

The Bulletin



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2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 37) by
Gordon Monk; Bert Wajer and Paull Kaigg (1727)

Pane 7 # 58

1st State Normal

2nd State October 1914 - Final

- 2a **Bottom Left Corner.** A very small downward projection of LF at BLC, variable.
- 2b **Top Left Corner.** The 1mm of top frame shaved into the corner, variable.
- 2c **Cross.** Slightly dished with TLC raised, variable.
- 2d **Right Frame.** Very late in the print run compartment marks appear closed to the frame between R17-26, R51-54, R63-66 and R85-89, variable.



2d

2e **Jubilee panel.** Small projection to left on BL

Note This is a bottom margin unit without 2d only collectable in multiples.

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2a



2b



2c



2e

The Mail



CANCELLED DARWIN NT 21AU35, BACK-STAMPED OODNADATTA 26AU35



On the return journey from Darwin *Faith in Australia* was carrying 25½ lbs of mail, about 950 items.

ATA pressed into service the Monospar VH-UTZ (see also 350906) which took off from Parafield Aerodrome, Adelaide at 1330 on 22 August, within two hours of news from Daly Waters reaching the company's head office. Piloted by M V (*Mike*) Mather, the Monospar reached Daly Waters on 23 August, collected the mail and took off on the return journey. Unfortunately Mather experienced engine problems en route, being delayed at Alice Springs whilst two burnt valves were replaced. He did not reach Adelaide until late afternoon on 26 August. Mail for Adelaide was back-stamped 26 AUG 35 7 PM.

The Aircraft



VH-UXX *Faith in Australia* (construction number 231).



The Avro 618 Ten VH-UMG *Southern Star* (construction number 230), was registered on 13 November 1929 to Australian National Airways. It was sold to Hart Aircraft Services Pty Ltd, Essendon Aerodrome, re-christened *Tasman*, then acquired by ATA on 22 August 1935. Prior to ownership by ATA VH-UMG had completed a flight to



2565. AUSTRALIA WW2 - PRISONER OF WAR AND INTERNEE MAIL

By Bill Whitaker (215)

A BIT OF A MYSTERY.

When I bought this cover I assumed that because of the stamp "APPROVED MAIL / TEROWIE CAMP" that it was from a POW / Internee camp that I was unfamiliar with.

Looking through my literature on such camps I could find no reference to a camp in Terowie in South Australia. Searching the internet provided information about Terowie and that there was a military camp there in WW2. There was no information about a POW / Internment camp being located there.

It is usual for military mail to be the subject of censorship but not of "Approval." The process of approval is commonly associated with POW mail where the camp commandant (or his staff) approve the mail prior to it being forwarded into the postal system.

The question arises is this item from a POW / Internee camp of unrecorded existence or is it from the military camp using an unorthodox process?



Figure 6. Hamburg to Geelong via London and Liverpool.

With no direct mail ships to Australia European correspondents frequently routed their letters via England. Prepaid 23 schillings at Hamburg, being the correct rate to Tasmania, but overpaid for Victoria. London marked the letter as PAID on 3 October, and credited Victoria with 1d in red crayon for the colony's share of postage by a British packet.

Stamped SHIP LETTER GEELONG VICTORIA on 28 December, the day the mails arrived by the ss *Queen*, ex the wrecked *Schomberg*.

Figure 7 below is a monument in Toxteth Cemetery, Liverpool. The inscription reads: "In memory of Jane, Wife of Capt James N Forbes, who departed this life September 26th 1864, aged 33 years. Also the above Capt James Nicol Forbes, late Commander of the celebrated clipper ship "Marco Polo", who died June 14th 1874 aged 52 years." Below is a later addition: "Also Thomas Bellman of Oxford, brother-in-law of the above, who died 18 March 1889 in his 64th year." Presumably this was added by James' second wife, Ann, nee Bellman.

2567. FIRST FLIGHT, NEWCASTLE WATERS TO CLONCURRY

By John Sims (757)

I was pleased to buy this cover on eBay recently. Addressed to the well-known aerophilatelist S H Sheard, it is postmarked Newcastle Waters on 7 August 1938 and backstamped Cloncurry at 8pm on the same day. It also has two Dead Letter cachets, at Brisbane and Adelaide. A similar cover, but flown in the opposite direction on 9 August 1938, was offered for sale on eBay in February 2013, so the round flight was completed. However, the interesting thing about these two covers is that they are not recorded by Eustis in the AAMC, and as the flight was evidently anticipated by collectors, one wonders why.

I'm left with more questions than answers about this flight, about 520 miles in a straight line if it was a direct flight. Camooweal, Tennant Creek, and Brunette Downs were possible intermediates; do any covers exist? What was the airline, and who was the pilot? Was the route established as a regular service, and if so, why? Could it have been a feeder route on to Tennant Creek to connect with the Guinea Airways Adelaide to Darwin service and the flying boats to Europe? Finally, why did the cover end up in Adelaide; unless perhaps that was where Mr Sheard lived?



2568. HYERONIMUS 1d DIE 2 UNPOSITIONED FLAW V NOW LOCATED

by Stuart Wattison (1072)

Below is shown a block of four 1d Postage Dues from the Crown over C of A 1931-1937 series from material in the Arthur Bergen estate being handled by Martin Walker. The two rightmost stamps show Frame Plate 1 flaws as follows:

RP24 Flaw in ornamental border above D of DUE and

RP30 Flaw joining beading to white panel line in lower right corner (final printings only).

The lower left stamp which shows 'v 1½mm scratch through six shading lines to frame

