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St. Lucia philately has much to offer!



Noel Davenhill explores St. Lucia stamps beginning on page 7.



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January issue: Deadline November 15, mailing December 30

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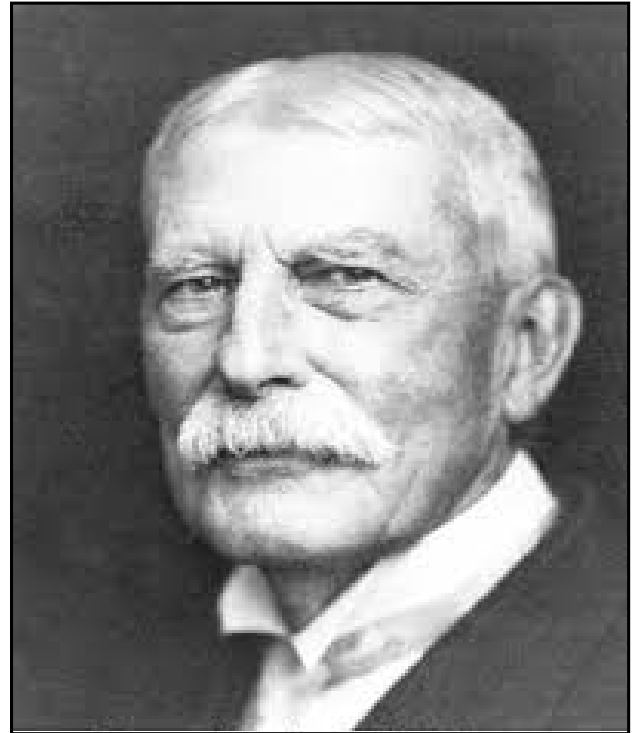
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The Bahamian Hotel for International Businessmen, Royalty ... and Spies

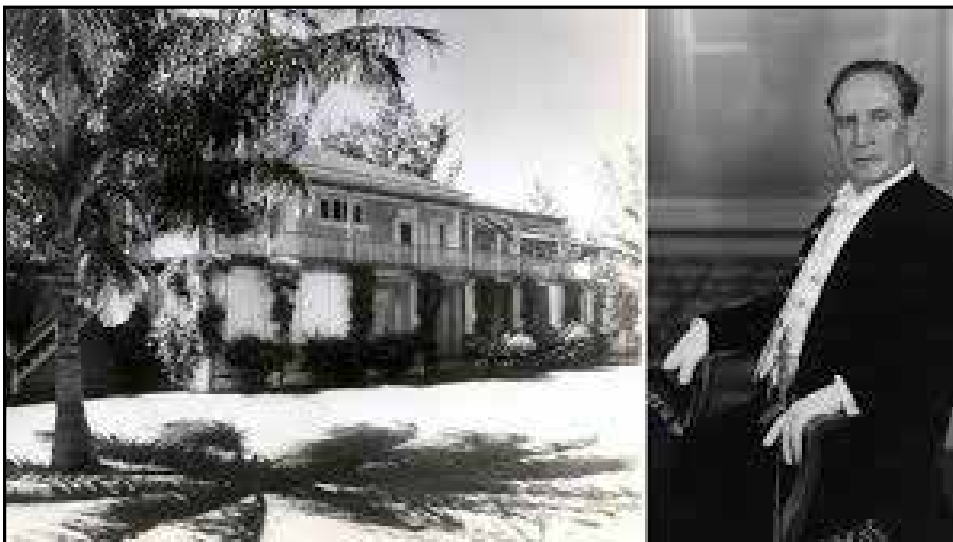
By *Juan L. Riera*

The fanciful title for this article refers to The British Colonial Hotel, although in its current iteration it is known as the British Colonial Hilton Nassau. The first settlement on this particular spot, in 1666, was known as Charles Town, which developed in a haphazard way with brothels and taverns that were visited by pirates, cheats and folk of ill repute. In the 19th Century it was occupied by the Old Fort of Nassau, as the settlement came to be known, to protect the western entrance into the harbor. The Old Fort was demolished in 1873.

The land was bought by Henry Flagler (1830-1913) in 1900 and he built a huge wooden hotel on the site named the Colonial Hotel. Henry Flagler was a partner of John D. Rockefeller in the founding of Standard Oil. He went on to found the Florida East Coast Railway, nearly a dozen resorts along the east coast of Florida, land companies, the Peninsular and Occidental Steamship Co. (P & O), and a myriad of other companies. The P&O provided passenger service from the east coast of Florida to Nassau as well as to Havana, Cuba, and Key West. It also provided mail service that would be taken between Florida-Havana and Florida-Nassau and connect to the Florida East Coast Railway RPOs as necessary. On March 31, 1922, the Colonial Hotel was gutted by fire.



Henry Morgan Flagler



Sir Harry Oakes died a mysterious death in the Bahamas. To this day, no one has been convicted of the murder.

The Bahamian colonial government loaned money to the Munson Steamship Line, which purchased the land and within six months had built a new hotel which was named The New Colonial with a grand opening on January 7, 1924. The Munson Line was an American company, founded in 1899, which operated in the Atlantic Ocean primarily between U.S. ports and the Caribbean and South America. In 1919 the company added

passenger service, based on its experience in transporting troops during World War I. This steamship line went out of business in 1937, although the hotel had been bought in 1932 by Sir Harry Oakes, who renamed it the British Colonial Hotel.

Local legend has it that the hotel was bought on a whim by the very wealthy Oakes after receiving poor service -- who knows, it might be true. Harry Oakes (1874-1943) was born in Sangerville, Maine, and in 1898 departed for the Klondike Gold Rush in Alaska and

spent the next 15 years travelling the world seeking his fortune as a gold miner. He eventually arrived in Kirkland Lake in Northern Ontario, Canada in June 1911, and in September 1911 registered a transfer claim and established Lake Shore Mine that was the most productive in the Western Hemisphere.

He became a British subject and from 1935 onwards lived in the Bahamas for tax purposes. In 1939 King George VI created a baronet for Oakes for his philanthropic activities in Britain, the Bahamas, and Canada (around Niagara Falls). Oakes also became a member of the colonial House of Assembly. Oakes was murdered in an odd and mysterious manner. I will not provide details but one can easily find it as there is a great deal written on the matter. The murder occurred after midnight on July 8, 1943. The Governor of the Bahamas

(the Duke of Windsor, formerly King Edward VIII) who had become a close personal friend in the three years he had been in the Bahamas, took charge of the investigation from the outset. The murder has never been solved and was called the "murder of the century."

The hotel was bought by Florida-based Gill Hotels in 1960, and resold



The British Colonial Hotel in the time of Sir Harry Oakes.



Postcard with aerial view of The British Colonial Hotel in 1960. The card also has a tagline, "A Gill Hotel" in addition to the name.



Today, the former British Colonial Hotel in Nassau is known as Margaritaville Beach Resort Nassau.

in November 1962 becoming the Sheraton British Colonial. It was the chain's fourth franchise. During this period the hotel was used as a filming location for the James Bond movie, "Never Say Never Again." Filming began for this Sean Connery movie in September 1982 in the French Riviera, and in mid-November moved to Nassau for filming. In 1989 the facility became part of the Best Western Hotel chain, which renamed it the British Colonial

the entire hotel interior while maintaining the hotel exterior. It reopened in 1999 under the management of Hilton Hotels under, yet again, a new name -- the British Colonial Hilton Nassau. In June of 2009 there was a much smaller renovation of the hotel, to the tune of \$15 million.

The last sale of the property was in October of 2014 to the China State Construction Engineering Corporation, which built a \$250 million condominium complex in what had been the hotel parking lot that was called The Pointe. The condominium towers and the hotel in the past couple of years has been re-branded as the Margaritaville Beach Resort Nassau. The name, I believe, refers to entertainment resort areas styled on the music of Jimmy Buffett.



Bahamas 8d value from the Queen Elizabeth II coronation issue of 1953 showing Paradise Beach near the hotel site.

Beach Resort. The hotel facilities had not been renovated in many years and throughout the 1990s sections of the hotel were being closed, until the point that only a small section was being used.

In 1997 the property was purchased by RHK which invested \$90 million in renovating and modernizing

The oversized postcard shown on the previous page has a cancellation of 1960. The specific date is unclear, but is also confirmed by the tag line "A Gill Hotel" under the name "The British Colonial Hotel" and the stamp is Scott #166, part of the Coronation Issue released on June 3, 1953. The value of the stamp is 8p and depicts Paradise Beach.

Touring the British Caribbean

St. Lucia has many interesting areas for specialist study and general collecting

By Noel Davenhill

Many of the islands of the Caribbean have an interesting and often complicated philatelic history, but St. Lucia has a fascinating background for study. It has enjoyed a conservative stamp issuing program and offers much for the specialist to delve into.

The former Crown colony is in the Windward Islands between Martinique and St. Vincent in the eastern Caribbean Sea. It was once thought the island was discovered by Columbus on his fourth voyage in 1502, but this theory now has been discounted. It is thought by many that he merely passed by the island.



Between 1860 and 1882, denominations of St. Lucia stamps were determined by color.

Brief British settlement in 1605 was followed by 200 years of sea battles against France, during which possession changed 13 times before British gained control in 1805. French influence is reflected in the names of towns such as Vieux Fort, Micoud, and the capital city, Castries, previously known as Carenage ("safe harbor"), after the Marquis de Castries. After a long period of colonization, several political changes occurred prior to independence in 1979.

Contemporary 1d, 2d, 4d, 6d and 1/- British stamps used from 1858-60 may be identified by the A11 obliterator. In 1860, St. Lucia's first stamps, printed by Perkins, Bacon & Co., had denominations distinguishable solely by color: 1d (rose-red), 4d (blue), and 6d (green).

Unethical practices by the printers led to the termination of their contract in 1863. As for many other colonies, printing dies and plates owned by Perkins, Bacon & Co. were passed over to De La Rue, who promptly reprinted the stamps with Crown CC watermarks.

The public was becoming used to identifying denominations when new colors were introduced in 1864: 1d (black), 4d (yellow), 6d (violet), and a new 1/- (brown-orange) with several shade and perforation variations. Increased public confusion over revised postal rates in 1881 required the addition of "HALFPENNY" and "2 1/2 PENCE" surcharges to the "non-denomination" stamps.



Overprints were made on some non-denominated values.



Denominated values were introduced in 1882.

More than 20 years of uncertainty ended in 1882 with a final series of similar overprints to "ONE SHILLING" with Crown CA watermarks, complying with UPU regulations stipulating that values were to be clearly shown.

Traditional designs for six stamps from 1/2d to 1/-, printed from De La Rue's Victorian universal key type (Die I) were issued in



Queen Victoria three-pence stamp overprinted "One Half Penny."

1883. Two plates were required for bicolored 1d, 3d (new), 6d and 1/- denominations from 1883-87. Subsequent printings (Die II), plus additional 2d, 5/- and 10/- values were released from 1891 to 1898.



St. Lucia 6d "steam conveyance" stamp.

Provisional "ONE HALF PENNY" and "ONE PENNY" as well as "1/2d" surcharges to meet new postal rates in 1891-92 were respectively overprinted on 3d, 4d and both halves of bisected 6d denominations. The local overprints incorporated several typesetting "errors," and some were possibly deliberate.

King Edward VII

De La Rue's imperium key plate design was used in 1902 for King Edward VII stamps from 1/2d to 1/-, while Multiple Crown CA watermarks were introduced from 1904-10 for new printings. After a brief period of use, additional 6d and 5/- denominations were included among a range of color changes.

A 2d stamp issued in 1902 marked what was then mistakenly believed to be 400 years since Columbus' discovery of St. Lucia. The design features a splendid view of the Pitons, two volcanic pinnacles incorrectly described as 3,700 feet high; the largest column, Gros Piton, is now calculated at 2,530 feet.



St. Lucia's King Edward VII 1/2d.



St. Lucia's King Edward VII 3d.

King George V

Imperium key plates continued to be used for most 1912-17 King George V definitives from 1/2d to 5/-. De La Rue's latest stock designs were chosen for the 2d, 4d and a new 2/6 value.

As for most British colonies, St. Lucia was requested to place a levy on correspondence during World War I; whereas most territories overprinted two or three denominations over several years with many typeface variations, St. Lucia issued only two "WAR TAX" overprints to a single 1d denomination.

The first, in two lines, was applied locally in June 1916 to a residual quantity of available stamps; stocks were replenished in September with single line De La Rue overprints shipped from London.



A view of Port Castries is shown on this 2d King George V stamp.

Several color changes for 1d, 2 1/2d, 3d and 1/- values were included in frequent new printings of definitives from 1921-1939 on Multiple Script CA watermarked paper. A 1 1/2d was added in 1922.

Pictorials in 12 values ranging from 1/2d to 10/-, printed by De La Rue, were placed on sale in March 1936, shortly after King



Columbus Square in Castries (now Derek Walcott Square) is shown on this 2 1/2d King George V stamp. Note the misspelling "Colombus."

George V's death on January 20. The cost of production, particularly for lower denominations, was questioned by the administrator, who claimed the initial high sales to collectors would decline markedly when replaced by the King George VI series.

(His comments may have influenced the Crown Agents to select the smaller format for low denominations in 1938.)

Seven local images incorporated an intriguing error on the 1d, 21/2d, and 6d stamps, which presented Columbus Square incorrectly captioned as “Colombus.” The small park in Castries was renamed Derek Walcott Square in honor of the St. Lucia born author’s Nobel Prize award in 1992.

Also noteworthy are 11/2d and 3d stamps. After a fruitless internet search for Ventine Falls, I sought information by emailing an established local tourist operator. He was totally unaware of this natural attraction. His excitement after seeing a scan of the appropriate stamps prompted a drive across the island to Castries Library, where several hours searching rewarded him with a reference to a scientific study 50 years earlier. During excavation work around Sulphur Springs, the nearby scenic treasure (Ventine Falls) had been bulldozed out of existence.

The 2/6 stamp features the monument honoring the victory of the Inniskilling Fusiliers against the French in 1796. Other images depict splendid views of Port Castries and Pigeon Island. Less effective is the muddled image of the colony’s badge and out-of-step sideways King’s portrait on the 10/- stamp. Some sheets of 1/2d, 1d and 11/2d denominations were issued with different perforations.

George VI

Three of Britain’s security printers united to produce new stamps in 1938 for the reign of King George VI; this time comprising 17 values. Initially, Waterlow printed the 5/- pictorial, depicting a procession of women carrying bananas on their heads for export by the



A 3d definitive showing a profile of King George VI.

Canadian passenger/cargo vessel *Lady Hawkins* (St. Lucia was the only Caribbean island employing this means of loading ships), and low values from 1/2d to 3d, depicting the King’s portrait within a garland of fleur-de-lis and roses.

The small-format portrait was again selected in 1946 for additional 8d,

3/- and £1 values, and in 1947 for a new 31/2d and revised colors for 1d and 21/2d stamps to reflect postal rate increases. During this period, there were perforation changes for several low denominations, as well as the 6d and 1/- pictorials.

De La Rue was again contracted to print the two designs retained from 1936. The “Colombus” error was corrected on the 6d value and Government House remained on the 1/- stamp.

Bradbury, Wilkinson & Co. printed a splendid view of the Pitons (2/-) and the highly unusual black 10/- denomination on yellow paper without the King’s portrait. The Royal Cypher surmounts the new coat of arms with the motto “Statio Haud Malefida Carinis” (a safe harbor for ships).

Pictorial designs were omitted from decimal currency definitives issued in 1949. The King’s portrait was repeated for denominations to 16¢, whereas the upright 24¢ to \$4.80 stamps retained the coat of arms and the Royal Cypher was revised to GVIR. Later in 1949, some sheets of one-cent and two-cent stamps were modified with small gauge perforations for use in vending machines.

Widespread philatelic interest in 1950 was stimulated by the discovery in St. Lucia of four-cent and 12¢ stamps with unrecorded 14.5 x 14 perforations.



The same image of Columbus Square in Castries (now Derek Walcott Square) used on the 21/2d King George V stamp is shown on this 6d King George VI stamp.



Government House on Morne Fortune, near Castries, St. Lucia is shown on this 1/- King George VI stamp.

It appears likely that one sheet of the four-cent and two or three 12¢ sheets may have been inadvertently perforated and subsequently dispatched to St. Lucia with supplies of legitimate one-cent and two-cent coil stamps.

One sheet of the 12-cent stamps was returned to London to be auctioned. Mint and used (not only philatelic) examples are occasionally offered for sale. No mint copies of the four-cent are recorded. Most of the extremely rare used examples appear likely to have been sold in the small settlement of Patience for posting to inland addresses. Many would have been thrown out with the envelope.

In June 1951, the graphic image of a phoenix rising from flames was featured on a 12¢ stamp marking the reconstruction exactly two years after much of the commercial center of Castries, including several government buildings, was destroyed by a huge fire.

Later in 1951, four low-value definitives were overprinted "NEW CONSTITUTION 1951" for the adoption of adult suffrage and other political advances in the Windward Islands. Similar overprints were placed on sale in Dominica, Grenada and St. Vincent.

Queen Elizabeth II

Previous denominations to 15¢ were adapted in 1953 to portray Queen Elizabeth II. To simplify recently introduced decimal currency, values from 24¢ to \$2.40 were revised to more relevant 25¢ to \$2.50 denominations. With no apparent need for a higher denomination, a \$5.00 stamp (previously \$4.80) was dropped. The Royal Cypher on denominations from 25¢ to \$2.50 were changed to EIIR.

A new constitution for Leeward and Windward islands was commemorated in 1960 with three stamps showing Columbus' flagship *Santa Maria*; the design appeared previously on 1939 Spanish

Queen Elizabeth II is depicted on this St. Lucia stamp, one of a set recognizing a new Constitution.



stamps. Also marked with three denominations was the centenary of St. Lucia's first stamps.

Fourteen photogravure stamps, from one-cent to



This 1977 \$2 stamp was one of a set issued in recognition of Queen Elizabeth's Silver Jubilee.

\$2.50, printed by Harrison, were issued in 1964. Denominations from one-cent to six-cents portrayed the Queen's head and shoulders from a painting by A.C. Davidson-Houston, son of a former St. Lucia administrator. An extension of this painting appears on the eight-cent, 10¢ and \$2.50 values. Other designs feature local scenery. In 1968, the 15¢ (Pigeon Island) stamp was reprinted with sideways Block CA watermark.

Inverted Watermark Discovery

While visiting the Castries post office in January 1967, I purchased the top half of a sheet of one-cent stamps to obtain the prominent "L" flaw (Row 4/6). While checking for the variety, I was amazed to see an unrecorded inverted watermark, sending me back to the counter to secure the rest of the sheet.

The young lady at the counter was quite bewildered when I asked to view another sheet followed by 10 more, each with inverted watermarks. I wish I had photographed her expression as I handed her \$11 BWI for the 11 full sheets I had purchased. These were in addition to the partial sheet from which the error was first detected.

After a coffee to settle my nerves, I returned to the post office for permission to access the stamps held in stock. A senior staff member, Mrs. James, was understandably reluctant until I explained my lucky find. I was then escorted to a poorly ventilated, windowless room containing a cabinet filled with sheets of stamps interleaved with wax paper.

After fruitless hours thumbing through hundreds

of sheets, I realized that if my visit to the post office had been a day or two earlier or later, I would have missed out. That afternoon, I picked up a few used one-cent inverts by canvassing local businesses for discarded envelopes. My find, however, was not the treasure trove I had expected because after 50 years, it is listed by Gibbons at only 75p, unused, and retails even more cheaply.

The statehood debacle

Before leaving Castries, I questioned Mrs. James about plans to mark Associated Statehood just six weeks away on March 1. She was adamant that no new stamps were expected. How wrong she was!

Comments on the many omnibus issues between 1935 and 1966 are excluded to enable room for including this detailed account of a questionable but integral chapter in St. Lucia's recent postal history.

During a visit to London in mid-April 1967, I was astonished to see a stamp dealer's window display of St. Lucia definitives overprinted "STATEHOOD 1ST MARCH 1967." How could this be? It has been positively confirmed there would be no stamps. After purchasing the set, I spotted something odd -- the one-cent, four-cent and \$2.50 values were missing! Recalling my recent visit to Castries, I had come across very few sheets of the four-cent and \$2.50 stamps during my search. It was subsequently revealed that within days of my departure, St. Lucia's Minister of Communications was approached with an offer to provide "statehood" overprints for all available stamps. There would be no cost for this service if the promoter, Ed Mosden, could retain all overprinted one-cent and \$2.50 stamps, thereby excluding them from post office sales.

Severe rebukes followed the acceptance of an outrageous proposal permitting Mosden to arrange statehood overprints for all stamps held in the post office. Printing plates for the overprints were prepared by Harrison and air-freighted to Art Printery in Castries to ensure availability from all post offices on Statehood Day. The actual issue date was, however, delayed until March 7, one week later.

Adequate numbers were reserved for the philatelic market. A proportion of overprinted one-cent and \$2.50 stamps held by Mosden was made available for sale at the main post office in Castries from May 11. Despite the highly unorthodox introduc-

tion, statehood stamps were in exclusive use until mid-June, when dwindling supplies were gradually replaced by regular definitives from reserve stocks held by the Crown Agents.

It has not been disclosed how Mosden persuaded Harrison's to fast-track 500,000 copies of an unheralded 15¢ stamp depicting a map of St. Lucia plus a superfluous "AIR MAIL" inscription, accompanied with 10,000 bogus imperfs and miniature sheets.

Even more scandalous was a quantity of statehood overprints with numerous typeface "errors" on postage dues and residual sheets of the 25¢ UNESCO omnibus stamps. Several so-called proofs and inverted overprints also appeared on the market. In addition to arranging for several sheets of one-cent and six-cent values with black instead of red overprints, Mosden had six sheets (300 stamps) of the \$2.50 overprinted in black. None were officially issued, so postmarked examples must be philatelic.

Following the "statehood" debacle, it was not long before St. Lucia matched neighboring Caribbean and other British territories in forsaking the Crown Agents in favor of new overseas-based agencies. Their appointment inevitably led to an increase of speculative issues.

Apart from the \$5, the Queen's portrait was omitted from 1970 pictorials printed by Format International. A \$10 denomination was added in 1973, when specific five-cent, 10¢ and 25¢ coil stamps were provided for use in vending machines. Sixteen superb "bird" definitives of 1976 printed by Questa were regrettably replaced within four years. The increasing plethora of speculative issues, including St. Lucia's participation in the scandalous "Leaders of the World" series, prompted the closure of my collection.

Thanks for BCPSG's St. Lucia Study Group Leader Guy Kilburn of California for his help in presenting this article and for a number of the images shown.

New discovery of Belize Parrots, 1984

By A.E. "Buzz" Jehle

As one of my favorite countries, I have followed Belize, and as I called them, the "Format Follies" for over three decades now. I have attempted to keep track of imperfs, missing colors, proofs, inverts and essays, but I am sure to have missed many. I quit when it came to misperfs as no catalogue included them.

Belize issued a block of four lovely \$1 se-tenant stamps on November 1, 1984, printed by Format International Security Printers Ltd. They are SG #806-9 in the Stanley Gibbons' catalogue and Scott #739. This was a very attractive and popular set of stamps, issued in panes of eight blocks of four.

There was also a separate souvenir sheet showing a scarlet macaw. The printer's sheets were four panes of 32 stamps each with the "A" pane upper right above the "B" pane and the "C" pane upper left above the "D." A photo of the printer's proof sheet is shown. It was too large for me to scan, sorry!

In the late 1980s, imperforate blocks of four Belize parrot stamps were offered in the trade for £25, and sometimes much higher! However, the imperforates were not of the issued stamps! The issued stamps all had bird scientific names limited to two words, while three of the supposed imperfs had three word scientific names. Clearly the imperfs were a separate issue, or most likely, a proof rejected because they were just too wordy? The imperf proofs were also dramatically different in color with the issued stamps being a much bolder green overpowering the detailed lighter colors on the proofs.

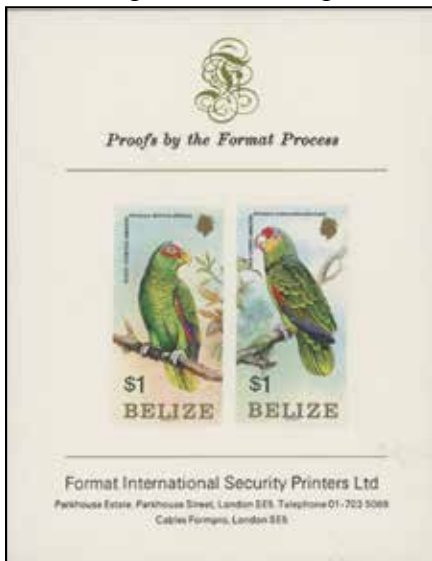
The common names of all four birds are also slightly different on the original proofs and on the final issued stamp. Three of the proofs were called "Amazons" which became "Parrot" on the issued stamps. The fourth changed from "White Headed" to "White Capped Parrot." At least the denomination, "BELIZE" and designer's name ("VASARHELYI") did not change!

Shown is a scan of a block of four as issued and the original "proof" imperforate. Note the colors and differences in the scientific and common names.

A recent offering on eBay caught my eye. It was a sheet of imperforate Belize Parrots -- not the proofs -- but as actually issued. In over 30 years, this is the first time I have ever seen one of these and will in



Original imperf proofs (above), perforated cylinder block as actually issued (below).



"Proofs by the Format Process"

time take it to Stanley Gibbons for a catalogue listing. These are not the imperfs described in Gibbons as having come from the Format liquidation unless someone has been sitting on them all this time.

Of course, the received sheet was not the one shown in the eBay auction which had a different plate. Inquiries to the seller were not terribly helpful in finding out how many sheets they had, although it sounded like one printer sheet cut into four panes all with different plate numbers.

Every year I find new errors and varieties watching online, at stamp shows, and even soaking kiloware. This is one of those cases where everyone knew imperfs were available, but how many knew there were two distinctly different printings? In the future I will detail other new items I have discovered from Format and from other printers.



New discovery, sheet of issued stamps imperforate.



Uncut imperforate printer's sheet of four panes.

The Aerogramme corner ...

Aerogramme from St. Kitts with St. Vincent stamp leads to questions

By Edward Malkin

In the January-February 2004 *Topical Time*,¹ published by the American Topical Association, Dalene Thomas mentioned in her column, "Topical Postal Stationery" about two St. Kitts items. Under the category "Ships," there is mention of "St. Kitts 2002 80¢ A SD: Freighter CD: Highway." And under "Transportation," there is: "St. Kitts 2002 80¢ A SD: Freighter CD: Highway."

This would seem to indicate that the aerogramme was issued in 2002, but it might have been earlier. The St. Kitts & Nevis Post Office website is apparently open and online, but there is no information about postal rates.

The St. Kitts 80¢ aerogramme stamp design seems to date from when the 80¢ stamp showing the CGM *Provence* of the Carol Line was first issued on October

10, 1990. The ship was built as the *Advisor* in 1977, renamed the *Asian Winds* in 1983, CGM *Provence* in 1985, the *Advisor* in 1990, the *Laser Stream* in 1993, the *Cap Vilano* in 1996 and the *MSC Namibia*

in 2000. This ship was broken up in 2011.

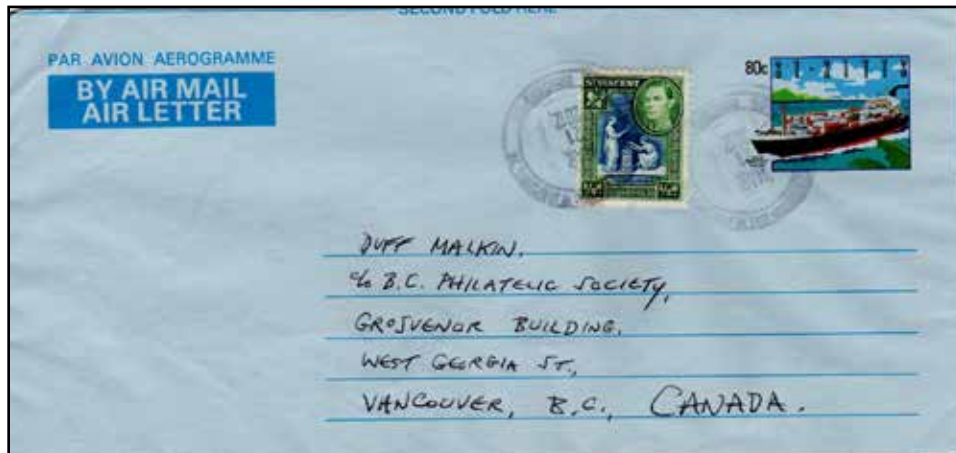
According to philatelic sources, although a ship named *Provence* was launched in 1990, the ship shown on the stamp is the 1977 one, the second having only been delivered after the stamp had been issued. These sources do not give the designer of the stamp or the specific date of issue of it.

In 1973 Habag Lloyd, Koninklijke Nederlandse Maatschappij Stoomboot, and the Harrison

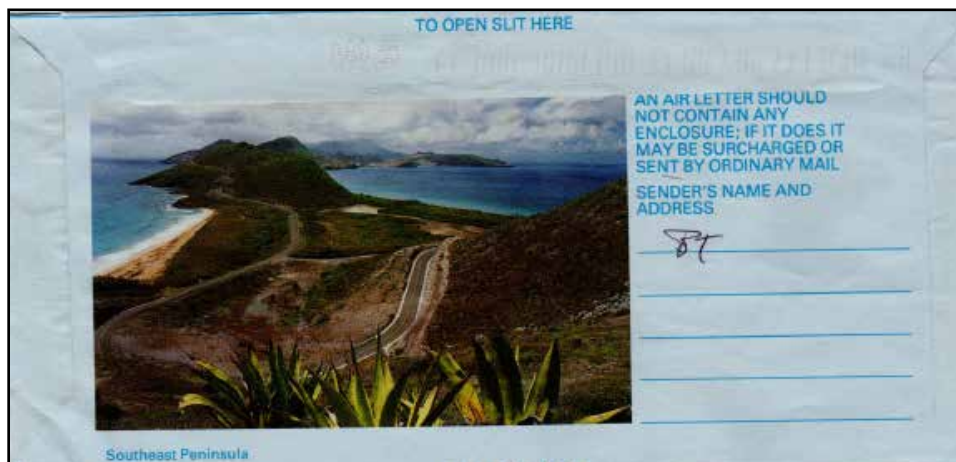
Line united to build the Carol Line (Caribbean Overseas Line). This was the first line to provide container service in between Europe and the Caribbean. The contract was extended to the ship *Caraibe* and the French shipping company Compagnie General Maritime (CGM) joined the consortium.

This form may have been issued

in 1990, along with the stamp and was definitely out by 2002, but it still appears to be valid for aerogramme posting in 2012. They must still have had a quantity on hand such that, if they are asked for,



This St. Kitts aerogramme has a St. Vincent stamp added. The reverse side, below, shows the "Southern Peninsula" of St. Kitts.



they were still available. Sadly, in the case of reporting on aerogrammes, the reporters have been known to write up the wrong year dates in their printed articles and, when advised of such, have failed to make corrections to advise their readers. The day may be 2002 or it might be the year a person was given when they asked about the item. Or it may be the year date that they first saw on an item or the year that they first came across them.

The 80¢ rate may have been the airmail letter rate to Canada and the United States, which now stands at 90¢ (34¢ U.S.). In 1996 there were varying aerogramme rates that depended on distance: 60¢ Zone A; 90¢ Zone B; \$1.00 Zone C; and \$1.20 Zone D. The aerogramme rates were the same as the letter rates for Zone A and Zone B. Zone C was \$1.20 and Zone D was \$1.60. These amounts are all in the East Caribbean dollar which is 48¢ Canadian and 37¢ U.S. The current airmail rate to the United Kingdom is EC\$1.20 and to Australia and New Zealand it is EC\$1.60. For some reason mail to the U.S. takes seven to 10 days while mail to Western Europe takes five to seven days.

The back of the form shows the “Southeast Peninsula” of St. Kitts. For the benefit of those who may wish to know, it seems the Southeast Peninsula of St. Kitts, which stretches southeast from the capital Basseterre to the waters of The Narrows, the strait which separates the island from its neighbor Nevis (which is pronounced “Kneevis”), was not very well developed until an all-weather road was developed in the 1990s.

Clearly seen on the back of this aerogramme is very good evidence of this all-weather road. This view is looking south on the isthmus, which, at this point, is less than a kilometer wide. I could not find when precisely the road was completed. As well, of course, we do not know when the picture was taken or by whom.

A ½d St. Vincent stamp was added on for effect. St. Vincent was not under St. Kitts administrative control at any time and the ½d stamp is in Sterling. Thus it performs more as a label than a stamp. The sender had a tendency to take old stamps from one place to another to get them postmarked. Sometimes the British and French colonial stamps were sold to collectors straight out of London or Paris. If such was the case for this ½d stamp, the aerogramme is proof that it did actually eventually make it to the

Caribbean.

Although St. Kitts & Nevis is an independent state, there are two postal services, one in St. Kitts and one in Nevis, each with their own stamps. Each does, however, honor the stamps of the other. The difference is political. There seems apparently to be no Nevis aerogramme, though they may have stampless aerogrammes and an aerogramme rate. For the governments of St. Kitts & Nevis, the different stamps of the two islands may be at least as much a matter of local island pride than getting a stamp collector to send money.

FOOTNOTE

¹ Thomas, Dalene. “Topical Postal Stationery.” *Topical Time*, Vol. 55, No. 1, January-February 2004.

Contact offered for help collecting current Belize stamps

Do you collect Belize and can't find a local correspondent to fill your philatelic needs? Well, your problems are solved as the BCPSG has a new man on the ground in Central America and he's willing to help.

Major (Ret.) Anthony J. Fulmes moved to Belize from Canada some time ago and is willing to help members with their collecting. “I am willing to send mail from here to people at various rates at cost for cancels, used stamps, rate covers, etc. I also have a business address if people want that on the cover.”

He noted that where he lives, the local post office still places receiver marks on mail, currently in red ink. If you wish to make contact, the address is: Major (Ret.) Anthony J. Fulmes, General Delivery, Placencia, Stann Creek District, Belize, Central America.

Nuggets from the past ...

In the October 1983 issue, William H. Matthews wrote about the 1927 Pan American flight from Trinidad to Grenada. The article was nicely augmented by antiquarian photographs of the event. Also, Edmund A. Bayley wrote about the UPU centenary stamps of Barbados, and Michael R. Wilson authored an article on the 1953 Queen Elizabeth II Coronation issues of the British West Indies.

A rare inter-island airship flight

By Darryl Fuller

The USS *Los Angeles* was a rigid airship, designated ZR-3, which was built in 1923 - 1924 by the Zeppelin company in Friedrichshafen, Germany, as war reparations. It was delivered to the U.S. Navy in October 1924 and after being used mainly for experimental work, was decommissioned in 1932. It was a helium-based airship. Between February and May 1925, she voyaged twice to Bermuda and once to Puerto Rico. Mail was carried on these flights.

According to author Charles E. Cwiakala, mail was carried on the first flight from New York to Hamilton on February 20-21, 1925, but was dropped on the island because of bad weather and there was no return airmail. The second flight from Lakehurst, New Jersey to Bermuda was on April 21-24, 1925. This time mail was carried on the return flight from Hamilton to Lakehurst. Mail from these flights is popular but easy to get, with a few exceptions.

However, what is not recorded in the Bermuda book is that a few covers from the return flight were also carried on the flight to Puerto Rico which left around or after April 27, 1925. The cover shown in *Figure 1* is one of those rare covers flown from Bermuda to Puerto Rico all the way by airship. The seller estimated that six are recorded (probably all to the same addressee), but I am unable to find a source for that information. To date this is the only copy I have seen. The addressee, Major Joseph A. Steinmetz, was in the U.S. Army Air Service from what I could find out. The cover has the two-line cachet in both black and mauve and is backstamped on May 7, 1925 (*Figure 2*). The latter seems late but other U.S. - Puerto Rico covers from the flight have dates of May 5 and 6. Covers flown from Bermuda to New Jersey sometimes have a backstamp of April 27, but other times not. The fact that the only backstamp on this cover is San Juan, Puerto Rico makes me think it did fly all the way.

I would be interested to hear from anyone who has a cover like this that they believe was flown from Bermuda to Puerto Rico. I can be contacted at djbsuller@iinet.net.au.



Figure 1
Bermuda first flight cover to Puerto Rico.



Figure 2
Backstamp in San Juan on May 7, 1925.

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Cwiakala, Charles E. *Bermuda By Air: A Handbook and Catalog of Bermuda Aerophilately*. Killen, Alabama: Bermuda Catalog Project, L.L.C., 1996.

British Guiana QEII 12¢ adhesive: use of an “irregular” perforation comb

By Nick Halewood

When I first saw the block of four of the 12¢ value printed by De La Rue with the local overprint (SG #426) in **Figure 1**, I thought that it had been line-perforated, due to the merged holes at the intersections. However, later, due to the “perforation signature,”¹ I concluded that it was a case of the paper not being moved the full depth of the comb between strokes² so that the resulting adhesives were the normal height. Therefore, it looks like a perforation comb that was too deep was used.

At first, I thought two combs were involved but now I am convinced there was only one, which was too deep initially so the top pin on each vertical side was removed. On the “irregular” blocks there are 22 holes between the corner ones on each vertical side of an adhesive but on the “regular” blocks there are only 21. Also, there is the same displaced pin³ at the bottom right of both the “irregular” and “regular” plate blocks, which confirms it was the same comb.

I will continue using the terms “irregular” comb and “regular” comb, although there was only one comb, which initially had 23 pins (irregular) on each vertical side and later 22 pins (regular). Below is a table listing the watermark, printer, overprint (if present), and comb used for the printings depicted in Figures 1 to 7:

Figure	Watermark	Printer	Overprint	SG No.	Comb
1	Script CA ⁴	De La Rue	Local	426	Irregular
2	Block CA up ⁵	De La Rue	--	359	Irregular
3	Script CA	De La Rue	London	383	Irregular
4	Script CA	De La Rue	Local	426	Irregular
5a	Script CA	Waterlow	--	338	Regular
5b	Script CA	De La Rue	--	338b	Regular
6	Block CA up	De La Rue	London	391	Regular
7	Block CA side ⁶	De La Rue	London	402	Regular

This “irregular” comb appears to have been used on all the British Guiana Block CA upright⁵ (**Figure 2**), and Guyana Script CA4/DLR overprint (**Figure 3**) and Script CA/local overprint (**Figure 4**) 12¢ examples that I have. The British Guiana Script CA (Waterlow [**Figure 5a**] and DLR [**Figure 5b**]), and Guyana Block CA upright/DLR overprint (**Figure 6**) and Block CA sideways⁶/DLR overprint (**Figure 7**) issues being normally perforated; *i.e.*, comb-perforated with a wide tooth on each side at the top.⁷ Because the “irregular” comb was used for the British Guiana Block CA issue (**Figure 2**), it appears that it was probably only used by De La Rue.

The “irregular” comb was only used for the 12¢. The other vertical format values, *i.e.*, the 4¢, 48¢, 72¢ and \$5, all being perforated with the “regular” comb.

FOOTNOTES

¹ The perforation signature is what I call the pattern of displaced pins on a comb. For example, look at Figure 3, particularly the first hole to the left of the corner hole in column 10, which is displaced upwards

Text continued on page 19



Figure 1

Script/DLR – Irregular comb³



Figure 2

Block/DLR – Irregular comb



Figure 3

Script/DLR – Irregular comb



Figure 4

Script/DLR – Irregular comb



Figure 5a

Script/Waterlow
Regular comb



Figure 5b

Script/DLR
Regular comb



Figure 6
Block up/DLR –
Regular comb



Figure 7
Block side/DLR –
Regular comb

Another “MISSENT TO TURKS ISLAND” cover located

By Tony Walker, FRPSL

Unfortunately I do not have an example of the mark shown by Tom Giraldi and Richard Foden,¹ but I do have another “MISSENT” mark shown here, which does not appear to have been recorded in either Challis or Proud.

Most of the details are clear on the cover. But briefly, the letter was posted in Kingston, Jamaica on March 20, 1951, addressed to British Honduras.

On the reverse is a receiving mark, “GRAND TURK / 27 March 51 / TURKS ISLANDS,” then an arrival mark in Belize on April 3 and destination cancel at Stann Creek on April 4. It does look to be a genuine commercial cover.



REFERENCE

¹Tom Giraldi, “Missent to Turks Island,” *British Caribbean Philatelic Journal*, July 2020, p. 26; Richard Foden, “Missent to Turks Islands,” *British Caribbean Philatelic Journal*, October 2020, p. 24-25.

British Guiana QEII 12¢ adhesive ————— Text continued from page 17

at the bottom of both rows 9 and 10.

² After each stroke of the perforating machine, which resulted in three sides of each adhesive being perforated, the sheet was moved by the height of one adhesive to receive the next stroke of the comb, which completed the perforation of the previous row. The final stroke completed the final row and also vertically perforated the adjoining sheet margin.

³ Note Waterlow “house number,” 47821, at top.

⁴ Multiple Script CA watermark.

⁵ Multiple St. Edward’s Crown Block CA upright watermark.

⁶ Multiple St. Edward’s Crown Block CA sideways watermark.

⁷ As opposed to the “irregular comb,” which was too deep, the “regular” one was not deep enough, which resulted in the wide teeth at the top of the adhesives. The wide teeth were at the top because the sheets were fed into the perforating machine bottom first. For Waterlow printings, the wide teeth are always at the top, but for De La Rue ones they can be at the top or the bottom. In the latter case, the sheets were fed top first for perforation.

Airmails of the West Indies

(Part 4)

By John Seidl

This is the fourth part of a series on airmails of the West Indies. In this segment, we continue with British Guiana, which ended in the July 2021 issue with a British Guiana flight of December 2, 1937. As always, your input is encouraged. Please send any updates of new information to me at john.seidl@gmail.com.

This series will continue in the January 2022 issue!

British Guiana: We continue with flights after the December 2, 1937 Georgetown to London flight covered in the previous issue.

DATE	FROM	TO	NOTES
September 6, 1945	Trinidad	Georgetown	First B.W.I.A. flight
November 1, 1945	Georgetown	Barbados	First flight by B.W.I.A.
March 23, 1946	Georgetown	Europe	First flight by B.S.A.A.

British Honduras/Belize: Though on the Central American mainland and not in the chain of Leeward and Windward West Indian islands, British Honduras was participating in the first flights on F.A.M. 5 four months before the "Island Route" was opened.

DATE	FROM	TO	NOTES
May 21, 1929	Miami	Belize	First acceptance over FAM 5. Purple cachet, "First Flight / Air Mail / Miami * Central / America / F.A.M. Route 5"
May 22, 1929	Belize	Miami	First return mail. Special cachet, 43x28mm oval, in violet with central diamond "Belize / First Flight / Miami – Panama"
May 23, 1929	Belize	Cristobal via Tela and Managua	First acceptance over FAM 5
October 29, 1929	Belize	Cozumel, Mexico	Covers are extremely rare
January 1, 1930	San Salvador	Belize	First acceptance
January 23, 1930	Belize	San Salvador	First flight
March 11, 1930	Costa Rica	Belize	First flight
March 17, 1930	Belize	Guatemala City	First flight
March 2, 1931	Cuba	Belize	First acceptance

DATE	FROM	TO	NOTES
December 5, 1931	Belize	Playa Obispo, Mx., Puerto Barrios, Guatemala	First flight over FAM 5. Few covers exist.
August 17, 1937	Belize, El Cayo	El Cayo, Belize	First weekly airmail service by T.A.C.A. (Transportes Aereos Centro Americanos). Special cachet, in blue, 62x68mm "First / Internal Airmail Service / Cayo – Belize or Belize – Cayo / 17 August 1937 / First Flight Cover"
March 15, 1939	Punta Gorda	Belize	First Flight. Special cachet in blue, 70x63mm "British Honduras / Internal Airmail Service / Punta Gorda – Belize / 15th March 1939 / First Flight Cover"
November 20, 1940	Belize	New Orleans	Short-cut survey flight by American Export Airlines. No special cachet but typewritten inscription, "First Flight Cover, Belize, British Honduras to New Orleans. American Export Airlines Gulf of Mexico short cut route"
October 4, 1950	Tampa	Belize via Cayman Islands	Inaugural flight of short-lived service.
August 15, 1990	Miami	Belize City	Inaugural American Airlines service. Covers reported but design unknown.
December 14, 1990	Miami	Belize City	Inaugural Pan American service. Cachet reads: "Miami / Belize City / San Pedro / Sula / Pan American / World Airways"

Cayman Islands: The Cayman Islands have had an unfortunate history in Air Mail Flights. In July 1935, arrangements were made with the postmaster in Jamaica for mail from the Cayman Islands to be carried by air from Jamaica onward and the first consignment left Georgetown, Grand Cayman on July 30 with a special cachet reading "First Air Mail - via Jamaica." However, the service was not popular because of the high airmail postage, and the service was short-lived. This mail traveled to Jamaica via the ship *Cimboco*. During World War II there was one flight to Miami by a Douglas seaplane carrying 346 letters. In October 1947, a farther flight was made from Tampa, Florida to Jamaica, via the Cayman Islands and return the same day. There was no official mail from Tampa to Cayman Islands and only six covers were carried on the return flight (see Jamaica listings). There were several other attempts to inaugurate a regular service, some ending in disaster. It was not until mid-1953 that B.W.I.A. started a regular weekly service. Since then a regular service has been started between Grand Cayman and Miami.

DATE	FROM	TO	NOTES
July 30, 1935	Grand Cayman	Kingston	By sea to Jamaica. Special cachet, two lines in violet, "First Air Mail / via Jamaica"
February 12, 1940	Grand Cayman	Miami	Private flight acknowledged by postmaster. Douglas Seaplane NC14208. Pilots W.L. Cleveland & Hector Alexander. U.S. Army Air Corps plane.
November 22, 1946 November 23, 1946	Kingston Grand Cayman	Grand Cayman Kingston	Jamaica Air Transport, Ltd. with typed cachet in black, "First Flight from Jamaica / Jamaica Air Transport Ltd" and "First Flight from Grand Cayman / Jamaica Air Transport Ltd".

DATE	FROM	TO	NOTES
October 18, 1947	Cayman Brac	Kingston	First flight Cayman Islands Airways. Special cachet, six lines in red "First Flight / from / Cayman Brac, B.W.I. / to / Kingston, Jamaica / Cayman Island Airways, Ltd." Also a purple rubber stamp impression that reads "First Flight / Jamaica Air Transport / Cayman Brac – Jamaica" with the Jamaica Air Transport crossed out by hand. Douglas Seaplane NC 14208.
October 20, 1947	Kingston	Georgetown	Cayman Airways first flight. Only three covers flown.
October 20, 1947	Grand Cayman, Cayman Brac	Jamaica	Flight did not take place and mail was forwarded by sea.
November 3, 1947	Cayman Brac	Kingston	Same as October 18 cover but without purple rubber stamp and new date.
November 3, 1947	Kingston	Cayman Brac	Cayman Airways "first official flight" hand-written on cover but they were not flown – Cayman backstamp reads November 18, 1947.
June 4, 1948	Grand Cayman, Cayman Brac	Kingston	Name on cachet is in error and should read Caribbean International Airlines. Special cachet 67x45mm in violet, "First Flight / from / Grand Cayman, B.W.I. / to / Kingston, Jamaica / Cayman Islands Airways, Ltd."
July 2, 1948	Kingston	Grand Cayman	First flight Caribbean International Airlines, Ltd., amphibian plane.
July 5, 1948	Grand Cayman	Cayman Brac & Kingston	Return flight for Caribbean International Airlines, Ltd. There was a stopover on Cayman Brac.
April 10, 1953	Kingston	Grand Cayman	Plane sank. Cachet at Kingston, Jamaica states "Found open and officially repaired at G.P.O. Kingston, Jamaica"
April 27, 1954	New Orleans	Kingston	Delta Air Lines first flight with black cachet which reads: "Delta Air Lines / 1st Jet Flight / New Orleans and / Kingston, Jamaica / FAM Route No. 31"
December 17, 1966	Miami	Grand Cayman, San Juan	B.W.I.A. typed cachet reading "First Air Mail Flight Miami – Cayman Islands Dec 17, 1966"
December 17, 1966	Grand Cayman	Miami	B.W.I.A. purple rubber stamp cachet, "First Jet Flight / Boeing 727 / from Grand Cayman, C.I. / to Miami, Florida". There is an additional cachet of a map of the flight route and text: "BWIA Boeing 727 Sunjet Inaugural Flight / Grand Cayman to Dec. 17, 1966"
December 17, 1966	San Juan, Georgetown	Georgetown, San Juan	B.W.I.A. inaugural service. Purple cachet similar to the above for Georgetown to San Juan. The Cayman Islands issued a new stamp to honor these flights.
May 15, 1967	San Jose, Costa Rica	Georgetown, Miami	Southern Airlines with typed cachet: "Primer Vuelo En Jet – BAC 1-11 LACSA Airlines of Costa Rica Flown from San Jose to Cayman Islands".
February 3, 1968	Vancouver, BC	Grand Cayman	"Flown on board Pacific Western Airlines Jetliner from Vancouver to the Cayman Islands" typed on cover.

DATE	FROM	TO	NOTES
April 30, 1972	Miami	Grand Cayman	Inaugural service for Cayman Airways from Miami. The Miami Post Office reported 33 philatelic covers were dispatched.
December 4, 1974	Miami	Grand Cayman	Southern Airways first flight. Special cachet in red or blue, "first flight / miami to / grand / cayman southern" with palm tree. All the words are in lower case. Second cachet available, six lines in purple, "First Flight / from / Grand Cayman, B.W.I. / to / Miami, Florida / Southern Airways".
October 29, 1978	Grand Cayman	Houston	Cayman Airways first flight. Special cachet, seven lines in purple: "First Flight / from / Grand Cayman, B.W.I. / to / Houston, Texas / 29th October 1978 / Cayman Airways".
October 29, 1978	Houston	Grand Cayman	Return flight, Cayman Airways.
October 16, 1984	London Grand Cayman	Grand Cayman London	British Airways Concorde first flight. Special cachet, "British Airways Concorde / photo of plane / British Airways Concorde / First Flight / London – Grand Cayman – London / Official British Airways Cover". Flight stopped in Washington, D.C. and Miami in both directions also. Flight details printed on cover; 998 covers flown.
November 10, 1993	Charlotte	Grand Cayman	USAir inaugural service. Covers flown, no cachet.
November 11, 1993	Tampa	Grand Cayman	USAir inaugural service. Covers flown, no cachet.

Dr. Lockie states: Since February 1954 there have been regular services by B.W.I.A., Nicaragua Airways, Costa Rican Airways and Cayman Brac Airways, but that he has no details of the first flights.

Dominica: Dr. Lockie could only find one first flight recorded for Dominica and it was on February 27, 1930, when the N.Y.R.B.A. collected mail from Roseau on its first southbound flight to Castries, Port of Spain and Dutch Guiana. It turns out this flight actually took place on March 3, 1930. Dominica's first true international airport is scheduled to open in 2021.

DATE	FROM	TO	NOTES
February 27, 1930	Dominica	St. Lucia, Trinidad and Dutch Guiana	See above. There were only eight covers carried on this flight and the notation of "first flight" was written by hand.
March 4, 1931	Montserrat	Dominica	Incoming flight with a CDS which reads June 6, 1930 even though not flown until March 4, 1931. Boxed cachet reading "First Air Mail / Montserrat".
November 18, 1958	Barbados	Dominica	First flight by L.I.A.T.
September 20, 2020	Dominica	Barbados	Caribbean Airlines first flight, unknown if any covers exist.

Grenada: Dr. Lockie could only find one recorded first flight for Grenada and it was on July 20, 1930, when N.Y.R.B.A. flew from Trinidad to Grenada and returned. The flying boat *Porto Rico* was used for the flight. On August 1, 1930, N.Y.R.B.A. was absorbed by Pan American Airways and the weekly flights were discontinued.

DATE	FROM	TO	NOTES
April 7, 1927	Trinidad	Grenada, St. Vincent	Special U.S. Army charter called "Pan American Goodwill Fliers." There are three known surviving covers from the one bag of mail carried.
July 20, 1930	Trinidad, Grenada	Grenada, Trinidad	See intro above. Cover has white with blue letters, "By Air Mail / Par Avion" labels and typed notation of "First flight from Grenada /to Trinidad Via NYRBA LINE".
January 16, 1943	Trinidad	Grenada	First B.W.I.A. flight.
June 23, 1990	San Juan, P.R.	Grenada	American Airlines first flight – inaugural Boeing 727 service. Dark blue or black cachet showing a sailboat and reading, "American Airlines / U.S. Postal Service / First Flight / San Juan, Puerto Rico to / Grenada / Windward Islands." Return covers from Grenada are dated June 21 and were not backstamped in San Juan.

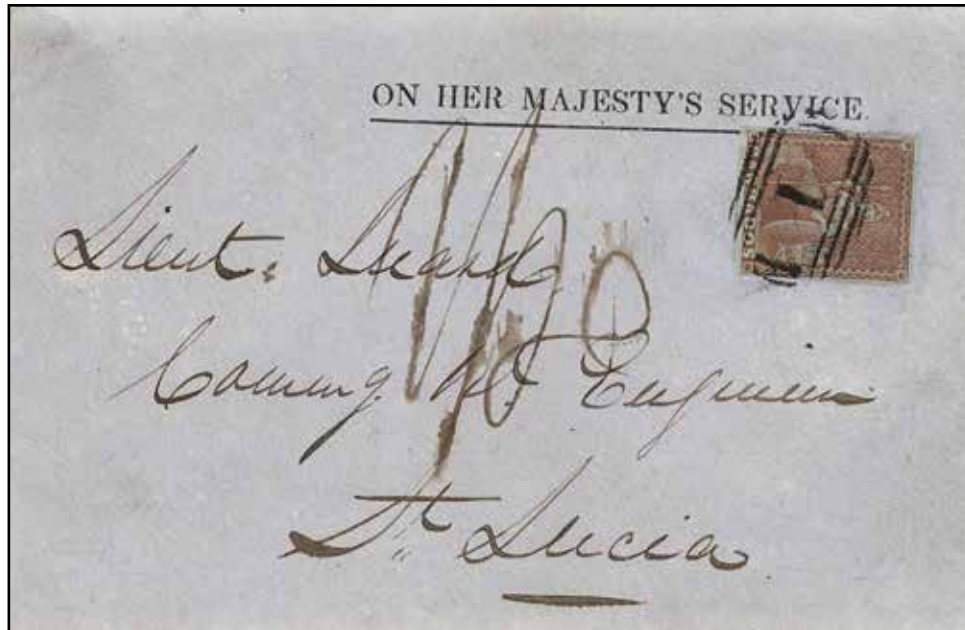
Jamaica: Jamaica has a long and robust history of airmail service. An exhaustive list can be found in the book *Encyclopedia of Jamaican Philately* by Steve Jarvis, which I highly recommend for the specialist. The table below will cover Lockie's original list and many from Steve's book. Airmail that came to Jamaica by sea or left Jamaica by sea is not included. I have also skipped most of the "Acceptance" flights.

DATE	FROM	TO	NOTES
August ?, 1929	Jamaica	Germany	In 1929 Jamaica was not a "treaty state" for Zeppelin mail. However, there are covers carried on the Graf Zeppelin's 1929 around-the-world flight. Jamaica stamps applied at origin and then stamps of U.S. or Germany added to pay airmail/Zepp fees.
November 29, 1930	Haiti	Jamaica	Shield cachet reading "Premier Vol". Mail traveled from Port au Prince to Cuba and Miami where a second cachet was applied. The covers then flew on Miami flight below on December 2.
December 2, 1930	Miami	Kingston	First flight by P.A.A. Covers are less common than the return flight of December 10. Special cachets: (1) 64x42mm in black: "Seaplane / Air Mail / F A M Route 5 / Miami Cienfuegos Kingston / Lighthouse"; (2) 55x42mm in purple: "First Flight / inaugurating / Air Mail Service / to Jamaica" 4,767 covers flown.

DATE	FROM	TO	NOTES
December 3, 1930	Canal Zone, Panama City & Colon	Kingston	First P.A.A. flight. Less common than flight of December 10. Special cachets: (1) in light green, 57x45mm, "Air Mail / December 3rd / First Flight / plane flying over palms / Canal Zone to Jamaica"; (2) 55x42mm in purple, "First Flight / inaugurating / Air Mail Service / to Jamaica"; (3) 46x64mm in purple, "Air Mail First Flight / Map of Caribbean with plane flying over route / December 3 1930 / Canal Zone to Miami / via Jamaica and Cienfuegos, Cuba." Mail from several Central American countries was also sent by this flight with various cachets.
December 5, 1930	British Guiana	Kingston	P.A.A. FAM Route 6 via Miami. The same day FAM 5 route via Miami from Venezuela, Curacao and Canal Zone arrived. Same flight?
December 10, 1930	Kingston	Cienfuegos	Flight by Caribbean Airways preceding P.A.A. by a few hours. Postmarked "Santiago de Cuba – Dec 10 – 1:30 p.m. – Cuba". Special cachet: Circular 60mm in black, "Air mail / First Flight / Jamaica / to / Miami U.S.A." The first P.A.A. flight did not leave Kingston until the afternoon of December 10 and could not possibly have reached Santiago de Cuba by 1:30 p.m.
December 10, 1930	Kingston	Miami & most West Indies islands	First P.A.A. flight. Special cachet as above. The abbreviated year date "30" on the Kingston postmark is frequently found inverted.
December 10, 1930	Kingston	Canal Zone	First P.A.A. direct flight from Kingston. Special cachet similar to above, but "Miami U.S.A." deleted and "Canal Zone" superimposed.
December 13, 1930	Mexico City	Kingston	P.A.A. experimental flight.
February 10, 1931	Kingston	Canal Zone, Venezuela, Trinidad	Completion of the "Lindbergh Circle" of FAM 5 & 6 southbound. Purple cachet: "FIRST AIR MAIL / FROM / JAMAICA / TO / MATURIN, VENEZUELA".
February 16, 1931	Trinidad, Venezuela, Canal Zone	Kingston	Completion of the "Lindbergh Circle" of FAM 5 & 6 northbound.
March 2, 1931	Cuba	Kingston	Special cachet 86x55mm in dark blue: "Republica de Cuba / Admon Correos – Habana / Serviceo Aereo International / Primer Vuelo".
May 2, 1931	Kingston	Barranquilla, Columbia	P.A.A. FAM 5 route dispatch.
June 15, 1931	Barranquilla, Columbia	Kingston	Return flight. Originated in Bogata.
June 29, 1931	El Salvador	Kingston	P.A.A. flight by FAM 5. Special cachet: 55x25mm in purple, "Primer Correo Aereo / El Salvador a / Jamaica / 29 de Junio de 1931 / San Salvador C.A."
July 15, 1931	Montreal	Jamaica	Flight not completed. Special cachet in red of International Airmail Society and "Plane forced down / at West Palm Beach, Fla. U.S.A." Trans-Canada Airline did not commence flight to West Indies until 1948.

Vignettes of Barbados Britannia Covers

By M. Fitz Roett



The above OHMS cover to St. Lucia is the only recorded Official Mail item and the earliest known usage of the 4d stamp. It is dated August 11, 1856 and franked with a copy of the 4d brownish red. The manuscript markings are accounting notations, as Official Mail was not liable to inland postal charges but payment of the packet charges was compulsory (either by the sender or addressee). It is assessed 4d – Inter-island packet rate pre-paid.



Above is a cover to England dated October 27, 1857 and franked with an imperforate copy of the 1d deep blue (SG #10) for the 1d Inland rate. It is the only cover known with an imperforate stamp cancelled at St. John (numeral #5). The red manuscript “6” indicates the 6d packet rate was prepaid in Barbados. The Crowned Circle cancel was employed upon arrival to signify the pre-payment of the packet charges.

Membership Director's Report

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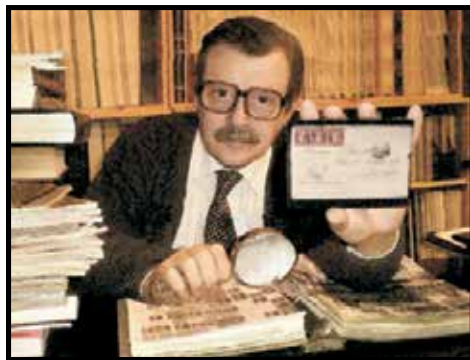
Recent commercial mail, with local usages, including meters, governmental stampless, inter-island, and instructional markings from many of the Caribbean countries.



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What does your "stamp den" look like?



Our fearless leader, John Seidl, has a somewhat unique way of storing his stamps -- he uses file cabinets rather than albums. He notes, "I have a bizarre system I've not seen anyone else use - I store stamps in glassines by catalogue number in old library card catalogues - no stamp albums here other than my postal history collection in Vario binders." So what does your stamp den look like? Tell the editor and send a photo or two.

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President's Message

By John Seidl

I hope everyone's 2021 has been healthy and productive. Personally the year has been a real challenge. We've been living on an interim basis in Connecticut for 10+ months helping to care for my sister-in-law who is waging a battle with cancer. Some of my philatelic projects have come with me from Georgia but many remain untouched since last year. But enough of that sort of thing – I'd like to start out by thanking Bill Gompel for running an amazing BCPSG auction. I am super happy with the overall results and would like to thank everyone who participated as a seller or a buyer or both! I know the lots I won are certainly amazing!

It's great to see the stamp shows coming back to life as we all carefully venture back out into the world. There are some local shows near me here in Connecticut and I've visited a few – no great treasures of the Caribbean so far but you never know. Due to work I was not able to make it to the national show in Chicago but I'll hope to see some of you at an upcoming show later this year.

A couple of nice first flight covers to add to my research in that area have been sent my way by various members – thank you for helping us create a data repository for that material. Once back in Georgia, I'll get the research added to our website along with recent issues of the BCPSG *Journal*. If you have covers to add to this effort you can simply email me a photo of the cover along with your description and I'll validate I have it in the database.

We're still looking for several volunteer roles for the group including a Webmaster, a Membership Director and a few others – see the masthead in this issue. Let me know if you are interested – no special skills required other than being well organized and willing to do the work.

If you're like me and always looking for a new dimension to add to your philatelic interests, I'd suggest you check out the International Society of Worldwide Stamp Collectors at www.iswsc.org. You'll find lots of interesting content in their journal and fun in the swap circuits. Probably nothing for your next exhibit, but truly dedicated group of people who enjoy the hobby.

As always, we are in need of articles for the journal and that is a great way to have an immediate impact on our group. Thank you to those who continue to contribute excellent articles on a regular basis!



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by Peter C. Ford FRPSL

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Trinidad Mail Coastal Service 1820 - 2000

by Michael Rego

Study Paper No. 8. This Study Paper traces the history of the mail service via the steamers that plied the coastal waters of Trinidad and Tobago from the early 19th century. There is much information on the vessels that sailed on these routes with tables of timings, lists of prices for various items sent by mail as well as many images of contemporaneous paintings of the ships and their ports of call. Any collector interested could not find a better reference book.

Price: £22 (BWISC Members' discount £2) from pennymead.com



For information, the following books are available from the American Philatelic Society on their website stamps.org/publications.

Airmails of Trinidad and Tobago by Ron Wike	\$23.50
Cayman Islands Postcards by Tom Giraldi.....	\$21.00
Classic Collections - St. Lucia by Charles Freeland	\$13.00
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