

# British Philatelic Bulletin

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## RAF Card from NPM

To coincide with the issue of the RAF stamps and an exhibition at the National Postal Museum, the Museum is issuing a postcard (SS41) on 16 September. It will feature a slightly amended version of an unaccepted design for the 1968 stamp commemorating the 50th anniversary of the formation of the RAF. The design by M. C. Farrar Bell shows Bristol fighters of late World War I vintage, and can be seen on the front cover of this *Bulletin*.

The card will cost 20p (with a handling charge of 18p) and will be available from the National Postal Museum, King Edward St., LONDON EC1A 1LP.

The display in the Museum from 16 September till Christmas will illustrate connections between the RAF and the Post Office in the carriage of mail, together with postcards and artefacts illustrating the history of the RAF.

## Frank Brencb 1920-1986

It is with great sadness that we have to report the death, on 15 July 1986, of A. Frank Brencb, Assistant Editor of the *Philatelic Bulletin* from November 1974 until his recent retirement in July 1985. He was 65.

Frank, a life-long philatelist who loved the hobby for its own sake, joined the Post Office in 1969 after a successful career in photography, following his wartime service in the Royal Navy. After a short spell at the National Postal Museum, Frank was appointed Assistant Editor to the late Archie Page at the *Philatelic Bulletin*. Together, they forged a powerful editorial team whose enthusiasm and skill were responsible for many of the innovations and high standards expected in the present-day *Bulletin*.

For those of us who had the great pleasure of working with Frank, he will be affectionately remembered for his unfailing good nature, his waspish wit, sharp and humorous but never hurtful, and his willingness to help those with lesser knowledge of philately than himself. He was a man of integrity and charm who endeared himself to all.

To his dear wife Dorothy and his two daughters Judith and Margaret, we offer our sincerest condolences.

JOHN MEMMOTT



Philip Sharland (left) with Frank Brencb in 1983 discussing the design of the *Bulletin*.

## Philip Sharland 1923-1986

Our sadness deepened on learning that within a week of Frank's death, Philip Sharland also died of a heart attack. Philip and Frank worked closely together for many years to produce the *Bulletin*. Additionally Philip designed a number of stamps for the Post Office and was responsible for many first day covers, presentation packs, publicity posters and press previews.

Together with his wife Patsy and children Sarah and Timothy they made a close and loving family. He is greatly missed.

RICHARD BROWNING

# New Stamp Books for Proposed Tariff Increase

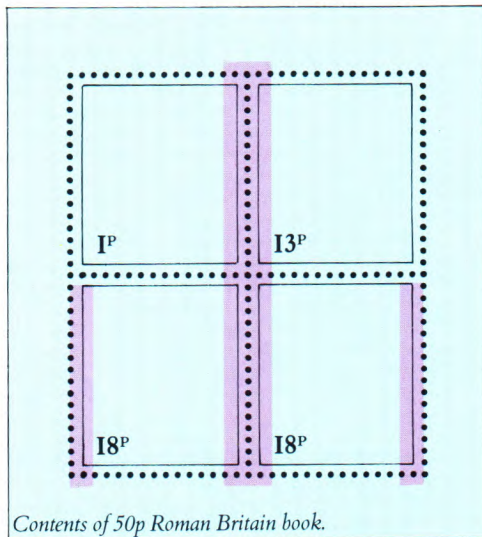
October 1986

Five new stamp books will be issued in October to cover the new proposed tariff increases, due (if agreed) in October. The stamp books will have a philatelic distribution first being available from the British Philatelic Bureau and all philatelic counters and becoming available generally with the new tariffs. All proposals for tariff increases are for inland letter rates only. There will be two new counter books and three vending machine books.



The counter books, priced at £1.30 (containing 10 x 13p stamps) and £1.80 (containing 10 x 18p stamps) will have covers designed by Anne Morrow. They feature children's book illustrations and the two books carry a special promotion which offers customers the opportunity to send off for a child's reading book entitled *My Day Word Book* illustrated by Richard Scarry. The book is available for four 13p stamps or three 18p stamps together with a Royal Mail 99p book token printed on the back of the stamp book covers.

The 18p stamps contained in £1.80 book will be on phosphor-coated paper; the 13p stamps in the £1.30 will have one central phosphor bar. Both the £1.30 and £1.80 books will appear in left and right hand formats.



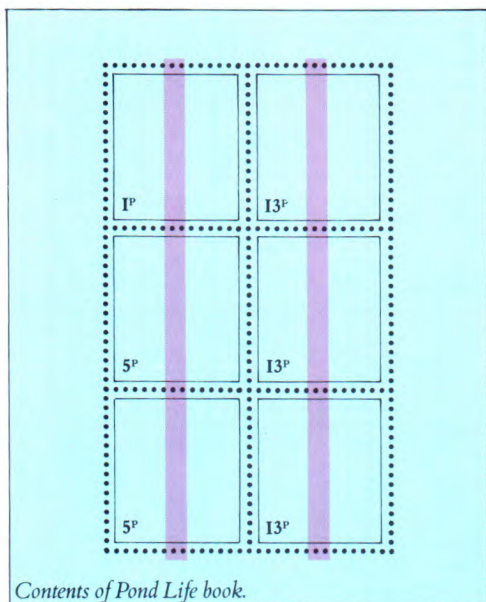
There will be three machine-vended books—two 50p books and one £1 book.

The 50p book cover continues the Roman Britain theme, being the second in the series, and features the Roman Theatre at St. Albans (Verulamium). The cover was designed by Norman Battershill. Contents are 2 x 18p, 1 x 13p and 1 x 1p stamps. The 18p stamps will have two phosphor bars; the 13p and 1p stamps will have a single side bar. Stamp layout and phosphor bar arrangements are illustrated.

The other 50p and £1 machine-vended books are intended for the new stamp-vending machines installed recently in the Brighton area.

The 50p book cover continues the Pond Life series and features a Moorhen and two Dabchicks. The cover was designed by Peter Morter and the book will contain 3 x 13p, 2 x 5p and 1 x 1p stamps. All stamps will have one central phosphor bar, the stamp layout being as illustrated.

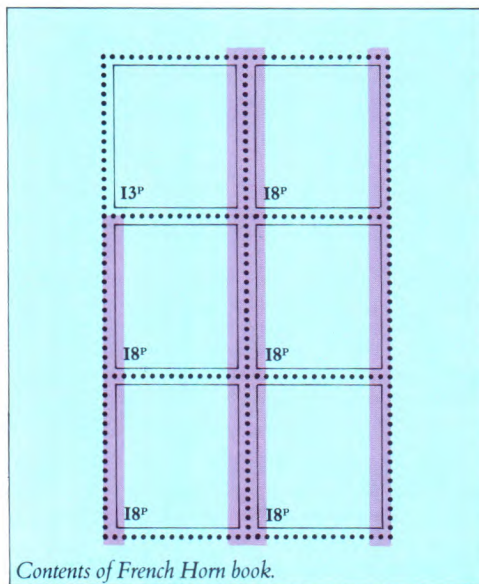
The £1 book will be the second in the series on musical instruments and the cover features the French Horn. It was designed by Martin Newton with illustrations by Stanley Paine. Contents are 5 x 18p and 1 x 13p stamps. The 18p stamps will have two



*Contents of Pond Life book.*

phosphor bars and the 13 stamp will have a single side bar. The stamp layout and phosphor bar arrangements are illustrated.

For all the books the stamps are printed in photogravure by Harrison & Sons Ltd on the Chambon press with the covers on the Libra book-making machine. Cylinder numbers will appear on every sixth counter book and on every eighth vending machine book.



*Contents of French Horn book.*

## New Parcel Definitive Stamp

A new parcel definitive stamp, value £1.50, will be issued on 2 September. This will meet the new charge for the basic parcel weight following the tariff increase on 1 September. The colour will be rose-lilac in the Queen's head against a blue-black background.

Printing is in photogravure by Harrison and Sons Ltd in sheets of 100, perf 14 x 15 on unwatermarked but non-phosphor paper, with PVA Dextrin gum.

A first day cover service will be provided by the British Philatelic Bureau, 20 Brandon St., EDINBURGH EH3 5TT, with cancellations at 'British Philatelic Bureau, Edinburgh' or 'Windsor, Berks' as requested. Cost for the official Royal Mail first day cover, addressed as required, is £2.02.



## Pond Life Booklet Printings

The first printing of the 50p Pond Life stamp book (No.2 in the series featuring the Common Frog and issued on 29 July) contained stamps back-printed with a star design. We previously reported that these would be on plain paper.

Subsequent reprints are to be on unstarred, phosphor-coated paper. Stamp books containing the unstarred variety were available initially from the British Philatelic Bureau and philatelic counters from 12 August.

## New Cylinder and Plate Numbers

New cylinder and plate numbers have been used in recent printings.

*By Harrisons*

50p Pond Life books Cyl. B43

50p Hadrian's Wall books Cyls. B29/B21

£1 Music Cyl. B42

*By The House of Questa*

12p Northern Ireland Plates Q3, Q4

12p Wales Plates Q3, Q4

4p National Plate Q3, Q4

## New Registered Envelopes



As announced in last month's *Bulletin* (p.257) three new registered envelopes with non-value indicators will be issued in September. The issue date has now been settled as 23 September, when they will be on sale at the British Philatelic Bureau and all philatelic counters.

Printing is in blue by McCorquodale Envelopes Ltd and the standard three sizes will be available. Prices are:

Size G £1.35    Size H £1.38    Size K £1.46

It is proposed to increase prices with the general tariff increases but because of the non-value indicator no new issue of envelopes will take place then.

There will be no G2 Forces registered envelope and no special first day of issue facilities will be provided.

## Royal Air Force Cylinders

Cylinders and colours used in the printing of the Royal Air Force stamps to be issued on 16 September are:

**17p**

|           |                 |             |      |       |            |
|-----------|-----------------|-------------|------|-------|------------|
| pale blue | greenish yellow | bright rose | blue | black | grey-black |
| 1A        | 1B              | 3C          | 4D   | 1E    | 1F         |

**22p**

|                      |                 |         |          |       |            |
|----------------------|-----------------|---------|----------|-------|------------|
| pale turquoise-green | greenish yellow | magenta | new blue | black | grey-black |
| 1A                   | 1B              | 1C      | 1D       | 1E    | 1F         |

**29p**

|           |              |         |      |            |       |
|-----------|--------------|---------|------|------------|-------|
| pale drab | olive yellow | magenta | blue | grey-black | black |
| 1A        | 1B           | 1C      | 1D   | 1E         | 1F    |

**31p**

|            |                 |         |              |       |            |
|------------|-----------------|---------|--------------|-------|------------|
| pale flesh | greenish yellow | magenta | ultra-marine | black | grey-black |
| 1A         | 1B              | 1C      | 1D           | 1E    | 1F         |

**34p**

|      |                 |         |      |            |       |
|------|-----------------|---------|------|------------|-------|
| buff | greenish yellow | magenta | blue | grey-black | black |
| 1A   | 1B              | 1C      | 1D   | 1E         | 1F    |

## SWPR Cards for RAF

On 30 September South West Postal Region will issue its last set of postcards. SWPR29-32 will show various RAF aircraft in paintings by John Norris. Illustrations are as follows:

**SWPR29** — an RAF C130 Hercules

**SWPR30** — a Bristol Britannia C Mk1

**SWPR31** — de Havilland Comet 4C

**SWPR32** — DH9A and a Bristol F2B

Each card costs 14p mint or 46p serviced on the first day of sale. There will be two first day handstamps, both at Bristol. One marks the first day of sale, the other has the wording "Last Regional Postcards". Orders, with remittances made out to The Post Office, to: Philatelic Counter, Merchant St. Branch Office, Merchant St., BRISTOL BS1 1EJ.

## No F.D. Facilities at Hounslow

As of 19 August, Hounslow ceased to have first day of issue facilities. Items meant for Hounslow first day postmarking should now be sent to Reposting Duty, HPO, 109 London Road, TWICKENHAM TW1 1AA.

## 1986 Congress at Norwich

The 1986 Congress of the British Philatelic Federation is being held from 16 to 19 September in the University of East Anglia, Norwich. The Congress *Handbook* has now been published containing the programme and the papers to be read. Copies of the handbook are available at £1 post free (airmail £1 extra) from the British Philatelic Federation, 314 Vauxhall Bridge Road, LONDON SW1V 1AA.

## Gibbons Catalogue Questionnaire

Stanley Gibbons are conducting a survey into the collecting habits of philatelists with a questionnaire being sent out with all their publications. The questionnaire is available on request from Stanley Gibbons Publications Ltd., Unit 5, Parkside, Christchurch Road, RINGWOOD, Hants BH24 3SH.

The 1987 edition of Gibbons Part 1 (Commonwealth) catalogue was published on 8 August at £17.95. Improvements have taken place to detailed listings and additional sections include the use of Hong Kong stamps in the Chinese Treaty Ports. Prices are generally stable.

## Kent Federation Rally

Deal Philatelic Society are hosts to the Kent Federation Autumn Rally, to be held at the Quarter Deck, Deal, Kent, on Saturday 13 September. Opens from 10.30am until 4.30pm. Admission free.

# Trinity House

BARBARA LAST

Trinity House started in a small way under Stephen Langton, Archbishop of Canterbury (1213/28), who encouraged the formation of a band of "godly disposed men who do bind themselves together in the love of the Lord Christ in the name of the Masters and Fellows of Trinity Guild, to succour from the dangers of the sea all who are beset upon the coast of England, to feed them when they are ahungry and athirst, to bind up their wounds, and to build and light proper beacons for the guidance of mariners."

Three centuries later Henry VIII in the midst of his preoccupation with his new Navy, granted the first charter in 1514 for an Association of Mariners. Based on the old religious, semi-charitable Order, he charged it with general powers for the regulation of pilotage, and three years later a guild of shipmen and mariners was formed "to the praise and honour of the most glorious and individable Trinity in the parish church of Deptford Strond, in our county of Kent." Elizabeth I granted the first Arms in 1573, and instructed the guild to erect seamarks for the guidance of shipping, for so many landmarks previously used for navigation along the coast had been destroyed that "divers ships have been miscarried, perished and lost in the sea."

The Brethren of the Guild, who had all had many years experience and held command at sea, were divided into Elder and Younger Brethren, the former being responsible for actually discharging the practical duties, but answerable to the Younger Brethren who also voted to elect the Master and Wardens. Cromwell nationalised the Guild, dissolving the Charter, and handing over all rights the responsibilities to a commission. But at the Restoration of the monarchy Charles II's new Charter appointed George Monck, Duke of Albermarle (Turks & Caicos 1970 SG329), Master of the re-formed Corporation of Trinity House.

By the 18th century the Brethrens' responsibility and influence touched on every maritime matter. They erected beacons and buoys; certified pilots, settled pilotage rates. They examined students in mathematics at Christs Hospital, and until 1874 examined navigating officers of the Royal Navy, and recommended them for appointments as sailing Masters and Mates. They even appointed British Consuls in foreign ports.

Today, Trinity House is the Lighthouse authority for England, Wales and the Channel Islands, Gibraltar (Europa Point SG247), Falkland Islands, and Sombbrero (St. Christopher, Nevis, Anguilla SG129), maintaining 93 lighthouses and 21 lightvessels. In addition they are solely responsible for erecting all the visual, audible and electronic aids to navigation in the form of fixed and floating seamarks. Some local harbours maintain seamarks of their own, but Trinity House inspects them regularly and ratifies alterations.

The English Channel is the busiest shipping area in the world (GB 1984 SG1255), and the Corporation and the French Lighthouse Authority are jointly responsible for the marking and maintenance of the bustling two-way traffic separation lanes used by 400 deep-draught ships a day. The Corporation as the principal Pilotage Authority for the U.K. is responsible for London and 40 other ports. Pilots are self-employed, but they are licensed by Trinity House for progressively larger vessels over a period of years until fully qualified. This role which Trinity House has held for nearly 500 years is about to be lost, as an early Bill is intended to transfer pilots to the control of harbour authorities, where they will



be employees and no longer self-employed.

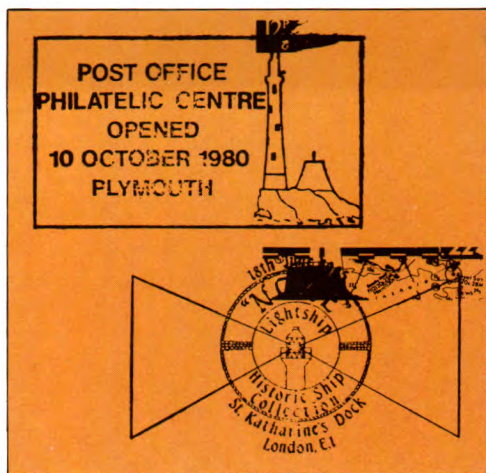
Lighted beacons to aid navigation have been with us for centuries, the earliest recorded being one of the Seven Wonders of the ancient world, the Pharos at Alexandria in 331BC (Greece 1977 SG1369). In Britain during the first century AD the Romans built a stone platform and tower on Dover cliffs, of which 60ft is still to be seen alongside the castle. A brazier on top holding a wood or coal fire served as a beacon some 400ft above sea level. Denmark marked their 400th lighthouse anniversary (1960 SG426) with an ancient bascule light which was, in effect, a brazier lifted up on the end of a pole. But rain often extinguished the fire, or smoke obscured the flames.

These primitive beacons were only improved when the light from candles, oil or gas could be protected by encasing the lantern house in glass. It was then found that the beam of light could be intensified by placing a lens in front of it and a



reflector behind, and that if the light revolved it could create a sequence of light flashes. The sequence, or pattern, is characteristic and unique to each lighthouse, so that from it a navigator can pinpoint his position at sea. The compound lighthouse lens with prisms made the beam visible for many miles.

Lighthouses are either on solid ground overlooking a busy seaway, or they actually bestride the hazardous rocks they guard. North Foreland overlooking the notorious Goodwin Sands, claims to be the earliest English light. But nearly as old from about 1670 a beacon has shone out over 300ft cliffs at Beachy Head which marks the end of the Sussex Downs. Mist frequently hid the light, and the chalk cliff crumbled. The present lighthouse of Cornish granite came into service in 1902. It is built into the hard chalk of the seabed, about 550ft from the base of the cliffs. As the site is only accessible from the beach at low tide, the builders worked inside a coffer dam, and materials and men were moved by cableway from the top of the cliffs.



Beachy Head was automated in June 1983, and is featured on the recent 22p (SG1287) Safety at Sea stamp, which also shows part of the Admiralty chart of the vicinity, and includes the Royal Sovereign Light, which from 1875 was a lightvessel guarding the shoals where the English Channel narrows into the Dover Strait. In 1968 a totally new concept of beacon was erected in the form of a concrete tower which was assembled on Newhaven beach, towed out and sunk onto a prepared bed. It was topped by a cabin section which accommodates three keepers and four visiting mechanics, with the roof of the cabin doubling as a helipad.

Lightships are moored to guard dangerous shoals where it is impossible to build a lighthouse. Goodwin Sands, known as the 'ship swallows', are a ten-mile stretch of treacherous and ever-changeable shallows lying in the Narrows of the English Channel. Even today with all our modern technology they cause death and destruction. Three lightvessels guard the Goodwins, and in 1985 electronic automated equipment replaced the crewmen. The old *Nore* lightship can be seen in St. Katherine's Dock historic ship collection, London,



Issued by the Kent Philatelic Society in collaboration with Tramp News, London, on the occasion of Kent Federation Day at Margate, May 1st, 1971.

and was used as a handstamp for the Safety at Sea stamps. Several lightvessels have been replaced by steel, discus-shaped Large Automatic Navigation Buoys (LANBYs) weighing about 40 tons, plus an equal weight of sea-water ballast. Fully automated with light and fog signals, they carry a large number of navigational aids, and can operate for over six months without attention.

One of the earliest rock lighthouses was built in 1698 on Eddystone reef some 14 miles south of Plymouth, on rocks only accessible at low tide. The fourth to be built there was Smeaton's granite tower which stood for 120 years before the sea undermined the rock on which it stood. The top portion now stands on Plymouth Hoe as a tribute to its builder. The fifth and present light is a 168ft tower erected on a solid platform on a rock forty yards from the original site. Both the foundation stone in 1878 and the final stone three years later were laid by Albert, 1st Duke of Edinburgh (Tristan 1967 SG109). This



Eddystone is depicted on the Life Insurance stamps of New Zealand (SGL46 & L52), and is the motif for the handstamp of Plymouth Philatelic Counter.

Other dangerous rocks litter the Channel. In 1724 the three towers of Les Casquets, Alderney (Guernsey 1976 SG136), were built in a triangle astride a reef set squarely in the sea-lane between Ushant and Dover. This has been the scene of many disasters. The great White Ship foundered on it in 1120 with Prince William the heir to the English throne, and in October 1744 the 1st Rate HMS *Victory* with 1,100 men was lost without trace. The keepers' work was no sinecure. Coal fires were replaced by oil lamps within the glazed lantern, which was frequently swept by seas, and in 1818 the driving mechanism of the revolving light had to be wound every two hours, with a small fire in each tower lit to prevent the oil freezing in the lamps.

St. Agnus, Scilly Isles, was first kindled in 1680, and the cost of the coal-burner was so great that the then Master of Trinity House, the Duke of York (later James II, Barbuda SG69), asked the keeper to



forgo his salary of £30 a year. Benjamin Franklin (GB 1976 SG1005) was so impressed by this warning beacon when he was aboard a ship in 1757 running into danger that he founded the United States lighthouse service.

The figure of an early coastguard (GB 1972 SG902) commemorating the 150th anniversary of the Coastguard Service was amalgamated with a painting by Whitcombe in 1807. It shows the collier brig *President* of Boston, and the elegant tower lighthouse in the background is Flamborough Head. Built in 1806 only a few hundred yards from the edge of the 200ft cliffs, there has been a seamark there since 1669.

Lighthouses appear in many slogans, handstamps and cachets. One of the most famous names connected with lighthouses is that of Grace Darling. Born in Bamburgh, she was the daughter of the principal keeper at Longstone, some six miles off the bleak Northumbrian coast. On 6 September 1838 the paddlesteamer *Forfarshire* on passage from Hull to Dundee with 64 passengers and crew, drove so hard in stormy seas onto Big Harcar Rocks, less than a half mile from Longstone, that she broke her back. The stern half with the captain and most of the passengers, was swept away. Early next morning Grace saw movement on the wreck, and insisted that they should attempt a rescue. Twice William Darling and Grace rowed out, struggling through the wild



sea to save nine survivors. Overnight this courageous 22-year old Victorian lass became a national heroine, unhappily to die of tuberculosis only four years later. The Trinity House launch which services that area is called *Grace Darling*, and her name was given to the museum at Bamburgh. Bamburgh lighthouse was the motif for another of the Safety at Sea handstamps.

In 1973 Wolf Rock became the first pillar lighthouse in the U.K. to be equipped with a helipad and a protective cage fitted over the lantern. Servicing this light by sea had always been a problem because of its exposed position, but now Trinity House also contracts helicopters to relieve keepers at 17 lighthouses and 20 lightships. Maintenance equipment is slung beneath on cargo hooks, and astonishingly weather conditions, even fog, hardly delays reliefs for more than 24 hours, as the helicopters can operate in winds up to gale force 10. Trinity House has just announced that lighthouse keepers and crews of lightships will be withdrawn and replaced at many locations by automation. Wolf Rock is scheduled to be unmanned in the next twelve months, and Longships converted in 1989.

La Corbière is featured on innumerable Jersey stamps, booklets and aerogrammes. It was built by the States Parliament, and maintained by the French Lighthouse Authorities. Similarly Douglas Head light (IOM SG123) is the responsibility of the Northern Lighthouse Board which cares for lights in the north and west. The Board celebrates its bicentenary this year, and is the subject of the new Scottish airletter.

The International Association of Lighthouse Authorities (IALA) extends co-operation between nations on safety at sea. In 1985 the Conference, meeting every five years, was hosted by Trinity House, the Northern Lighthouse Board and Commissioners for Irish Lights, bringing together 67 delegates from 85 authorities. The *Vame* disaster in the English Channel in 1971 was caused by confusion arising between navigational marks and the inability to interpret them correctly. Trinity House played a leading role for IALA in formulating a new international buoyage system to replace over 30 different systems in use. Sweden produced a booklet in 1982 (SG1119/23), the first stamps devoted to the new International Buoyage System A, and last year GB's SG1289 shows a range of the lateral and cardinal buoys which fits in well with the Swedish set. System A, agreed to by Europe, Africa, Australia, works on the principle that a ship keeps 'Red to Port' when approaching harbour; whereas the American Continent, Japan, Philippines and the Korean Republic keep 'Green to Port'.

The semi-charitable and wholly practical maritime nature of Trinity House is summed up on a marble tablet raised in 1789 at Portland Bill; "For the Direction and Comfort of NAVIGATORS, for the Benefit and Security of COMMERCE; and for a lasting Memorial of BRITISH HOSPITALITY to All Nations. This lighthouse was erected by the Worshipful Brethren of Trinity House of Deptford Strond."

## September Digest

### Issued in September

- 1 September **NWPB 12 A-D postcards** local post offices 14p each.
- 2 September **£1.50 definitive for parcels printing:** Harrisons, photogravure, perf. 14 x 15, sheets 100, PVA Dextrin gum, non-phosphor paper. **Bureau f.d. service alternative handstamp** — Windsor.
- 2 September **Royal Air Force PHQ cards** (Nos. 97A-E) 14p each.
- 9 September **SEPR 49 postcard**, 75th anniversary of the Coronation air mail from Hendon to Windsor, 14p.
- 16 September **NPM postcard SS41**, RAF display, 20p.
- 16 September **Royal Air Force stamps**, 17p, 22p, 29p, 31p, 34p  
**designer:** Brian Sanders  
**printing:** Harrisons, photogravure, 35mm x 35mm, perf. 14½, sheets 100, PVA Dextrin gum, phosphor-coated paper  
**Bureau f.d. service alternative handstamp** — Farnborough (Aldershot)  
**presentation pack** £1.54.
- 16 September **Wings:** Activity Pack for young collectors £4.50.
- 23 September **New registered envelopes with non-value indicators:** size G £1.35; size H £1.38; size K £1.46  
**printing:** McCorquodale Envelopes Ltd.
- 27 September **MPB 18, 19 postcards**, P.O. vehicles, 14p each.
- 30 September **SEPR 50 postcard**, 50th anniversary of inauguration of GPO1, 14p.
- 30 September **SWPR postcards**, RAF services, 14p each.

### Withdrawn in September

- 2 September **Arthurian Legend** — all items.
- 16 September **£1.33 parcel definitive.**

# The Inland Revenue: Printer and Distributor of Stamps

## Part 2

JEAN FARRUGIA, Post Office Archivist

### Supervision of the contractors

As explained in part 1, the responsibility for the production of watermarked paper was that of Atterbury, the Inland Revenue's Controller of Stamps and Stores; and responsibility for stamp and postal stationery production, either at Somerset House or by the contractors, was that of Bennett, the Inspector of Stamping. The 'Royal Cipher' paper for the low-values, made by Joynson & Son at St Mary Cray, was delivered in regular quantities throughout the year for Harrison's printings and, presumably, those of the Inland Revenue. The Inland Revenue's Warehouseman stationed at Joynson's watched over manufacture 'and more or less examined it for quality'; but no definite standard to work to had been supplied to the mill's staff. For the paper needed for Waterlow Bros & Layton's printings of the high-values, made by Howard & Son at Chartham, a year's supply was ordered at one time; and its manufacture was supervised by the Controller's officer stationed at the mill, primarily to control the production of the India postage paper. Production could take place only under the Controller's warrant.



*George V 6d with doubly fugitive ink printed at Somerset House.*

For the stamps, too, no printing could take place without a warrant from the Controller; although direct responsibility for stamp production rested with Bennett, Inspector of Stamping. One of the Board of Inland Revenue's Superintendents, with supporting staff, was stationed at each of the factories. He had charge of all the plates, which he issued to the contractor as required. Printing was

done in a room with a single door at which was stationed one of his men. Daily returns of warrants received, paper sent into the room, and quantities printed, were made for the Controller and the Inspector. Bennett visited the factories regularly and also whenever a stamp of a new, or an altered, design had to be printed, to satisfy himself that the stamps about to be produced were of the design and colour approved. From these first printings he selected several sheets for record purposes: two for registration by the Board of Inland Revenue (one as the imprimatur sheet and the other for the extraction of any sets requested by 'an influential person' — George V was an ardent philatelist! — or needed to check colours etc, to avoid cutting from the imprimatur) and a third sheet to send to the Secretary to the Post Office. It was also his practice to select a fourth sheet for his own records.

Today, these imprimatur and registration sheets form the nucleus of the Post Office's stamp collection, which includes both the registration sheets sent to the Postmaster General before the 1914 transfer of work and the Inland Revenue's own imprimaturs and registration sheets which it subsequently transferred to the Post Office. As a unique and definitive record of stamps printed since 1840 they are, undoubtedly, the most important records for philatelic research held at the National Postal Museum.

### Printing at Somerset House from 1911

Manufacture at Somerset House included the production of colour essays for stamps and other experimental work; the first instalments of printings of new designs of letterpress — printed stamps (ie the first printings of the George V low-values), for issue and as standards of colour and printing to be observed by the contractor; the sole printing of the 6d unified stamp; and, for a while, the bi-coloured values of the Edward VII series. Other work carried out in the Printing Room comprised the impressing of 6d and 10d stamps on telegram forms, provided in book and pad form for sale to the public by the Post Office; the overprinting (until July 1913) of postal orders for issue to certain Colonies; and a public service (mainly for manufacturing stationers) for stamping their own paper to be made up for envelopes, wrappers and postcards.

Those employed on the printing of postage stamps etc in the Printing Room at Somerset House comprised two Superintendents (at salaries of £230 and £200); one Stamper & Teller (at £125); three Printers (at 45s a week); four 'Expectant Stampers' (at 18s-27s); eight Women Tellers, Examiners and Perforators (at 8s-20s) and one Boy (at 8s).

The machines in use were Wharfedale printing machines in quad crown (30" x 40") and double demy (22" x 35") sizes, and motorised versions in double demy and double royal\* sizes; a motorised platen printing machine; a hand-operated platen proving press; 3 motorised perforating machines; a guillotine and a hydraulic press. Three of the printing machines were for single-colour printing and the fourth was a two-colour printing machine.

The printing machines were in the charge of the three Printers, the laying-on being done by the 'Expectant Stampers'. The Printers examined every sheet of stamps printed, and marked any sheet on which they noticed imperfections. Those sheets that had imperfections that could be remedied were handed to a Stamper & Teller, who corrected them by the aid of a camel-hair brush and erasing knife. The sheets were then passed to the perforating machines, where they were pinned to a board for feeding into the machine by 'Expectant Stampers' or

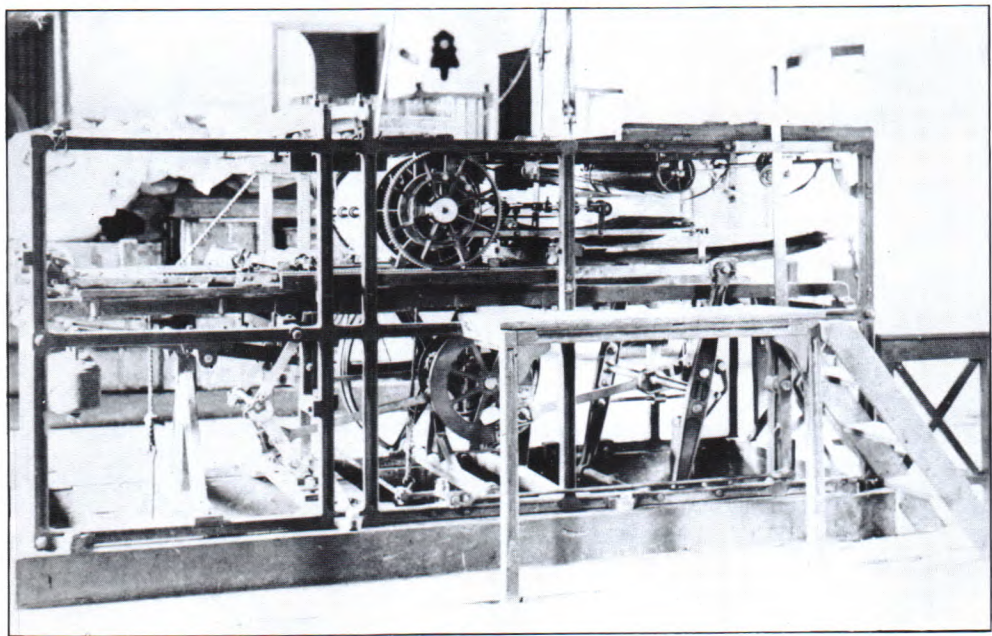
*Stamp printing machine at Somerset House, 1912. A flat bed cylinder press, probably a Wharfedale. (Courtesy of Inland Revenue)*

women. This done, they were examined in detail by women Examiners and split into bundles ready for passing into stock.

The watermarked paper used there (under the Controller's warrant) was received already gummed and plate-glazed. For the 6d unified, and the revenue and fee stamps, it had also been specially coated by De La Rue. For trial runs (as also in the case of the test printings at the contractors' factories) unwatermarked paper was used.

For the first instalments of a new issue, ink of the selected colour was obtained from the firm which had supplied the sample for the selected essay; and, as Bennett told the Committee in November 1911, so long as the ink gave entire satisfaction, and the price was considered reasonable, the source of supply was not changed. When the printing was handed on to the contractor, the latter was given the ink maker's name and the maker's number of the ink. Although (in late 1911) the contracts left open the question of the ink to be used, Bennett stated that, so far, the contractors had been glad to have this information and to act upon it.

After printing, the sheets of stamps were stored for three or four days while the ink dried thoroughly; and they were then counted, examined and perforated ready for distribution. Despatch to postmasters was done by registered post; and for this a team of Post Office staff was constantly stationed at Somerset House, ie forming almost a 'real' post office for the purpose.



The Board of Inland Revenue had laid down that, from January 1911 (when De La Rue's contract lapsed), the Printing Room was to print all the 6d unified postage and revenue stamps. The official reason was that these were printed in doubly-fugitive (ie doubly-sensitive) colours which were difficult to get, difficult to print and costly; and that, because of the ink's peculiar composition, these stamps (and all the revenue and fee stamps) needed the exceptional skill and experience in their use

although this work had been ordered, not much of it had yet been done.

Turning to the low-values, Bennett then reported that the Printing Room had also printed every rate of two-colour stamps, since the stocks had not been large enough to last until the Royal Mint could supply the dies for the projected new George V issue. He explained that two-colour printing needed a special and expensive form of printing machinery, which he happened to have and the contractors (Harrisons) had not. Since they did not wish to go to the expense of getting it, they had asked him if Somerset House would print the two-colour stamps; but, Bennett added, as soon as the dies were supplied by the Mint for these rates in the new series, which were all to be in single colours, he would cease to produce them.

### **The transfer to the Post Office 1914**

With the transfer of responsibility to the Post Office in 1914 it is clear that, whilst happy to undertake the work of placing and supervising the several contracts, and storing and distributing the stamps and postal stationery, the Post Office was less happy about undertaking the actual manufacturing of stamps (ie for the 6d unified and the adhesive revenue and fee stamps) that had been proposed by the majority of the Committee. The latter was adamant, however, that a sufficient amount of actual printing work should be undertaken by the Post Office, to ensure to them the experience it considered essential to the effective control of contractors, and the power of expansion both as regards material and personnel, which would enable it to take the place of the several contractors if necessary. The Committee was also concerned to limit the use of the secret ink used for the 6d stamps etc to a Government factory. It was proposed that the transferred work should be placed under the Post Office's Controller of Stores (Mr G Morgan ISO) and that it should be done at Mount Pleasant, either in a separate building to be erected, or in part of the new letter-sorting office there.

To summarise, the work transferred to the Post Office on 1 April 1914 comprised the actual manufacture of the 6d unified stamp, adhesive revenue and fee stamps, and such other manufacture as might be deemed necessary or desirable in cases of emergency; control of the contracts for the manufacture of watermarked paper, postage stamps, stamped postal stationery for sale at post offices, postal orders, postage stamps etc for the Indian Government, insurance stamps and old-age pension orders.

The work retained by the Board of Inland



*Somerset House, Room 28. Behind the counter in a public stamping room (with a stamping machine of 1913). Principal Stamper at a high duty Recording Press. (Courtesy Inland Revenue)*

available only at Somerset House under Bennett's guidance. Bennett confided to the Committee, however, that this was not the main reason. This was that the Board could not get effective competition with only one contractor. In this verbal evidence to the Committee on 10 November 1911, Bennett reported that he had only just started printing the 6d stamps. He also told it that also to be done at Somerset House was the printing of all postage stamps above 1s, ie the high-values; but that,



MR. G. MORGAN.

*G Morgan ISO, Controller of Stores, Post Office.*

Revenue comprised the actual manufacture of licences, playing card wrappers, medicine and coffee labels, Excise permits and certificates and books or pads of stamped telegram forms; the impressing of Inland Revenue stamps and postal stationery for the public; and the distribution of these items (except stamped telegram forms).

However, it was agreed by the Treasury that, until a new Stamp Building to accommodate the work could be provided, distribution should continue to be performed at Somerset House, but by Post Office staff outstationed there. Also, that the Post Office's new manufacturing work should continue to be performed by the Board's staff, and under the Board's direction, as an agent for the Postmaster General.

What happened next? That is another story. How far were realised the Board's fears that the Post Office's expertise would be insufficient to ensure a satisfactory job being done by its contractors if it did not, itself, also engage in the actual manufacture of stamps? Let the stamps we have produced since 1914 speak for themselves.

#### Sources:

Post 54 Postage stamps (adhesive): volume of papers including the Report of the Committee on the Transfer of Stamp Manufacture and Distribution 1914.

## Midlands Postcards Feature Vehicles

Two new postcards (MPB 18 and 19) featuring Post Office vehicles will be issued on 27 September (Saturday) by the Midlands Postal Board.

**MPB 18** shows the meticulously restored 1938 mobile post office known as GP02. This vehicle was rescued from a scrapyard and rebuilt to pristine condition by engineers of the Post Office's workshops at Corby.



**MPB 19** features a Morris Minor 1000 post van of the 1960s. This vehicle, one of the few remaining roadworthy examples in original condition, comes from the Museum of British Road Transport, Coventry.

Both cards are priced 14p each but may be bought separately fully serviced to include a first class stamp and special first day of sale pictorial handstamp for 46p.

MPB 18 can be ordered from The Head Postmaster, Northampton Head Post Office, 55 Barrack Road, NORTHAMPTON NN1 1AA with payment made via Girobank account No. 4096010 or a cheque made payable to 'The Post Office'.

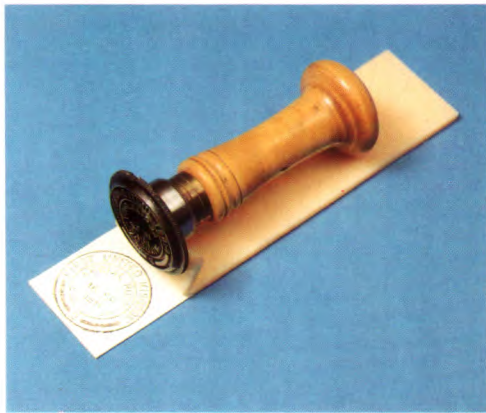
MPB 19 can be ordered from The Head Postmaster, Coventry Head Post Office, 40 Bishop St., COVENTRY CV1 1AA with payment via Girobank account No. 4175018 or a cheque made payable to 'The Post Office'.



# The Coronation Aerial Post 1911

This month marks the 75th anniversary of the First U.K. Aerial Post between Hendon and Windsor in September 1911 to celebrate the coronation of George V. The project had been conceived by Commander Walter Windham RN who had staged the world's first official airmail flight at the United Provinces Exhibition, Allahabad, India earlier the same year.

Special commemorative postcards and envelopes were produced and pictured a Farman biplane in flight over Windsor Castle. The cards were printed in different colours: violet (for V.I.P. and official mail), red-brown, deep brown, olive-green, light green and light red. They were sold with stamps attached for 6½d (including ½d postage), the envelopes for 1s 1d (1d postage) at Hendon and Windsor, and also at the leading London stores where special posting boxes were installed.



*One of the actual handstamps used.*

The first flight was made by Gustav Hamel in his Bleriot on 9 September 1911. After delays due to strong winds he took off at 4.58 pm arriving at Windsor some 15 minutes later with 23½lb of mail aboard.

Although the project was sanctioned by the Postmaster-General, the Post Office disclaimed any responsibility for loss, damage or delay. However, the Post Office was responsible for handling the cards and envelopes and after the flights the mail was delivered in the normal way.

The experiment received extensive publicity and aroused considerable public interest. The Post Office was not so enthusiastic at the time and the official view of the results was that an aeroplane was then so dependant on the weather that it was practically useless as a means of ordinary and regular transport.

Flights took place on most days from 9 to 26 September from Hendon to Windsor (with the exception of 10, 13, 15, 17 and 20 to 24). The return route from Windsor to London was only flown with mail on 17 and 18 September.

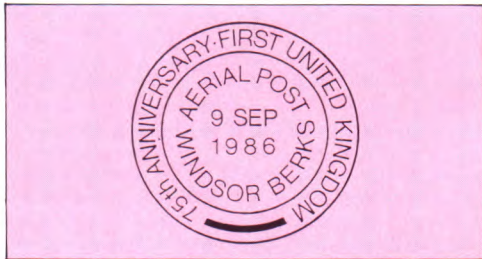
Included in the National Postal Museum collections are several examples of covers and cards flown, and various artefacts such as bag labels and a very fine Post Office Notice. One of the original handstamps used is also there and this is illustrated.

## South East Aerial Post Card



SEPR 49 will be issued on 9 September to mark the 75th anniversary of the Coronation aerial post. The card shows Gustav Hamel in his Bleriot 1 prior to take off from Hendon on 9 September 1911. Inset is a picture of the later blue special airmail posting box. There will be a special first day of sale cancellation similar to the original handstamp.

The card will cost 14p mint or 46p serviced with the special handstamp — orders to Special Postmark Duty, Windsor Post Office, 38/9 Peasod St., WINDSOR, Berks. SL4 1AA with remittances made payable to the Post Office.



# GPO 1: The First Mobile Post Office

The inauguration of the first mobile post office 'GPO 1' took place 50 years ago. Now an SEPR card is marking its anniversary. A 'Post Office on Wheels' was required for various special events, such as county shows, to provide postal and telephone facilities for those attending. An articulated vehicle with an overall length of 33 ft., the maximum allowed by the Road Traffic Act, was ordered from J Brockhouse & Co. Ltd.

'GPO 1' had facilities for the acceptance and receipt of telegrams; there were two telephone cabinets built in the vehicle for both trunk and local services; and stamps were sold, parcels accepted and letters registered. Two vending machines provided stamps of ½d and 1d denominations and it was from these that, it was claimed, most of the 'Poached Egg' test labels appeared\*. The whole was painted Post Office red and the stamp vending machines were lighted after dark. It also had its own postmarks.

The Mobile Post Office was inaugurated by the Postmaster General, Major Tryon, on 30th September, 1936. At a ceremony at GPO headquarters he wrote the first telegram, made the first telephone call and bought the first stamp from the vending machine. 'GPO 1' then made a short tour of London. Its first outing was on 6th October when it appeared at the Marden and District Commercial Fruit Growers' annual show in Kent and it proved very popular. There were three different postmarks, each with the wording MOBILE POST OFFICE and the dies A, B and C. It was also present at the Manchester races on 28th November, 1936, and at the Daily Mail golf tournament from 7th to 10th April, 1937, amongst many others.



\*A detailed description of the vehicle appears in an article entitled 'A Mobile Post Office' by W G Dunk and C F Mile, in *The Post Office Electrical Engineering Journal* Volume 29 pp 208-211.

## South East Card shows GPO1

The last postcard from South East Postal Region (SEPR50) will mark the 50th anniversary of the inauguration of the first mobile post office — GPO1. It will show a hand-coloured illustration of GPO1 with, inset, a picture of the Postmaster General, G. W. Tryon, handing in the first telegram.

Issued on 30 September, the actual anniversary, the card costs 14p mint or 46p full serviced with a special first day of sale handstamp at Tonbridge featuring the vehicle. Orders, with remittances made out to the Post Office, to Special Postmark Duty, Tonbridge Head Post Office, 20 Vale Rise, TONBRIDGE, Kent TN9 1AA.

## Brian Sanders: RAF Stamp Designer

The RAF stamps, to be issued on 16 September, were designed by Brian Sanders. Some details of his career are provided here.

Brian Sanders was born in London in 1937 and, apart from being evacuated to Saffron Walden in Essex during World War II and National Service in the Middle East with 45 Commando Royal Marines, has lived and worked there ever since. Educated at St Olave's Grammar School at the southern foot of Tower Bridge and Sir John Cass College of Art, just across the river, he has now drawn the bridge for the current cover of the London Telecom Code Book.

In his career as illustrator/artist, he has carried out commissions for most major publishing houses and newspapers as well as for many design groups, advertising agencies, film and television makers and government bodies. The Royal Air Force set of stamps is the fourth that he has designed (the others being 'Police', 'Fishing-Industry' and 'Youth Movements'). He also carried out the illustrations for the 'British Council' set designed by Newell and Sorrell.

He was for many years a director of a large artists' agents but left to work in partnership with illustrator, Liz Moyes. A founder member of The Association of Illustrators, he has been represented in all ten of its annuals and was recently appointed to its board of governors. Deeply interested in art-education, he is frequently to be found in art-schools either teaching or acting as an external assessor on behalf of The Council for National Academic Awards.

Some recent commissions include: a 360° view of London from Telecom Tower, work for the National Trust book 'Exploring Unspoilt Britain' and followed the RAF stamps, drawn at five inches square, with a watercolour over six feet long and four feet deep of H. M. Queen presenting new standards to the Royal Tank Regiment in West Germany. He is currently working on an animated film commercial for ICI/Dulux.

When not working, he loves to relax outdoors and lately, having given up an earlier passion for climbing, has taken up an even greater one for fly-fishing.



# Philatelic Terms Explained

KENNETH F CHAPMAN

## 4. Doctor Blade Flaws

In many stamp issues, there are tiny variations between otherwise identical stamps. These may be constant flaws where there is a defect in the engraved image on the printing plate or cylinder and the flaw is repeated on all sheets of stamps until the fault is corrected by an engraver, or until the plate/cylinder is withdrawn from service. Flaws also occur in other circumstances, such as when a fragment of paper or fluff intervenes between the inked printing surface and the paper. Such occasions produce casual flaws, non-repetitive and usually unique, but not necessarily valuable.

In rotary photogravure printing the most striking casual flaw is caused by a speck of grit becoming lodged between the revolving inked cylinder and the doctor blade, or by a minute fault in the flexible steel blade which, in the course of printing, should remove all surplus ink from the surface of the cylinder leaving ink only in the recesses of the engraving from which, under pressure, it is transferred to the paper.

A foreign body between the cylinder surface and the doctor blade will cause most of the ink to be drawn out of the recesses or 'cells' which then print only faintly whilst the interference persists. If there is a fault in the blade, then some ink may remain on the surface of the cylinder and this prints as a thin line of colour.

Because the doctor blade travels transversely across the revolving cylinder, the flaw, when printing upright format stamps, travels down the sheet of stamps very slightly out of the vertical. If the stamp images on the cylinder are set sideways to the normal then the flaw travels across the sheet horizontally, again at a very slight angle. While this is not always evident on a single stamp, on a strip of four or more stamps the flaw can be seen as slightly diagonal.

Most casual flaws are of little interest, other than to advanced specialists in the stamps of the country concerned. Doctor blade flaws are exceptions to the rule, probably because there is a well-defined cause for their occurrence, one associated with a particular printing method—rotary photogravure.



*Above: a doctor blade flaw in the form of a horizontal line of colour.*

*Below: a flaw caused by the doctor blade juddering forming vertical striations.*

*Both illustrations courtesy of L N Williams.*



# William Mulready RA 1786-1863

An Exhibition at the V&A

Most stamp collectors associate the name Mulready with the first issue of GB postal stationery with perhaps a vague idea that he was a recognised artist. As this year sees the bicentenary of his birth the Victoria and Albert Museum has put on a major exhibition of his work (including the philatelic aspects). It will run until 12 October, appropriately in the Henry Cole wing, and it is an opportunity not to be missed to see the full breadth of his oeuvre and the context into which his postal stationery design must be fitted. A remarkable, sumptuous and scholarly catalogue by Dr Marcia Pointon has also been published by the V & A.

Mulready was born in Ennis, County Clare but the family had moved to London by 1792, part of the first wave of Irish immigrant labour who in general endured the most appalling living conditions. His education and upbringing were essentially eighteenth century and Georgian, and not Victorian, and his artistic training was dominated by 18th century worthies such as Lawrence. He entered the Royal Academy Schools in 1800 but did not become a full Academician until 1816.

He chose to work on "Landscape and Genre subjects rather than on the more marketable commodity of portraiture or the more officially *A detail of Brother and Sister 1835/6.*

esteemed class of History paintings". Rather than depict labour and squalor he chose to emphasise the timelessness of the social order. "The sun always shines . . . and Nature is confined to a precisely glimpsed vista or a framed view through a window". While Scottish artists and writers were in vogue, those with Irish origins were not and Mulready strove to disavow his ethnic background. Interestingly, many of the caricatures of his postal stationery bore an anti-Irish slant, proof of his failure.

In terms of philatelic material, a lot has been loaned by the National Postal Museum and Post Office Archives but this is supplemented by items from John E C Stone (a descendant), the V & A itself and the Tate Gallery. Included are proofs, imprimaturs and specimens of the 1840 letter sheets and envelopes. The design had taken two days to complete, originally showing a railway viaduct. This original design (lent by John Stone) is on display as are (from the Tate) prints of Britannia used as a model for the actual design, modified to omit the viaduct. As an annotated newscutting shows, Mulready was extremely distressed by the unfavourable response from the public and he protested that he was paid nothing for his services, though Dr Pointon remarks that other reports suggest he received £200.

Rowland Hill's diary records the ridicule and this is on display, together with some of the many caricatures and satirical drawings based on the design. Also displayed is the original printing plate from the V & A's own collections.

Henry Cole, ardent postal reformer and assistant to Rowland Hill, was a close friend of Mulready. He was also a founder of the V & A.



## Letter to the Editor



### Moveable Box

Sir,

I read with interest the letter from Oscar Richter in the *Bulletin* (July 1986) in which he mentions Moveable Box services and the M.S. *Jylland*.

I wonder if Mr Richter knows that this ship has for some years been employed on ferry duties between Malta and its sister island of Gozo? It is still going strong as far as I know!

While *Jylland* is the Danish name, we of course call the place *Jutland*. Our friends in Malta know the ship as 'Jylland' which they pronounce *a l'Anglais* as JILL-LAND!

Rickmansworth, Herts

JH WITHEROW

## New Archives Subject Catalogues

Two new subject catalogues of Headquarters files have recently been completed. Both include files additional to those already available for study in Archives' search room; and, for the first time, are being made available for sale to all those interested.

The first is 'An index to files spanning the period 1839-1973' and costs £3.50 (including packing etc). Spiral bound, it contains 108 pages of listings of files in three categories:

Post 102—files created under the wartime DF (Decimal Filing) system operating in the HQ Registry during the period 1941-1948.

Post 33 (part 5)—files put in the restored minuted series during the period 1949-1954.

Post 121—files that came to hand after the completion of the class lists for several minuted series.

The second is 'An index to files spanning the period 1886-1969' and costs £2.50. Also spiral bound, it contains 65 pages describing files contained in Post 122, ie those created under the minuted series of 1955. This particular catalogue is the first to be produced with the aid of a computer. This enables Archives to offer a new facility for the researcher: a tailor-made search of the computer record using whatever key-words the researcher chooses to select from the appendix provided at the back of this new catalogue.

The two catalogues can be obtained from Post Office Archives, Freeling House, 23 Glasshill Street, LONDON SE10BQ; remittances to be made payable to The Post Office.

## Posting Boxes



No. 83 The telephone kiosk with letter box and stamp machines was introduced as an experiment in 1929 but ceased to be made in 1933. Some 50 were installed though they are now rare.

Above is an example no longer in use, submitted by Andrew R Keir of Bridgwater, Somerset. It is sited at Cranmore near Shepton Mallet on the privately-owned East Somerset Railway.

Below is one still in use in Station Road, Whitley Bay, Tyne and Wear, sent in by BC Walker of Sunderland.



## National Postal Museum Programme for 1987

The provisional programme of exhibitions and postcards for the National Postal Museum in 1987 is as follows. All details are subject to confirmation and further details will be published when possible.

There will be one main exhibition for the entire year in the two lower floors of the Museum. This will mark the centenary of the 1887 so-called 'Jubilee' issue.

In the main gallery there will be five minor exhibitions. Three will be in connection with special issues of stamps—Flora, Scottish Heraldry and Ceramics; and two will feature some of the Museum's collections not hitherto normally on display. There will also be some nine cards issued during the year.

### Exhibitions

|                     |                         |
|---------------------|-------------------------|
| 5 January—December  | Centenary of 1887 issue |
| 20 January—20 March | Flora                   |
| 23 March—22 May     | Museum Collection       |
| 26 May—17 July      | Museum Collection       |
| 21 July—3 October   | Scottish Heraldry       |
| October—Christmas   | Ceramics                |

### Postcards

|              |      |                                                 |
|--------------|------|-------------------------------------------------|
| 5 January    | 87/1 | 1887 Jubilee stamp                              |
| 3 March      | —    | Stampex card                                    |
| 23 March     | 87/2 | Philatelic gem                                  |
| — April      | 87/3 | Postal Artefact                                 |
| 26 May       | 87/4 | Philatelic gem                                  |
| 12 September | 87/5 | Monarch's Head—George VI (21st birthday of NPM) |
| 22 October   | —    | BPE card                                        |
| — November   | 87/6 | Philatelic gem                                  |
| — December   | 87/7 | George VI Postal Artefact                       |

## Wings—An Activity Pack for Young Collectors

The Royal Mail is launching an activity pack associated with the RAF, entitled *Wings*, for children between the ages of 6 and 12. The pack is priced at £4.50 and is designed to encourage new stamp collectors. It contains exciting and informative visual aids and fact sheets on many aspects of aircraft including plane spotting, and model Hurricane kit and a history of British stamps. A set of the RAF stamps is also enclosed.

The *Wings* pack will be available from the British Philatelic Bureau and all philatelic counters from 16 September, the date of issue of the RAF stamps.

## Post Office Research Studentship

As announced in the May *Bulletin* the Post Office decided to set up a Post Office Research Studentship at University College London to mark the 350th anniversary of the Post Office in 1985. The first Studentship is due to start in the autumn term and the student selected is Mark Richardson, aged 22.

His chosen subject for the Post Office Studentship is loosely defined as 'Labour relations in the Post Office 1850-1950' and his thesis will be a study of how, as a department of state, the Post Office was subject to wider political and economic considerations chosen by the government, e.g. the timing of the recognition of its trade unions, and how much autonomy its management had in the making of policy, especially in its dealings with its work force.

The research will take three years.

## Mails to and from India – Correction

Unfortunately, two lines were omitted from the second paragraph on page 233 (*July Bulletin*) in the above article. It should have read:

"whether it should be a 'comprehensive' single service for all three Presidencies, running from Calcutta to Suez via Madras, Galle, Bombay and Aden, or it should be a direct line from Calcutta to Suez, only calling at Madras, Galle, and Aden. As a result, two separate companies were formed".

### British Philatelic Bulletin

Editor Douglas N. Muir

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