

British Philatelic Bulletin

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Editorial

In May 1963, the British Philatelic Bureau began its life in the war blitzed building of the old Telegraph Office, alongside Postal Headquarters in King Edward Street, London. It was the first step in a gradual process of providing the collector of British stamps with a comprehensive and efficient philatelic service. In 1963 the Bureau serviced some 20,000 orders.

Twenty years on the picture has changed considerably. The Bureau is now situated in a modern building in Edinburgh which houses one of the largest computer set-ups in the UK. It now services some 2 million orders from all over the world, it has 165,000 customers on its mail order list, and supplies seven overseas agents.

One aspect however, remains constant, the determination to produce a high standard of work; for when your customers literally put your product under the magnifying glass, anything less than first class is not good enough.

JOHN MEMMOTT

National Postal Museum Display in the Strand

The National Postal Museum, London, is telling 'The History of the British Philatelic Bureau Services and their Cancellations' in the Stanley Gibbons' Gallery, 399 Strand, London WC2, during the month of May.

The display begins with the Sutton Coldfield Trials of 1958 and includes examples of the coil stamps produced at that time.

Gibbons' Gallery is open to the public, free of charge, Monday-Friday 10 am-5 pm and Saturday 10 am-12 noon.

New Philatelic Sales Counter

A new philatelic sales counter will open at the Head Post Office, 64 Victoria Street, GRIMSBY, S. Humberside, DN31 1AA on Wednesday 25 May 1983. The office opening is between 10-10.30 by Miss United Kingdom (who is a local girl).

All mail posted in a special posting box situated in the office will receive a one-day commemorative cancellation. For customers who are unable to call at the office, normal reposting facilities will apply; covers should be sent to The Head Postmaster, Grimsby at the above address.

Hours of business at the new counter are 10.15-12.30 and 13.30-16.45 Monday to Friday; 10.00-12.00 Saturday.

British Engineering Achievements

Engineering is all around us. It provides the standards of living that we enjoy – not just through the creation of material goods, the fridges, cars and washing machines of the engineering industry – but through the creation and control of much of the environment in which we live and work. It provides protection from the great forces of nature and it harnesses those forces to create the comfort and well-being of our lives.

A journey through any part of the United Kingdom shows just how much impact engineers have made on our lives throughout the centuries – the railways, roads and canals, the factories, farms and houses. Without the efforts of those engineers the condition of life would be much poorer. Medicine is often hailed as the vanguard in the fight to improve the quality of life and prolong it, but where would medicine be without engineering? And not just the advanced electrical and mechanical engineering visible in hospitals, the monitors and control systems that watch and

support life. Polluted water causes epidemics of the water-borne diseases such as cholera. Engineers are responsible for designing systems to remove that polluted waste water and treat it; they are responsible for the development of water treatment plants that provide pure drinking water – both things essential to a healthy life. But such engineering facts are so well accepted that no one thinks, as they pass by a water treatment plant or a sewage works, of the engineering skill of those schemes.

It is left to the big and impressive schemes to bring to public awareness the consistently high level of engineering achievement. British engineers have produced such large works over the last two centuries and the impressions made by their designs have been such as to make their names famous. The works of Brunel, Telford and Stephenson, to name three, are rightly admired and much is done to preserve the works of these great engineers.



But these are achievements of the past. British engineers are still pushing forward the frontiers of engineering knowledge and producing works equalling and exceeding the daring designs of the earlier engineering heroes.

The Humber Bridge

The Humber Bridge is the longest, single-span suspension bridge in the world. Its two 155.5 m towers support the cables from which hangs the central deck of the bridge, an incredible 1410 m long, with a clearance of the deck above high water of 30 m to allow shipping to pass beneath. Contractors working on the bridge soon discovered why the idea of a bridge or tunnel across the Humber had been the subject of discussion for a century. They found that the road distance between the two ends of the bridge, Hessle on the north bank and Barton in Lincolnshire (a 35-mile trip), meant that they had to treat their work on the sites as two separate jobs.

Not only did the contractors, John Howard & Company Ltd, have to build the two mighty concrete towers from which the bridge deck is suspended they also had to create the gigantic anchorages which hold the cables fast. These anchorages were built on vastly different types of ground; at Hessle there was solid chalk for the

foundations but at Barton the ground was a mixture of sands and soft clays. The result was that the Barton anchorage weighs some 100,000 tonnes more than that at Hessle. The total weight of the Hessle anchorage is some 190,000 tonnes while Barton weighs some 300,000 tonnes.

Once work on the anchorages and towers was completed British Bridge Builders began the work of the superstructure. During this time some 70,000 km of wire was used to spin the cables which weigh a massive 11,000 tonnes. These cables hold up the 124 steel boxes which go to make up the dual, two-lane highway bridge deck. The deck contains some 17,000 tonnes of steel.

Since the bridge was officially opened by the Queen in July 1981 five million vehicles have crossed over the Humber, cutting over thirty miles off their journey across from one side to the other, at the cost of £1.00 for car drivers. This magnificent bridge has also received five major awards, enhancing the reputations not only of the men who constructed it but more especially of the designers, Freeman Fox & Partners, international consulting engineers. And it looks certain that the Humber Bridge will join the Clifton Suspension Bridge and the Britannia Bridge as monuments to man's engineering achievements.





The Thames Barrier

While such bridges are essential to good communications and ease journeys with their convenience, other engineering works, such as the Thames barrier are designed to save lives. Lying on the river bed, across the Thames at Woolwich, are the mighty gates that can be closed to protect the country's capital from flooding. While the barrier is not needed shipping can pass over it, between the massive piers that support the gates.

But should the weather conditions demand it, should high tides combine with exceptionally strong northerly winds and a surge in the North Sea, threatening London with inundation, then the gates can be raised to provide a wall against the oncoming water. Within fifteen minutes the gates can be raised from their curved concrete sills in the river bed to form a continuous steel wall. The combination of mechanical and civil engineering has produced a unique achievement. The barrier is 520 m long and consists of 8 gates. The main gates are 61 m wide, 20 m high and weigh a massive 3,300 tonnes with their counterweights. The total weight of steel in the barriers is 51,000 tonnes and some 210,000 m³ of concrete was used during the construction process.

The barrier took eight years to complete during which time flood defences around the east

coast were improved. The size of the project was such that two consortia handled the work. The Davy Cleveland Barrier consortium built the gates while the Costain, Tarmac, Hollandsche Beton Maatschappij Joint Venture constructed the piers, abutments and sills. The final cost of the whole London flood defence programme, including downstream works, was a hefty £318 million. But Londoners were able to appreciate the wisdom of the investment in February this year. On the night of 1 February tidal conditions, combined with the wind, threatened London with flooding. The barrier was raised and barred the way to a surge that threatened to reach at least three feet above the normal high tide. A Thames Water Authority spokesman said, 'If it had not been for the barrier we would undoubtedly have had flooding in Hammersmith, parts of Chelsea and other low-lying areas around Southwark and Lambeth.'

The designers of the Thames Barrier, consulting engineers, Rendel, Palmer & Tritton, have created an engineering work that dwarfs all previous efforts of flood control.

It is the consistently high level of engineering achievement in Britain that has made the Thames Barrier a physical, working possibility rather than a dream. Because of its existence the residents of

London should never again face the real fear of flooding.

As projects like the Thames Barrier and the Humber Bridge become more widely known so the esteem in which British engineering is held throughout the world rises. This esteem is not just a matter of professional compliments. For members of the United Kingdom's Association of Consulting Engineers are responsible for increasing amounts of work throughout the world. In 1982 ACE members were responsible for capital projects to the value of £46,000 millions in countries as far apart as Abu Dhabi and Columbia, Australia and Cyprus, designing anything from huge steel works to rural irrigation schemes, from sophisticated desalination plants to water supply projects for villages.

Iolair

The demand for British engineering skills worldwide is very high, based on the examples visible in our own country. One area in which British engineers are beginning to forge ahead is in the development of offshore oil technology, particularly in the provision of emergency services for offshore oil and gas rigs. British Petroleum has commissioned the Emergency Support Vessel Iolair (the name means Eagle in Gaelic) to provide a unique emergency cover for rigs. This ship is the most powerful fire engine in the world. It can throw 13,000 tonnes of water some 200 yards each hour.

This multi-purpose vessel is the most sophisticated of its kind in the North Sea and it provides essential back-up facilities for disasters involving rigs in all the five British North Sea sectors. As well as the fire-fighting equipment it has two cranes capable of lifting some 40 tonnes and 100 tonnes respectively, a hangar and landing pad for helicopters, and medical services. While not in use in its emergency role the vessel provides a base for routine inspection and maintenance of platforms both above and below the water-line.

The £60 million Iolair was launched in April 1981 at British Shipbuilders, Scott Lithgow yard on the Clyde. She is the first of her type to be built in the UK and represents a new generation of sophisticated maintenance and fire-fighting vessels for service in the North Sea. She was constructed to a purpose design-and-build specification from her owners, BP, and such is the sophistication and high technology of the design that some 560 km of electric cables and wires have been installed in Iolair to ensure that all systems

give maximum performance.

The Iolair is a self-propelled semi-submersible with full dynamic-positioning capability. Twin ship-shaped pontoons carry three vertical columns each which support the main accommodation and deck areas. She carries a total of 224 personnel on her three decks and each crew member has his own cabin complete with toilet facilities. Remaining cabins are two berth with toilets and all cabins have full air conditioning. There are also recreation and games rooms and a reading room/cinema on board.

The ship is 102 m long and 51.5 m wide with an overall draft of 15.25 m when operational. The two pontoons are 11.6 m wide and 8.25 m deep. Its emergency services include the rescue of personnel from both the rig or the sea and it provides a communications centre in the event of a blow-out. The Iolair can also drop a blow-out preventer to secure a well. All these services can be conducted for a full three-week period without need to refuel or reprovision.

These projects represent just a few of the unique engineering achievements of British engineers throughout the world, they are in the true tradition of engineering excellence pioneered by the Brunels, Stephensons and Telfords of earlier generations and it is easy to forecast a future where such engineers push further forward to ease the lot of mankind throughout the world.

So as the gas fires are lit, trains, planes and cars disgorge their passengers, lights are switched on and all the other accepted comforts of twentieth century life are enjoyed, the work of the engineer is present, even though not always apparent.

VERA NORMAN

South West Postal Region **Postcard**

Truro Head Post Office will be issuing a new postcard in the SWPR series – SWPR 19 – on Tuesday 10 May 1983. The card depicts a Falmouth packet with mail being loaded to Russell's wagon. This has been taken from a painting by John Norriss. There will be a special First day of sale handstamp, which will be applied at Truro Head Post Office.

The cards, price 13p each, will be available from all SWPR Philatelic Counters, The Philatelic

Bureau, The National Postal Museum, and by Postal application (see order form in Bulletin). There is a postage and handling charge of 17p for orders up to £18 and £1.17 for orders over £18.

For collectors requiring serviced cards with special handstamp, the charge will be 44p each to cover the cost of the card, postage, handstamping and servicing.

Orders should be sent to The Philatelic Counter, Head Post Office, High Cross, TRURO TR1 2AL, to arrive no later than 10 May. Remittances should be sent preferably by direct Giro transfer to account number 209 9012. Alternatively Postal Orders and Cheques should be made payable to 'The Post Office'.

Special Handstamps

Please note that from 5 April the handstamping fee was increased to 3p. This fee applies for all special handstamps, including those which are in permanent use and is in addition to correct postage.

Forthcoming Events

Clacton Philatelic Society

The CPS will hold a one day exhibition and stamp fair on Saturday 14 May 1983, celebrating the 15th Anniversary of Town Twinning with Valence Sur Rhône, at Clacton Town Hall between 10 am and 5 pm. Among the attractions will be dealers' stands, a raffle for a 'penny black' and souvenir postcards. For further details please write to Mr F Wright, 4 Howard Road, CLACTON-ON-SEA, Essex, CO15 5HW.

South of England Fairs

The following fairs will take place during the remainder of 1983.

18 June and 26 November at the Assembly Hall, Tunbridge Wells, Kent.

15 October at the Civic Centre, Guildford, 21 May and 29 October at Selsdon Hall, Croydon, Surrey.

11 June and 8 October at Bligh's Hotel, Sevenoaks, Kent.

These stamp fairs take place on Saturdays from 10 am till 4.30 pm. All are welcome and further information may be obtained from, Tricia Charman, Southern Fairs, PO Box 72, CROYDON, Surrey, CR2 8YR.

Special Stamps for 1984

Subjects ranging from Heraldry to Urban Renewal will feature in a varied programme of special stamps for 1984.

First in next year's special stamps programme will be a set of stamps on Heraldry marking the 500th anniversary of the founding of the College of Arms.

The second special issue will be a set of stamps on British cattle continuing the popular 'Fauna' theme. There are a number of anniversaries in 1984 associated with farm animals including the centenary of the Highland Cattle Society.

Moving from a rural to an urban environment, the third issue will focus attention on urban renewal and redevelopment. The first National Gardens Festival on Merseyside, involving the redevelopment of large areas of dockland is to be opened in 1984 which is also the 150th anniversary of the Royal Institute of British Architects.

The annual 'Europa' issue will come next. The subject chosen by the Conference of European Posts and Telecommunications (CEPT) is its own 25th anniversary and a competition held by CEPT to choose a stamp design for this issue was won by Monaco. The issue will continue the European theme by including stamps commemorating direct elections to the European Parliament.

The occasion for the next issue is the centenary of the adoption of Greenwich as the world's prime meridian and of Greenwich Mean Time as the universal time.

1984 is the 200th anniversary of the first run by John Palmer's mail coach from Bristol to London and this will be marked by the issue of a set of stamps on Mails Transport.

The British Council celebrates its 50th anniversary in 1984 and the next set of stamps will reflect the various aspects of the work of this organisation.

Last in the year's programme will be the traditional Christmas issue.

3. Defenders of the Empire

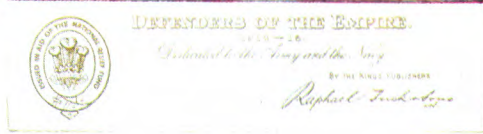
Great Britain declared war on Germany on 4 August 1914, and within three weeks the British Expeditionary Force encountered the German armies at Mons and, a while later, at the first battle of the Marne. Thus began World War I, when every 'Tommy' was a hero, supported at home by a surge of patriotism which surpassed even that displayed during the Boer War. Patriotic postcards were published in their thousands, perhaps none so colourful and striking as the one illustrated here inscribed 'Defenders of the Empire 1914-1915'.

Dedicated to the Army and the Navy by the 'King's Publishers', Raphael Tuck and Sons, this Oilette card (No.8761) was based on an earlier sepia card entitled 'Sons of the Empire' by the military artist, Harry Payne. The 'Defenders' card, also a similar picture and a 'zag-zaw' (jigsaw) puzzle, were sold in aid of the Prince of Wales

National Relief Fund. Representing the Army were the uniformed servicemen of the Royal Horse Artillery, the Royal Field Artillery, Household Cavalry, the Lancers and the Hussars, Foot Guards, Highlanders, Infantry of the Line, Yeomanry, Territorial Infantry, Sikh Infantry, Bengal Lancers and N.S.W. Lancers, New Zealand Rifles, Royal Canadian Infantry, South African Rifles and the Boy Scouts. A Jack Tar, the Royal Marines and cruisers, dreadnoughts and destroyers, submarines and torpedo-boats represented the Navy. The embryo Royal Flying Corps, forerunner of the Royal Air Force, was not forgotten – an airship, hydroplane (or water-plane) and an observer monoplane are seen in the sky.

Harry Payne (1858-1927) was the supreme military postcard artist. With the barest minimum of formal training he was able to paint regimental uniforms and accoutrements with scrupulous attention to detail and colouring. From the age of 21 he was busily employed with book illustrations, private commissions, paintings for regimental officers' messes and Victorian 'scraps' for scrap-books. With the coming of the picture postcard era he worked almost exclusively for Raphael Tuck, producing various series of the 'British Army' and the 'British Navy', and sets of cards devoted to different regiments. He also painted excellent horse studies, rural postcards and advertisement cards.

MALCOLM JAMES



Book Review

Machin Cylinder Block Check List

The second edition of this publication is now available. Part 1 appeared towards the end of 1982 not as a price list as such, but giving an average of ten dealers' lists. Part 2 is an update of Part 1 listing cylinders in numerical order. It should be useful for beginners and specialist collectors' alike. The price is 75p, available from: Tara Stamps, Charing Cross Collectors' Centre, Embankment Place, LONDON, WC2N 6NN; or by post from: Tara Stamps, PO Box 336, LONDON, SW1P 3DS.

99. Health and Handicap Charities, 1975

Britain's first charity postage stamp was issued – as an experiment in response to public demand – on 22 January 1975. The stamp, which showed a symbolic invalid in a wheelchair, was designed by Philip Sharland, who made the purpose of issue abundantly clear in his graphic presentation. The 6p cost combined 4½p for the postage on a first-class letter with a 1½p donation to the health and handicap charities nominated by the Trustees of the Charity Stamp Fund – an independent body selected by the National Council of Social Service.

The Council worked closely with the Post Office in planning the stamps which were sold *on request* at post offices in all parts of the U.K. for about four weeks after the issue date. Thus purchase of the stamps was entirely voluntary – an optional alternative for people wishing to contribute to charity rather than buy the ordinary postage stamp. The charity stamps were available at the Philatelic Bureau and at philatelic counters after general sales had ceased, until they were finally withdrawn in January 1976.



The stamps were photogravure-printed by Harrison and Sons in sheets of 100 (two panes of 50, 10 x 5) on unwatermarked paper with 'all-over' phosphor. Sales were disappointing and one wonders whether – if the stamps had been issued a few weeks earlier in the frenetic and charitable atmosphere of the impending Christmas festivities – they might have fared rather better. Some 5½ million stamps were sold at post offices, the premium on these sales amounting to £84,000. Set against this figure were additional costs of £31,000, in the light of which the Post Office made a goodwill contribution of £4,000. The balance of £57,000 was paid to the Charity Trustees for distribution.

JAMES WATSON

The British Army Stamps Issue 6 July 1983

In this year of two military anniversaries – 350 years since the raising of The Royal Scots and 75 since the founding of The Territorial Force – The Post Office salutes The British Army with the issue of five new commemorative postage stamps depicting soldiers of five famous regiments. The subjects and denominations are: The Royal Scots (16p), The Royal Welch Fusiliers (20½p), The Royal Green Jackets (26p), Irish Guards (28p), The Parachute Regiment (31p).

First Day Cover Services

The following services for first day covers will be provided. Two pictorial handstamps will be available, 'Aldershot' and 'Philatelic Bureau, Edinburgh'.

SERVICE 'A'

This consists of the official first day cover – price 14p – addressed to the correct postal address of the destination required and bearing all five stamps. The cover will be cancelled, 'Aldershot' or

'Philatelic Bureau, Edinburgh', as requested and despatched.

SERVICE 'B'

Customers own pre-addressed covers bearing the correct postal address will be given the stamps, cancelled as requested and despatched.

The following charges will apply:

	Inland	Overseas
Service 'A'	£1.68	£1.46
Deposit account customers	£1.63	£1.42
Service 'B'	£1.54	£1.34

The usual first day of issue facilities will be available at offices with philatelic posting boxes. Application forms, available from the British Philatelic Bureau, 20 Brandon Street, EDINBURGH, EH3 5TT, and at all Head Post Offices should be returned not later than 27 June 1983.

One Pound Proofs

The Gem from the Reginald M Phillips Collection this month looks at the first One Pound postage stamp to be issued in Britain. This was the one pound brown-lilac which first appeared on 26 September 1878. This was one of the last of the surface-printed stamps to be produced, and can be found with either Maltese Cross or Large Anchor watermarks.

The illustration shows two of the progressive die proofs for this issue which can be found in the Reginald M Phillips Collection. Altogether nine different proofs are on display showing the development of the stamp to its issued form. The proofs illustrated are numbers 1 and 9 respectively, and the changes which occurred can be readily identified.

The first proof, which is undated, was probably taken on 16 April 1878. The notable features of this proof are very briefly as follows:—

- a. outer frame lines exist between the corner letter squares;
- b. shading is heavy around the ear;
- c. also of the chignon and pendant cure;
- d. an outline is in evidence from one tip of the

- nose to underneath the chin;
- e. a solid line of shading is behind the neck;
- f. scratches visible on the solid ground.

By the time the ninth proof was taken on 30 April 1878 'BEFORE HARDENING' showing the die in its final state, several changes had occurred in the format of the stamp, as follows:—

- a. outer frame lines removed;
- b. shading round ear and back of neck lightened; hair to left of ear retouched;
- c. shading of chignon and pendant cure more detailed;
- d. overall strength of head weakened, and background of horizontal lines improved and weaknesses reduced;
- e. Horizontal lines below neck strengthened;
- f. scratches on solid ground removed.

The progressive die proofs which are all in black on glazed card can be found in volume XXXVI 7–9 of the Phillips Collection on display in the National Postal Museum. Admission is free and the Museum is open from Mondays to Fridays, 10 am–4.30 pm with 4 pm closing on Fridays.



Special Issues for 1981

Issue and Date	Value	Number Issued
Folklore 6 February 1981	14p	47,496,000
	18p	11,548,000
	22p	11,252,000
	25p	10,861,000
International Year of Disabled People 25 March 1981	14p	43,061,000
	18p	10,466,000
	22p	10,037,000
	25p	9,688,000
Butterflies 13 May 1981	14p	45,936,000
	18p	11,161,000
	22p	10,656,000
	25p	10,262,000
National Trusts 24 June 1981	14p	43,308,000
	18p	10,498,000
	20p	12,427,000
	22p	9,920,000
	25p	9,561,000
Royal Wedding 22 July 1981	14p	87,040,000
	25p	24,875,000
Duke of Edinburgh's Award 12 August 1981	14p	43,174,000
	18p	10,292,000
	22p	9,989,000
	25p	9,519,000
Fishing 23 September 1981	14p	42,311,000
	18p	9,790,000
	22p	9,492,000
	25p	9,143,000
Christmas 1981 18 November	11½p	276,077,000
	14p	144,621,000
	18p	17,630,000
	22p	16,867,000
	25p	15,026,000

Forces Covers

The 2nd Division

In commemoration of the inaugural parade on 16 May 1983 of the 2nd Infantry Division at York in the presence of Her Majesty The Queen, a cover

will be available on the day of the parade. It will depict soldiers of the Peninsular and Crimean Wars, and of the South East Asia Campaign of the Second World War (some of the campaigns in which the Division has fought), and a soldier in modern combat dress, with York Minster in the background. Beneath the illustration will be the year of formation and the present year (1809–1983). A 15½p. 'Commonwealth' stamp will be affixed, cancelled with a BFPS 1809 pictorial handstamp depicting the occasion and the Divisional sign.

A short history of the Division and an explanation of the origin of its formation will be enclosed in the cover.

SIGNED COVERS £2.00 (500 only).

STANDARD £1.00

Orders, with remittances made payable to 'GOC'S FUND', should be sent to: Philatelic Officer, HQ 2 Infantry Division, Imphal Barracks, Fulford Road, YORK, YO1 4AU, accompanied by a stamped addressed envelope measuring 9"x 5".

Posting Boxes



No 47. This month's photograph has been sent to us by Mr Charles Parker of Abingdon, Oxon, to whom we offer our thanks. The posting box is situated at the old Railway Station, Wolferton, Norfolk – the station was used by the Royal Family when they journeyed to Sandringham, until the King's Lynn–Hunstanton line was closed in the 1960s.

Queen Elizabeth II Definitive Stamps

Technical Details (contd.)

Value	Cylinders Colour	Phos	Printing Press	Per- forator	Adhesive	Coat- ing	Printing Date	No of Phos Bar	Comments
10p	3A3B	1	Halley 3	Grover	PVAL	FCP	July '71	2	
2 Colour	3A3B	1	Thrissell 5	Grover	PVAL	FCP	Mar '72	2	
	5A4B	1	Thrissell 5	Grover	PVAL	FCP	Aug '73	2	
	5A4B	1	Thrissell 5	Grover	PVAL/DEX	FCP	Aug '73	2	
	8A6B	17	Jumelle	Kampf	PVAL/DEX	FCP	Feb '74	2	
	8A6B	21	Jumelle	Kampf	PVAL/DEX	FCP	Jan '75	2	Some with inverted phosphor cylinder number
10p	3	17	Jumelle	Kampf	PVAL/DEX	FCP	Jan '76	2	
Single Colour	3	21	Jumelle	Kampf	PVAL/DEX	FCP	Feb '76	2	
	3	7	Halley 2	Grover	PVAL/DEX	FCP	Oct '77	2	
	3	30	Halley 2	Grover	PVAL/DEX	FCP	Nov '77	2	
	8	33	Chambon	On-line pin-perf	PVAL/DEX	PCP	July '79	2	Phosphor bars on PCP
	7	33	Chambon	„	PVAL/DEX	PCP	Aug '79	2	
	7	34	Chambon	„	PVAL/DEX	PCP	Aug '79	2	
	8	34	Chambon	„	PVAL/DEX	PCP	Aug '79	2	
	9	34	Chambon	„	PVAL/DEX	PCP & FCP	Aug '79	2	
	9	33	Chambon	„	PVAL/DEX	PCP & FCP	Aug '79	2	
	7	36	Chambon	„	PVAL/DEX	FCP	Sept '79	2	Some with phos. contamination (doctor blade fault)
	9	36	Chambon	„	PVAL/DEX	FCP	Sept '79	2	
	8	36	Chambon	„	PVAL/DEX	PCP	?	2	Not seen by PO Labs. Reported by philatelists
	3	37	Chambon	„	PVAL/DEX	PPP	Sept '79	None	Some with inverted phosphor cylinder number
	2	–	Jumelle	Kampf	PVAL/DEX	PCP	Oct '79	None	

Value	Cylinders Colour Phos	Printing Press	Per- forator	Coat- ing	Adhesive	Printing Date	No of Phos Bar	Comments
7	36	Chambon	On-line pin-perf	PVAL DEX FCP		Oct '79	None	
9	36	Chambon	„	PVAL DEX FCP		Oct '79	None	
3	21	Jumelle	Kampf	PVAL DEX FCP		Aug '79	2	
3	30	Jumelle	Kampf	PVAL DEX FCP		Aug '79	2	
2	20	Jumelle	Kampf	PVAL DEX PCP & FCP		Jan '80	1	

Note: Unless otherwise stated, all cylinder numbers include 'dot' and 'no-dot' sides

Letters to the Editor



Dear Sir,

By a curious coincidence I was about to send you a photograph of the very same forlorn posting box in Antigua as you illustrated in March (no 45). But mine was only taken last June and I can assure you the paintwork in Mr Thow's time (which must have been quite a while ago) was in pristine condition by comparison. Indeed the only clue to identify it as the same box is the big chip in the wall behind, which incidentally bears the large legend Drink Coca Cola (in your reproduction the end of the 'a' is just visible beside the chip).

One improvement however is that partial clearance of weeds has exposed the rusty plinth with inscription... HANDISIDE... /DERBY & LONDON. I cannot be sure of the ends of the first line. Nor would I have the confidence of Mr Thow to post a letter there!

Yours sincerely,
Anthony New

NEW BARNET
Hertfordshire

Dear Sir,

In the February 1983 Philatelic Bulletin issue James Watson continues, on page 86, his articles

on 'British Special Stamps' with the 1974 Great Britons issue. He writes about the Welsh patriot Owain Glyndwr that 'Owain suffered a number of defeats until his death in 1416'.

In 1974, the then Philatelic Bureau issued a number of coloured sheets, describing the four great Britons very precisely and exactly, and on the sheet dedicated to Owain Glyndwr, you can read: 'Glyndwr fled to the mountains of Wales and, after twelve years opposing the English was heard of no more. No-one knows how or where he died...'

I am a little confused, as you might understand, and I ask you to correct these misunderstandings.

Another question arises: If no one knows how or where he died, how can people know his year of death (1416) which is printed on the stamp itself?

Yours sincerely,
Max Regitz

SULZBACH
FRG

Well done Mr Regitz, you are absolutely right. But why the discrepancy? The truth of the matter is that the 'story' of Owain's life relies as much on legend as it does on recorded historical fact. Although sentiment and tradition have magnified his achievement and confused his career with tales of portents and magical powers it is true to say that the dream of an independent and united Wales was never nearer realisation than under Owain's

leadership. Owain fought and lost his last battle in 1410, near Shrewsbury; he remained active in Welsh affairs until 1412 when he disappeared from the public scene; it is believed that he died in either 1415 or 1416 and was buried in an unmarked grave.

The July 1974 Bulletin included a short biography of Owain Glyndwr.

Editor

Dear Sir,

Referring to an article 'The First Post Office Telegraph Stamps' in the October 1982 issue of the Philatelic Bulletin, mention was made of private companies issuing telegraph service stamps before the first official Post Office Telegraph stamps were issued in 1876. As I have an 1864 One shilling, Universal Private Telegraph Company stamp in my possession, in unmounted mint condition, I wonder if any of your readers could give me any information about the stamp's value.

I look forward to hearing with interest.

Yours faithfully,

UMBERLEIGH
Devon

J Ghosh

Dear Sir,

In the article in the current issue of the Philatelic Bulletin concerning the birth centenary of Sir Winston Churchill it is stated that he received the Albert Medal and the Order of Merit.

Whilst Sir Winston assuredly received the latter award, should not 'Companion of Honour' have appeared in the article instead of 'Albert Medal'?

The Albert Medal was awarded for gallantry in saving life at sea or on land. For living persons the medal has been replaced by the George Cross and George Medal – whichever it is depends on the nature of the original deed.

Yours faithfully,

WOOLER
Northumberland

Brian G Lane

The medal in question, awarded to Sir Winston in 1945, is the Albert Gold Medal of the Royal Society of Arts, probably in recognition of his artistic talent and wartime paintings.

Editor

Dear Sir,

In an effort to arrest the further dissemination of a common error, may I point out the mistake in Malcolm James' article on Zeppelin postcards in

the Bulletin for February last?

Despite the inscription on many postcards of the time, and even that which was carved on the memorial to the event erected at Cuffley, the airship brought down by Lt Leefe Robinson on the night of September 2/3 1916 was NOT L21. He destroyed a German Army airship built by the Schutte-Lanz Company, the SL11, therefore not a Zeppelin at all. The L21 was a Naval Zeppelin, shot down in flames off Lowestoft on November 28 1916 after a raid on England. I have for long been trying to establish exactly why SL11 was thought to be L21, but have so far failed to trace the origin of the error. L21 was involved in the raid of September 2/3 and the mistaken identity certainly has its causes in that fact.

Yours sincerely,

Ian Nutley
(Chairman, British Air Mail Society)

It is remarkable that the postcards of the time were inscribed 'L21' because all such cards had to be sanctioned by the Press Bureau censor who must surely have noted any error of identification. The current Gibbons postcard catalogue confirms that the craft was SL11.

Editor

Dear Sir,

Shame on your contributor, Mr James Watson, and shame, too, on the editors of the Philatelic Bulletin for failing to note and correct his glaring error!

In his article on the stamps commemorating the birth centenary of 'the greatest Englishman', Mr Watson inexplicably misquotes what the great man said on taking office as Prime Minister in 1940. Churchill did NOT offer 'blood, toil, sweat and tears' – at least, not in that order: what he offered was 'nothing ... but blood, toil, tears and sweat'.

There is a difference: Churchill was a master of the natural cadence of spoken English, and the use of the word 'sweat' to close the sentence was an example of that mastery – 'sweat and tears' sounds feeble by comparison. To anyone reading it, the quotation as printed would have sounded wrong for Churchill!

Yours faithfully,

STOWMARKET
Suffolk

F Gee

Whoops! sorry.

Editor

Commemorative Covers

Cats Balloon Post

The 200th anniversary of man's first flight, and the 5th anniversary of the formation of the Waveney branch of the Cats Protection League – a registered charity – will be celebrated with the introduction of a commemorative cover. It will depict a balloon in flight with two cat passengers; the illustration is by Kati Teague, the noted childrens' books illustrator.

The cover will bear a 16p 'Humber Bridge' postage stamp cancelled with a first day of issue handstamp at Norwich on 25 May 1983. Two cachets will also be applied, one with the legend, 'Official CPL – Waveney Balloon Mail' and the other giving the flight details.

The charges are as follows:– standard covers at £2.50 each; 350 at £5 each signed by two pilots and the mail courier, and 50 at £10 each as above and additionally signed by Kati Teague.

Orders accompanied with remittances made payable to, 'Cats Protection League (Waveney Branch)' should be sent to: Mr Alan Tabelin, Rainbow Farm, Redisham, BECCLES, Suffolk, NR34 8NE.

Humber Bridge

The official commemorative cover, authorized by the Humber Bridge Board, will be available from 25 May 1983. All three 'British Engineering' stamps will be affixed, cancelled with a special pictorial handstamp illustrating the logo of the Board and containing the legend 'Humber – The World's Longest Single Span Bridge 25 May 1983'.

A full colour illustration of the Bridge will appear on the front of the cover, and the cost is £2.75 (incl p&p).

Orders with remittances made payable to: 'Hawkwood Stamps' should be sent to them at: FREEPOST, LONDON, E4 7BR.

Dunsmore School Silver Jubilee

Dunsmore School Rugby, is celebrating its Silver Jubilee this year by offering a special commemorative cover showing a cheerful schoolboy holding a banner. The cover with a 15½p 'Commonwealth Day' stamp affixed is cancelled

with a pictorial handstamp illustrating the School badge. Priced at £1 each post paid the covers are available from: Mr M Robinson, Deputy Headmaster, Dunsmore Boys School, Ashdown Road, RUGBY, Warwickshire, CV22 5ET.

North of England Philatelic Association

A souvenir cover was produced to commemorate the Annual Convention of the NEPA on 30 April 1983. The cover, illustrating a fictional detective examining a postage stamp, has a 15½p coil definitive stamp affixed cancelled with a pictorial handstamp. The cover illustration was used to honour the guest speaker at the Convention – a detective from the Philatelic Fraud Squad, New Scotland Yard. The cost is £1.

Orders with remittances made payable to 'Senco 83', should be sent to, Mr M Holmes, 9 Wilkwood Close, CRAMLINGTON, Northumberland, NE23 6JA.

Worcester & District Scout Council

Worcester Scouts have produced a cover commemorating the 75th Anniversary of Scouting in Worcester, 24 January, 1983. It incorporates a design by a local Scout and utilises the 26p 'Scout' stamp issued in 1982. Covers are £1 plus 10" x 5" SAE from: R. Winwood, 20 Skinner Street, St. John's, WORCESTER, WR2 4JD.

Institution of Civil Engineers

The Institution will issue on 25 May a commemorative cover illustrating the Humber Bridge and bearing the full set of 'British Engineering Achievements' stamps cancelled with a pictorial handstamp. The handstamp will be applied at the London S.W. District Office. The issue is limited to 1,000 covers individually numbered. In addition 100 will be signed by the President of the Institution with a further 100 signed by the Humber Bridgemaster. The cost per cover is £2.75 (plus 25p p&p) or £4.50 (plus 25p p&p) for signed covers – please state which signed cover is required. Remittances should be made

payable to A G Bradbury, and sent to him at 35 Northdene Road, LEICESTER, LE2 6FJ.

Littlehampton Swimming Centre

To commemorate the Official Opening of Littlehampton Swimming Centre by Her Royal Highness Princess Alexandra on 29 April 1983, Arun District Council are producing a commemorative cover.

The cover will bear a 15½p 'Commonwealth Day' stamp and will be cancelled with a special handstamp. The cost of the cover is £1.50.

Orders with remittances should be sent to: Arun District Council, Amenities Department, Section C1, 2 Maltravers Road, LITTLEHAMPTON, West Sussex BN17 5NA.

Thames Flood Barrier

A commemorative cover illustrating an aerial view of the Thames Flood Barrier taken during a full Barrier Closure Test on 7 November 1982, will be available from 25 May 1983. Bearing a single 20½p 'British Engineering Achievements' stamp – The Thames Flood Barrier – cancelled with a pictorial handstamp, the cover also depicts the company logo of Rendell, Palmer and Tritton (consulting engineers) and the seven main contractors.

The cost is £1.25 (plus 25p p&p). Alternatively, the cover with the full sets of stamps affixed, cancelled as above is priced at £2.75 (plus 25p p&p). Orders with remittances made payable to: 'Greenberg and Porter' should be sent to, Greenberg and Porter, 13 Fordyke Road, Becontree Heath, DAGENHAM, Essex, RM8 1PJ.

Greenock Philatelic Society Golden Jubilee

On the 6 May this year the Greenock Philatelic Society celebrates its Golden Jubilee by issuing a special cover, (limited to 500 copies) bearing a portrait of Robert Wallace of Kelly, Greenock's first MP, whose casting vote as Chairman of the Select Committee gave the nation the benefits of Postal Reform.

The covers bear a 26p 'Maritime Heritage' Stamp cancelled with a special handstamp depicting the Maltese Cross. The cost is £1.

Orders with remittances should be sent to: Mr H McNeill, BSc, 2 Cowal Place, GOUROCK, Renfrewshire, PA19 1EJ accompanied by an 8" x 5½" stamped self-addressed envelope.

Chester Le Street

To commemorate the 1100th anniversary of the market town of Chester-le-Street, Co. Durham, a special commemorative cover will be issued on 25 May 1983.

The cover will feature the cross of St. Cuthbert above the legend 'Chester-le-Street 1100 years', and the Chester-le-Street cancellation.

In addition the Post Office has given permission for the Chester-le-Street stamp cancellation, superseded in favour of Durham several years ago, to be revived for a limited period during the year.

The cost of the cover is £1.75 and will be issued bearing the three stamps commemorating 'Engineering Achievements'. In addition covers bearing the first class commemorative stamp only, will also be available at 60p each. Orders with remittances should be sent to: The 1100 Information Desk, Civic Centre, Newcastle Road, CHESTER-LE-STREET, Co. Durham DH3 3UT.

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Editor John Memmott

Assistant Editor Frank Brench

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