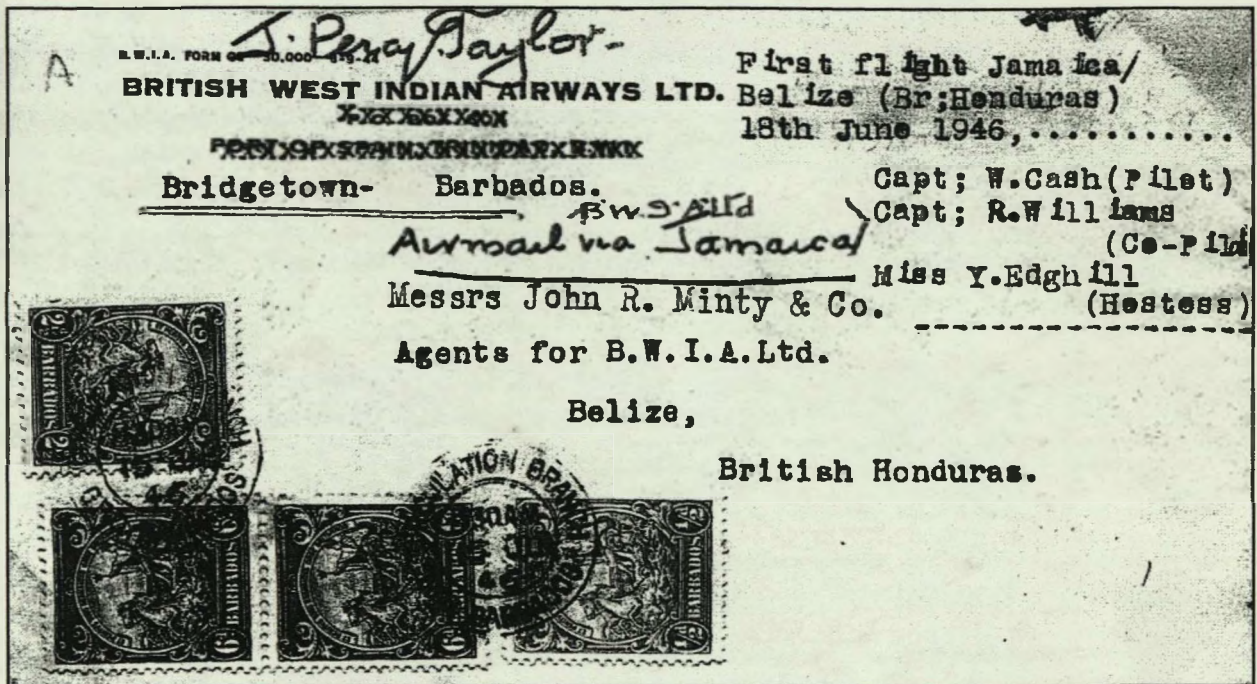


# BRITISH CARIBBEAN PHILATELIC JOURNAL

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*British West Indian Airways first scheduled flight, Barbados to British Honduras, 1946.  
This is one example of several covers illustrated in Dr. Reuben Ramkissoon's  
expansive two-part series on BWIA beginning on page 3.*





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Linking the Caribbean:**The Story of British West Indian Airways (BWIA)  
1940-2000**By **Dr. Reuben A. Ramkissoon***Of the USA*

**T**he British West Indian Airways (BWIA) has played an important role in tying the islands of the Caribbean together, and in providing a link between the islands and other parts of the world. This article relates the story of the development of BWIA, as illustrated by its postal history and the stamps issued to honor this Caribbean airline.

**The Beginnings*****Impact of World War II on Air Services Development  
(1940-45)***

Initially quite removed from the center of World War II, the strategically located islands of Trinidad and Tobago were soon drawn into an important zone of the war. This all began with the destruction of the Fort Royal Naval Air Station (RNAS) on the south coast of England in August 1940. It was then decided to relocate this important training facility to Trinidad, the second largest island of the British West Indies, where the survival of the facility, personnel, and trainees would be more assured. Based only on reports from Sir Hubert Young (the Governor of Trinidad) and Lady Young, the small airfield at Piarco, outside of Port-of-Spain, was chosen as the facility relocation site. Rapid construction resulted in the opening of the RNAS at Piarco in November 1940 (*Figure 1*), thus permanently establishing Piarco as a center for Caribbean air transport.

While the Piarco RNAS complex was being developed, Lowell Yerex, a 46-year-old New Zealander, had begun the task of organizing civil air services in the West Indies. By 1939, Yerex had, as founder of Transportes Aereos

*Continued on page 4***British Caribbean Philatelic Journal****Vol. 42, No. 2****April 2002****Whole No. 203**

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Centros Americanas (TACA), already established a reputation as a successful aviation pioneer. He was recommended by Lady Young to Sir Hubert Young, who was anxious that an experienced person head the important undertaking of linking the islands of the Caribbean by air, remembering the failure of the French with Campagnie Generale Aeropostale.

Yerex plunged into the development of an airline, using Piarco as his base, and starting with the construction of an airfield, designated Xeres Field (Figure 2). In November 1940, Yerex purchased a Lockheed Lodestar from Costa Rica, which became the fifth aircraft to be registered in Trinidad (with the designation "VP-TAX"). The service was appropriately named "British West Indian Airways" -- "British" reflecting Yerex's citizenship; and "West Indian Airways" being the geographic area of service.

A proving flight on November 23, 1940 from Piarco was the first recorded landing of an airline at Crown Point Airport in Tobago. This flight showed the adequacy of the twin-engine Lodestar for safely operating between the islands. On Monday (November 25, 1940), Yerex's senior pilot, 27-year-old "Snark" Wilson completed a proving flight between Piarco and Seawell Airport in Barbados -- soon to become the second major point of BWIA's operation. These flights were the beginning operations for BWIA, now Piarco's second-oldest institution (after the RNAS). By the end of 1940, a customs aerodrome was created at Crown Point Airport on Tobago, with the same status as Piarco and Cocorite, further facilitating the development of commercial passenger service. Regular air service between Piarco, Trinidad, and Crown Point, Tobago began at 7:00 a.m. on November 27, 1940 (Figure 3); service

between Trinidad and Barbados began on the same date at 9:00 a.m. (Figures 4-6). This was the start of one daily flight to Barbados, and 10 weekly flights to Tobago from Trinidad, along with return flights. BWIA now awaited approval from its initial month of probation. The full impact of World War II was about to arrive in the islands, and would be notable in the development of military and civilian aviation in Trinidad.

Sir Hubert had been called to Washington, D.C. for a meeting with Cordell Hull, the United States Secretary of State, and Lord Lothian, the British ambassador to the U.S.A. The Americans

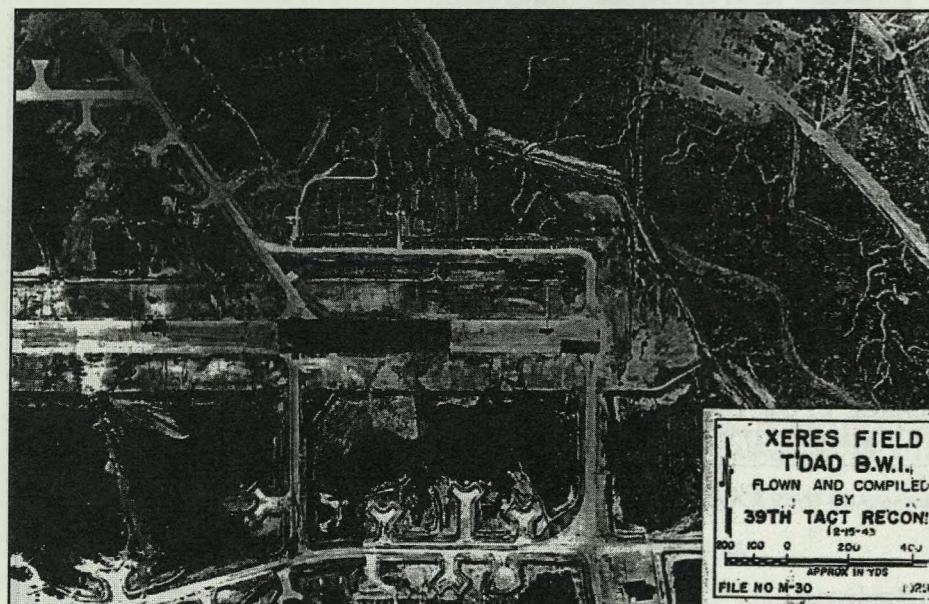


Figure 2: Construction of Xeres Field, Piarco, Trinidad, 1940  
(Photo by courtesy of John Chay).

wanted Caribbean bases to form a ring of defense for the United States. Britain was desperate for bases for convoy escorts to combat the North American German submarine "wolf packs." Trinidad and Tobago's strategic location astride the shipping routes between North and South America, and within striking distance of the route between the Cape of Good Hope and the United States, was invaluable. Furthermore, the Gulf of Paria could provide a natural harbor for a protected convoy center, overseen by air power.

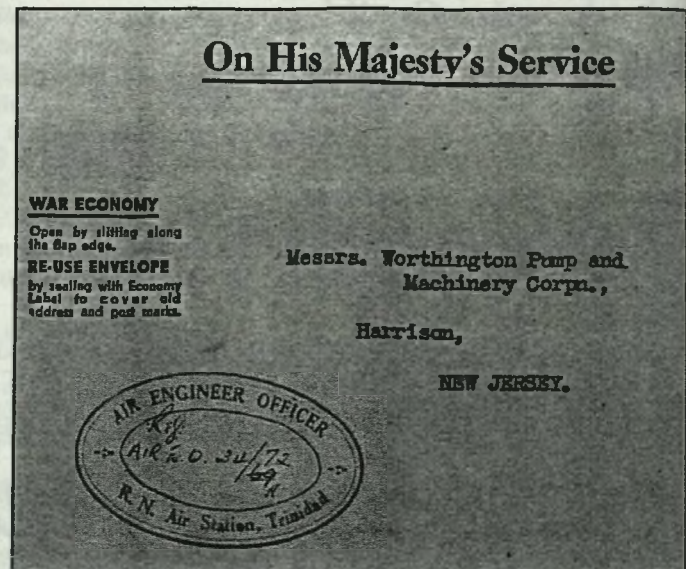


Figure 1: R.N. Air Station, Trinidad. Official War Economy, Air Engineering Officer



As Governor, Sir Hubert opposed the setting up of United States' bases in Trinidad. If necessary, he felt that such bases should not be located in the "best parts" of the island. However, fate soon took the decision out of the hands of these parties, none of whom knew that the Germans intended to turn the Caribbean basin into a major theater of operations. That development led to an extensive expansion of the Piarco RNAS during most of 1941, including the improvement of three runways (east-west, north-east, and south-east runways [Figure 7]). Several squadrons of aircraft were based at the Piarco RNAS, which was now home to over 200 aircraft at its peak. From 1941 to mid-1943, Trinidad and Tobago reached its maximum development of wartime aviation facilities, with a total of 12 operational runways (including those at Fort Read, Cumoto, Waller Field and Edinburgh).

The initial sources of the German U-Boat campaign in the area was mainly checked by aircraft operations from Trinidad. Not only were the bases around Chaguaramas and Fort Read involved, but many additional centers of American troops provided a web of military activity, the center of which was the Piarco airfield. These wartime operations, especially at Piarco, created facilities that would remain important in the postwar development of civil aviation.

Throughout the period of escalating military activities, BWIA continued its operations, but with some difficulties. Restrictions on routes and approved entry corridors to and from Trinidad were enforced. As civil aviation crossed the Trinidad coast, all passenger windows were required to be closed to safeguard the military presence on the island.

In mid-1942, BWIA responded with charter flights between U.S. bases in the Caribbean to Miami, on behalf of the United States military. About this time, Yerex applied for permission in the United States for extension of his routes of service to Miami. Permission was not

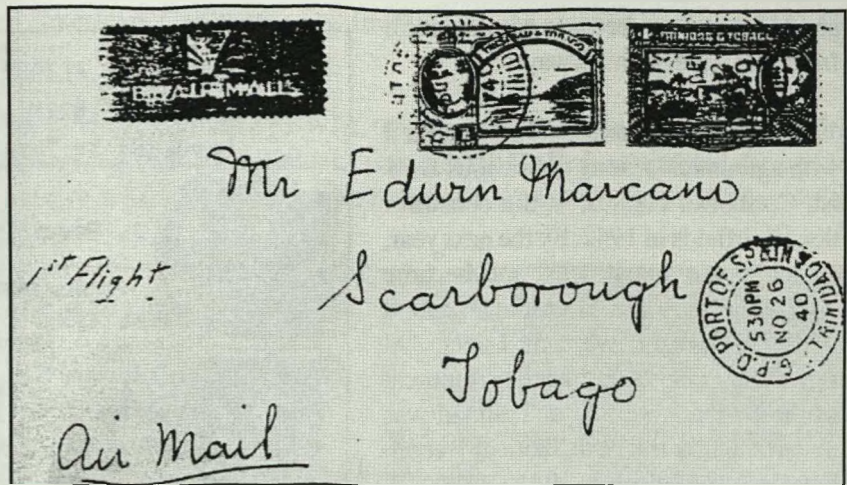


Figure 3: First regular BWIA flight, Trinidad to Tobago, November 27, 1940.

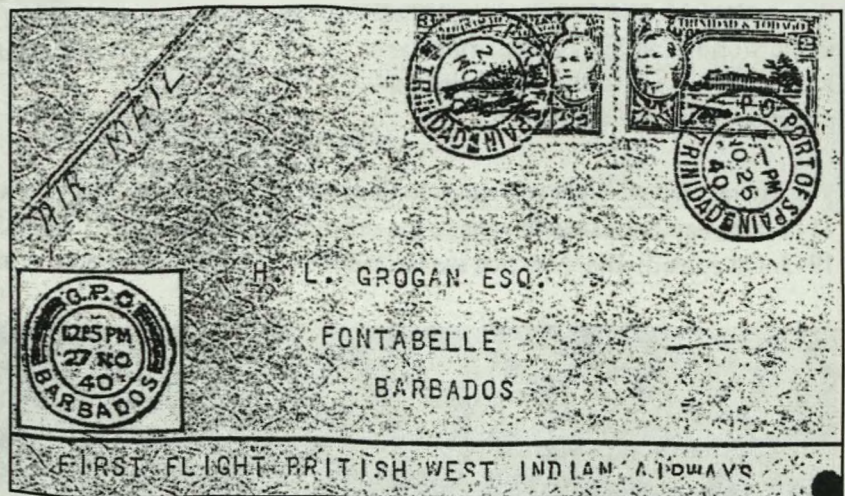


Figure 4: First regular BWIA flight, Trinidad to Barbados, November 27, 1940.



Figure 5: First regular BWIA flight, Barbados to Trinidad, November 27, 1940.



granted, however, because of opposition from Pan American Airways.

BWIA service expansion continued with agreement among the various British Caribbean islands, in the construction of airfields in 1942. By the next year, airfields were constructed and became operational at Pearls, Grenada; Diamond Field, St. Vincent; Vigie, St. Lucia; Antigua, and St. Kitts. Further development of the Piarco Air Field in Trinidad was undertaken by the 39th Tactical Reconnaissance Squadron in 1944 (Figure 7). As shown in Table 1, the airmail rate of 5¢ from Trinidad (or 2½d.) per one-half ounce was one of the lowest airmail rates in the world. The higher rate from Barbados (4d.) is a reflection of their non-participation in the agreement.

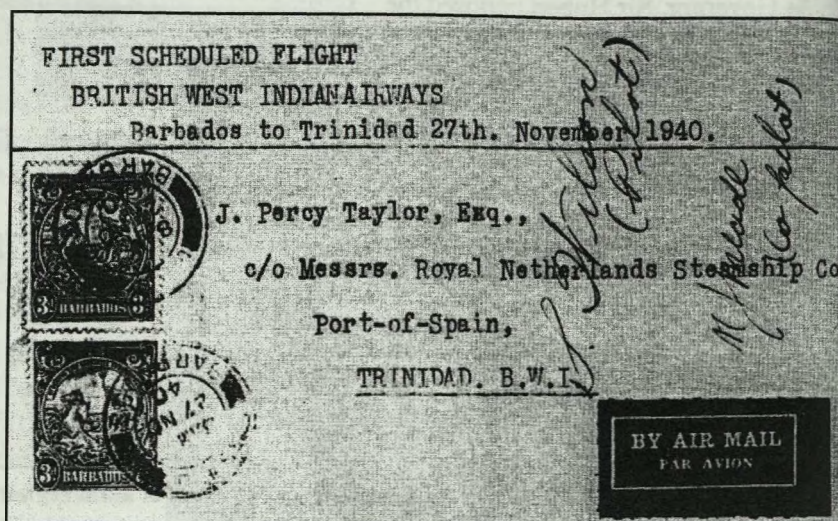


Figure 6: First regular BWIA flight, Barbados to Trinidad, November 27, 1940, signed by pilot "Snark" Wilson and the co-pilot (Edmund A. Bayley collection).

The first official flight was made to Grenada on January 16, 1943, followed by a weekly airmail service on March 11 of that year. Service extension to the other Leeward Islands (St. Lucia, Antigua and St. Kitts) began on March 22, 1943. On June 3, 1943, service was extended to St. Vincent. A formal mail and passenger service contract was in

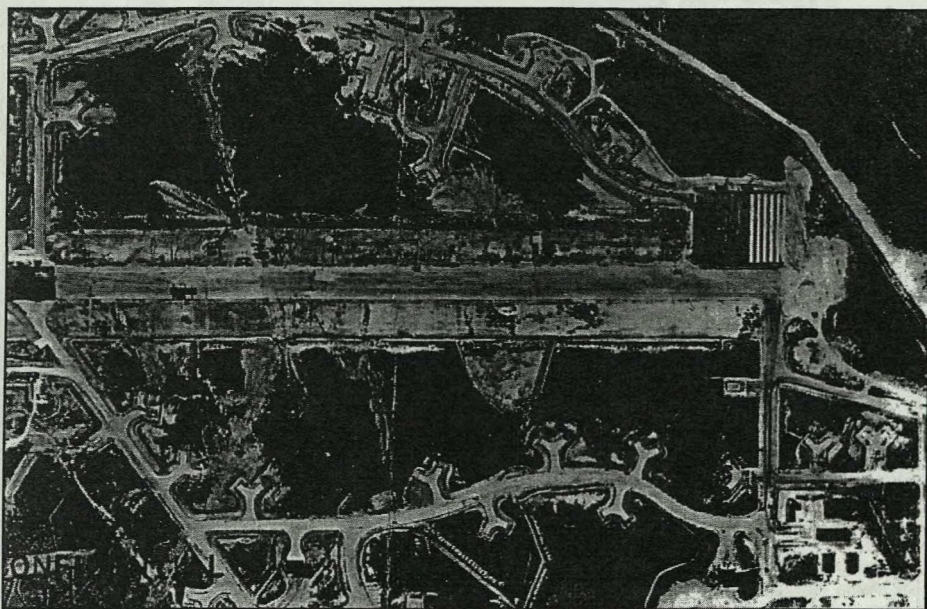


Figure 7: Development of the Piarco Air Field, Trinidad, 1944 period of World War II by the Tactical Air Squadron (Photo courtesy of John Chay).

place on January 21, 1944. Uncached covers from Grenada and St. Lucia are known for these flights. BWIA was now serving the Caribbean region by carrying some 35,000 passengers, 25,000 kilograms of mail, and 68,200 kilograms of freight. While continuing to expand its routes, BWIA had now linked Trinidad, Tobago, Grenada, St. Lucia, Barbados, St. Vincent, Antigua and St. Kitts by mid-1943 (Figures 3-6, 8-10). These covers illustrate the importance of Barbados as a link in the BWIA network, through which many of the other destinations were connected with Piarco at Trinidad.

At this stage, the ownership of the airline was divided between

Yerex (60%), the British Government (20%), and the public (20%). The British Overseas Airways Corporation (BOAC) had obtained the right to appoint one director to the BWIA board, on behalf of the British Government. In October 1943, Yerex contracted to sell 40% of his BWIA shares to Transportes Aereos Centros Americanos (TACA), which was partly American-owned. The British wanted to avoid losing the airline to TACA, and while Yerex was away on one of his frequent trips to Brazil in the interest of Aerovias Brazil (an airline he had founded), a boardroom coup took place, with new shares being issued. The Trinidad Government now took over controlling interest (43%), other West Indian governments and local interests (16.5%), leaving Yerex and TACA with 40.5%. Lowell Yerex was appointed Managing Director, but resigned shortly thereafter. His influence on BWIA's operations was now in de-



cline. After the war, this pioneer of Central American, Caribbean, and South American aviation immigrated to Argentina, where he died in 1968.

A second Lodestar and a second Lockheed 12 were acquired by BWIA. These aircraft were soon lost: one to a fire during refueling at Piarco; the other, to a runway accident. The original Lodestar (VP-TAE) first suffered damage to a wing and its fuselage when it ran off the runway at St. Lucia; it was then found to need a new engine. So, for a brief period, the airline operated the following impressive service schedule with a single flight-worthy aircraft!

**1x/ week:**

Trinidad-Grenada-St. Lucia  
Trinidad-Barbados-Antigua-St. Kitts-Antigua-Barbados-Trinidad (round trip)  
Trinidad-Grenada-St. Vincent-St. Lucia-Barbados  
Trinidad-Tobago

**11x/ week:**

Trinidad-Barbados

In 1944, Yerex was replaced by K.T. Murray, who attempted to acquire more of the 14-passenger Lodestar aircraft for the BWIA fleet with the help of the British Government. Instead, he was forced to purchase Lockheed 14's. These were converted Hudson IIIA anti-submarine bombers with an eight-seat capacity; baggage was carried in the former bomb bays. They were delivered for service during September to November 1944, modified for civilian use, and registered VP-TAJ, VP-TAK and VP-TAL respectively.

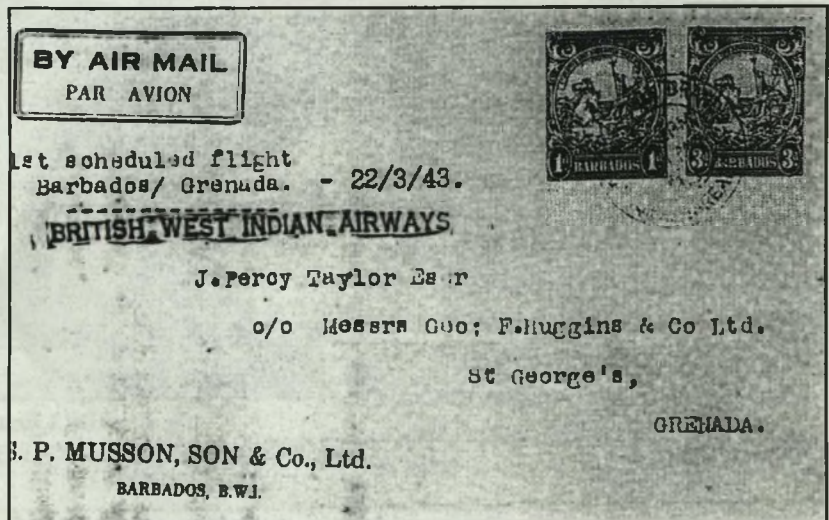


Figure 8: BWIA first scheduled flight, Barbados to Grenada, March 22, 1943 (Edmund A. Bayley collection).



Figure 9: BWIA first scheduled flight, Barbados to St. Kitts, March 25, 1943 (Edmund A. Bayley collection).

### Post World War II Expansion (1945-50)

Despite these setbacks, BWIA instituted a wartime weekly service between Trinidad and Jamaica (via Barbados and St. Kitts), using a converted Lockheed L14 Super Electra aircraft, on December 13, 1944 (Figures 9 and 10). This service to Jamaica was supposed to be extended to British Honduras (Belize) on March 4, 1945, but appears to have been delayed until June 18, 1946 (Figure 11). The route included a stop in Ciudad Trujillo, Dominican Republic later that year, and thus became the first foreign country to be served on a regularly-scheduled BWIA route. There are no recorded covers for either the Belize supposed stop, or from the Dominican

Republic. Covers to Jamaica show a purple-boxed cachet, "FIRST FLIGHT/ B.W.I. AIRWAYS/ TRINIDAD-JAMAICA." All mail seen from this flight appears to have been censored, and show the "IC/TRI" Imperial Censor at Trinidad handstamp on reverse. A different cachet in purple is noted on the covers from Jamaica to Trinidad, "First Flight/ December 18, 1944/ Kingston--Port-of-Spain/ British West Indian Airways/ Trinidad," with examples of censor handling (Figure 12).



Airmail to Trinidad from British Guiana has been recorded in April 1939 by a 38 x 11mm boxed violet handstamp "TO TRINIDAD/ BY AIR MAIL," on mail for onward forwarding. BWIA service to British Guiana from Trinidad did not begin until six years later, on September 6, 1945 (Figure 13), following the completion of an airport at Mackenzie. It utilized a converted Lockheed 14 aircraft piloted by Captain D.W. Douglas. No mail service was provided for the return trip to Trinidad, likely due to the fact that PAA held the mail contract. Service between Barbados-British Guiana (Demerara) was inaugurated on November 1, 1945. No cachet service was provided for the first flight covers, but documentation of the crew on flown covers has been recorded (Figure 14). Services to St. Vincent were curtailed because of an unsafe Diamond Field and a shortage of aircraft (1944). After a brief resumption of service on March 5, 1945, further service was suspended on May 31, 1945 due to protests from the aircraft pilots.

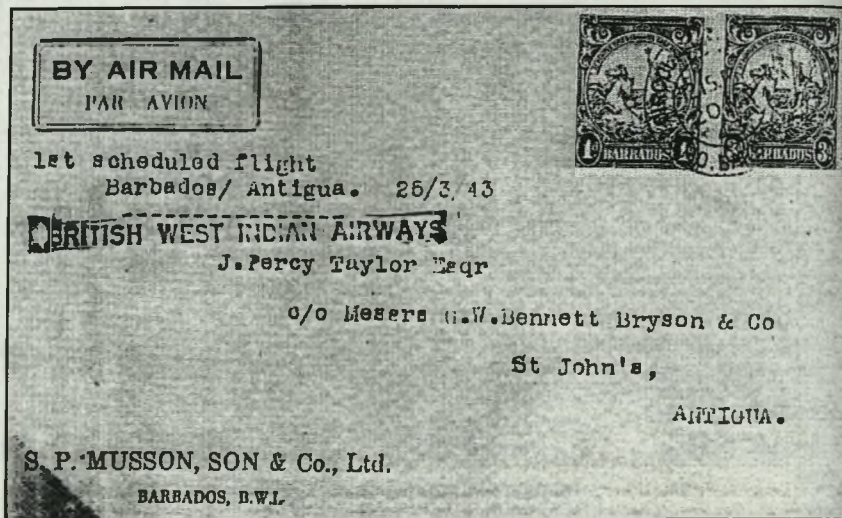


Figure 10: BWIA first scheduled flight, Barbados to Antigua, March 25, 1943 (Edmund A. Bayley collection).

Following the war, Maurice Banks, the Director of Civil Aviation, guided the expansion of BWIA. The pilots were survivors of the war (Fernand Farfan, Philip Kelshall and Esmond Farfan). Kelshall was to become the first person from Trinidad and Tobago to be appointed as the Chief Executive of BWIA; and later (1963) became the General Manager. In August 1947, ownership of BWIA passed to the short-lived British South American Airline (BSAA), which had acquired 47% of BWIA shares initially, and the remainder on October 1, 1947. BWIA was renamed the British International Airways (BIA), but within a year, it was reorganized on June 24, 1948 with a capital of TT\$3-million. The new private company -- BWIA Limited -- took over the unexpired portion of the company's agreements with the governments of Trinidad & Tobago, the Windward and Leeward Islands. This secured their right to carry mail between the islands, except for Barbados, which again did not enter the agreement.

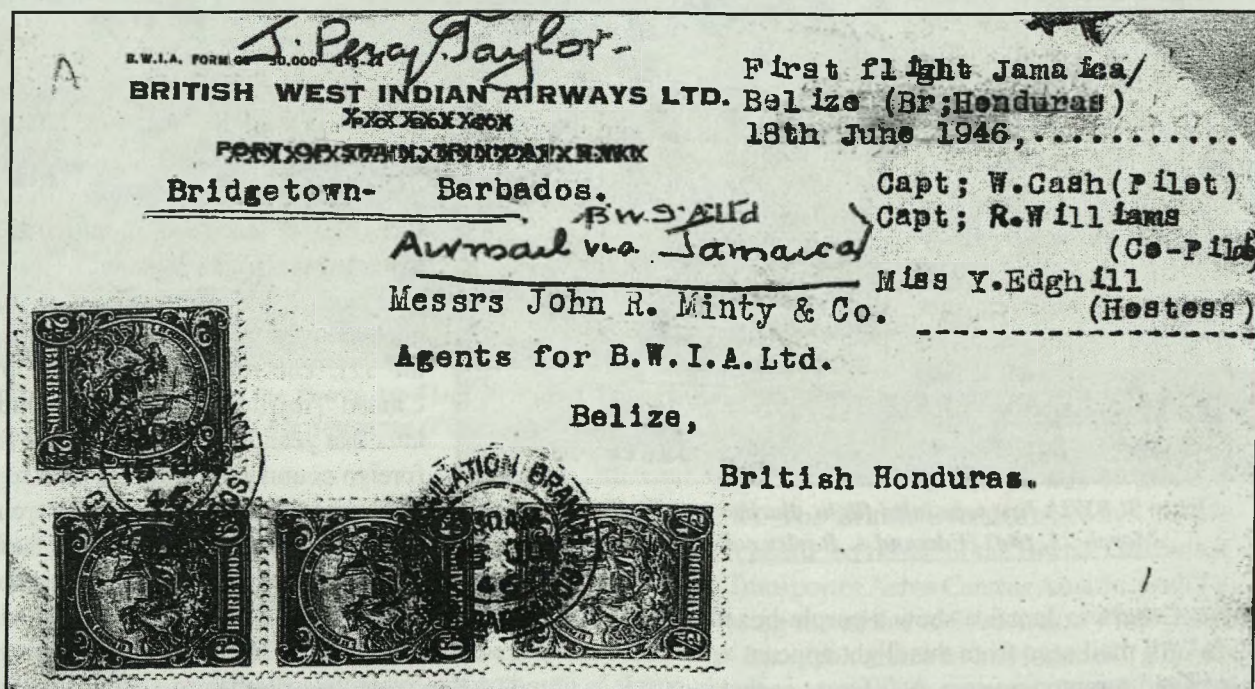


Figure 11: BWIA first scheduled flight, Barbados to British Honduras (Belize), Central America, delayed from March 4, 1945; occurred on June 18, 1946 (Edmund A. Bayley collection).



The same year, BWIA acquired a fleet of Lodestars and Vickers Vikings, having disposed of its Lockheed 14's. The Vikings were twin-engine aircraft that accommodated 24-27 passengers. They were delivered in early 1949, increasing the performance required for the extension of service to the British Caribbean, Bermuda, Puerto Rico and the United States. In August 1948, BWIA received by transfer from BSAA the international service routes (Nassau to Miami and Palm Beach, Florida) of Bahamas Airways (BAL) which it had acquired. Trinidad-Venezuela service began to LaGuaira on May 3, 1948. Service to the French islands of Martinique and Guadeloupe was incorporated into a regular 3x/ week service by May 1950. Service between Barbados and Guadeloupe began on May 17, 1950 (Figure 15). BSAA also acquired British Caribbean Airways Ltd. (BCA), which was a Jamaica-based airline with service between Kingston and Montego Bay, the Bahamas and Miami. Two DC-3 aircraft were included in the transaction. The operations and service routes of BCA were merged with BWIA. When on July 30, 1950 BSAA was amalgamated with the British Overseas Airways Corporation (BOAC), BWIA became a wholly-owned subsidiary of BOAC. The acquisition of BCA now made it possible for BWIA to operate services to Miami, using the Vickers Viking aircraft acquired in 1949. Covers from the first flight (Figure 16) show a purple cachet, "British West Indian Airways/ FIRST FLIGHT/ TRINIDAD, B.W.I./ MIAMI, U.S.A./ April 6, 1950." Other routes serviced included Nassau, Bahamas, Haiti, and Puerto Rico. ✉

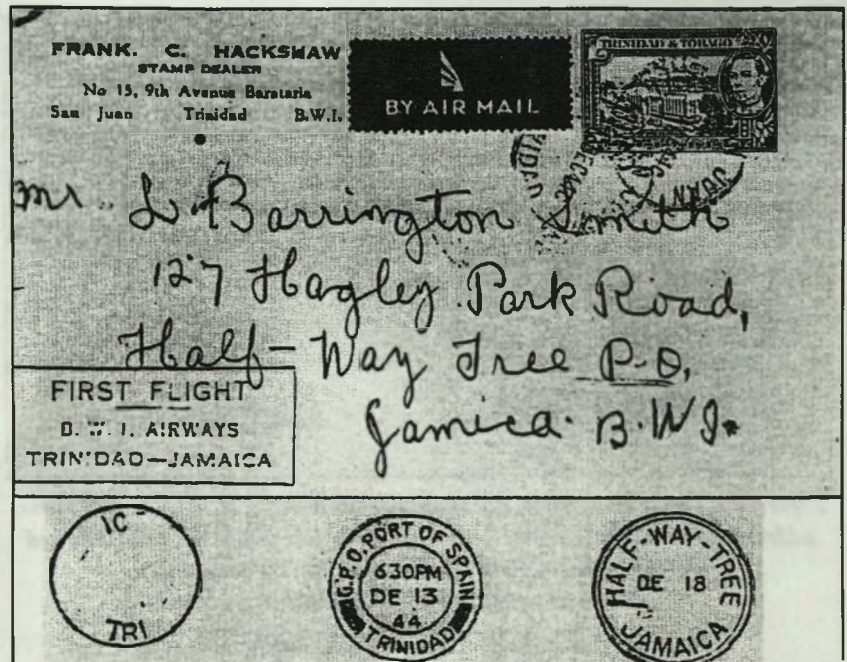


Figure 12: First BWIA flight, Trinidad to Jamaica, via Barbados and St. Kitts. Dispatched from San Juan, Trinidad, this cacheted cover shows GPO Port-of-Spain, Trinidad of December 13, 1944 dispatch, Trinidad Imperial censor "IC/TRI" handstamp, and arrival datestamp of Halfway Tree, Jamaica on the same day.

**NEXT: Into the Jet Age (1951-69) and to date.**

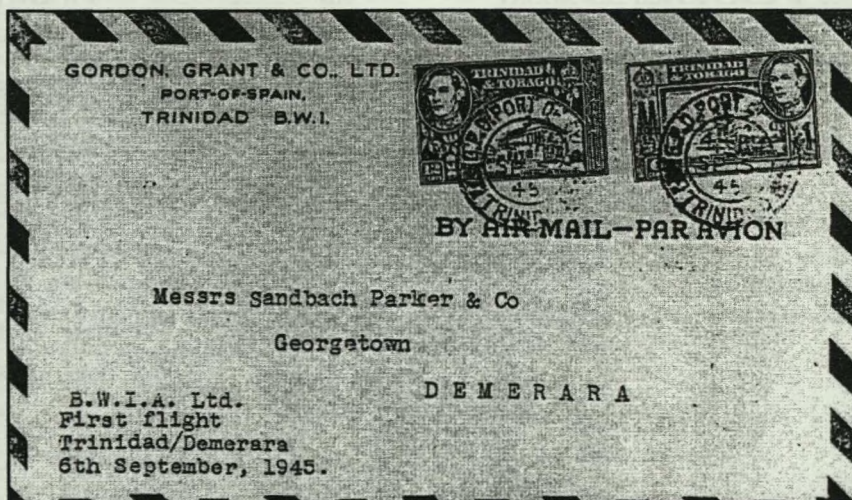


Figure 13: BWIA first scheduled flight outside the Caribbean, Trinidad to British Guiana (Demerara), dispatched on September 6, 1945.



Figures 14-16 are shown on this page.

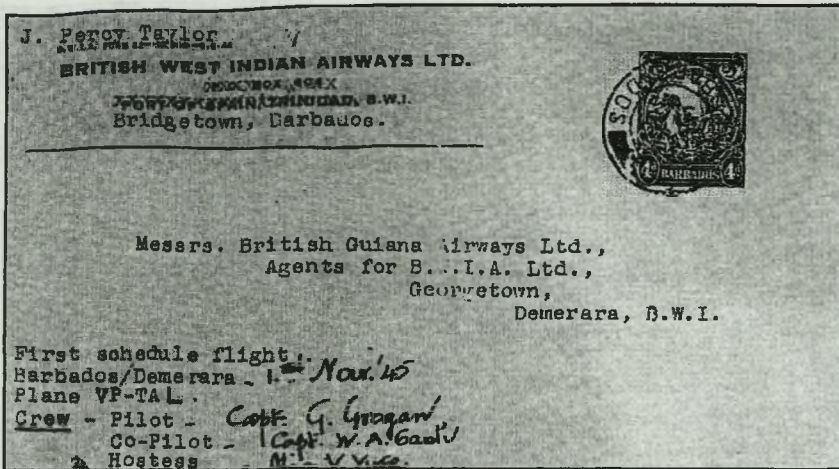


Figure 14: The BWIA flight, Barbados to "Demerara, B.W.I." is, of course, addressed to British Guiana, SA (South America, not B.W.I.) postmarked on November 1, 1945 (Edmund A. Bayley collection).  
 [NOTE: Demerara is a local spelling and is used interchangeable with Demarara.]

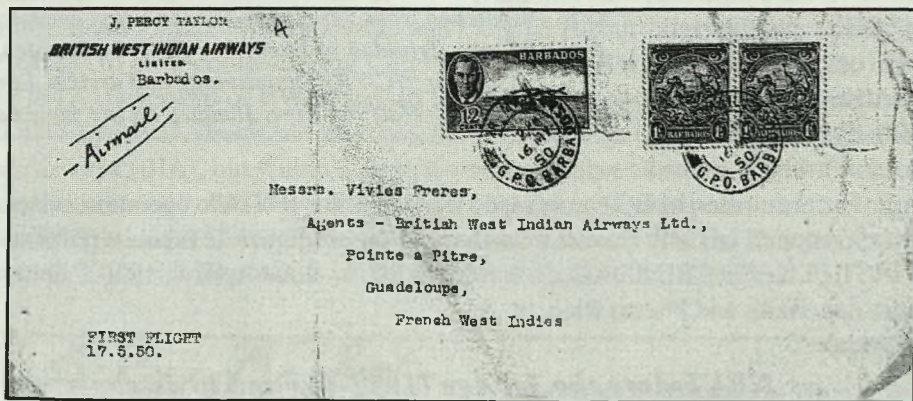


Figure 15: BWIA unsorted first flight, Barbados to Guadeloupe, F.W.I., May 17, 1950 (Edmund A. Bayley collection).

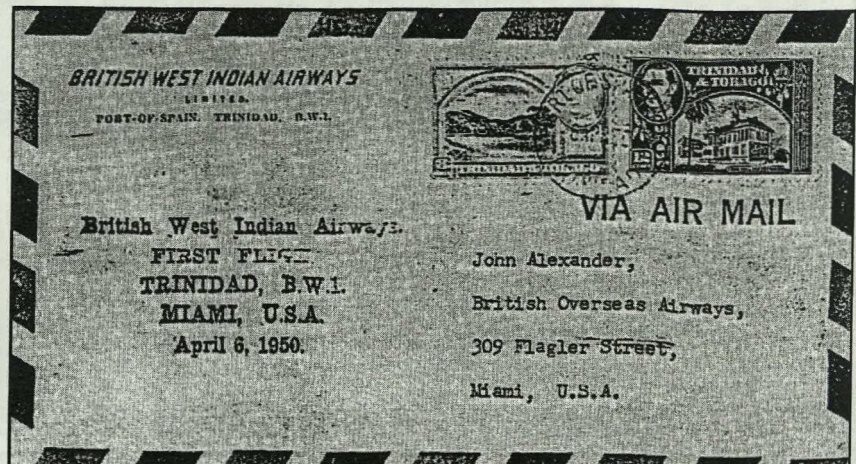


Figure 16: BWIA first flight cacheted cover to Miami, April 6, 1950.



Table I. 1940-2000. AIR MAIL Rates (per half ounce) Trinidad &amp; Tobago (T&amp;T)

Year	Route From	To	Rate		Comments
			Outgoing	Incoming	
1940	Trinidad	Tobago	5¢	5¢	BWIA Intra-colony flight
	Trinidad	Barbados	5¢	5d	BWIA first regional flight
<i>1-1940</i>	<i>T&amp;T</i>	<i>USA</i>	<i>30¢</i>		<i>Registration: 6¢</i>
		<i>UK</i>	<i>68¢</i>		<i>NY air, onward steamer</i>
<i>5-1940</i>	<i>T&amp;T</i>	<i>overseas</i>	<i>30¢</i>		<i>UK steamer; onward air</i>
		<i>USA, UK, onward</i>	<i>54¢</i>		<i>NY air; UK steamer; onward air</i>
		<i>UK</i>	<i>96¢</i>		<i>Via North Atlantic route</i>
<i>3-1941</i>	<i>T&amp;T</i>	<i>as designated</i>			<i>Red Cross Postal message scheme</i>
<i>12-1941</i>	<i>T&amp;T</i>	<i>African countries</i>	<i>48-80¢</i>		<i>FAM 22 Miami-Africa via Trinidad &amp; Brazil</i>
1943	T&T	Windward Is.*	5¢	2.5d	BWIA - one of the lowest airmail rates
	Barbados	Windward Is.*	4d		also Leeward Islands service**
	Barbados	Leeward Is.**	4d		Last WWII BWIA expansion flight
	T&T	Leeward Is.**	5¢	2.5d	
1944	T&T	Jamaica***	5¢		Mail censored (IC/TRI) handstamp
	Barbados	Jamaica	4d		
	Jamaica	Trinidad	6d		Mail censored
	T&T	Dom. Republic****	18¢		BWIA first foreign service destination
10-1945	T&T	British Guiana	5¢		First post-World War II expansion; via PAA 18¢
	Barbados	British Guiana	4d		First post-war expansion BWIA from Trinidad
1946	Barbados	British Honduras	1/3		First flight Jamaica-Belize (British Honduras)
6-1947	T&T	British Guiana	6¢		USA: 18¢
1950	T&T	Antigua	5¢		(foreign) 8¢
	Barbados	British Guiana	4d		
	Barbados	Guadeloupe, F.W.I.	18¢		Service extended to the French West Indies
1950	T&T	USA (Miami)	20¢	10¢	Viscount aircraft service
1955	T&T	Bermuda	16¢	9d	Viscount aircraft service
	T&T	Jamaica	6¢	6d	Viscount aircraft service
	Barbados	P.Rico: 12¢; USA:	20¢		Viscount aircraft service
	Barbados	Bermuda	16¢		Viscount aircraft service
1956	T&T	Barbados	6¢		Viscount aircraft service
4-1958	T&T	BWI: 8¢ USA:	25¢		Second class rate: 6¢ (minimum); USA: 8¢
10-1958	T&T	UK	36¢	1/3	BOAC Jet-prop service between UK-
	Bermuda	T&T	9d		- Bermuda-
	Venezuela	T&T	50¢	15¢	- Venezuela-Trinidad
1960	T&T	Barbados: 8¢; UK:	36¢		Trans-Atlantic****; to Barbados 8¢
1961	T&T: Barbados	USA (UN, NY)	25¢	10¢	Jet aircraft service introduced
1968	T&T	USA	30¢	30¢	
1974	T&T	UK (London)	40¢	7.5d	UK pictorial handstamp
1980	T&T	British Caribbean	35¢		USA, etc. 50¢
1985	T&T	Zone A	65¢		Eastern Caribbean
		Zone B	80¢		Belize, V.I., Turks & Caicos Is., Venezuela
		Zone C	95¢		UK, USA, Canada
		Zone D	\$1.10		Europe, Middle East
		Zone E	1.50		Africa, Far East
1988	T&T	Zone A	1.00, 70¢		First, Second Class rates
		Zone B	2.00, 1.25		First, Second Class rates
		Zone C	2.25, 1.50		First, Second Class rates
		Zone D	2.50, 1.75		First, Second Class rates
		Zone E	2.75, 2.00		First, Second Class rates
1993	T&T	Zone A	1.25		Caribbean; Second Class rate abolished
		Zone B	2.50		The Americas; Second Class rate abolished
		Zone C	3.00		Rest of the world; Second Class rate abolished
1999	T&T	Zone A	2.00		Caribbean
		Zone B	3.75		The Americas
		Zone C	4.50		Europe
		Zone D	5.25		Rest of the world
		Postcard (20gm)	3.25		Anywhere in the world

**Note:** The routes and rates listed in italics during the early 1940s period precede BWIA operations, but are included for correlation and completeness, as these represent vital air mail service links during World War II.

\*Windward Islands: Grenada and St. Vincent; \*\* Leeward Islands: Antigua and St. Kitts; \*\*\* Via Barbados and St. Kitts; \*\*\*\* Via Barbados, St. Kitts, Dominican Republic, Jamaica (service extension); \*\*\*\*\* Via Barbados, and New York.





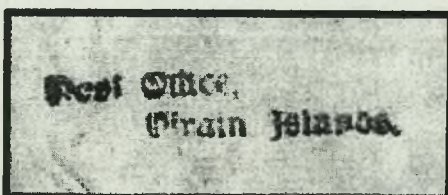
# British Virgin Islands Post Office and Postmaster Markings

By Peter Kaulback  
*President*

In Bulletin 191 of the BWI Study Circle (December 2001), Clary Holt wrote about the Department Marks of the British Virgin Islands. Mr. Holt had received a First Day Cover from Kevin May (of Ipswich, England) on which was a “double oval with a crown in the centre with Postmaster Virgin Islands in the border”. Mr. Holt contacted J.L. ‘Jay’ Fredrick, who for many years had been our Study Group Leader for BVI, and obtained information on this marking and others. I believe that I am able to add some information to that provided by Mr. Holt with the assistance of Mr. Fredrick.

The following are examples and data from my collection of British Virgin Island post office and postmaster markings. These include examples of all the markings that Mr. Fredrick refers to, however, with all due respect to Mr. Fredrick, I believe that there are in fact ten different types of oval ‘Postmaster/Virgin Islands’ markings rather than the four that he notes. I have illustrated all these markings, and provided a table of dimensions at the end.

The straight line script ‘Post Office/  
Virgin Islands’ marking.

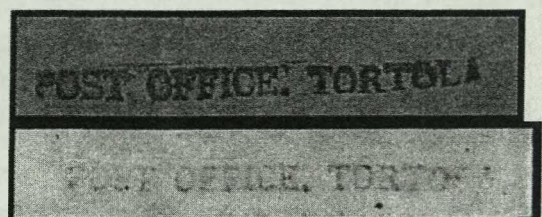


SL (PO VI)

Top line – 24 mm, lower line – 32mm.

Recorded used Jan.11 1924

The straight line ‘Post Office/Tortola’  
marking.



SL (PO T)

Length - 53mm, height 4mm, capitals with serifs.

Recorded used April 17 1928 and July 27 1944



**The straight line 'Postmaster / British Virgin Islands' marking.**



**SL (PM BVI)**

Top line – 43 mm, height 4mm, lower line – 58mm, height 3mm, capitals.

Recorded used February 5 1948 and October 23 1959.

**The oval 'Postmaster / West End' marking.**



**O (PM WE)**

Outer oval (a thicker outer line and a thinner inner line) – 50mm by 31mm.

Inner oval – 35mm by 17mm.

Separators; five-pointed stars (large).

Crown dimensions – 10mm (sideways) by 8mm (top to bottom).

Recorded used August 20 1968



**O (PM VI) 2**

Outer oval (a thicker outer line and a thinner inner line) – 48mm by 30mm.

Inner oval – 34mm by 16mm.

Crown dimensions – 11mm (sideways) by 12mm (top to bottom).

Separators; appear to be different – a cross on the left, and four points on the right.

Recorded used May(?) 14 1957 and February 22 1958, both OHMS, with postage.

**The oval 'Post Office / Tortola' marking.**



**O (PO T)**

Outer oval – 42mm by 26mm, inner oval 30mm by 16mm. POST OFFICE in serified letters, TORTOLA non-serified

Separators; multi-pointed stars, much larger on the left than the right.

Recorded used March 21 1904

**The oval 'Postmaster / Virgin Islands' markings.**



**O (PM VI) 1**

Outer oval (a thicker outer line and a thinner inner line) – 47mm by 31mm.

Inner oval – 33mm by 18mm.

Crown dimensions – 19mm (sideways) by 12mm (top to bottom).

Separators; multi-pointed stars (small).

Recorded used March 29 1932 (Jay Fredrick),

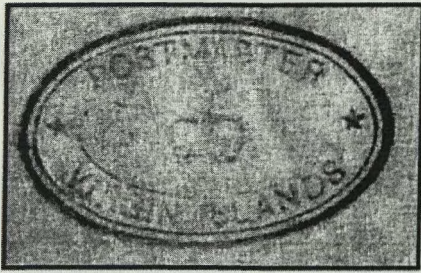
July 14 1938 (no damage), October 30 1947

(some damage to outer frame and to L in ISLANDS), and June 2 1953 (damage more apparent).

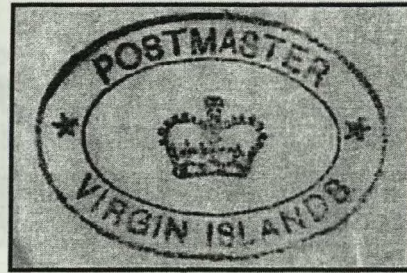
Note: both earlier usages are on OHMS envelopes, without postage, while the 1953 use has postage.

*Continued on page 14*



**O (PM VI) 3**

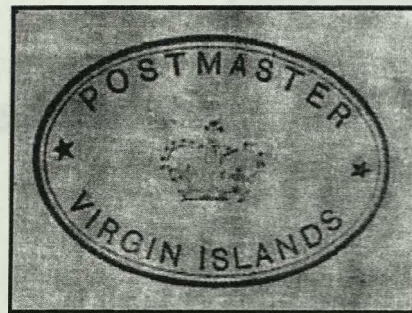
Outer oval (a thicker outer line and a thinner inner line) – 51mm by 31mm.  
 Inner oval – 33mm by 11mm.  
 Crown dimensions – 10mm (sideways) by 7mm (top to bottom).  
 Separators; five-pointed stars (large).  
 Recorded used March 7 1966, OHMS without postage.

**O (PM VI) 4**

Outer oval (a single line) – 48mm by 33mm.  
 Inner oval – 35mm by 21.5mm.  
 Crown dimensions – 15mm (sideways) by 11mm (top to bottom).  
 Separators; five-pointed stars (large).  
 Recorded used; earliest known date August 30 1966 to latest known date, February 26 1982; all examples OHMS without postage.

**O (PM VI) 5**

Outer oval (a single line) – 46.5mm by 32mm.  
 Inner oval – 35mm by 20 mm.  
 Crown dimensions – 14mm (sideways) by 10mm (top to bottom).  
 Separators; five-pointed stars (medium).  
 Recorded used; September 5 1968, OHMS without postage.

**O (PM VI) 6**

Outer oval (a thicker outer line and a thinner inner line) – 49 mm by 34mm.  
 Inner oval – absent.  
 Crown dimensions – 15mm (sideways) by 11mm (top to bottom), very detailed.  
 Separators; five-pointed stars (medium).  
 Recorded used; October 14 1976, and February 28 1987, both OHMS without postage.

**O (PM VI) 7**

Outer oval (a single line) – 49mm by 34mm.  
 Inner oval – absent.  
 Crown dimensions – 18mm (sideways) by 15mm (top to bottom), with unique top central ornament.  
 Separators; five-pointed stars (small).  
 Recorded used; earliest known date July 13 1995 to latest known date, February 22 1996, all examples OHMS to other postal administrations, without postage.

**O (PM VI) 8**

Outer oval (a single line) – 50mm by 34mm.  
 Inner oval – absent.  
 Crown dimensions – 15mm (sideways) by 12mm (top to bottom).  
 Separators; five-pointed stars (large).  
 Recorded used; earliest known date August 15 1995 to latest known date, March 13 1996, both examples OHMS to other postal administrations, without postage.



**O (PM VI) 9**

Outer oval (a thicker outer line and a thinner inner line) – 49 mm by 34mm.

Inner oval – absent.

Crown dimensions – 15mm (sideways) by 12mm (top to bottom), very detailed.

Separators; five-pointed stars (medium), located closer to top line.

Recorded used; January 27 1989, OHMS without postage.

**O (PM VI) 10**

Outer oval (a single line) – 50mm by 34mm.

Inner oval – absent.

Crown dimensions – 15mm (sideways) by 12mm (top to bottom).

Separators; five-pointed star, larger than in O (PM VI) 9, and centred.

Recorded used; April 17 1997, OHMS to other postal administration, without postage.

### British Virgin Islands; Table of dimensions and dates of the Straight Line and Oval Markings

#### The Straight Line Markings

##### 'Post Office / Virgin Islands'

Type		Top line		Lower line		Lettering	Dates of usage d/m/y	
Kaulback	Fredrick	height (mm)	length (mm)	height (mm)	length (mm)		Earliest	Latest
SL (PO VI)	1	3	24	3	32	fancy script	11/1/24	11/1/24

##### 'Post Office / Tortola'

Type		Text		Lettering	Dates of usage d/m/y	
Kaulback	Fredrick	height (mm)	length (mm)		Earliest	Latest
SL (PO T)	1	5	55	capitals, with serif	17/4/28	27/7/44

##### 'Postmaster / British Virgin Islands'

Type		Top line		Lower line		Lettering	Dates of usage d/m/y	
Kaulback	Fredrick	height (mm)	length (mm)	height (mm)	length (mm)		Earliest	Latest
SL (PM BVI)	1	4	43	3	59	capitals, no serif	5/2/48	23/10/59

#### The Oval Markings

##### 'Post Office / Tortola'

Type		Oval dimensions (mm)		Crown dimensions (mm)		Separators	Dates of usage d/m/y	
Kaulback	Fredrick	Outer	Inner	Width	Height		Earliest	Latest
O (PO T)	1	42 x 26.5	31 x 16	11	12	multi-pointed stars	21/3/04	21/3/04

##### 'Postmaster / West End'

Type		Oval dimensions (mm)		Crown dimensions (mm)		Separators	Dates of usage d/m/y	
Kaulback	Fredrick	Outer	Inner	Width	Height		Earliest	Latest
O (PM WE)	1	50 x 31	35 x 18	10	8	five-pointed stars	20/8/68	20/8/68



# British Virgin Islands Post Office and Postmaster Markings

Continued from page 15

## 'Postmaster / Virgin Islands'

Type		Oval dimensions (mm)		Crown dimensions (mm)		Separators	Dates of usage d/m/y	
Kaulback	Fredrick	Outer	Inner	Width	Height		Earliest	Latest
O (PM VI) 1	1	47 x 31	33 x 18	19	12	multi-pointed stars	29/3/32 *	2/7/53
O (PM VI) 2	2	48 x 30	34 x 16	11	12	cross(l), four points(r)	14/5/57	22/2/58
O (PM VI) 3		51 x 31	33 x 11	10	7	five-pointed stars	7/3/66	7/3/66
O (PM VI) 4	3	48 x 33	35 x 21.5	15	11	five-pointed stars	30/8/66	26/2/82
O (PM VI) 5		46.5 x 32	35 x 20	14	10	five-pointed stars	5/9/68	5/9/68
O (PM VI) 6	4	49 x 34	nil	15	11	five-pointed stars	14/10/76	28/2/87
O (PM VI) 7		49 x 34	nil	18	15	five-pointed stars	13/7/95	22/2/96
O (PM VI) 8**		50 x 34	nil	15	12	five-pointed stars(cen.)	15/8/95	13/3/96
O (PM VI) 9		49 x 34	nil	15	12	five-pointed stars (top)	27/1/89	27/1/89
O (PM VI) 10**		50 x 34	nil	15	12	five-pointed stars	17/4/97	17/4/97

\* date provided by Jay Fredrick.

\*\* the difference between O (PM VI) 8 and O (PM VI) 10 is the detail in the central ornament of the crown.

I would like to acknowledge the assistance of my colleague 'Jay' Fredrick who is responsible for my interest in this area. If any members have any information to add to what I have presented I would be most glad to hear from them. This is intended to be merely a starting point for pulling together information on these markings, based on the examples in my collection. Please assist in adding to this if you can. Thank you.

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*Thank you!*



# JAMAICA

## Color Variations of SG 108 and 108a

By Eric Bateson  
Of Australia

I collect covers, preferably philatelic, posted during the Empire period of the British West Indies and within my financial limitations. I aim to acquire covers bearing every issued stamp, including shades, perforation and paper variations, and when possible, different watermarks.

Living in a small coastal town in central Queensland, there are no suitable societies or dealers I can consult to discuss problems of a philatelic nature. Even in the capital city of Brisbane most of the dealers specialize in Australia and the South Pacific. The nearest BWI study group member lives in Emu Park, which is about 300 kilometers to the north. Almost every cover in my collection has been purchased through dealers or postal auctions in the United Kingdom and occasionally in the United States.

I am not on the Internet and have to identify the stamps on my covers using the *Stanley Gibbons Empire Catalogue, Part I* and the Stanley Gibbons color guide. Although I have a very high regard for the detail of the SG catalogue, I occasionally am frustrated when the stamps do not correspond with the color listed in the catalogue. Some of my observations have been confirmed by SG catalogue editor David Aggersberg.

For some time I have had a cover addressed to the USA bearing two Jamaican stamps featuring King George V. The stamps on the cover are the 1d. scarlet (SG 108) and the 9d. maroon (SG110) [Figure 1]. According to Stanley Gibbons, the stamp was issued in 1929 and the cover was posted on January 18, 1932. There is no doubt that the color of the 1d. stamp is scarlet.

I have been on the lookout for a cover bearing the 1d. scarlet in the Die II printing (SG 108a). Last year in different auctions I acquired two covers bearing the 1d. stamp in question. The first of these two covers was a first flight cover from Kingston to the Dominican Republic posted on August 10, 1932 and bearing four stamps, one of which was the 1d. SG 108. However, it was Die I. What intrigued me was the color of the 1d. stamp, which was not at all scarlet but corresponded to red-brown in the color key (Figure 2).

The second of these two covers (Figure 3) was purely philatelic. Posted on May 20, 1936, it has six stamps and was addressed to C.J. Freddi in Brooklyn, New York. The stamps include a 1d. value which is SG 108a (the Die II printing which I had been looking for on cover). The color of this stamp was neither scarlet nor red-brown, but is brown-red. In the *Empire Catalogue* no distinction is made of the color of either Die I or Die II. Only the date of issue is noted and furthermore there is no reference to any variation in shade or color from scarlet. The quite

*Continued on page 18*

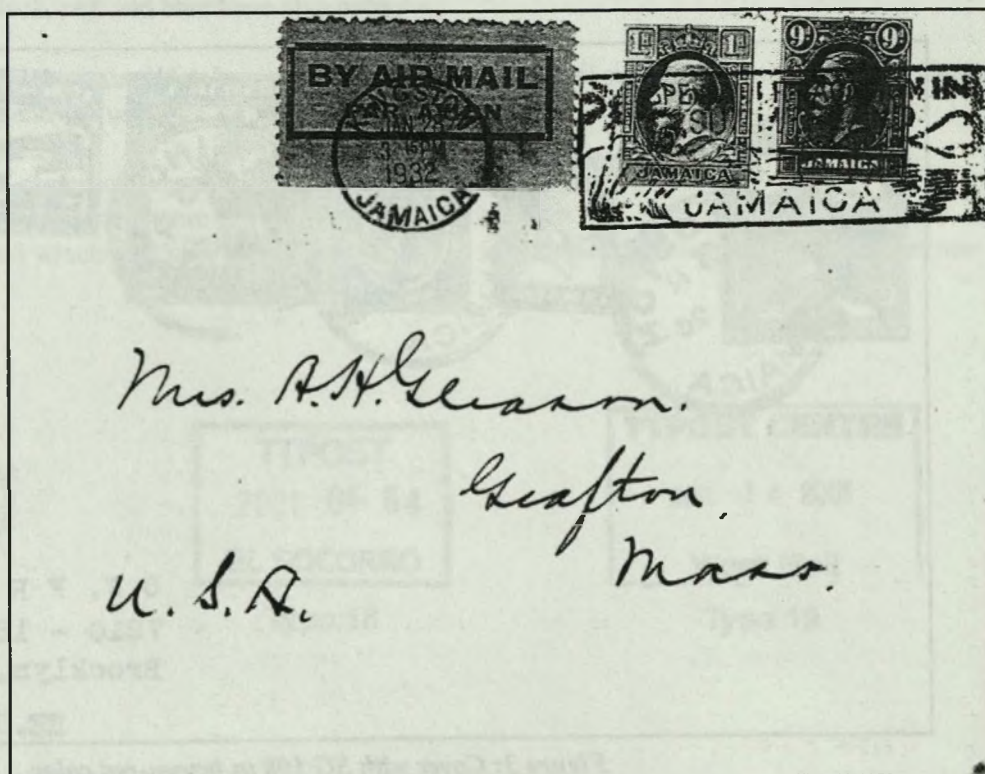


Figure 1: Cover with SG 108 in scarlet color.



distinctive color of the 1d. stamps in question prompted me to write this article.

Therefore in summary, I have three covers from Jamaica which in addition to other stamps, all have a 1d. value. Figure 1 is SG 108 scarlet. Figure 2 is SG 108 red-

brown. Figure 3 is SG 108a brown-red. I realize that neither the stamps nor covers are of any great philatelic significance and it may be that the variations in color are common knowledge, but if not, the matter may be of interest for collectors of the King George V issues of Jamaica. ☒

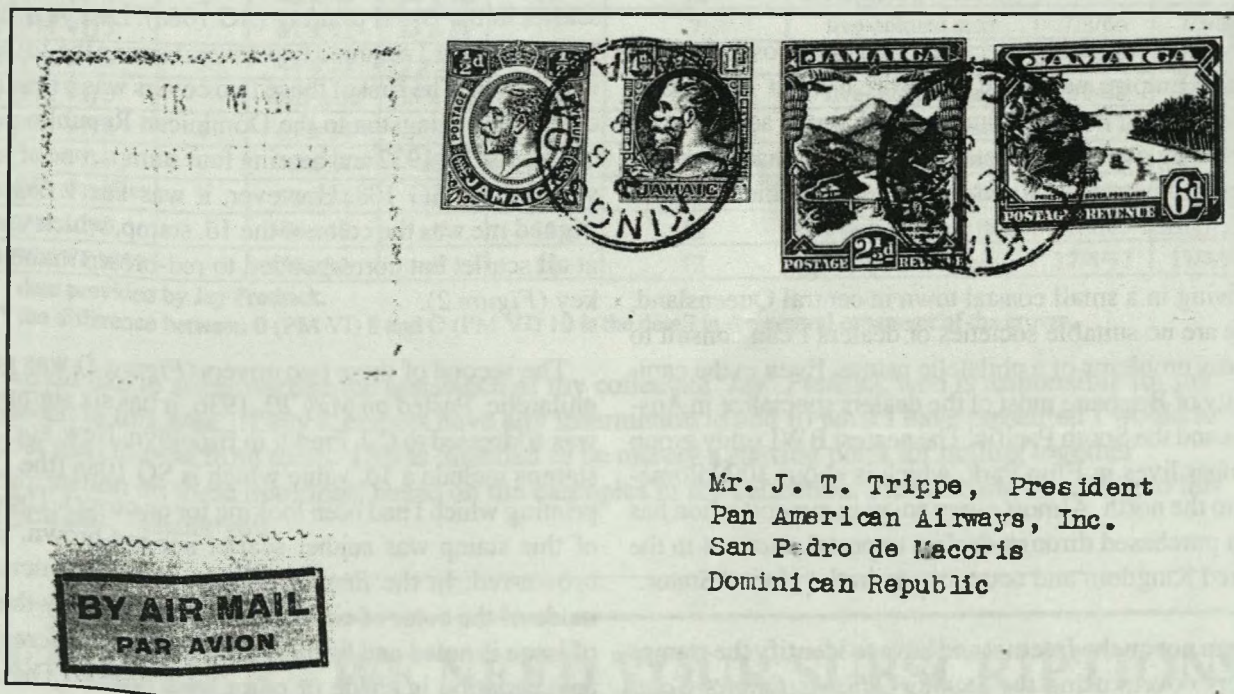


Figure 2: Cover with SG 108 in red-brown color.

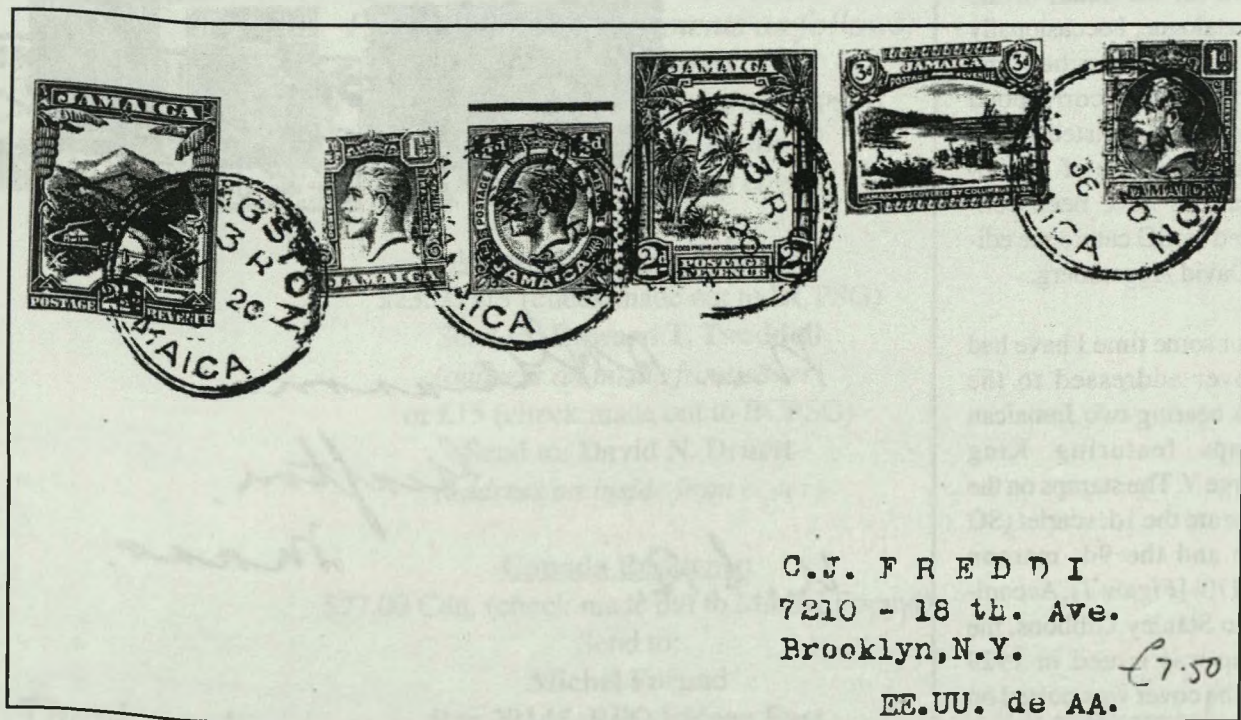


Figure 3: Cover with SG 108 in brown-red color.



# New Trinidad & Tobago Date Stamps

By Ed Barrow

*Of the United Kingdom*

Since New Zealand Post has taken over the management of Trinidad and Tobago postal system the changes have been sweeping. There have been radical changes in the structure and services provided. From a philatelic stand point this has meant constant stream of new issues, rate changes, new services, and new post offices and agencies.

In this article I outline the new types date stamps that have been introduced continuing with the numbering system used in the BCPSG's monograph<sup>1</sup>. These ended at type 14 and I allocated 15 and 16 to two other datestamps in a previous article on Tobago. I have included examples of these to avoid confusion.



**Type 15**

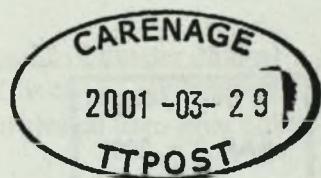


**Type 16**

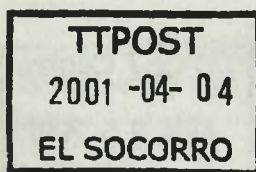
The new cancels are rubber date stamps and so the dimensions will vary depending on how worn the cancel is and how hard it is applied. In the list new post offices or agencies are marked with an asterisk. Also many of the towns listed are taken from reference strikes and it is possible that some were never issued. So those listed in italics are towns which I've actually seen examples of. There seems to be a number of different color inks used, purple seems to be the most common, but black, red, and blue have also been seen.

One of the main changes that has occurred has been a move to separate the retail side (selling stamps and services) from the delivery side (sorting and delivery). To do this:

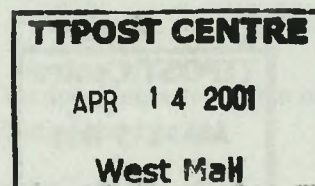
- 1/ Some post offices have been closed or converted into purely delivery centers.
- 2/ New post offices opened in areas where there is a lot of traffic, such as malls.
- 3/ Franchises have been opened which deal only in selling stamps and services such as registration or courier services.



**Type 17**



**Type 18**



**Type 19**

*Continued on page 20*



**Type 17**

This oval cds has replaced many of the Skeleton (type 10) cancels and heavily worn cancels at a number of post offices and agencies. They do not seem to have been issued to franchises. The one named "Embassy" is actually used on a new courier mail service for passports.

Barrackpore	George Village	Pembroke PA
Bejucal	Granville	Plum Road
Blanchisseuse	<i>Hope PA (Tobago)</i>	Point Cumana
<i>Carenage</i>	Indian Walk PA	Port of Spain
Clarke Road	<i>Irois Forest PA</i>	San Fernando
<i>Clarke Rochard</i>	<i>Las Cuevas PA</i>	Simeon Road
Cocorite	Longdenville PA	Siparia Junction Road
<i>Cumana PA</i>	<i>Maracas Bay PA</i>	St. John
Cunjal	Maracas Road	Torrecilla
<i>Eastern Quarry</i>	Mt. D'Or	Tortuga
Ecclesville	Mt. St. George	<i>Tragarete Road*</i>
<i>Embassy*</i>	<i>National Mail Centre*</i>	Vance River
Febeau	Pelican Extension	

**Type 18 (21mm x 34mm)**

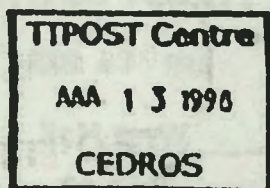
This square cancel (and the others listed below) are mounted in a self inking mechanical cancel, rather like those used in offices to date receipts or documents. These cancels do not hold up well to heavy usage and so they are often replaced, (expect many sub-types!). These and the other square cancels were generally issued to franchises and not post offices and agencies.

Cumana	Indian Walk	Maracas Bay
El Socorro	Irios Forest	Pembroke
<i>Freeport</i>	Las Cuevas	
Hope	Longdenville	

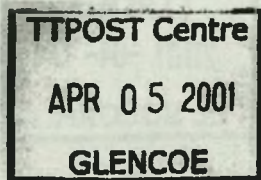
**Type 19 (24mm x 42mm)**

This cancel is longer than the other square cancels and CENTER is in capitals.

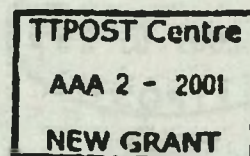
*Chaguaramas\**  
*Newlands*  
*West Mall\**



Type 20



Type 20a



Type 20b



**Type 20 (25mm x 35mm)**

The approximate dimensions of this cancel are given above. Its lettering and date are smaller than the type 20a.

Cedros  
Claxton Bay  
Palo Seco  
Point Lisas\*

**Type 20a (23mm x 34mm)**

This sub-type is slightly smaller than the type 20 but its lettering, especially the date is larger.

Glencoe\*

**Type 20b (21mm x 34mm)**

This sub-type is again slightly smaller than the other 2 sub-types.

Diego Martin  
Moriah  
New Grant

Petit Valley\*  
St. Mary's  
Tableland

Toco  
Valencia  
Williamsville



Type 21



Type 22



Type 23

**Type 21 (diameter 40mm)**

The old GPO on Wrightson Road has been closed and a new Business Center opened farther out from the city on the same road.

*TTPost Business Centre 92A Wrightson Road\**

**Type 22 (diameter 38mm)**

This cancel has been issued to post offices and is generally used in the sorting section. Hence it is often used on mail cleared from letter boxes. It differs from the type 23 mainly in the box surrounding the date.

Belmont  
Chaguanas  
Chaguanas Retail\*  
Cunupia

Gonzales  
Guaico  
Morvant

St. Anns  
Tabaquite



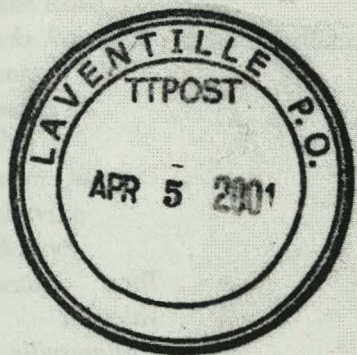
**Type 23 (diameter 38mm)**

Like the Type 22 this cancel is often used in the sorting sections at post offices.

*Arima*  
*Arouca*  
*City Gate Post Office\**  
*El Socorro Post Office*

*Gulf City Post Office\**  
*La Horquetta*  
*Maloney*  
*Marabella*

*San Juan*  
*South Oropouche\**



**Type 24**



**New Machine Cancel**

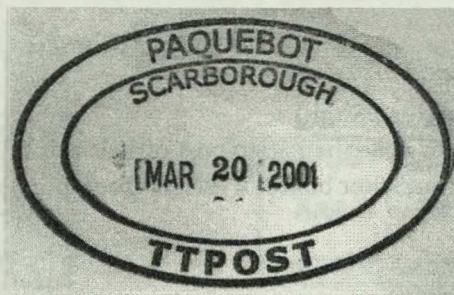
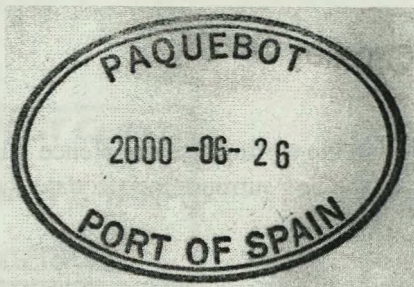
**Type 24 (diameter 46mm)**

This large cancel has not been widely issued.

*Laventille PO*  
*Lower Santa Cruz PO*

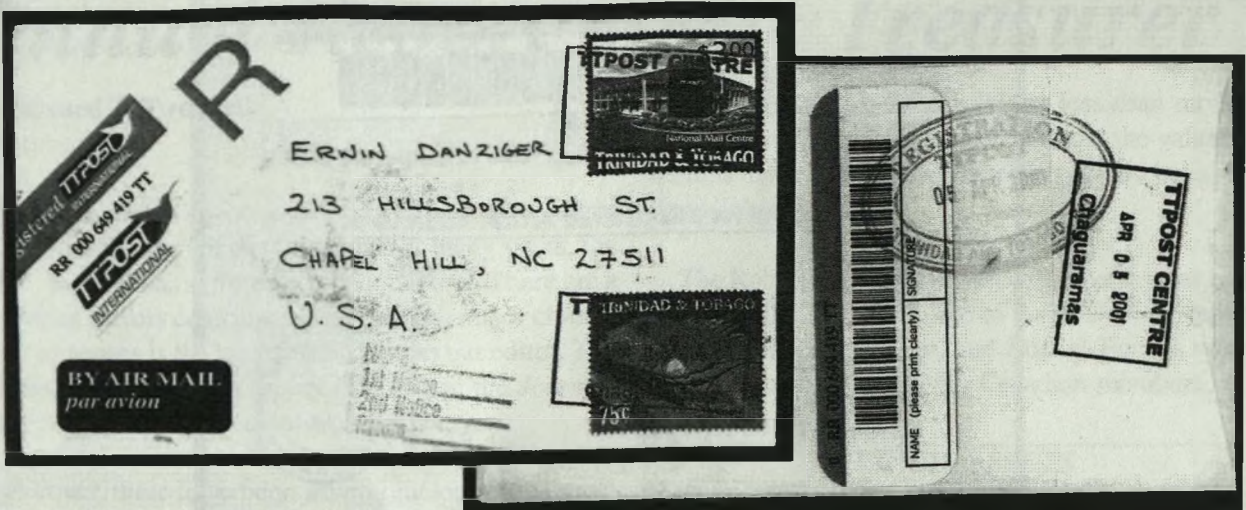
**Other New Cancels**

When the GPO was closed the headquarters of the post office was moved to a new building near Piarco Airport and a new machine cancel was introduced. The cds reads Trinidad & Tobago Mail Centre and there is a seven way line killer to the right. Up to now I have only seen it in red ink and used on bulk mail.



Two new Paquebot cancels have also been introduced, one at Port of Spain and one at Scarborough, Tobago. Both are double ring oval types but of different designs.

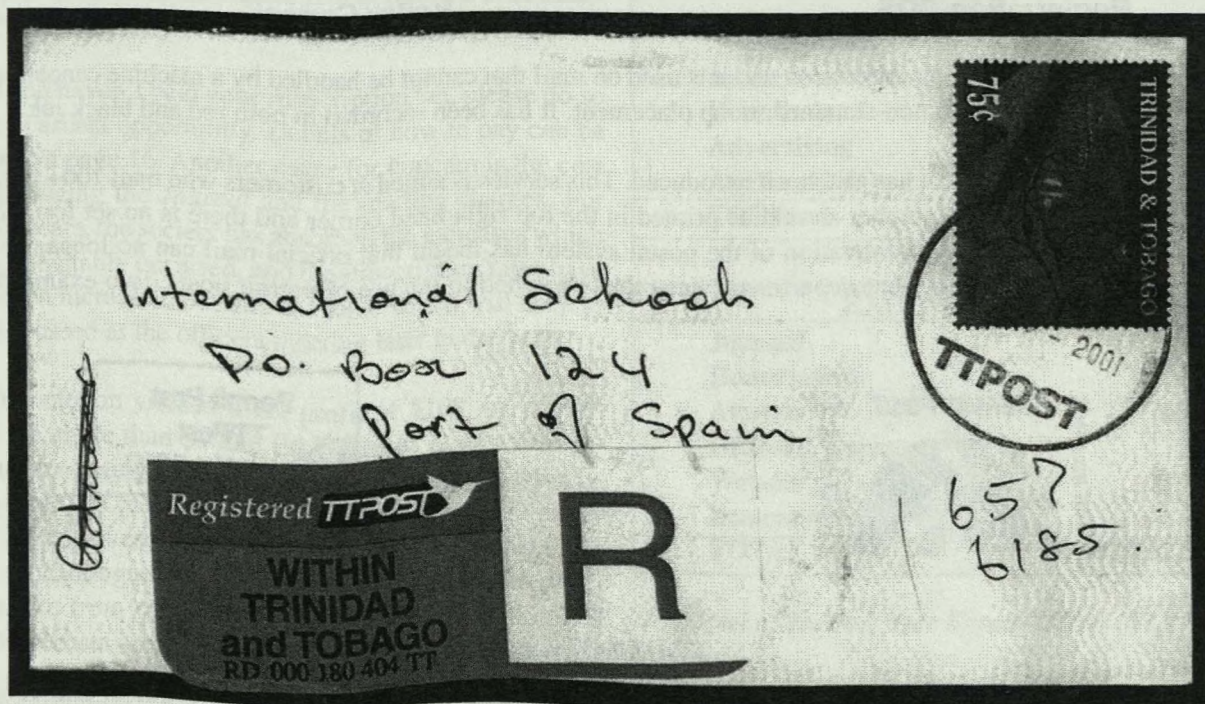




International Registered Cover

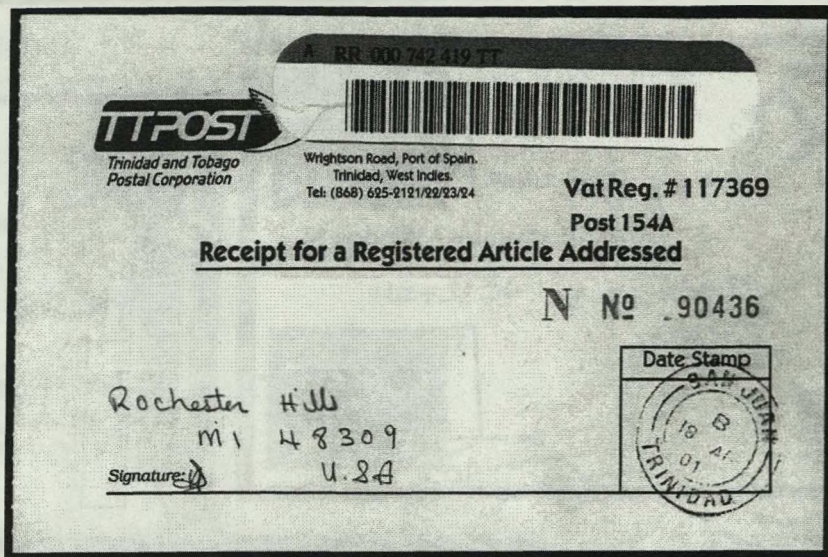
Registration services have also been changed. The main changes are listed below:

- 1) Local and international services have been separated with different labels being used for each service.
- 2) Stamps are no longer used to show payment of the registration fee. Only the actual postage is affixed as stamps. This means that high values are unlikely to be in such great demand.
- 3) Self adhesive bar coded tracking labels are affixed to the back of the envelope, these are removed to record the movement of the letter at various points. There are 4 different labels, one for the sender's receipt, one for the office from which it is mailed, one for the receiver to sign and the delivery person to keep, the final one is used if the sender requested notice of delivery.



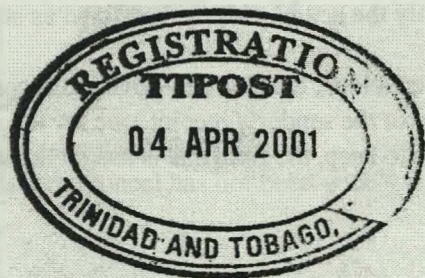
Local Registered Cover



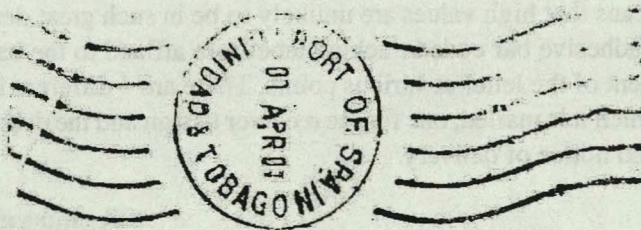


**Registration Receipt**

A new oval registration date stamp has also been introduced. These seem to be used on mail while in transit at the new Mail Centre. Older Port of Spain cancels are used as transit marks in Port of Spain. They have even resurrected the old MOO type 7 cancel for occasional service!



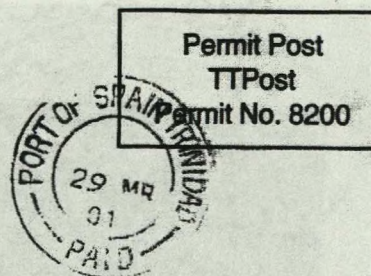
**Registration CDS**



**Roller Cancel**

A roller cancel has also been introduced and it is used on mail that cannot be handled by a machine canceller, *i.e.*, odd sized mail or letters with non-standard stamp placement. It has been recorded in both red and black ink.

A new system of permit post has also been introduced. This service is aimed at customers who mail 100+ items on a frequent basis. The permit number should be printed in the top right hand corner and there is no set format. For government departments the privatization of the postal system has meant that official mail can no longer be sent without postage. Most government departments have thus switched to the use of permit post. Two examples are given below.



**FOOTNOTES**

<sup>1</sup> Addiss, Edward F., Reuben A. Ramkissoon and Walton Van Winkle, *The Town Cancels of Trinidad and Tobago*. BCPSG, unknown date.

<sup>2</sup> Philatelic Society of Trinidad & Tobago *Bulletin* 207, 209, 211.

*I would also like to thank John Chay for kindly providing much of the information used in this article.*



# Annual Report of the Treasurer

By Edward T. Tweddell  
Treasurer

The finances of the society are currently on a firm footing, but for the first time for many years, the Society has suffered a net annual loss. There are a number of factors contributing to this. The major change in our expenses is the honorarium paid to our editor. The officers felt this was necessary to stabilize the *Journal*, which is an essential element of the Society.

However, there have been several factors which have reduced our income substantially, the principal one being the falling membership. Our current membership stands at a little over 400. Throughout the year we gain new members and lose others, and these tend to equal out; but we also lose a dozen or so members who simply fail to renew their subscription. Last year, more than 30 members failed to renew.

At the time of writing, mid-February, over 80 members have failed to send in their subscription for 2002, despite including forms with the September *Journal* and indicating membership status on the mailing label. I can imagine that many of these renewals will be made, but another substantial decrease in our numbers seems likely. Clearly this is a trend which, if it continues, will cause the society great harm.

If you haven't paid your subscription yet, please do so at the earliest opportunity. Details of how to pay can be found on page 16. Another cause for concern is the cost of producing the *Journal* and the mailing charges. For many years, the society has absorbed the increases which have inevitably occurred, and the subscription rates have not been increased, but this is a topic which will have to be discussed at the officers meeting later in the year.

The auction yielded a net profit of \$109, on a turnover of more than \$9000. Ed Waterous does a tremendous job running the auction, but can only lot up what he receives. The same few members seem to send in material for sale every year. The cost of producing and mailing the catalogue swallows up virtually all of the profit we make from our commission. As the production and mailing costs are essentially fixed, the way to increase income from the auction is to have more lots of a better quality.

to over \$4000, which is only just less than monies received in subscriptions to date. Without the valuable donations made in the past, the society would be in serious financial difficulties.

The Robert J. Cooley award will have a value of \$720 for year 2002. I should like to thank David Druett who handles the UK account, and Michel Forand who collects subscriptions from our Canadian members.

LIQUID ASSETS		
Fund	1 Jan. 2001	31 Dec. 2001
General Fund	\$30,420	\$27,726
Byron Cameron Fund	1,803	1,933
Ed Addiss Fund	7,929	8,500
Ed Addiss Publishing Fund	10,461	11,214
Robert J. Cooley Fund	10,550	10,720
<b>TOTAL</b>	<b>\$61,163</b>	<b>\$60,093</b>

CURRENT HOLDINGS	
Checking Account (US)	\$5,448
Checking Account (UK)	3,569
Certificates of Deposit	51,076
<b>TOTAL</b>	<b>\$60,093</b>

INCOME	
Subscriptions	\$4,548
Interest	4,406
Donations	243
Advertising	145
Auction (Net)	109
<b>TOTAL</b>	<b>\$9,451</b>

EXPENDITURES	
Journal	\$7,311
Honorarium	2,000
Awards	798
Officers, Expenses	232
Website	119
Insurance	61
<b>TOTAL</b>	<b>\$10,521</b>

*Net of Income over Expenditure= (\$1,070)*

*Signed,*

*Edward T. Tweddell,  
Treasurer*

Fortunately, the interest we earned this year amounted



# President's Message

By Peter J. Kaulback

**D**ynamic organizations, by definition, do not remain static and all members of the Group, I hope, feel that they belong to a dynamic organization. The most recent manifestation of change has been the changes in the Executive. I am proud to have been given the opportunity to assume the role of President for the next few years, and I thank the Trustees. I consider it appropriate that as early as possible in this message I, speaking on behalf of all the members, give a huge vote of thanks to the immediate Past-President, Rob Wynstra. Rob has been a tireless leader for the past four years, with the best interests of the Group always his guiding principle, and we are very fortunate to have had the benefit of his leadership. Thank you Rob, on behalf of us all.

I have been the Secretary for the past 10 years, and with moving to fill (hopefully) the shoes of Rob, I am very pleased that Duane Larson has agreed to take over the Secretary's role. Duane is one of the group in the greater Chicago area that contribute so much to the Group. I refer to such luminaries as Ben Ramkisson, Paul Larsen, Ed Waterous and others. Another change is that the Vice President position, vacant since the death of Russ Skavaril, is now filled by Jack Harwood, who is known and respected by so many members. I believe we have a first class slate of Officers, and I very much look forward to working, on your behalf, with Duane and Jack, along with our Treasurer Tim Tweddell, David Druett (International Director) and our Editor, Everett Parker. Of significant importance are the roles played by Tom Giraldi as our Membership Director, Ed Waterous as Auction manager, Ed Barrow, our Webmaster, and Cyril Bell, Publication Orders.

Rob, having stepped down as President, will, I am sure, continue to give of his sage advice and efforts to assist the Group, along with all the other Appointees and Study Group Leaders. Despite having a dedicated leadership team, there is still a strong message I would like to impart to all members, and that is that no organization can exist solely by the efforts of a selected few. Those of you that are members of the British West Indies Study Circle, our sister group and colleagues, will have noticed the concern expressed by their Hon. Chairman (and a Trustee of our Group) regarding the serious paucity of people stepping forward to assume roles in the organization when others step down after many years of dedicated service. The success of both our organizations depends on active participation by the membership, to whatever level you feel you can contribute. I would like to put two challenges

forward to our membership, which, if accepted, will go a long way to ensuring our future strength and viability as a first class philatelic organization. These challenges relate to a) membership numbers, and b) *Journal* contributions. Very succinctly, Membership: our number of members has been dropping (like a large number of philatelic groups) over the last years. Please encourage friends and colleagues to join the Group. It is very simple: if every member encouraged ONE person to join over the next year, our membership would double! Incredible! Do we not all know at least one person who shares our interests? I ask that you all consider this. A review of the Treasurer's report will put this all in perspective.

Secondly, the *Journal*: this is a first class publication for a Group of this size, yet the contributors represent a very small percentage of the membership. We need to dispel the notion that a contribution to the *Journal* has to be a scholarly treatise in some complex philatelic area. This is not so. We need to add a lot more material to the *Journal* in the form of short articles on interesting items that have been found, questions that members may have, dialogue on interesting topics, and so forth. It would be terrific if we had new contributors to the pages of the *Journal* in every issue. That is my challenge: consider what you can contribute. You all have information/material that is of interest to fellow members, please share it through our pages! More information will follow on this topic.

A news flash! We have, through the endeavors of our Webmaster, recently unveiled a new webpage at [www.bcpsg.com](http://www.bcpsg.com). Please check it out, and feel free to let me have any comments or suggestions. This is an important tool for our promotion and we must use it to our best advantage.

In closing, please remember that this is YOUR organization. A little contribution by a lot of people makes it run so much more smoothly than all the responsibilities resting on a few. Your Officers are committed to fulfilling their roles, but any assistance is gratefully received. Please contact me if you have ideas or suggestions; we are a dynamic Group, and that means moving forward with change, and change is best achieved with your involvement. Thank you for your anticipated support. PJK



# Membership Director's Report — By Tom Giraldi

## New Members

*All new applicants listed in the last issue of the Journal have been accepted as members of the British Caribbean Philatelic Study Group. Congratulations and welcome to the Group.*

----

## New Applicants

Graham **BOOTH**, 30-31 Augusta House, 66 Marine Parade, Worthing BN11 3PT, United Kingdom. Philatelic interest: Cayman Islands and World War I Maritime mail. Sponsored by David Druett.

Ian **BRANDON**, Felin Wen, Boncath, Dyfed SA37 OJR, United Kingdom. Philatelic interest: Jamaica. Sponsored by David Druett.

John G.M. **DAVIS**, 8 Sympton Close, Abingdon, Oxon OX14 5RB, United Kingdom. Philatelic interest: War Tax and Red Cross overprints. Sponsored by David Druett.

Andre P.T. **DIXON**, 8561 Doverbrook Dr., Palm Beach Gardens, FL 33410, USA. Philatelic interest: Bahamas stamps, covers, postcards, etc. Sponsored by Thomas Giraldi.

Mrs. Laura Jane **ERSKINE**, 9 Aldercombe Rd., Coombe Dingle, Bristol BS9 2QJ, United Kingdom. Philatelic interest: Barbados. Sponsored by David Druett.

Nicholas **THURN**, #2B Knaggs Hill, Lady Chancellor Rd., Maraval, Trinidad & Tobago. Philatelic interest: Trinidad & Tobago. Sponsored by Thomas Giraldi.

## Change of Address

Alan Fincham, Corallia Beach Villas No. 1, Thoniou tis Panagias St., 8575 Paphos, Cyprus

J.P.D. Flanagan, P.O. Box 414148, Craighall 2024, South Africa

Tim Tweddell, 846 Silver Ln., Berkeley Springs, WV 25411-9321

W.K. Watson, 55 The Parklands, Cockermouth, Cumbria CA13 0XJ, UK

## Resignations

John Carter

Thomas Cusick

Albert Piringer

*If any member has information, such as a change of address, to be included in the Membership Director's Report, please contact me, either by mail (see inside front cover of the Journal) or by e-mail, at TEG43@aol.com. Thank you.*

## Saluting our Contributors

By Edward T. Tweddell

Treasurer

**W**e would like to thank the following Members for their generous donations to the British Caribbean Philatelic Study Group during the year 2001.

**Bruce Aitken**  
**Ernesto Arosemena**  
**W. Atmore**  
**Bradley Brunsell**  
**Ivan Burges**  
**Richard Colberg**  
**Peter Colwell**  
**Orville Cooper**  
**James Evans**

**Robert Follett**  
**Paul Larsen**  
**Robert Lebow**  
**Rene Manes**  
**Keith Moh**  
**Dr. Gale Raymond**  
**Michael Romano**  
**Ernest Roberts**  
**Gerald Schroedl**



## 'THE UNISSUED STAMPS OF KING GEORGE VI' BY DAVID HORRY

It must have been over 10 years ago when Horry, younger and slimmer than now, first showed us some of his ideas at Stampex. Mild hysteria gripped us immediately, and spread rapidly to fascinated customers. It has yet to abate.

Philatelic books can, on occasion, be a bit on the dull side. This lavishly-illustrated casebound publication is certainly never dull and is replete with inspired absurdity, usually (apparently) justified by the text. There appears to be one 'main' creation per colony, with lots more in the surrounds. Exceptions include the Fiji 1½d: the exclusive story of the many dies is now revealed.

Horry's enjoyment of his own jokes is extremely infectious. It's backed up by his wonderful full-colour illustrations, making this a book which surely has appeal beyond the philatelic market and has a place on every coffee table. If you as a stamp collector have ever been shy about admitting to your hobby, this book justifies stamp collecting - its author's humour and creativity communicate enjoyment of the hobby in a universal fashion.

If you want to make your spouse laugh, this is about the only philatelic book we can recommend.

This book has 170+ pages and is available exclusively from **Murray Payne Ltd**, at £24.95, plus postage £2 Europe and £5 rest of the world.

This publication has a limited print run.

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In 1949 the Universal Postal Union dreamt up a plan to allow all foreign embassies and consulates to have their own postage stamps. The stamps bore no currency value as such, instead an *Equitable Currency Unit* value, so that all countries could partake in the scheme without the problem of currency fluctuation. Needless to say, no-one could agree on the idea, Great Britain being particularly against. However, the Crown Agents did commission a design from Bradbury Wilkinson, based on the 1948 Silver Wedding high value. It inevitably ended up at the bottom of the Foreign Office in-tray.



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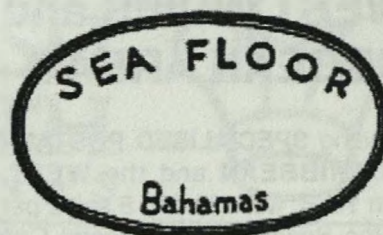
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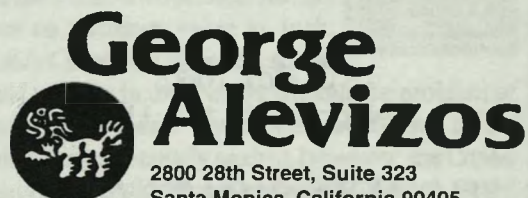
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The latest in the 'Classic Collections' series, this booklet is based around Federico's display at the Bonnington Hotel, London last May. For those who were lucky enough to witness this display, the booklet should provide a lasting memento of what was a very memorable event. For those who weren't, it will enable them to taste the flavour of the occasion.

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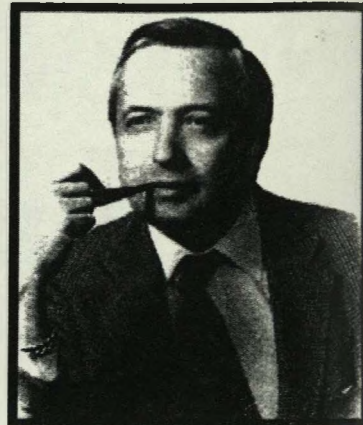
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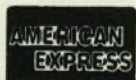
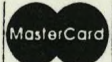
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