

British Philatelic Bulletin

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The Royal Wedding

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Editorial

DOUGLAS N. MUIR

Thematics and British Stamps

It is often said that there are not enough British stamps to form thematic collections and that the thematic collector must turn to more prolific countries if he or she wants to fill several album pages. Perhaps this is true for some themes such as film stars or archaeology but with a little imagination many interesting stories can be told using British stamps alone.

Flora and fauna of the British Isles have been featured extensively over the years. For the past 10 years or so an annual issue has been devoted to some aspect of the subject — this year it was Nature Conservation/Species at Risk. Added to the actual stamps are many pictorial stamp book covers depicting other birds, insects and flowers, the last-named even including British orchids. Pictorial aerogrammes, from Scotland, add to the material available and the fine detail of other stamps often includes plants and animals — the Medieval Life issue being an example.

It is not necessary to restrict ideas to the simple and obvious. More esoteric subjects such as 'medieval life', 'postal reform', 'printing' or 'postal services' can all be made into extensive and interesting thematic collections using British stamps and postal items alone.

Not only are the designs of the stamps relevant but other products issued by the Post Office to complement the stamps extend the range of illustrative material. Presentation packs, PHQ postcards and souvenir books all add to the items that can be collected. And then regional postcards (or their future equivalent) and all forms of pictorial cancellations must also be considered.

All in all, there is a vast field there to be investigated. A little persistent effort and thought will provide a great deal of fun and pleasure. In thematic collecting, you can collect whatever you like even if rules have to be followed when entering competitions. British stamps and postal items should be well to the fore.

The Royal Wedding

22 July 1986



On 22 July, the day before the actual wedding at Westminster Abbey, two stamps are being issued to celebrate the wedding of HRH Prince Andrew and Miss Sarah Ferguson. The stamps were designed by Jeffery Matthews, based on an informal photograph of the couple by Gene Nocon.

Andrew Albert Christian Edward, third child of The Queen and Prince Philip, was born at Buckingham Palace on 19 February 1960, the first child to be born to a reigning sovereign since the days of Queen Victoria. After school at Gordonstoun he entered the Royal Navy and became a helicopter pilot rising to the rank of lieutenant. He saw service in the Falklands campaign, acting as decoy for Exocet missiles. The bands at the foot of the stamps reflect his naval connection.

His fiancée is four months older, having been born in London on 15 October 1959. Sarah Margaret Ferguson is the younger daughter of Major Ronald Ferguson and his first wife Susan. Following school in southern England she worked

in public relations before being appointed to run the London office of a fine art printer and publisher.

Their engagement was announced on 19 March 1986, after months of media speculation.





ROYAL WEDDING FIRST DAY COVER
THE ROYAL WEDDING
HIS ROYAL HIGHNESS
THE PRINCE ANDREW AND
MISS SARAH FERGUSON
WESTMINSTER ABBEY
23 JULY 1986



Mrs J Robinson
200 Manorbie Road
TJKESTON



HIS ROYAL HIGHNESS THE PRINCE ANDREW AND MISS SARAH FERGUSON • WESTMINSTER ABBEY • 23 JULY 1986
THE ROYAL WEDDING



Technical Details

Designed by Jeffery Matthews, the stamps have been printed in photogravure by Harrison & Sons Ltd. In format they are vertical, 30mm x 41mm, perf. 14 x 15 on unwatermarked paper, printed in sheets of 100 on PVA Dextrin gum. The 12p has one left hand phosphor band and the 17p is on phosphor-coated paper.

PHQ Postcards

PHQ cards (Nos. 95 A-B) featuring each of the two stamps will be available from 8 July, price 14p each.

Presentation Pack

The presentation pack will cost 50p and was designed by Cooper Thirkell Ltd. with photographs by Tim Graham and Chris Morris, and text by Christopher Warwick.

First Day Cover

The first day cover, featuring the altar by the West Window of Westminster Abbey, was designed by Cooper Thirkell Ltd and costs 15p. Two pictorial postmarks will be used for the first day cover service, one from the British Philatelic Bureau showing a surrounding ribbon; the other is from London SW1 depicting a surround of wedding bells.

A first day cover service will be provided by the Bureau with the official Royal Mail cover addressed to the destination required with both stamps cancelled with either postmark. The charges will be 63p (inland) and 55p (overseas).

Application forms, available from the Bureau and at Head Post Offices, should be returned not later than 11 July.

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, SWDO, 53 Nine Elms Lane, LONDON SW8 5BB.

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

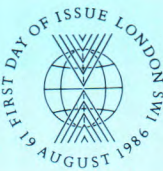
Postmarking Arrangements for Royal Wedding

Special handstamps will be in use at most Head Post Offices on 23 July for the Royal Wedding. The handstamps will carry the name of the office and the date only. Covers posted in special posting boxes or sent via the reposting facility will be given this handstamp.



Commonwealth Parliamentary Association Conference 1986

19 August 1986



On 19 August a 34p stamp designed by John Gibbs will be issued to mark the annual conference of the Commonwealth Parliamentary Association founded in 1911. The conference in Westminster Hall will be opened by The Queen in September. The aim of the CPA is to promote and encourage parliamentary democracy, and, through its many activities it provides a forum for regular but informal consultation between members of parliament from all the legislatures of the Commonwealth.

Technical Details

Designed by John Gibbs, the stamp has been printed in offset litho by The House of Questa Ltd. In format it is vertical, 30mm x 41mm, perf. 14 x 15 on unwatermarked, phosphor-coated paper, printed in sheets of 100 and the gum is PVA Dextrin.

PHQ Postcard

A PHQ card (No. 96) featuring the stamp will be available from 5 August, price 14p.

First Day Cover

The first day cover was designed by John Gibbs, with text for the filler card by Sarah Driver, and costs 15p. Two pictorial postmarks will be used for the first day cover service, one from the British Philatelic Bureau and one from London SW1. Both depict symbolic globes.

A first day cover service will be provided by the Bureau with the official Post Office cover addressed



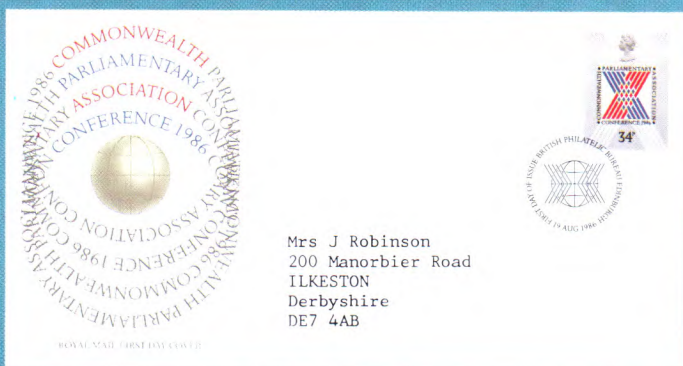
to the destination required with the stamp cancelled with either postmark. The charges will be 69p (inland) and 60p (overseas).

Application forms, available from the Bureau and at Head Post Offices, should be returned not later than 8 August.

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, SWDO, 53 Nine Elms Lane, LONDON SW8 5BB.

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

There will be no **presentation pack** for this issue.



Commonwealth Parliamentary Covers

The following are some of the commercial first day covers being prepared for the Commonwealth Parliamentary Conference issue on 19 August. All postmarks can also be obtained under the reposting facility by writing to Special Postmark Duty at the Head Post Office or District Post Office concerned.

Benham. Featuring the Houses of Parliament a silk-look cover is being produced for use with a special postmark at London SW1. Each cover will cost £3.50 (signed £5.50) plus 30p for postage. Orders to Benham (A. Buckingham) Ltd., Westcliff House, Folkestone, Kent CT20 1SZ.



Bradbury. Featuring the Houses of Parliament a cover will be franked by a special London SW1 postmark. Costing £3 each (£9.75 signed by former prime ministers) they are available from A G Bradbury, 2 Fairholme Road, LEICESTER LE2 6GL (overseas 50p extra).



Royal Wedding Covers

The following are some of the commercial first day covers being prepared for the Royal Wedding issue on 22 July. All postmarks can also be obtained under the reposting facility by writing to Special Postmark Duty at the Head Post Office concerned.

Royal Navy. Showing HMS *Brazen* and a helicopter a cover will be issued to be cancelled by a handstamp showing the badge of HMS *Brazen*. Costing £1 (or £1.45 signed by the Flight Commander) applications with a 7 x 5 sae should be addressed to Royal Naval Philatelic Officer, Fleet Air Arm Museum, Royal Naval Air Station, Yeovilton, Somerset BA22 8HT.

A. G. Bradbury Featuring an engagement photograph by Tim Graham this cover will be cancelled with a handstamp of London SW1 depicting Westminster Abbey. Cost is £3.75 each (or £17.50 for a set of five covers with different postmarks). Overseas add 50p. Cheques should be made payable to A. G. Bradbury, 2 Fairholme Rd., LEICESTER LE2 6GL.



Sport Covers

The following are some of the commercial first day covers being prepared for the Sport issue on 15 July. All postmarks can also be obtained under the reposting facility by writing to the Special Postmark Duty at the Head Post Office concerned.

Amateur Rowing Association Depicting various rowing scenes and cancelled with a special handstamp at London W6, headquarters of the Amateur Rowing Association covers will be available with the rowing stamp at £2.50 or the full set at £4.50 (signed £7.50). Cheques to A. G. Bradbury, 2 Fairholme Road, LEICESTER LE2 6GL (overseas 50p extra).



Royal Wedding Special Handstamps

For the Royal Wedding issue on 22 July there will be several special pictorial handstamps at London SW1. Apart from the official Post Office first day handstamp there will also be several sponsored handstamps with similar wording. Collectors requesting these under the reposting facility are asked to specify the sponsor's name to indicate which handstamp is required.

Designing the Sports Stamps

NICK CUDWORTH

In recent years I have had three major projects, the latest of which was the Sports stamps for the Royal Mail, through my agents Folio. The previous projects helped to develop the technique I used.

First had been realist pencil drawings to personalise musical instruments. The progress that I made with these drawings led me ultimately to question the limits of pencil drawing and to develop a way of drawing which allowed greater speed and size and introduced colour. This was how my application of ground pastels and then wax crayons came into being and my second project — large anatomical drawings — came along just at the right time to stretch and develop this technique.

When it came to designing stamps I had to reduce and refine. I wanted to consider my drawings as being for stamps (and stamps only) and thus

dimension, strong colour and simple graphic strength were all prerequisites before I began my art.

The idea of the nerve-centre of each sport was my first starting point. Initially, I saw all the sport activities moving across the stamp from left to right with a very strong consistent horizontal centre line.

I also decided early on that there would be strong colour consistencies. Each design would have a marked predominant colour (if possible) and where, for example, I used an orange for one colour effect I would use the same orange again in the other designs. This, I hoped, would provide an overall colour strength and unity.

Fortunately, I have a large studio and so I was able to pin up all my rough drawings as they developed — therefore seeing them as a whole and not just as individual drawings. I did not work solely on them day after day, but would intersperse them with other work, thus retaining a fresh approach each time my eye rested upon them.

New Pictorial Handstamp for Portadown

From 20 July 1986 a philatelic counter handstamp will be in use at the new philatelic counter at Portadown, Co. Armagh. The handstamp depicts the greyhound Master McGrath over the River Bann. Items for reposting should be sent to Special Postmark Duty, William Street BO, PORTADOWN, Craigavon, Co. Armagh BT62 1MX.



Regional Postcards

Following the recent reorganisation within the Post Office and the resulting abolition of regions, Royal Mail, Stamps and Philately have announced that no further regional postcards — as presently known — will be produced from 1 October 1986. They are likely to be replaced by a similar item particularly in Scotland, Wales and Northern Ireland and details will be announced when available.



25 Years of Hovermailing

Part 1

CHRIS BARTON

On 11 June, 1959 the SRN 1 hovercraft was revealed to the world's press for the first time. Sir Christopher Cockerill's brilliant invention lifted on to cushion and hovered away across Cowes harbour, a foot above the sea, in a cloud of spray. Eleven days later, 22 June, covers were carried on board the hovercraft by Lt. Cdr. Peter Lamb, the test pilot. 'Hovermails' had been born. Like the very early airmails, these covers are now eagerly sought after by collectors. Fewer than a dozen covers were carried on this pioneering craft throughout its lifetime. The cover illustrated (Fig. 1) was carried from Saunders Roe at East Cowes on the Combined Services Exercise at Eastney on 22 June, 1959. Only two of these first ever hovermails exist.

Fig. 1



The successful operation of SRN 1 encouraged Saunders Roe to develop the N2, a much larger craft with a passenger cabin capable of seating 48 passengers. This sleek craft weighed 27 tons and was powered by four Bristol Siddeley Nimbus gas turbine engines. Two of these drove 12 feet diameter lift fans, the other pair driving two pylon-mounted, four-bladed airscrews. Fully loaded, it could attain a speed over 70 knots. The trials were so successful that, in the summer of 1962, a passenger service ran between the Isle of Wight and Southsea, with nearly 4,000 passengers. The following year, P and A Campbell, the steamer company, operated SRN 2 from Penarth to Weston-super-Mare. A few cards are known carried on this service.

By the end of the 60's a number of members of the Aero-Philatelic Club had become very interested in the development of hovercraft and on 11 July, 1971 the Hovermail Collectors Club was formed, to coordinate the study and production of Hovermails. The club continues to flourish and details of membership may be obtained from: John Hobbs, 'Highlights', Down Road, Tavistock, Devon, PL19 9QA.

Since 1971 the club has arranged hovermails from all over the world. A recent club publication, *The Hovermail Handbook*, lists all known mails in both date and craft order.

Vickers-Armstrong Ltd. became involved with hovercraft design from the early days and progressed through VA-1, a 25 foot long experimental craft, to VA-2, a larger, more powerful machine, finally building the VA-3. At 56 feet in length, powered by four Bristol Siddeley 'Turmo' free turbines, and seating 24 passengers, this was designed as a commercial hovercraft. On 20 July, 1962, VA-3 inaugurated the world's first passenger hovercraft service, across the Dee estuary, from Rhyl to Wallasey. The first crossings of this service saw the first official hovermails. The Post Office carried a limited mail from Rhyl to Wallasey for addresses in Wallasey, Liverpool, Birkenhead and the Wirral Peninsula, comprising 8,187 items. Several types of commercial covers

Fig. 2



exist; the *Daily Mail* also prepared a special edition newspaper, and 450 wrapped copies were sent in the mail. A commemorative postmark was in use for one day at Rhyl and Wallasey (Fig. 2).

At 10.25a.m., VA-3 left Wallasey carrying 2,600 items of mail for addresses in the Rhyl Head Postmaster's area. 800 copies of the specially wrapped *Daily Mail* were included in this number. All these cards, covers and papers now form a very interesting philatelic record. The service closed on 14 September, engine problems and bad weather having knocked out 23 of the possible 59 operating days.

Fig. 3



All of the hovercraft so far mentioned were of the fully amphibious type, being supported by an air cushion. Another line of development, begun in 1960 by Denny Hovercraft Ltd., was the sidewall hovercraft. This is a rather different type of craft, comprising twin hulls, like a catamaran, with a bow and stern area of a flexible rubber skirt. The blown air cushion is contained between the two hulls, and by the skirts, forming a type of air lubrication to overcome drag. These sidewall craft, called S.E.S. (Surface Effect Ships) in the U.S.A., can only operate on water, but are faster than normal boats. The Denny D-2 was launched on 18 July 1962 and went into service as a river bus on the River Thames in 1963, having travelled south from Dumbarton, via the Caledonian Canal and the east coast, under its own power. Six covers were carried on this journey and are the first sidewall hovermails (Fig. 3).

An official hovermail was organised in conjunction with MIPEX 1963. Carried on a light hovercraft called Moomba, these were the first Australian hovermails. Several types of covers exist; 7,065 items were carried, showing the MIPEX postmarks dated 8 October, 1963.

Saunders Roe Ltd., now a division of Westland Aircraft, continued development work on amphibious hovercraft and SRN-3 was built as a military vehicle. SRN-5 was a smaller craft, capable of carrying 18 passengers, or two tons in freight. Nearly 12 metres long, and powered by a single Rolls Royce Marine Gnome gas turbine, its maiden flight was at Cowes, on 6 April, 1964. Fourteen were built, of which seven were sold to Bell Aerosystems in the U.S.A. Re-engined and called Bell SK-5's, some of these later saw service in Vietnam. The bow skirt area was painted with a huge mouth and bared teeth. Vietcong soldiers were terrified of the 'sea monsters'. Covers are known carried in the U.S.A. and Vietnam.

SRN 5 and SRN 2 were operated by Hovertransport Ltd., (the forerunner of Hovertravel Ltd.), in the summer of 1964, for twelve weeks, between Southsea and Ryde, Isle of Wight. 30,000 passengers were carried. The Solent crossing took an average of 7 minutes, and all flights were heavily booked. Lt. Cdr. Peter Lamb, the pilot of N2, tells me that he signed hundreds of cards for passengers.

The N5 had proved so popular and successful with operators all over the world, that a natural development was a larger craft to carry more passengers or freight. SRN 6 was a stretched version of the same design and could carry 38 passengers, still using the same single power unit. Skirt technology had improved greatly, and the rubber unit now contained the air cushion more completely, so less lift power was lost. The N6 rapidly established a reputation as the ideal amphibious hovercraft, being operated from time to time in almost every continent. Covers were carried on many of these services and expeditions.

In 1966, the British Hovercraft Association Ltd. held its first show at Browndown, near Gosport. Between 15 and 19 June, many types of hovercraft, both civil and military, provided an operation display programme. A slogan cancel was used at Gosport, showing the VA-2 hovercraft.

Fig. 4



On 19 September, 1966, the Post Office issued a set of four stamps to celebrate British Technological Achievements. The 1/3d value showed the SRN 6 hovercraft at sea, very well drawn by J. Andrew Restall. First day covers are known carried on Solent hovercraft services on that day. The British Hovercraft Corporation used the SRN 6 stamp on cover as an advertising medium to interested parties. (Fig 4).

British Rail became interested in hovercraft as an extension of their ferry services. In 1966, they operated SRN 6 011 between Cowes and Southampton. An official mail was carried on 6 July, 1966, on the inaugural flight, 5,000 covers being carried from Cowes to Southampton. All have a special postmark applied at Cowes, and are endorsed 'First Flight 0730 hrs'. A special postmark was also in use at Southampton. British Rail Hovercraft, now called 'Seaspeed', used this service as a training ground for their planned Cross Channel service between Dover and Boulogne.

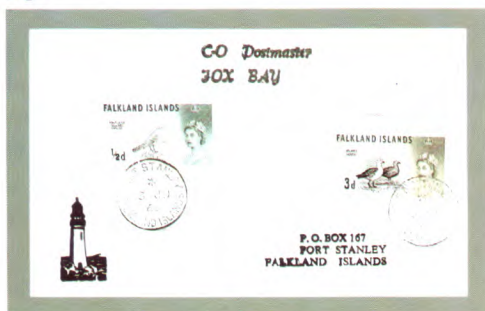
The Armed Forces had taken a great interest in hovercraft from the very beginning. Indeed, Sir Christopher Cockerill's idea was originally classified information. The Interservice Hovercraft Trials Unit (I.H.T.U.), was formed on 17 December, 1962 and was based at H.M.S. Daedalus, Lee-on-the-Solent. To carry out the many different types of trials and also extensive training, the Unit was equipped with five hovercraft. The SRN 3, numbered XS 655, was handed over on 2 June, 1964; three SRN 5's and SRN 6 given the service number XV 614, made up the complement. In 1965 the Hovercraft Unit (Far East) was formed within I.H.T.U. and operated evaluation trials with two SRN 5's in Malaysia, where it is reported that SRN 5 003, XV 493, carried mail for H.M.S. Ajax, in North Borneo, Indonesia and Thailand. In 1966 the Unit was reabsorbed into I.H.T.U.

In May 1966, SRN 5, XT 492 was operated on trials inside the Canadian Arctic, when a number of covers were carried from Tuktoyaktuk to Inuvik, for the Polar Postal History Society. Other I.H.T.U. craft were used in New Zealand, Aden and Libya, in the latter countries on desert trials. The Unit was re-named Interservice Hovercraft Unit (I.H.U.) in March 1968.

The Royal Corps of Transport formed 200 Hovercraft Trials Squadron in November 1966, to carry out their own investigations into the suitability of hovercraft for military purposes. It took delivery of three SRN 6's, 033, 034 and 035 in January 1968, having initially operated two SRN 5's. From March 1968 to November 1969 the Squadron was based in Singapore and carried out extensive exercises, trials

and demonstrations throughout the Far East Land Forces (FARELFF) area. Countries visited included Malaysia, Hong Kong, Borneo, Japan, Australia and Indonesia. The Squadron returned home in the autumn of 1969 and undertook further extensive trials in the U.K. and Europe. Many 200 Squadron covers exist.

Fig. 5



The Royal Navy also wished to carry out their own trials and in June 1967, SRN 027 was delivered. Naval Party 8902 became the Royal Navy's first operational hovercraft unit. The craft was given the designation XV859, and on 15 September, 1967 it was commissioned at Lee-on-Solent. A week later it left Portsmouth on a supply ship and arrived in Port Stanley, Falkland Islands on 21 October. First operational flight was on 2 November to Green Patch from Port Stanley. Seven covers were carried and are postmarked, 'London, Maritime Mail'. In June 1968, the craft made a 600 mile circumnavigation of the Islands and carried some 2,680 items from Port Stanley, postmarked '3 JU 68', to Fox Bay, backstamped 'JU 5 68'. All items received an oval cachet, 'Carried on Hovercraft S.R.N. 6'. 50 items were carried on the return flight from Fox Bay, postmarked 'JU 5 68', and are backstamped at Port Stanley '17 JU 68'. These items are extremely difficult to locate. While stationed in the Falklands, the hovercraft regularly carried mail. However, no special markings were applied. (Fig. 5).

More Definitives on ACP

Two more National definitive stamps have been produced on ACP — the 26p and 34p. As listed in the *Bulletin* last month they appeared on 24 June on sale at philatelic counters and the British Philatelic Bureau. Printing was in photogravure by Harrison & Sons Ltd.

For operational reasons, a small printing of the 26p on ACP was made during 1984. However, this is the first time that this stamp has been made available officially.

Hovercraft Covers

To mark the 20th anniversary of the first Seaspeed hovercraft service between Cowes and Southampton a special cover and card will be carried on 5 July by hovercraft between the two points.

The first cover shows a colour photograph of Seaspeed SRN6 hovercraft. It will be carried from Cowes to Southampton and postmarked at Southampton. The second cover will be carried from Southampton to Cowes and postmarked at Cowes, the illustration showing the Seaspeed SRN6, Mk. 1S as introduced on the route in April 1972.

A full colour postcard is also available showing SRN 6 Mk. 1S Sea Eagle painted in the colours of Solent Seaspeed. It is available carried either from Cowes to Southampton or on the return trip.

All items cost £1.95 each (the mint card costing 30p) and are obtainable from Chris Barton, Flat 1, Wilmington, Appley Rise, Ryde, Isle of Wight PO33 1LE, postage being extra. (Captain-signed items please add 50p per item.)

Further covers and cards are being produced in July and August to mark the introduction of fast catamaran ferry services from Portsmouth to Ryde. Full details are available from Chris Barton on receipt of a stamped addressed envelope.

Scottish Enlightenment Aerogramme

On 5 August a new Scottish aerogramme featuring the Scottish Enlightenment (1730-90) will go on sale in Scotland, the British Philatelic Bureau and at philatelic counters elsewhere. Costing 30p, it was designed by Forth Studios with illustrations by John Martin and printing by McCorquodale Envelopes Ltd. It coincides with the Edinburgh Festival whose theme is this period.

The main illustration features the *High Street Edinburgh* by David Allan (1744-96) from the National Gallery of Scotland, Edinburgh.

Great advances in philosophy, science and technology were made in Glasgow and Edinburgh at this time and some of the greatest figures are portrayed on the aerogramme together with inventions and discoveries.

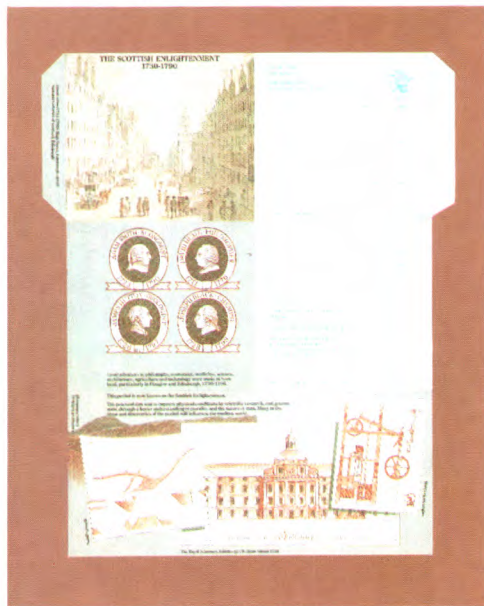
David Hume (1711-76), the philosopher, was the centre of the intellectual circle which included **Adam Smith** (1723-90), the economist. Hume's great philosophical works were *A Treatise of Human Nature* (1739-40) and *Enquiry Concerning Human Understanding* (1748). He argued that the only justifiable attitude is scepticism, denying the existence of God or even the mind. His philosophy was based on sense-impressions, all thought being

based on experience. Although known as a historian during his lifetime, his philosophical ideas had great influence, especially on Kant.

Adam Smith's great work was *An Inquiry into the Nature and Causes of the Wealth of Nations* (1776), the first to deal fully with economics. In his book, generally regarded as the original source of most future writing on political economy, he argued that individual freedom released the energy that produces wealth and that government should interfere as little as possible in men's trading activities. It was one of the most influential books ever produced.

James Hutton (1726-97), the geologist, changed thinking on the way rocks were formed. In his *Theory of the Earth* (1795) he expounded the view that continuing erosion resulted in sedimentary deposits accumulating under great pressure on the sea bed. This indicated a much greater age for the Earth than then contemplated.

Joseph Black (1728-99) was a chemist who was the first to distinguish between carbon dioxide and air, and in the discovery of the laws of thermal equilibrium and the concept of latent heat he had a profound effect on the development of the Industrial Revolution. James Watt was one of Professor Black's technical assistants and while repairing a model for one of the Professor's lectures he invented his steam engine. This is shown on the aerogramme together with the geology of Salisbury Crags, Edinburgh and drawings of Small's plough and William Adam's Royal Infirmary.



The Museum Piece

Sea Post Offices

A large number of items in the National Postal Museum were originally part of files in Post Office Archives. One such is a document bearing strikes of two Sea Post Office postmarks (from file M13898/1921 — Sea Post Offices: Transatlantic Discontinuance).



Sea Post Offices, with postmen sorting on board ship, existed on several routes. All ceased with the outbreak of World War I.

The Transatlantic Sea Post Office was maintained jointly by the British and U.S. postal administrations on White Star and American Line ships plying between Southampton (via Plymouth) or Liverpool and New York, from 10 May 1905 (the sailing of the White Star SS *Baltic*) till 11 September 1914 (with the arrival of the *New York* in Liverpool). It was discontinued on the termination of the White Star Line contract because of the cost to the British Post Office. Mail posted on board the ships received the Sea Post Office datestamp — British on British ships and American on American ships.

The United Kingdom & S. Africa Sea P.O. only lasted from 6 September 1913 until 24 August 1914 on Union Castle liners.

An actual handstamp.



NPM Card for B.P.E.

The 1986 British Philatelic Exhibition will take place from 14 to 19 October in the Royal Horticultural Halls, London. As for Stampex 1986, the National Postal Museum is issuing a card for BPE which will go on sale on 14 October. Costing 20p, it will feature the Von Angeli portrait of Queen Victoria used on Post Office postcards from 1889.

The portrait, painted by Von Angeli in 1885, was commissioned by Queen Victoria as an official State portrait. It was greatly admired by the Queen and a number of copies were made from it. The Queen is depicted wearing the small diamond crown, the ribbon and star of the Garter and the badges of the Order of Victoria and Albert and the Crown of India.

Heinrich von Angeli (1840-1925) was an Austro-Hungarian, originally recommended to the Queen as an outstandingly successful portrait painter by the Crown Princess. As used on postcards, this was the only British stamp design showing Queen Victoria as she was in old age rather than the 1837 version used as the basis of all the adhesive stamps of her reign.

The card will be available by post from the National Postal Museum, King Edward St., London EC1A 1LP, with a handling charge of 18p.

The subject matter of the card also relates to a major exhibition featuring postal stationery and other less usual items sold over Post Office counters. It will be on show at the Museum from 11 August to Christmas.



The One Penny Black 'VR' Stamp

JOHN MEMMOTT

In addition to the stamps for issue to the public it was intended to have special stamps for use in the Government Departments. It was initially proposed that these should be of different colours to the ordinary stamps, but have the same range of denominations, ie one penny and two pence. This was later changed in favour of a single denomination, using the One Penny Black, distinguishable from the public issue stamps by the insertion in the upper corners the letters V(ictoria) R(egina) in place of Croix Patées, the V being in the left corner and the letter R in the right hand corner.

The plate for the 'VR' stamps was made by removing the Croix Patées in the two upper corners from a roller impression of the original engraved die of the One Penny and then transferring 240 impressions from this roller to a plate. The letters were then inserted, in the same way as those in the two lower corners, by means of a hand punch. Printing began on 14 April 1840, and ceased on 3 June 1840, some 3,471 sheets being printed in all.

In the event it was decided not to use these stamps, and none of the sheets was distributed to the Government Departments. Instead Government Departments were given large-surplus stocks of the unpopular Mulready Covers.

The bulk of the 'VR' sheets were destroyed on 25 January 1843; the plate itself was not destroyed until 6 March 1850.



The R M Phillips Collection contains a wonderful unused block of four, from the lower left hand corner of the sheet, volume III/24. The Collection, which is on permanent display at the National Postal Museum, can be viewed during normal Museum opening hours of 9.30 am to 4.30 pm Monday to Thursday and 9.30 am to 4.00 pm on Fridays.

Leicester Mercury Fun Weekend

The *Leicester Mercury*, in conjunction with the Post Office and the Great Central Railway, are holding a special 'Fun Weekend' at Quorn, Leicestershire on 26/27 July. Among the many attractions will be a hot air balloon, flypast, cavalcade of Royal Mail vehicles old and new and the attendance of Postman Pat.

Two attractive souvenir covers will be available depicting the Butler Henderson engine with Postman Pat. The covers will be cancelled with two special handstamps on 26/27 July with a Royal Wedding 12p stamp on one and the 17p on the other. The covers will also bear a pair of Great Central Railway letter stamps — a different pair on each cover — cancelled with the GCR TPO handstamp.

Costing £3 per pair of covers (including p & p) they are available from: 'Leicester Mercury', P.O. Box 46, Publicity Department, St. George St., LEICESTER LE1 9FQ.

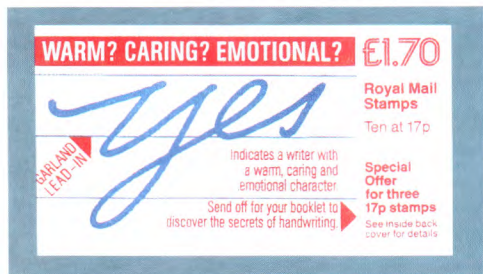
New G.B. Catalogue from Gibbons

A new *Great Britain Concise* stamp catalogue has been published by Stanley Gibbons Publications Ltd. With over 165 pages, soft-bound, the cost is £4.95. The catalogue is designed to fill the gap between the simplified *Collect British Stamps* and the detailed *GB Specialised* catalogues.

First day covers of QEII issues are listed with Bureau and other special cancels used on Post Office f.d.c.s illustrated. Errors such as watermark varieties and missing colours are also listed and priced.

Cover Changes for Stamp Books

On 29 July three new counter stamp books will go on sale. The cover illustrations of the £1.20, £1.50 and £1.70 books are by Trickett and Webb Ltd and feature graphology — the study of handwriting. All three books will carry a special promotional offer of a booklet by handwriting expert Diane Simpson which explains how to analyse the way people write.



The £1.20 book contains 10 x 12p central phosphor band; £1.50 6 x 17p two bands and 4 x 12p left and right bands; £1.70 10 x 17p PCP. All books will appear in both left and right hand formats with cylinder numbers of the stamps appearing on every sixth book. They will be available from philatelic sales counters, the British Philatelic Bureau and from post offices in the London area only.



A new 50p machine-vended stamp book will also be available from 29 July. It will be the second in the series on pond life and will feature the Common Frog (*Rana temporaria*) and pondweed with the cover designed by Peter Morter. Contents are 3 x 17p stamps with two phosphor bands on paper which does not bear blue stars printed on the back. It will be available initially from philatelic counters or the Bureau and become generally available from vending machines as stocks of the current stamp books run out.

For all books the stamps are printed in photo-gravure by Harrison and Sons Limited — the stamps on the Chambon press and the covers on the Libra book-making machine.

New Stamp Vending Machines & Booklets

A new type of stamp-vending machine will go on trial from 29 July at Brighton. The machines will accept 10p, 20p, 50p and £1 coins to the exact price and offer books at £1 and 50p. They are push-button operated and employ modern modular component technology. No change can be given.

Initially, nine machines will be installed in Brighton with a tenth retained for testing purposes. The intention is to replace stamp vending machines outside Crown Offices on a rolling basis from November 1986 to March 1988. This will involve putting 2,000 machines into about 1,500 sites nationwide. By the end of March 1987 it is planned that some 500 will be installed.

Two stamp books will be available from the machines in Brighton and from all philatelic counters on 29 July.

The 50p book will contain 4 x 12p stamps and 2 x 1p, all with one central phosphor band. The cover will feature Hadrian's Wall, the first in a series on Roman Britain illustrated by Norman Battershill.

The £1 book will contain 6 x 17p stamps on PCP paper, unstarred. The cover features a violin, the first in a series on Musical Instruments designed by Martin Newton and illustrated by Stanley Paine.

For both books the stamps are printed in photo-gravure by Harrison and Sons Ltd — the stamps on the Chambon press and the covers on the Libra book-making machine.



Philatelic Terms Explained

KENNETH F. CHAPMAN

2. "NAPHTHADAG" or Graphite Lines

On 19 November 1957, stamps treated in a way which facilitated the use of electronics to face letters mechanically ready for cancellation first appeared publicly. Called an electrical conductor, black lines were applied to the back of the stamps as part of the printing process, before gumming took place.

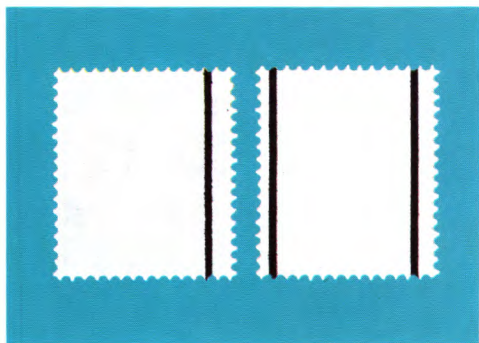
Basically formed from graphite, the proprietary brand used for this experiment in postal mechanisation was Defloculated Acheson's Graphite in a solution of naphtha — "Naphthadag". Collectors soon dropped this clumsy word and all the stamps involved became "graphite line issues".

Following laboratory experiments at the Post Office's Dollis Hill research station, graphite line stamps were first sold in the Southampton postal catchment area where a prototype machine was installed to handle mail franked with graphite line stamps.

A high voltage electrical discharge penetrated the stamps on the envelopes passing through the machine and by means of travelling bands brought all the envelopes facing one way with the stamps in the upper right hand corner, ready for cancelling.

Known as ALF (Automatic Letter Facer), the machine also segregated normal mail from mail posted at the prevailing 2d printed paper rate. This was achieved by printing one graphite line on the back of the 2d stamp and two lines on the back of the remaining values used in this experiment — ½d, 1d, 1½d, 2½d and 3d.

Printed matter rate one graphite line on Multiple Crown watermark; and two lines on St Edward watermark paper.



Graphite line stamps exist on the E2R St. Edwards' Crown watermarked paper for all values to the 3d deep violet, and on the Multiple Crowns only watermark for all values to the 4½d.

A few genuine graphite line errors exist but collectors should be wary of forged errors, usually applied in Indian ink on top of the gum and not difficult to spot. Graphite lines were replaced in 1959-60 by almost invisible phosphor lines printed on the front of the stamps.

Association of Friends of National Postal Museum

As the Association of Friends of the National Postal Museum enters its second year it has recently produced the second issue of its journal, *Crosspost*. This issue contains research articles on such subjects as the 17th century Peover Papers, Stamp boxes, the founding fathers of Perkins, Bacon, Christ's Hospital on whose site the present London Chief Office is built, and G.B. decimal stamp books. It also includes a plea by Jean Farrugia for more research in the extant archival files to solve some of the 'mysteries' facing postal historians.

Membership of the Association costs £8 per annum and further information is available from the Secretary, c/o National Postal Museum, King Edward St., LONDON EC1A 1LP.

Llandovery Mail Coach Book

In 1985, to mark the 350th anniversary of the Post Office, a booklet was published by the Wales and Marches Postal Board entitled 'The Monument's Tale — Llandovery Mail Coach Drama 1835'. This details the events of the journey of the Gloucester-Carmarthen Roay Mail on 19 December 1835 which ended dramatically near Melin Guto Llandovery. Well illustrated, the booklet is in both English and Welsh and can be obtained at £1.25 including p & p from Custom Services Branch, Swansea HPO, 15 Wind St, SWANSEA SA1 1AA, while stocks last.

Melville Youth Stamp Competition

The 1986 Melville National Youth Stamp Competition is open to all young people under 21. All the entries will be displayed at the British Philatelic Exhibition. Entry forms and rules can be obtained from the B.P.E. Office, 27 John Adam St., LONDON WC2N 6HZ and must be returned by 4 August.

Mails to and from India

Part 2

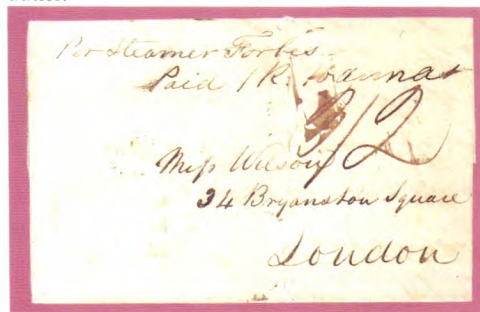
D HAMMOND GILES

At the National Postal Museum until September there is a display on this subject by the **India Study Circle**. Anyone wishing to know more of their activities should contact R. S. Nuttall, Parkside, 2 St George's Road, Great Yarmouth, Norfolk NR30 2JR. Part 1 of this article appeared last month.

On the Indian side, the armed steamer, named the *Hugh Lindsay* after one of the Court of Directors of the E.I.C., was launched on 16 October, 1829 from the Bombay dockyard to become the medium of steam conveyance between Bombay and Suez. It is strange that, so far, no picture or sketch has been found of this pioneering steamer that was so instrumental in establishing the regular steam line to the Red Sea. From 1830 to 1834 she carried out four experimental voyages and although no letter carried on the first voyage has yet come to light, two letters carried on the second trip have been recorded.

The Bombay Government having been successful in starting steam communication with Egypt, a clamour arose from the public for a similar service to be established from the east of India. As a start, a small wooden paddle steamer *Forbes* 161 tons, normally used for towing sailing ships up the River Hooghly to Calcutta, set forth for Suez in April 1834 but broke down at Madras and returned to Calcutta under sail. In September 1834, however, she again set out from Calcutta and made a second and successful

voyage to Suez but was considered too small to make regular voyages and was returned to her former duties.



One of at least 3 covers recorded from September 1834 voyage of the *Forbes*. Postage paid 10as India inland, 1 rupee steam. In England 3s 2d steam postage charged.

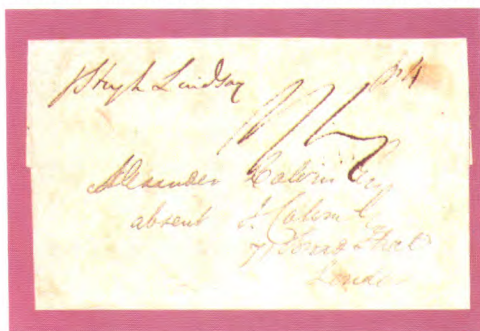
The feasibility of steam communication from both east and west coasts of India had been proved and mails taken in this manner were designed to link up with the existing service run by the Admiralty Packets plying between Falmouth via the Mediterranean to Alexandria.

In 1835, the British Government sent an expedition under Col. Chesney to explore the possibility of establishing an overland route via the Euphrates River, using small steel steam vessels along the river, but after carrying mails on four trips, the scheme was abandoned, except as an occasional auxiliary route, and the chief mails were sent through the Red Sea.

Anglo-French Convention 1836

While Chesney's expedition was carrying out these exploratory trips, an event of particular significance took place in May 1836 with the signing of the Convention between the British and French Post Offices, whereby mails between England and Egypt could travel by land across France and be conveyed between Marseilles and Alexandria by French steamers, reducing the transit time by the all-sea route by several days.

This development led to a monthly regular steam communication between Bombay and Suez, using the *Hugh Lindsay*, supplemented in 1837 by the *Atalanta* and the *Berenice*. In the same year, the



1830 Calcutta letter per *Hugh Lindsay* with Rupees 4 Steam postage paid. At Falmouth sea postage of 4d plus 1s inland postage to London charged.

Peninsular Steam Navigation Company secured the contract for the Lisbon Packet service which provided a monthly service from Falmouth to Gibraltar, to connect with the Admiralty Packet service from Alexandria. Within two years, the P.S.N.C. was asked by the government to extend its services to take over the whole of the Mediterranean Packet service from the Admiralty Packets and received a Royal Charter in 1840, enabling it to add the word 'Oriental' to its name, on the understanding that it would set up steam communications from India within two years.

Meantime, the Bengal Steam Fund Committee had been considering establishing a line of steamers from East India to the Red Sea but became divided in opinion as to whether it should be a 'comprehensive' single service for all three Presidencies, running from Calcutta to Suez, only calling at Madras, Galle and Aden. As a result, two separate companies were formed.

The first was the Eastern Steam Navigation Company, known as the 'Comprehensives' or 'Precursorites' which ordered the building of a steamer in Britain to be called the *Precursor*. However, before the steamer was ready to leave Britain the company went into liquidation and *Precursor* was sold to the P.S.N.C.

The other company formed was the East India Steam Navigation Company which was able to purchase for £50,000 a steamer in Calcutta called the *India*. This steamer made five voyages from Calcutta to Suez during 1842-3 and although a lot of mail must have been carried by this vessel, only three letters have been recorded as being on any of these voyages. Being in financial difficulties and without any contract from the government, the company was forced to sell the *India* to the P.S.N.C. (now the Peninsular and Oriental Steam Navigation

The SS Hindostan leaving Southampton to inaugurate the P & O service. Courtesy P & O Ltd.



Cover from the first voyage on the Hindostan ex Calcutta 17 January 1843 to Suez.

Company), though there is no record of the *India* being used again on the Calcutta-Suez run.

The P.O.S.N.C. (commonly known as the P & O) had meantime tendered for the entire contract for mails between India and Falmouth via the Red Sea and Mediterranean, envisaging running steamers from both Calcutta and Bombay, but the E.I.C. jealously guarded their service from Bombay, and the P & O in 1842 were only given the contract from Calcutta, though it did eventually secure the Bombay contract also, in 1854, when the E.I.C. ceased to operate a steamer service to Suez.

The P & O started the Calcutta-Suez run with the *Hindostan* making four runs and the *Bentinck* making one in 1843. From 1844 a regular monthly service was run by these two steamers plus the *Precursor* which was then added to the Eastern Fleet of the P & O.

In 1839 an additional Convention between the British and French Post Offices had been signed, enabling the carrying of mails by British packets between Alexandria, or Malta, and Marseilles in place of the French packets. But, whilst the mails were then carried between Alexandria and Malta by P & O steamers bound for Gibraltar and Falmouth, mails between Malta and Marseilles were not carried by the P & O until 1853.

West Lothian F.D. Handstamp

From the Nature Conservation issue the first day of issue handstamp at Bathgate SSO has been changed to 'First Day of Issue West Lothian' due to Head Office concentration.

Letters to the Editor



Too Many Stamps

Sir,

I was interested to read your explanation of "the Post Office's reasons for selecting the four values normally used for special stamp issues" in the May Bulletin.

I do not think we have too many issues, nor that there are too many stamps in each set, but I do complain that the make-up of the values is wrong. In order to keep down the cost to collectors, there should be a 17p (current first class) value and the difference between this and the overseas rates. This would meet your stated objective of enabling our stamps to represent this country to the world at large — our foreign friends would even see two of our stamps instead of one.

Leighton Buzzard

R. E. MORRISEY

David Dale of the Royal Mail Stamps and Philately Division says:

Mr Morrisey's idea may seem attractive as a way of keeping down costs to the collector but if we produced special stamps as suggested very few people apart from collectors would ever see them. This means they would fail to commemorate events and anniversaries for the general public in this country and to represent Britain abroad — something which can only happen if we issue our stamps at the basic rates for the main airmail zones.

If we produced special stamps at prices for which there is no corresponding definitive such as the 14p to make up the 31p rate for the Americas we feel that ordinary users of the post would generally fail to purchase them because either they would not be aware they existed or, if aware, would prefer to buy a single stamp — a 31p definitive. Similarly, relatively few people would use a 5p special stamp to make up the 17p into the 22p rate for Europe. Fewer 5p stamps are sold than 22p stamps and they are used for a variety of purposes of which the most common to make up 12p stamps to 17p. In both cases (5p and 14p) our hypothetical special stamps would tend to be bought and used mainly by collectors and this would devalue them in the eyes of many philatelists.

As we said in the May Bulletin, we do not feel constrained to stick rigidly to the standard four values and we decided to limit the Royal Wedding issue to two stamps at the first and second class rates because we are aware of the need to keep down the cost of collecting and because we wished to make them widely available in this country.

Only 1½d to India!

Sir,

You may be interested in the cover illustrated.

My father, who was then the Minister in Horncastle, Lincs., posted his weekly letter to me on this occasion on 22 February 1938. Despite the fact that it had only a 1½d stamp (those were the days), it was carried by air to me in what used to be The Nizam's Dominions, later to become Hyderabad State, and now Andhra Pradesh.

It reached Hyderabad on the evening of 28 February and was redirected to the Nizam's post office where it was stamped and finally reached me in Luxetypett, about 250 miles up country on 2 March. This was good going.

Weston-super-Mare

Rev. J. L. GARFORTH



Halley's Comet Designs

Sir,

I would like to congratulate the Design Committee of the British Post Office on the set of stamps to commemorate Halley's Comet. Having been a collector of British stamps for years because of the immense variety of subjects and their beauty I appreciate this series as not only illustrating or depicting Halley's Comet but reproducing an artist's interpretation of the subject which makes the stamps miniature works of art.

Bielefeld, West Germany IRMINGARD VON DREYSE

Moveable Boxes

Sir,

In the November 1985 issue of the Bulletin there was an article about Moveable Boxes.

It talks only about the Anglo-French Postal Conventions. I have, however, a postcard with a Danish stamp posted on board the M/S Jylland and

cancelled in London on 29 August 1935 with a MB cancellation. I would appreciate it if anyone could tell me about a Moveable Box service between England and Denmark.
Malmö, Sweden

OSCAR RICHTER



First Direct Elections to the European Assembly, 1979

Sir,

I must point out that, in his otherwise informative article entitled First Direct Elections to the European Assembly, 1979, in the May edition of the *British Philatelic Bulletin*, James Watson made a mistake in his identification of the flags in the bottom row of the pictures on the stamps to which his article referred.

The order of the bottom row of flags is as follows: the Netherlands, Ireland and Luxembourg.
London SW6

MARC MAITLAND

National Garden Festival Cover

A souvenir Post Office cover featuring an artist's impression of the Festival Gardens being held at Stoke-on-Trent is on sale until 26 October at the Post Office shop on the Festival site or the Philatelic Counter, Stoke Post Office, 25-31 Tontine St., Hanley, STOKE-ON-TRENT ST1 1AA, price 25p. A special moveable-date pictorial handstamp will be in use during the whole of the Festival. Postal applications for the cover or handstamp should be addressed to the Head Postmaster at the address above.



July Digest

Issued in July

1 July **Sport PHQ cards** Nos 94 (A-E) 14p each
8 July **Royal Wedding PHQ cards** Nos 95 (A-B) 14p each

15 July **Sport stamps** 17p, 22p, 29p, 31p, 34p
designer: Nick Cudworth
printing: Harrisons, photogravure, 41mm x 30mm, perf. 15 x 14, sheets 100, PVA Dextrin gum, phosphor-coated paper
Bureau f.d. service alternative handstamp — Edinburgh
presentation pack £1.54

22 July **Royal Wedding stamps** 12p, 17p
designer: Jeffery Matthews
printing: Harrisons, photogravure, 30mm x 41mm, perf. 14 x 15, sheets 100, PVA Dextrin gum, 12p — one phosphor band, 17p phosphor-coated paper

Bureau f.d. service alternative handstamp — London SW1
presentation pack 50p

23 July **Royal Wedding special postmarks**
24 July **Special Commonwealth Games cover** £1.14 with 4 stamps, interchangeable date special handstamp at Edinburgh till 2 August

29 July **Stamp booklets: graphology covers:** £1.70 (10 x 17p PCP) left and right
£1.50 (6 x 17p 2PB, 4 x 13p 1PB) left and right
£1.20 (10 x 12p 1PB) left and right
pond life: 50p machine-vended (3 x 17p 2PB no stars)

Stamp booklets: new machine-vended: £1 (6 x 17p PCP)
50p (4 x 12p, 2 x 1p — all with 1PB)

Withdrawn in July

22 July **Stamp booklets** 50p, £1.30p and £1.54 of July 1985

29 July **Post Office 350 Years of Service stamps** 17p, 22p, 31p, 34p
350 Years of Service PHQ cards
350 Years of Service presentation pack

New Plates & Cylinders

New plate and cylinder numbers have been used in the printing of National and Country definitives.

By The House of Questa

Scotland — 12p Q1, Q2 17p Q1, Q2
31p Q1, Q2

By Harrisons

National — 34p cylinder 2 (dot/no dot)

Stamp Magazines from Philatelic Counters

On a trial basis, four commercial stamp magazines will be sold at selected philatelic counters outside London: Birmingham, Bournemouth, Bradford, Brighton, Bristol, Canterbury, Cardiff, Colchester, Edinburgh, Gloucester, Guildford, Hull, Leicester, Liverpool, Manchester, Milton Keynes, Newcastle upon Tyne, Norwich, Nottingham, Southampton, Windsor and York. The titles are *Stamp News*, *Stamp Magazine*, *Stamps* and *Gibbons Stamp Monthly*.

The *British Philatelic Bulletin* is also, of course, available from all philatelic counters.

Sports First Day Service

The British Philatelic Bureau first day cover service for the Sports issue costs £1.82. The cost for deposit account customers only is £1.78 as reported last month. Application forms should be returned by 11 July.

Commemorative Covers

All postmarks are also available under the reposting facility.

Olympian Games. A special cover and postcard are available marking the 100th annual Olympian Games being held at Much Wenlock, Shropshire on 19 and 20 July. Serviced with a special handstamp of 19 July the covers cost £2.50 and the cards £1.50. Both are available from Mrs Franceska Rapkin, Eaglewood, Oxhey Lane, Hatch End, Middx HA5 4AL.

Royal Tournament. Bearing a 17p Queen's Birthday stamp cancelled with BFPS handstamp No. 2118 from 9 to 26 July a cover depicts the RAF and marks the Royal Tournament. It costs £1 (£1.50 signed by the director of the Tournament) and orders with remittance made payable to Number 9 Account PCD RE should be sent to The Philatelic Officer, PCD RE, Inglis Barracks, Mill Hill, LONDON NW7 1PX with a 9" x 5" sae.

Royal Navy. The commissioning of HMS *Brave*, a new Type 22 frigate, on 4 July is being marked by a special cover. Costing £1 (£1.45 or £2.20 signed) it is available from Fleet Air Arm Museum, Royal Naval Air Station, Yeovilton, Somerset BA22 8HT.

HMS Glamorgan. The last visit of HMS *Glamorgan* to the counties of Glamorgan on 17 July before it is taken out of service will be marked by a commemorative cover. Bearing a Queen's Birthday stamp, the cover will have a special Swansea handstamp. Cost is £1.90 (£2.50 if signed by the captain) plus sae 9" x 12". Orders to The Friends of

SSAFA West Glamorgan, 3 Rhos Road, Gendros, Swansea SA5 8BY.

Sports Cylinders

Cylinders and colours used in the printing of the Sports stamps to be issued on 15 July are:

17p

black	greenish-yellow	orange-vermilion	ultra-marine	chestnut	emerald
3A	2B	1C	1D	1E	3F

22p

black	lemon	scarlet	new blue	royal blue	chestnut	deep ultra-marine
2A	1B	1C	2D	1E	1F	1G

29p

grey-black	greenish-yellow	scarlet	new blue	brown-ochre	brown-rose	pale chestnut
1A	1B	1C	1D	1E	1F	1G

31p

black	greenish-yellow	rose	blue	dull yellow-green	chestnut	yellow-green
1A	1B	1C	2D	1E	1F	1G

34p

black	lemon	scarlet	bright blue	bright emerald	red-brown	vermilion
2A	1B	1C	1D	1E	1F	1G

British Philatelic Bulletin

Editor Douglas N. Muir

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