new issues and designs. Whenever a new stamp was required he obtained a selection of suitable colours from about four high-class printing-ink makers; and it was Bennett who prepared coloured essays of all new stamps in a number of shades for submission to the Board and to the Postmaster General, for a selection to be made.

Bennett was also responsible for examining and approving for use the proofs of all dies and plates prepared by the Royal Mint; and he had custody of the reserve stock, held in case of damage or fire at the contractor's factory.

It was Bennett, too, who supervised any illustration of stamps (then limited to black) in philatelic publications authorised by the Inland Revenue, ie dealing with all applications to make such dies, registering a proof of those produced (each of which bore a distinguishing number for identification), supervising their safe custody whilst in external hands for the printing of say a philatelic magazine or illustrated stamp album (a bond of £100 being required), and their eventual destruction at Somerset House.

Competitors for the 1911 contract for Low-values

The year 1910 was marked by two events: the ending of De La Rue's contract with the Inland Revenue for the printing of every fiscal stamp, every postage

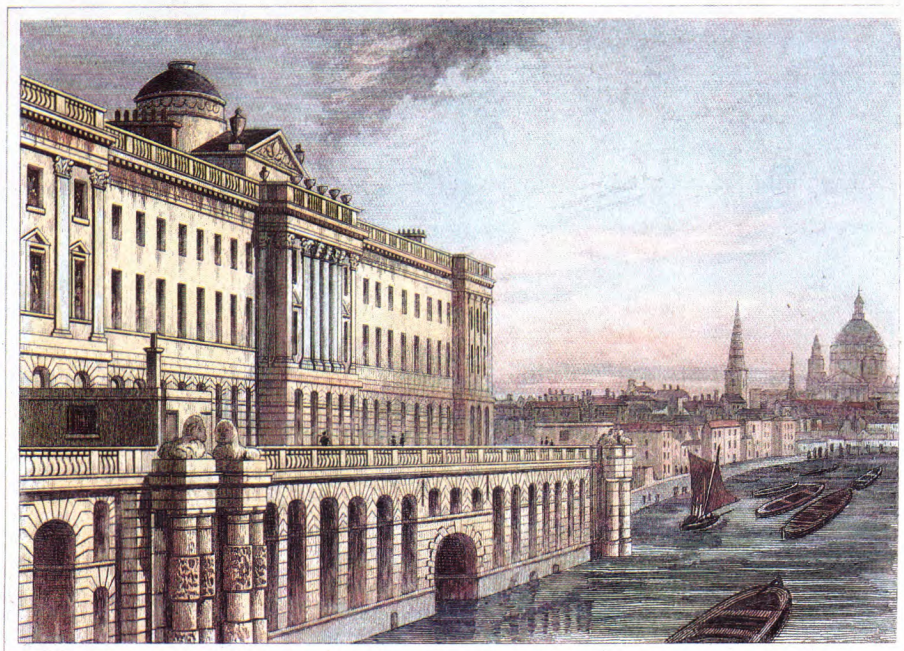
stamp and all postal stationery sold by the Post Office; and the death of Edward VII, which necessitated the creation of new issues for the reign of George V. Hitherto, De La Rue had 'printed everything for the Post Office' and the Inland Revenue had printed everything for the public when the public had sent in its own paper for stamping. This absolute monopoly over stamp production so long enjoyed by De La Rue was something that the Board of Inland Revenue now wished to break. The problem was that the letterpress (sometimes called surface-printing or, erroneously, typographical) method required for the new low-values was little practised by other stamp printers who, consequently, had little or no expertise in this process.

It was Harrison & Sons who won the contract from the Board of Inland Revenue with effect from 1 January 1911. However, under the Committee's questioning in November 1911, Bennett revealed several interesting facts about the competitors who had tendered for the contract: De La Rue; Truscotts; Waterlow Bros & Layton; Waterlow & Sons; and Harrison & Sons. He also mentioned the two other British firms that were practical manufacturers of stamps: Bradbury & Wilkinson and Perkins, Bacon & Co.

Bennett regarded Truscotts as a good-class printing firm, not quite as good as Waterlows or one or two others, and with no stamp printing experience; but he felt that they had money, aptitude and brains enough to have eventually overcome all the difficulties they would have encountered had they won the contract.

Waterlow Bros & Layton, Bennett explained, were primarily foreign scrip printers, printers of debentures and foreign bonds etc, with a small trade in line-engraved stamps, in which they competed with Waterlow & Sons and Bradbury & Wilkinson. They were not yet, he thought, capable of letterpress printing, although they were a class of firm that would, in not too long a time, if under proper tuition and guidance, do it well; but they could not start at the outset and do it. He added that they would do it a great deal better than an ordinary letterpress printer, such as Harrisons, for example, because they were more used to careful and fine work, and they had a fine factory and good machinery.

Turning to Waterlow & Sons, Bennett explained that they were now in no way connected with Waterlow Bros & Layton. They were originally the same firm; but they had divided about 35 years earlier into two distinct firms, the bulk of the family



S O M E R S E T H O U S E

going to Waterlow Bros & Layton. The head of Waterlow & Sons for a long time had been Sir Sydney Waterlow; but the business was now managed by a board of directors. Bennett considered that Waterlow & Sons would be able to perform the contract, although they did little or no letterpress work. If they wished to do it, he felt they would do it well; but, so far, they had shown little disposition to do it. Bennett added that he had little doubt that, as regards postage stamp manufacture, they had a friendly understanding with De La Rue, the latter confining themselves in the main to letterpress printed stamps for the British Government, India and British Colonies, leaving to Waterlow & Sons the stamps of the Central and South American Governments, and of China, Japan and some other Asiatic States. Waterlow Bros & Layton were their principal competitors.

Bradbury & Wilkinson, he said, were manufacturers of line-engraved (ie recess-printed) postage stamps; but their business lay principally in bonds, which they did very well. Bennett added that they were simply a branch of the well-known American Bank Note Co, which formerly manufactured the United States stamps and were now, under another name, making the Canadian stamps. Bradbury & Wilkinson was now their London branch and they also had, he thought, a branch in Sydney.

Of Perkins, Bacon & Co (printers of the 1840 stamps), Bennett explained that they had dropped out of postage stamp printing when letterpress-printing was substituted for line-engraving; and that they were still simply line-engravers because they did not recommend letterpress stamps as being satisfactory. They still made very good stamps; but just a few odds and ends of stamp work, eg for Crete, Greece and New Zealand, and sometimes supplying dies and printing-plates etc for governments which printed their own stamps.

The contractors in 1914

At the time of the Committee's Report in 1914, the several contractors for postage stamps and related items were as follows:

Low-values (including books and rolls of stamps for automatic machines):—

Printing: Harrison & Sons (at their factory in Printing House Lane, Hayes) under a 10-year contract dated 1 January 1911.

Paper ('Royal Cipher') and gumming: Wm Joynson & Son (at their mill at St Mary Cray) under a 2-year contract dated 1 July 1912.

6d unified postage & revenue stamps (and revenue and fee stamps) printed at Somerset House):—

Gumming, plateglazing and 'coating': De La Rue (see also below)

High-values:—

Printing: Waterlow Bros & Layton Ltd (at their factory at Broken Wharf, Upper Thames Street EC) under an informal 2-year agreement dated July 1913.

Paper: Howard & Son (at their mill at Chatham) under a minor contract.

Gumming: Jones of Peckham and Kings Langley Mill under 'arrangements of no permanent character'.

Postal stationery:—

McCorquodale & Co Ltd (at their Wolverton factory) under a variable 5 or 10-year contract dated 1 January 1911.

Indian postage stamps:—

Printing: De La Rue & Co Ltd (at their factory in Bunhill Row EC) under an expired contract extended until 31 December 1914; and (projected) a new 10-year contract dating from 1 January 1915. They also printed Post Office Savings Bank coupons.

Paper: Howard & Son

To be continued

Part 2 will describe the Board's printing operations at Somerset House, how it supervised its contractors and the transfer of its responsibilities to the Post Office in 1914.



Royal Wedding Cylinders

Cylinders and colours used in the printing of the Royal Wedding stamps issued on 22 July are:

12p

Lake	Greenish-yellow	Cerise	Ultramarine	Black
2A	1B	1C	1D	1E
Silver	Phosphor			
1F	P84			

17p

Steel	Greenish-yellow	Cerise	Ultramarine	Black
blue	1B	1C	1D	1E
1A				
Silver				
1F				

Bicentenary of the Derby, 1979

JAMES WATSON

In June each year thousands take part in the annual trek to Epsom to witness the world's most famous horse race — the Derby — founded by the 12th Earl of Derby in 1780. The Post Office marked the 200th running of the Derby with four special stamps issued on 6 June 1979 to coincide with that year's Derby at Epsom. The stamps, designed by Stuart Rose, bore reproductions of famous horseracing paintings, only one (the first) directly related to the Derby — 9p. 'Saddling Mahmoud for the Derby 1936', from a painting by Sir Alfred Munnings; 10½p. 'The Liverpool Great National Steeplechase 1839',

forerunner of the 'Grand National' steeplechase at Aintree, from an aquatint by F C Turner; 11p. 'The First Spring Meeting at Newmarket, 1793' from a painting by J N Sartorius; and 13p. King Charles II watching 'Racing at Dorsett Ferry, Windsor 1684', from a painting by Francis Barlow.

Sir Alfred Munnings (1878-1959), the specialist painter of horses and sporting pictures, was born in Suffolk, the son — like Constable — of a miller. He first exhibited at the Royal Academy at the age of 20 and became its President in March 1944. His work is in many public galleries and he was well-known for his forthright criticism of modern art.

The stamps were printed in sheets of 100 (two panes of 50, 10 x 5) on unwatermarked paper with 'all-over' phosphor. All values were noted with slight sideways shifts of the Queen's gold head, encroaching on the racing picture. Also recorded was a broken capital 'S' in 'Saddling' (9p) and a defective 'C' in 'Chase' (10½p). Quantities issued were: 9p 56,350,000; 10½p 20,440,000; 11p 19,880,000; and 13p 19,280,000.

New Registered Envelopes

New registered envelopes with non-value indicators similar to the new aerogrammes are due to be issued in September, the exact date still to be decided. Printing is in blue by McCorquodale Envelopes Ltd and the standard three sizes will be available. Selling prices have yet to be confirmed.

The non-value indicator is illustrated and incorporates the wording "Minimum Postage and Registration Fee Paid".

No special first day of issue facilities will be provided but fuller details will appear in next month's *Bulletin*.



Letter to the Editor



Queen's 60th Birthday Book Error

Sir,

The souvenir book in commemoration of H.M. The Queen's 60th Birthday contains a historical/pictorial error.

On page 12 (years 1947-1956) the picture shown is described as the 'Berlin blockade', which was from June 1948 to May 1949. What the picture actually shows is the Berlin Wall (with the Brandenburger Gate in the background) which was built as of 13 August 1961, then really parting Berlin into East and West.

Gerolzhofen, West Germany

V SPARBER



The painting, on which the card is based, showing the Port Sunlight office

Fully serviced cards bearing a 17p Royal Wedding stamp and cancelled with a special first day of sale handstamp are available at 46p each or £1.84 for a set of four. A special cachet depicting a map of the North West Postal Region will be given to all first day of sale items.

All orders and remittances should be sent to the Head Postmaster, Philatelic Duty, Letters Division Administration, 63 Newton St., MANCHESTER M1 1AA. Payments should be made by National Girobank transfer to account number 615 3003, or by cheque or postal order made payable to The Post Office. Orders should arrive no later than 1 September.

British Philatelic Bulletin

Editor Douglas N. Muir

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EDINBURGH
EH3 5TT

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Binders are available to hold 24 issues from the Philatelic Bureau price £4.00

Printed in Great Britain by Moore & Matthes (Printers) Ltd for the Post Office

Last North Western Postal Board Postcards

On 1 September NWPB will issue their final set of four regional postcards (series 12). Each card will feature a watercolour painting by Ken Mosley depicting a distinctive post office within the North Western region as follows:

A. *GMEX Exhibition Centre* which houses Manchester's newest post office.

B. *Preston Branch Office, Market Place*, a grade 2 listed building.

C. *Rochdale Salaried Sub Post Office* which was designed by Sir Edward Lutyens.

D. *Port Sunlight Scale Payment Sub Post Office* which is located in the model village of Port Sunlight.

The price of the postcards is 14p each or 56p for a mint set (with a handling charge of 18p up to £18, £1.28 for orders over that).

Index to Volume 23

DR JEAN ALEXANDER

Airmail: UK-Australia (Taylor) 21, 46, (1.) 99, 137
Alphabet Letters (Chapman) 205
Channel Islands: Saverland's Journal (Newport) 116

Definitives: New Phosphor Ink 250

Harrison: 1p ACP 121
7p 28; Cyl 26 125
10p, 16p, 17p, 18p, 22p, 24p, 31p ACP 58
12p 28
17p PCP 13
26p, 34p ACP 226, 247
31p two phosphor bands 87
£1 Cyl. 8A 3B 247
34p Cyl 2 235
Parcel £1.41 3
Questa: 2p Plates 196
5p Plates 143, 196
ACP reprints 2p, 5p 89, 121; 4p, 20p 185
Waddington: 20p Plates 172
Wilding Design (Rigo de Righi, Farrugia) 158; graphite lines (Chapman) 231
Withdrawals 13, 125

Country — redrawn designs (Matthews) 190

Northern Ireland:

Harrison: 10p 2-band Cyl (1.) 126
22p ACP 58
Withdrawals 125
Questa: 12p 51
17p Reprints ACP 89, 121; Plates 172

Scotland:

Harrison: 11½p (1.) 126
16p, 22p ACP 58
Withdrawals 125
Questa: 12p, 17p, 31p ACP 150; Plates 235
Waddington: 12p 51; 17p Plates 172

Wales:

Harrison: 11p (1.) 126
22p ACP 58
Withdrawals 125
Questa: 12p 51
17p Reprints ACP 89, 121; Plates 172
22p Plates 125

Design: The Genesis of the Machin ... (Staddon) 164, 186, 252
The Wilding ... (Rigo de Righi, Farrugia) 158

Designer: Nick Cudworth 223

Dick Davis 210
Ken Lilly 192
Jeffery Matthews 134
Ralph Steadman 115

Editorial (Gowen) 1, 20, 43, 66

(Muir) 86, 218

Essays of Queen Elizabeth II (Staddon) 67
George V: Philatelist and King (Chapman) 168
Letter Cassette Pack: 101

National Postal Museum: Association of Friends 94, 231

Exhibition "Many Happy Returns" 171; RAF 241
Museum Piece
London EC Handstamps 127

J A C Harrison, Engraver 147

Sea Post Offices 228

Photographic Competition 95

Cards: 1985 Programme 95, 167

Halley's Comet 114; Nature Conservation 181; Post Office vans 94; Queen Victoria Portrait 228; SS Hindostan 214; Wilding 134

National Postal Museum Gems (Memmott)

No. 129 Early Proofs (1d Black) 11
No. 130 The 1840 Dual Sketch 36
No. 131 The First Issue of Line Engraved 57
No. 132 Plate 1 Line Engraved 74
No. 133 Plate 1B Line Engraved 105
No. 134 Plate 2 Line Engraved 123
No. 135 Maltese Cross Cancellation 143
No. 136 'First Day Cover' 6 May 1840 185
No. 137 Cover from the First Sunday 215
No. 138 One Penny Black 'VR' 229

Philatelic Terms Explained (Chapman) 205, 231, 251

Post Office Archives: 28, 198

More to Research in ... 107

Postal History: Datestamps of Scotland/Ireland-Book Review 146

Detained in France (Muir) 144, (1.) 201
First Day (1d Black) (Samuel) 7, 39
25 Years of Hovermailing (Barton) 224, 244
Llandovery Mail Coach — Book 231
London's Mount Pleasant (James) 33
Mail to and from India (Giles) 212, 232
Moveable Box (James) 52, postbox 188, (1.) 234
Official Mail-Book Review 146
Origins of the 'Duplex' (James) 71
Paris Postal Conference 1863 (Wellsted) 2
Sea Post Offices 228
Shortly before the Penny Black (Williams) 44
Surcharged Mail-Book Review 146
The Barbados Duplex (James) 104
The Early Days of the Postal Service (Gammons) 90, 118, 138, 182, 206
The Handstamps in London E.C., Sep 1895 127
The Post Office Sixty Years Ago (Farrugia) 156

Postal Mechanisation: New British Sorting Machine E40 108

Graphite lines (Chapman) 231
Postcard SEPR 82

Postal Stationery: Aerogramme: Definitive new standard 205

Christmas 55
Scotland: Lighthouses 137, 172; Enlightenment 201, 227;
Withdrawals 171, 250
Evolution of Postcards and Letter Cards — Book Review 146
New Registered Envelopes 257

Postcards: (See also National Postal Museum)

Post Office: PHQ card Quantities 1982-4 125

Regions — Policy 223

Eastern: Arndale Centre Post Office 16

NEPR 196

Northern Ireland Postal Board 82

NWPB 258

Scottish Postal Board: Crofting 216

SEPR Halley's Comet 117; last cards 250

SEPR Mechanised Letter Sorting Office 82

SWPR RAF 247

Others: Antonine Wall 164

British Films 82

Halley's Comet 148

Postmen of the British Empire (Wilkinson) 102

Telecom: HMS Alert 215; Valentine's Day 120

Posting Boxes: No. 75-Edward VII 8

No. 76-George V Airmail type B 35

No. 77-Welsh Victorian 62

No. 78-British Box in Cyprus 83

No. 79-Toronto 1916 with vending machine 100

No. 80-Edward VIII 120

No. 81-QEII (P.O. type B) 167

No. 82-Moveable Box 188

Book Review (Robinson) 27

Postmarks: (See also *Postal History: NPM Gems; NPM Museum Piece*)

Domesday handstamps 179

National Stamp Day 171

Pictorial handstamps: Hastings, Battle and Rye 98; London EC 171;

London SW 174; Portadown 223

Roman Numerals (1.) 26

Private Posts: The Court Bureau (Newport) 69

Railway Letter Service: 180; (James) 12; book review 253

Recorded Delivery Labels: Reprints 101, 141

Rowland Hill Presentation Plate (Farrugia) 124

Royal Mail: Book (Dauntton) 13, 45

Saverland's Journal (Newport): 116

Special Stamps 1984 Quantities 98

1985 Collectors' Pack 35

Preliminary Designs 96

Year Book 25

Safety at Sea Cylinder Numbers 34

Arthurian Legend Cylinder Numbers 3

British Films 9; Cylinder Numbers 34; (Attenborough) 38

Christmas 38, 54, 81

1986 Programme 29

Industry Year 72, 95, 126; Perforations 164

Halley's Comet 100, 111; Covers 114; Designer 115, (1.)

195, 234

Queen's Sixtieth Birthday 131; NPM handstamp

correction — insert (April 1986 issue); Covers 134, 155;

Cylinder numbers 170; Designer 135; Souvenir book

error (I) 258

Nature Conservation 151, 193; Covers 195; Cylinder

numbers 196; Designer 192

Medieval Life 175; Covers 211; Cylinder numbers 210;

Designer 210

Sport 199; Commonwealth Games Cover 216; Covers 222;

Cylinder numbers 236; Designer 223

Royal Wedding 201, 219; Covers 222; cylinders 256

Commonwealth Conference 221, 253; Covers 222

Royal Air Force 239

1987 Programme 128

Earlier issues (Watson): 25th Anniversary of the Coronation 27

Horses 61; Cycling Centenaries, 75; Christmas 1978 89; British

Dogs 121; British Flowers 142; European Assembly Elections 189,

(1.) 235; Bicentenary of the Derby 257

Withdrawals 1984 British Council 13; Christmas 1984 59

1985 Trains 98; Insects 141; Composers 188; Safety at Sea 216;

350 Years of Royal Mail 235; Christmas 1985 £6.00 Pack 84

Stamp Booklets: Decimal Booklet Pane Printings (Newbery) 4,

24, 50, 70, 122 (1.) 26

Pictorial Cover designs (Newbery) 50

New Vending Machines 230

50p 29; Pond Life 172, 230; Roman Britain 230

£1.00 Musical Instruments 230

£1.50 Cyl B7 B18 143

£5 British Rail 87; (Newbery) 136

Graphology £1.20, £1.50, £1.70 230

National Gallery £1.20, £1.50, £1.70 172

Write Now £1.20, £1.50, £1.70 13, 75

Withdrawals 13, 84, 98, 171, 216, 235

Stamp Rolls ML 12p 48

Trakback label (New Parcel Service) 188, 247

Wing Margins (Chapman) 251

Miscellaneous

Armagh Philatelic Counter 98

Britain's Black Propaganda Bogus Stamp (Williams) 242

British Philatelic Bureau Prize Draw 76

British Philatelic Trust 100, 189

Commemorative Covers 17, 40, 63, 83, 108, 128, 148, 181, 236, 253

Forces Covers 16, 40, 61, 81, 236

Forum (Farrugia) 198; (Fisher) 150; (Goron) 238; (Parton) 174;

(Pawson) 110; (Robinson) 130

George Eve's Other 'Pillar' Design (Gammons) 248

How It All Began (West) 79, 106

Inland Revenue: Printer & Distributor of Stamps (Farrugia) 254

Letters to the Editor 13, 26, 58, 99, 126, 137, 170, 194, 201

Mulready Exhibition 210

National Health Insurance Stamps (see *George Eve* . . .)

Post Office Research Studentship 185

Postmen of the British Empire (Wilkinson) 102

RDP Signatories 191

Stamp World London '90 63, 142

Stamplink '86 191, 209

Stanley Gibbons (Jeffries) 55

Thematics A Monarch's Touch (Britain) 162

Evolution (Last) 5

Invasion (Last) 202

Postal Procedures (Last) 76

Royal Milestones (Last) 153

Venturing South (Last) 30

Editorial (Muir) 218

Author Index

Attenborough, R 37

Barton, C 224, 244

Britain, P 162

Chapman, K F 168, 205, 231, 251

Cudworth, N 223

Davis, D 210

Farrugia, Jean 28, 107, 124, 156, 158, 198, 254

Fisher, K 150

Gammons, T 90, 118, 138, 182, 206, 248

Giles, D H 212, 232

Goron, S 238

Gowen, C 1, 20, 43, 66

James, M 12, 33, 52, 71, 104

Jeffries, H 55

Last, Barbara 5, 30, 76, 153, 202

Lilly, K 192

Matthews, J 135, 190

Mémott, J 11, 36, 57, 74, 105, 123, 143, 185, 215, 229

Muir, D N 86, 144, 218

Newbery, L F 4, 24, 49, 70, 122, 136

Newport, O W 69, 116

Parton, A C 174

Pawson, C 110

Rigo de Righi, A 158

Robinson, B 130

Samuel, M 7, 39

Staddon, D 67, 165, 186, 252

Taylor, D R 21, 46

Watson, J 27, 61, 75, 89, 121, 142, 189

Wellsted, R 2

West, R 79, 106

Wilkinson, I G 102

Williams, L N 44, 242