

## **Newport Philatelic Society**

### **Newsletter 22nd Release: Number 82 November 2020**

#### **Introduction:**

Best wishes to all and welcome to the 22<sup>nd</sup> issue of the newsletter. In this issue we have some new acquisitions from Roy of various ships mail from the Pacific islands, Graham has sent in an interesting Border Force cover and Lynne has sent in some new ideas for thematic collecting on sports and also some stamps to identify. No prizes other than the kudos of being a clever-clogs!

As always looking for contributions from all members of new stamps they have bought or something stamp related which has piqued your interest so that I can share with the rest of the society.

A short delay to the issue this time around as I have been travelling to see my new grandson so just escaped before lockdown and now in quarantine for a while. A chance to do some organising of the stamp collection(s) perhaps?

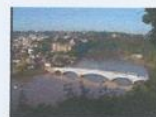
I hope you all are safe and well, best wishes to everyone.

<https://newportgwentphilatelic.weebly.com/>

## New acquisition: Les

After learning about Airgraphs from Roy last time, I then by coincidence saw and got one with a Caldicot "near Chepstow" connection.

### Chepstow Postmark (1943)



A WW2 Airgraph letter sent home dated 27/1/43 or 31/1/43 addressed to Church Cottage, Caldicot with part UNIT CENSOR cachet and the senders address was No. 7 Section, S&I Wsps Coy, No 1 Base W/shops, R.E.M.E., Persia & Iraq Forces. The airgraph was invented in the 1930s by the Eastman Kodak Company in conjunction with Imperial Airways (now British Airways) and Pan-American Airways as a means of reducing the weight and bulk of mail carried by air. The airgraph forms, upon which the letter was written, were photographed and then sent as negatives on rolls of microfilm. A General Post Office (GPO) poster of the time claimed that 1,600 letters on film weighed just 5oz, while 1,600 ordinary letters weighed 50 lbs. At their destination, the negatives were printed on photographic paper and delivered as airgraph letters through the normal Royal Engineers (Postal Section) - also known as the Army Postal Services (APS) - systems. In 1940, the British Minister of Transport, Lieutenant Colonel John Moore-Brabazon, 1st Baron Brabazon of Tara, put forward the idea that airgraphs be used to reduce both the bulk and weight of mail travelling between the Middle East Force (MEF) and the UK. The matter was referred to the APS and the GPO, who jointly investigated the possibility of using airgraphs. This eventually led to a service being instituted between England and Egypt in 1941 when 70,000 airgraphs were sent in the first batch and took three weeks to reach their destination. Kodak had offices in Cairo that were capable of processing airgraph negatives, but it was not until the appropriate equipment arrived from America to their Cairo office that the APS was able to provide a return service to the UK. In the theatres of war, the whole airgraph operation was coordinated by the APS. Completed airgraph forms were collected by the A/FPOs and forwarded to the Kodak processing plants, which were co-located with the Base APOs. The use of the airgraph was not rationed and its postage was also set at three pence (3d). Although the airgraph proved to be immediately popular, its use was limited because of its size (approx; 11cm x 13cm) and lack of privacy, so when sufficient aircraft capacity became available, its use declined in favour of the air letter.

121821

MR. J. ASHWIN  
CHURCH COTTAGE  
CALDICOT  
NR. CHEPSTOW  
MON  
SOUTH WALES

31 JAN 1943

Write the message very clearly below this line. Please see instructions on reverse.

Sender's full name and address

Cpl. Ashwin  
No. 7 Section  
S&I W/Shop Coy  
No. 1 Base W/Shop  
R.E.M.E.  
Persia & Iraq Forces

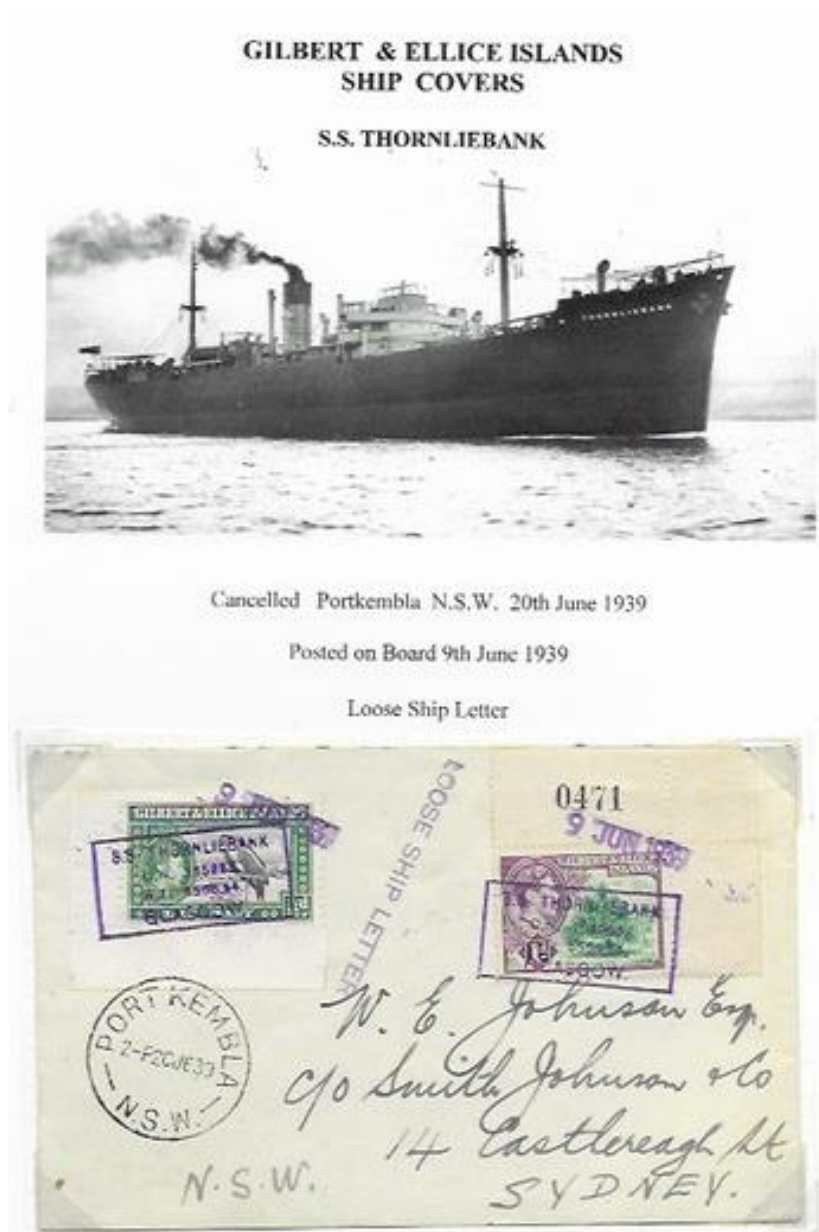
Date 27/1/43

My Darling M  
Hello darling, how are you? all  
the fell at home, glad to be able to  
tell you we are keeping well here at  
present. I have just received your Christmas  
parcel & it was quite ok & not damaged  
at all needless for me to say darling I  
think you from the bottom of my heart, we  
have had a lot of scumail. Would you  
send me on some of these new letter cards  
as they seem to get here fairly quick  
with darling this is all for now so  
cheerio & keep smiling Always your devoted  
D. Ashwin

This space should not be used.

## New acquisitions: Roy

Roy has kindly shared with us some of his new, September 2020, acquisitions. These are examples of ship's mail purchased from the late Gerry Birkett Collection. Gerry was an ardent collector of Pacific Island covers with a vast collection from Gilbert and Ellice Islands and Fiji. Gerry lived near Abergavenny and came to Newport Philatelic Society meetings to give a display on Ships mail in the late 1980s and again in 1993.



Built by J. Readhead and Sons South Shields for Andrew Weir and Sons.

Sank on 29th November 1941 by torpedo from a German U-Boat.  
240 miles north west off the Azores on route from Barry for Suez.

## GILBERT & ELLICE ISLANDS SHIP COVERS

### M.S. CAP FRIO

Built in Hamburg, Germany 1961 as a cargo vessel but with accommodation for 6 fair paying passengers.  
Sailing around the pacific rim supplying many of the islands with supplies from all over the world.



CAP line operates several vessels around world mainly to carry cargo.



Cover has three Liberia stamps cancelled by Gilbert and Ellice Island circular date canceller, dated 19th March 1971.

It has a boxed Paquabot Tarawa G&E.I.C.  
Cover addressed to Tarawa Gilbert & Ellice.



GILBERT & ELLICE ISLANDS  
SHIP COVERS

S.S. WAITOMO



C.D.S. Vancouver- British Columbia.

Received On Board Off Fanning Island 9/3/1949



Built in Vancouver Canada 1944 for the Park Steam Ship Company as S.S. Sunnyside Park renamed in 1946 as Waitomo for operations in the Pacific Rim.

GILBERT & ELLICE ISLANDS  
SHIP COVERS

S.S. THORNLIEBANK



Cancelled Portkembla N.S.W. 20th June 1939

Posted on Board 9th June 1939

Loose Ship Letter



Built by J. Readhead and Sons South Shields for Andrew Weir and Sons.

Sank on 29th November 1941 by torpedo from a German U-Boat.  
240 miles north west off the Azores on route from Barry for Suez.

### A selection of Sport Stamps: (Lynne)

Lynne has kindly sent some images of stamps on a sports theme, does anyone else in the club have a thematic collection on a specific sport(s), Olympics or other such area of interest? Let us know and sent in some images please.



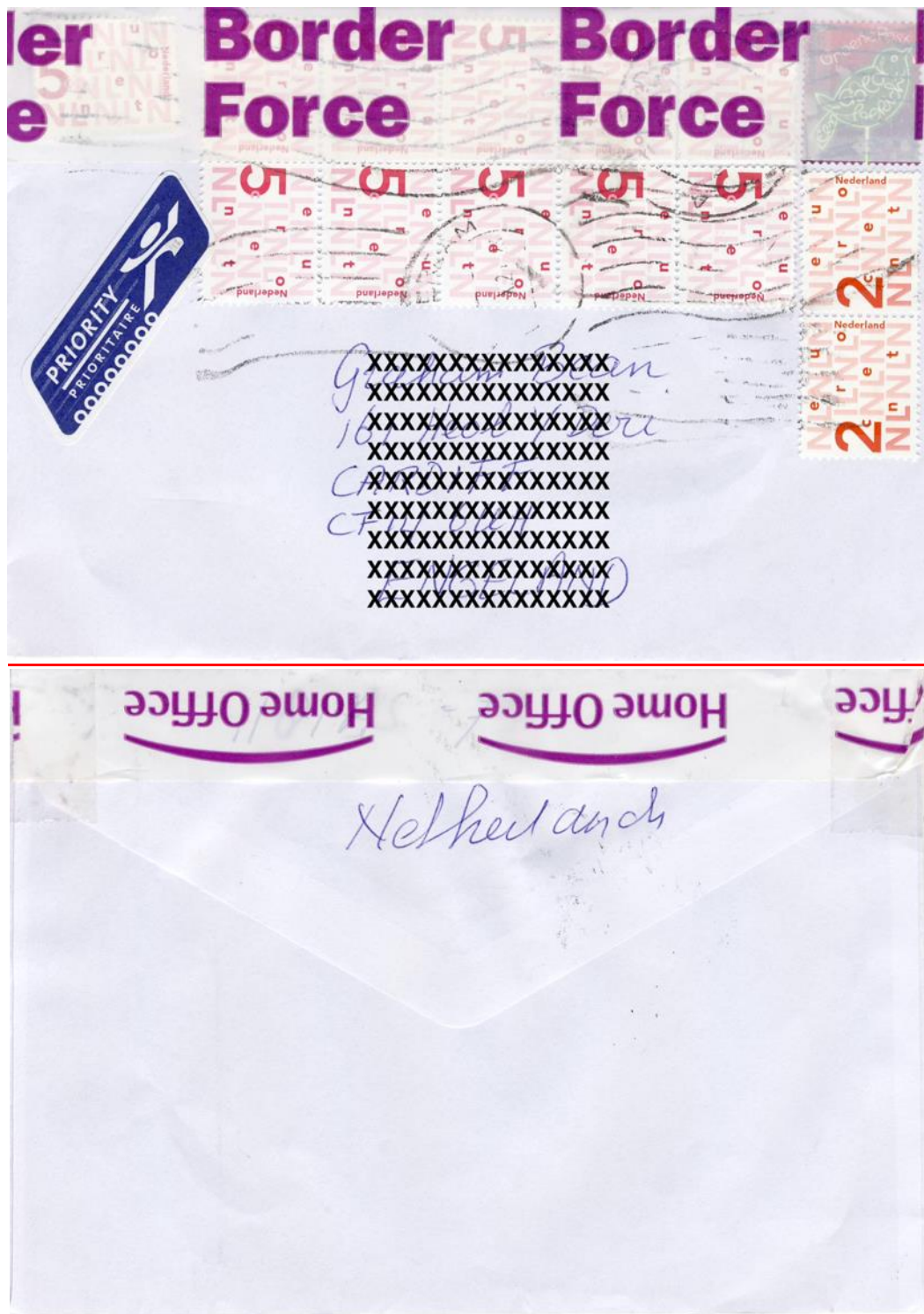






**Member single page contribution: Graham**

Graham has kindly shared with us a cover he received from the Netherlands which has been examined and then has the addition of adhesive tape from the Home Office Border force. The first time I have seen this new tape.



**Puzzle corner – Please identify the stamps: Lynne**

If you know anything about any or all of the stamps shown below please send me an email with any details at [les.ashtonsmith@gmail.com](mailto:les.ashtonsmith@gmail.com). No prizes but a well done and a big thank you from Lynne. If we need to get a higher resolution images I will do this separately.



### Final Notes:

Please keep safe and well everyone. A big thank you to Roy, Lynne and Graham for their contributions this time around. If any members would also like to make a newsletter contribution but needs some help doing so please let me know as I would be glad to help.

Any mistakes and errors are all down to me, so as before, my genuine apologies for every one of them! If anyone is receiving the newsletter in error or no longer wishes to receive it please let me know and I will remove you from the circulation list.

Until next time.

Les Ashton-Smith

### P.S.

A new item just acquired for my Chepstow collection, an 2/1/2d embossed pre-paid postal envelope with a Chepstow Mon. wavy line 1941 postmark.

