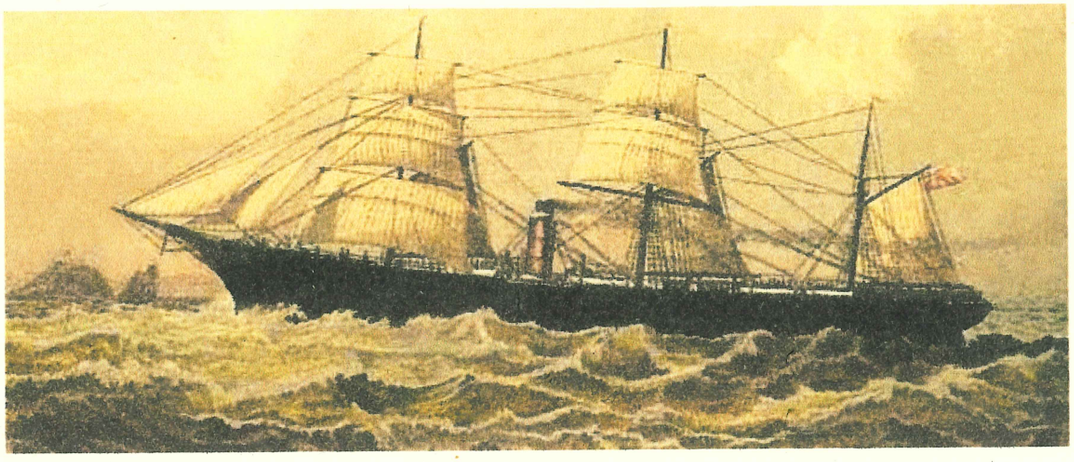
Mail boats - Cunard Line (North Atlantic)

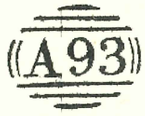
A93 SS Java



SS JAVA from an Old advertising card *from* www.norwayheritage.com

The SS Java, of 2,696 gross tons and dimensions 337.1ft x 42.9ft was built in 1865 at Glasgow by J. & G. Thomson & Co. for the Cunard Line. On October 21st 1867 it made its maiden voyage from Liverpool – Queenstown - New York; alternate voyages were made from Liverpool – Halifax, Nova Scotia – Boston. It was in service with Cunard until 1877.

The Cunard steamship fleet, under contract with the British Admiralty, carried the Royal Mail and news across the North Atlantic between Liverpool in England, and Halifax, Boston, and New York in North America. Cunard's ships also carried freight and any passengers who wanted to make the trip, but the regular mail service was the reason the British Government was willing to pay Cunard a large subsidy to operate his transatlantic transportation system. In 1849, Cunard's annual subsidy for carriage of the Royal Mail across the North Atlantic was £173,340.

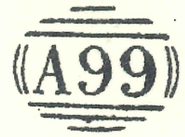


The A93 cancel was issued in 1859 and used on the SS Java from 1867. It was withdrawn in 1868. Nova Scotian and Canadian stamps are often found with the British mail boat cancellations. This is because the Cunard Packets called at Halifax, Nova Scotia and the mail brought to the packet at the last moment could have uncancelled Nova Scotian and Canadian stamps which were cancelled on board.



A93 cancel on Nova Scotia 1853 6d yellow green and 1860 12½¢ black

Mail boats - P &O (Mediterranean and Far East)



A99 cancel

The ***A99*** cancel was entered in the GPO proof books in June1859 and handed to Mr Gilpin "for service on the Alexandrian Line". It was used until April 1869. Covers are known from Zoola (Abyssinia), Hong Kong and Singapore, many directed via Marseilles. Stamps of India and Straits Settlements are known with the A99 cancel.



1869 GB 4d vermilion plate 11 Z82



Cover front with fifteen 1865-6 1d rose-red plates 98 and 99 Tied to cover, addressed to Dulwich. Plate 98 is not listed in *Stanley Gibbons* for the A99 mail boat. The total is 1s3d, which does not correspond to any known rate for mail boats at that time. It is believed to be the highest number of stamps on any mail boat cover; the *Spink Mailboat Auction (2007)* had one cover with twelve stamps.

Sources

Mediterranean and Atlantic Mailboat Covers and Cancellations Auction Catalogue 7th March 2007 Spink London
Parmenter J (1993) GB Used Abroad: Cancellations and Postal Markings Postal History Society, Beckenham
Stanley Gibbons (published annually) Commonwealth and British Empire Stamps 1840-1970 Stanley Gibbons, London and Ringwood

Mail boats

P &O (Mediterranean and Far East)



A86 cancel

The ***A86*** cancel was entered in the proof books in April 1859 handed to Mr Romayne "for Marine service". It was used until October 1869. Covers are known from Japan, Hong Kong and Singapore, many directed via Marseilles. Stamps of Hong Kong, Straits Settlements, New South Wales are known with the A86 cancel.



1857 1d rose-red die II large crown watermark perf 14

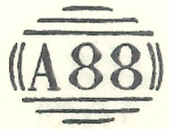
Plate 6 emblems Thick glaz'd paper.



1857 6d bistre-brown New Zealand



1864 Sailor's Envelope from Henry K Thorp HMS Scout Singapore, East Indies" to "M r Hawkins Signalman on Guard South Eastern Railway, Maidstone" and marked "Care of Station Master", signed by the Commanding Officer using his hand stamp and bearing a 1d rose-red cancelled A86; the reverse with a very small portion of a 1864 date stamp.
Rate: The privileged mail for ranks was 1d plus any other expenses, with the envelope annotated with the name of the writer and signed by the commanding officer.
Route: By P&O from Singapore via Penang to Galle in Ceylon; Galle to Suez via Aden; overland to Alexandria by train; to Southampton via Malta and Gibraltar.



A88 cancel

The *A88* cancel was sent to Mr Casson for "Marine service" on 18th April 1859 and was used until October 1869. It is known on covers from Hong Kong and Japan and stamps from Cape of Good Hope, Ceylon, Hong Kong and India



1862 double rate envelope to England, baring 1856 6d lilac pair cancelled A88 with "Via Marseilles" on the front and with Ipswich Code A DE 31 2862 CDs on reverse.
Rate: A double rate letter, possibly from an officer
Route: By P&O from the far east to Galle in Ceylon; Galle to Suez via Aden; overland to Alexandria by train; to Marseilles by mail boat and then overland through France.

A81



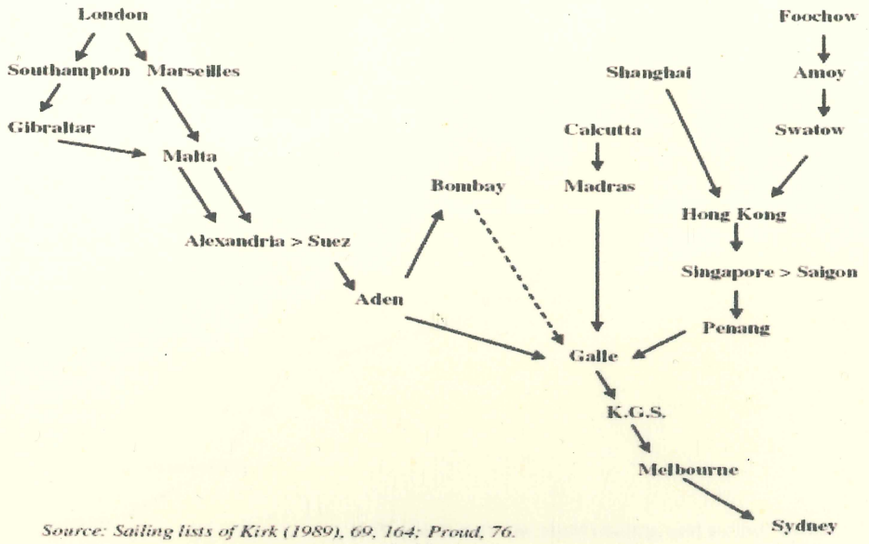
I don't know where this front originated but it was presumably conveyed on P. & O. 'Tanjore' - a Mediterranean packet - which arrived at Southampton on September 27th 1868 with mails from the Far East.

The use of this handstamp on mailboats was discontinued in 1868, and it was re-allocated to Pedro, Jamaica in 1878.

Made in Germany

Mail boats

P &O (Mediterranean and Far East)



Source: Sailing lists of Kirk (1989), 69, 164; Proud, 76.



A81 was sent to Mr Douglas for "use on board" on 18th March 1859 and was used until August 1868. It is known used on covers from Shanghai and Foochow (China) and Australia.















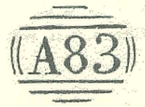


Made in Germany

Mail boats

P &O (Mediterranean and Far East)

The vast majority of mail was for soldiers or sailors letters posted at a privileged rate of 1d for the ranks; officers had a privilege rate of 6d per ½ oz where the ordinary post would have been higher. This 6d concession rate was only in force until 31st December 1969, but by then the standard postage rate was 6d. Officer's mail went at a higher rate by any other route e.g. Via Marseilles across France at a cost of 10d. By far the commonest stamps with mail boat cancels were the 1d and 6d, but there were also 10d stamps used and 3d and 4d stamps used to make up the 6d and 10d for officers mail.



A83 cancel

The ***A83*** cancel, entered in the proof books in March 1859 was handed for Mr Perkins "for use on board packet". It was used until November 1869. Covers with the A83 cancel are known from Japan, Singapore, Shanghai and Hong Kong and stamps with the A83 cancel are known from Hong Kong, Mauritius, India and New Zealand.



1858-79 1d rose-red Plate 71 This plate is not listed in SG plate 96 not listed



1862-4 3d carmine-rose and 1865-73 4d vermilion plate 8 ; this plate is not listed in SG



1855-7 6d lilac 1865-7 6d lilac Plate 6 6d plate 3



1867 10d red-brown and deep red brown



1862 1d carmine – vermilion New Zealand



A85. MAILBOAT Cancellation.

P. & O. Mediterranean and Far East Mailboats.

Officer's letter of 1864 to Plymouth (from the 'Parkyn' correspondence) bearing 1862 G.B. 6d. lilac cancelled A85.

This handstamp was proofed in 1859 and 'handed to Mr. Roberts on board packet'.

The letter is annotated 'Officer's Letter HMS Pelorus', and also shows a manuscript 'letter dated April 21 1864'.

On the inside flap the sender has written 'Send more stamps' !

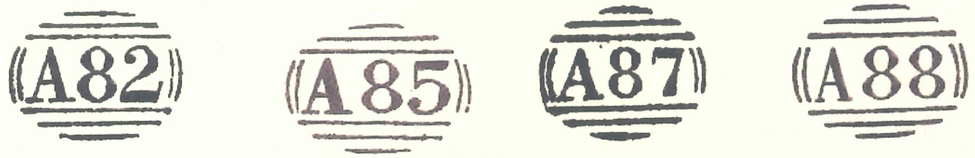
On the reverse is the Plymouth receipt mark for 2 June 1864.





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MADE AND PRINTED IN ENGLAND

Mail boats - P &O (Mediterranean and Far East)



A82 was handed to Mr Mountsey for use on board packet. It is very rarely found, and even the Spink Mailboat sale in 2007 had only a single stamp (not on cover).



A85 was sent to Mr Roberts for "use on board packet" on 24th March 1859 and was used until 1870. It is known on a cover from China and stamps from Ceylon, Hong Kong, India and New Zealand.



A87 was handed to Mr Romayne for Marseilles packet. It is only known on two covers, both "via Marseilles" one from the "China Station" and postmarked Hong Kong (1862) and the other (1860) believed to be on the P&O Valletta, probably from East of Suez). It is known used from 1860 until November 1862 and even single stamps are rare.



A88 was sent to Mr Casson for "Marine service" on 18th April 1859 and was used until October 1869. It is known on ... from Hong Kong and Japan and stamps from Cape of Good Hope, Ceylon, Hong ... dia





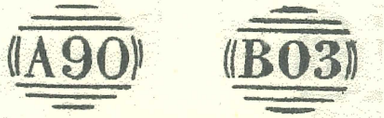
Mail boats

P &O (Mediterranean and Far East)

Mailboat cancels were used on board specific ships by Post Office sorters from 1858 to 1870 for mail posted on board ship and for military mail delivered to the ship.

The vast majority of mail was for soldiers or sailors letters posted at a privileged rate. The privileged mail for ranks was 1d plus any other expenses, with the envelope annotated with the name of the writer and signed by the commanding officer. Officers had a privilege rate of 6d per ½ oz (to any address in the UK) where the ordinary post would have been higher. This 6d concession rate was` only in force until 31st December 1969. Officer's mail went at a higher rate by any other route e.g. Via Marseilles went across France at a cost of 10d. Officer's mail did not need any special annotation on the cover.

Mail on the P &O (Mediterranean and Far East) route was stamped on the final leg of the journey, from Alexandria to Southampton via Malta and Gibraltar or via Marseilles to London.



The ***A90*** is one of the rarer Mediterranean and Far East cancels; one cover is known from Bombay. It is rarely found cancelling stamps of other countries. It was used from June 1859 until 1870.



1857 1d rose-red die II large crown watermark perf 14

The ***BO3*** cancel, entered in the proof books by the GPO in August 1859 "for Mediterranean service". It was used on the Marseiiles route, with the mail sorted between Alexandria and Malta. It is rarely found cancelling stamps of other countries. It was used until 1870.





1857 1d rose-red die II large crown watermark perf 14



1857 1d rose-red die II large crown watermark perf 14



1856 6d lilac 1867- 70 6d violet Plate 8

Mail boats

P &O (Mediterranean and Far East)

In 1843, the P&O opened its Calcutta route via Galle, Ceylon, and when the leg from Galle to Hong Kong was opened in 1845, the change in the speed of information transmission was remarkable. London mails to Hong Kong now took fifty days, halving the previous duration. This was one of the great revolutions in the history of world communications.

By 1861, the P&O had organized its sailings with great expertise. All the Australasian ports except Bombay were served via the hub at Galle in Ceylon, from where the branch steamers continued to Calcutta, to Hong Kong (and from there to Shanghai and Foochow) and to Sydney in Australia. The ships returned to Galle simultaneously to reach the steamer for Suez, from where the mails were forwarded across the Egyptian desert by the newly opened railway and by ship from Alexandria – the express mail via Marseilles and by train directly to London, and the bulk mail via Gibraltar to Southampton.



C79



C79 used in Purley

The ***C79*** which was handed by the GPO to Mr White for use on board the new ship "Avoca" in July 1866,is one of the rarer Mediterranean and Far East cancels, used for four years until March 1870. It is found on covers sent via Marseilles and so is frequently found with 10d stamps. It is found on covers from Hong Kong, India and form the Abyssinian Field Force expedition of 1867. It has also been found cancelling the stamps of Ceylon and India.



1856-8 1d rose-red
1d is not listed in SG for C79



1865-7 4d vermilion plate 9
4d is not listed in SG for C79



1867–70 6d violet Plate 8





1d lilac C79 used in Purley, Surey



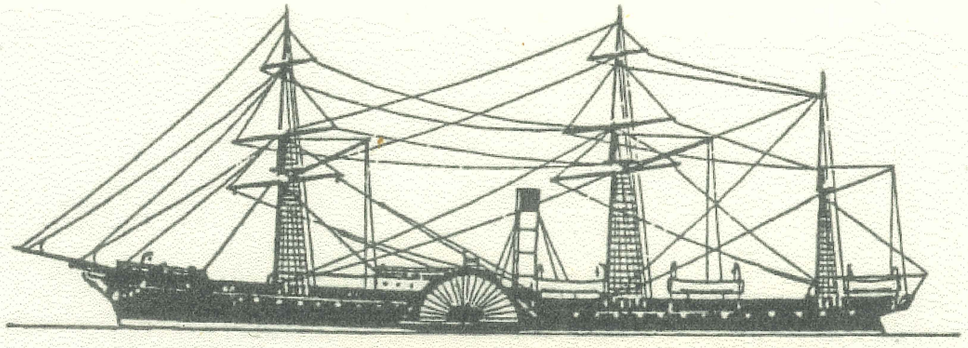
The ***29*** Inland Office cancel was issued by the GPO in August 1860 to Mr White for the steamer Ellore. It is rarely found, and no covers are known.



1857 4d rose – thin paper

Mail boats - Cunard Line (North Atlantic)

A91 SS Canada



AMERICA, NIAGARA, EUROPA, CANADA

The newest, largest, and fastest ships (in 1849) were the *America, Canada, Europa,* and *Niagara.*

In 1847 it became evident to the British Government that the postal facilities had become too limited for the demands arising from the rapidly extending commercial relations between Britain and America, and they wisely determined to double the Atlantic mail service. A new contract was entered into with the Cunard Company whereby a vessel of not less than 400 horsepower, capable of carrying guns of the highest calibre should leave Liverpool every Saturday for New York and Boston alternately. To accomplish this new agreement four new ships were built: *America, Niagara, Europa* and *Canada.*

The *SS Canada* was launched in June 1848 and on 25 November 1848 departed Liverpool on its maiden voyage to Halifax and New York, and on subsequent voyages varied its final destination between New York and Boston It made its final voyage from Liverpool to Boston in December 1865 and became the sailing ship *Mississippi* in 1867.

The Nova Scotia Pony Express which operated for nine months in 1849, carried Associated Press news dispatches in close association with Cunard's North Atlantic steamship service; the pony express runs were operated immediately after the arrival of one of the Cunard Royal Mail ships at Halifax.



The A91 cancel was issued in 1859 and used on the SS Canada until 1865. It was withdrawn in 1868

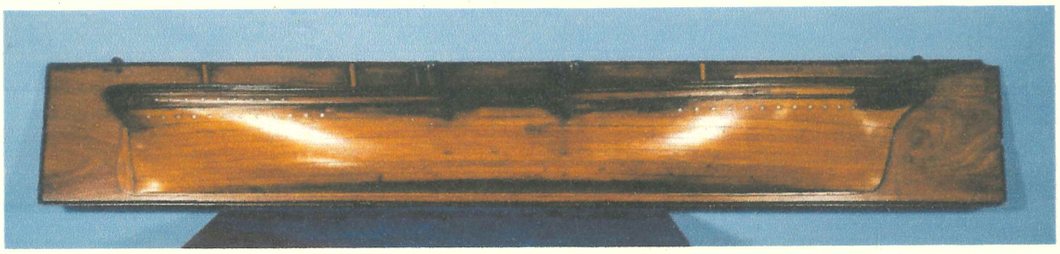


A91 cancel on *1860 Nova Scotia 12½¢ black*



Mail boats - Cunard Line (North Atlantic)

A92 SS Arabia



Builder's half block model of SS Arabia approximately 7½ ft long, wood, scale 1:48, c1853

The SS 'Arabia' was the last vessel to be built of wood for the Cunard Line. She was built at Greenock by Messrs. Robert Steele and Son and designed to challenge the speed of the vessels of the American-owned Collins Line. Originally to be called 'Persia', her name was changed to 'Arabia' prior to completion. She made her maiden voyage from Liverpool to New York under Captain Charles H Judkins in January 1853. 'Arabia' was also Cunard's first two-funnelled steamer. The lines of her hull were exceptionally fine forward, so that she was fast in smooth water, but very 'wet' in rough weather. She lost headway easily and her average crossing was almost always below her designed speed. Her usual passenger capacity was 180, all in one class, but in peak periods she could accommodate an extra 20 on settees or cot beds. The main saloon was abaft the mainmast and had a glass dome. The ship had a library, smoking room and nursery. She was ahead of her rivals in being steam-heated throughout. She had hold space for about 750 tons of cargo.

The 'Arabia' remained on the Atlantic service for twelve years, but during the Crimean War (1855-6) she was used as a transport for French troops from Marseilles to the Black Sea. By 1864, having become uneconomical on the Atlantic route, she was sold and converted into a sailing vessel.

The SS 'Arabia' carried the mails under the Cunard Line mail contract using the A92 obliterator from 1859 until 1864. Her first voyage was 1st January 1853 from Liverpool to New York; alternate voyages were Liverpool – Halifax, Nova Scotia – Boston. The A92 obliterator, which was used until 1868, is often found on the stamps of Nova Scotia.





A92 cancel on 1860 Nova Scotia 12½¢ black

Numbers A91 to A98 were issued to the 'Marine Packet Service Atlantic Line'. The only official British Packet at that time was Cunard. The rate was 8d per ½oz for Canadian Packets. The difference led to specific instructions being written on the outside of the envelope on which Packet the writer wished the letter to go. Initially the British PO would put all the mail on the first available Packet - if the envelope was correctly stamped with 6d for the Canadian Packet and went on a British Packet then it was penalised for having 2d insufficient postage.

Canadian stamps are found with these cancellations. This arose because the Cunard Packets called at Halifax, Nova Scotia and the mail brought to the Packet at the last moment could have uncancelled Canadian stamps which were later cancelled on board.







A91 *"Mr Nash Marine Packet Service Atlantic Line"*
Proof Book entry 14th June 1859.
The 3HOS cancellation was used later in t
A91 was allocated to Southsea Hampshi
format.
Recorded in use from 1860 to 6th Febru

CUNARD LINE
ATLANTIC MAILBOATS

A91
VIRGIN ISLANDS
CUNARD LINE
MAILBOAT



Z130
Ex Michael Goodman
Argyl Ellein Lot 711
Oct 2013
£67 pro rata



A91
Z137
Ken80

GB Cancel "A 81"
VIRGIN ISLANDS
1p deep green (SG.2)
perf 12 (Cat. £65)
Gepr/Certified THIER
Source Auction
Hoflich Germany Feb 2005
Lot. Nr 72531
B/E E 30







Robert Unwin
£11.69
28/03/11



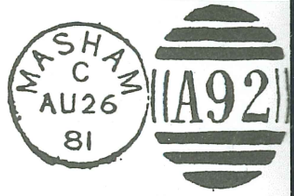


A91 VOD
Southsea
Portsmouth
Robert Unwin
28/03/11









A92 *"Mr Nash Marine Packet Service Atlantic Line."*
Proof Book entry 14th June 1859.
Subsequent allocation to Masham Yorkshire, where a 3VOS (not recorded) and a 3VOD were used.
Recorded used from 18th August 1862 (arr) to 28th March 1866 (arr).
Has been seen used to cancel incorrect charge marks.
Rarity G.

A92





Z144
Nigel H.
July 2013
£47.60



SG 89/91
1862
Unlisted
on this stamp

er is was the
to USA.







A93 *"Mr Nash Marine Packet Service Atlantic Line."*
Proof Book entry 14th June 1859.
Subsequent allocation to Llanfarian Cardiganshire, where a 3VOS was used.
Recorded in use from 28th October 1865 (arr) to 6th March 1867 (arr).
Rarity G.
Price £500 (to the US with 1/- rate).

Unlisted
SG
3d rose
embossed
£137.13
Ican
18/6/17

A93
Z146





Z146
Ex Michael Goodman
Lot 711 Argyll
Etkin 10/13
£67 prorata



211653



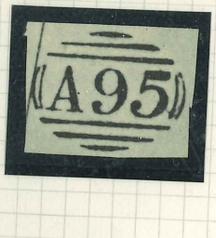
MAIL BOAT CANCELS



































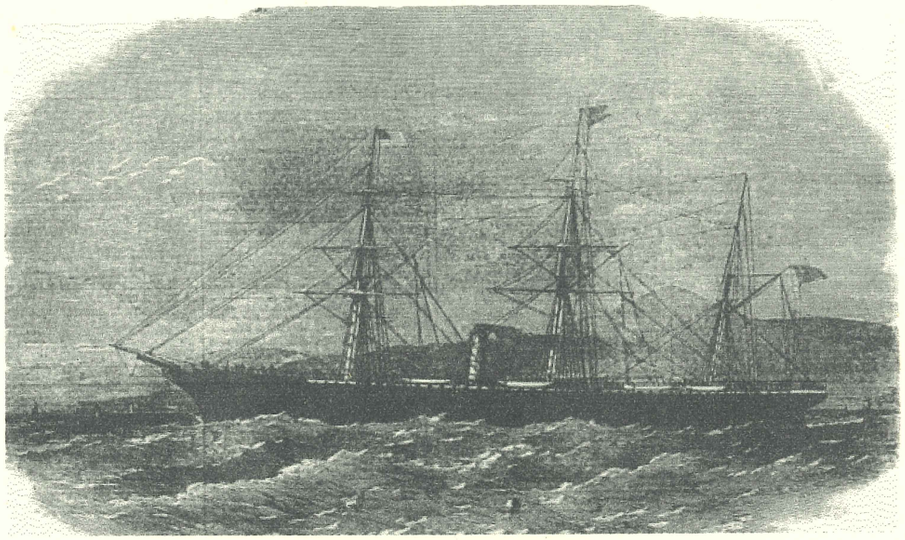






Mail boats - Cunard Line (North Atlantic)

B61 SS China



Illustrated London News, April 12, 1862.

"The China, which is the first screw-steamer built by the Cunard Company expressly for the postal service between this country and America, is an exceedingly handsome and large vessel, having very fine lines both fore and aft. She is fully barque-rigged, and is fitted with Cunningham's reefing apparatus, and also with Clifford's apparatus for lowering her boats. In length the China measures about 350 ft. over all, being 326 ft. between perpendiculars; her moulded breadth is 40 ft. 6 in., and her depth is 27 ft. 6 in. She is a three-decked ship, with fully 8 ft. in height between the floor and the ceiling of each of them; and her saloons, which are also 8 ft. high, are fitted up under a hurricane-deck, running from stem to stern of the ship. The main or after saloon is about 70 ft. in length by 20 ft. wide; the forward saloon is of equal breadth, but shorter. In front of this latter is the post office, or letter-sorting apartment, which is most tastefully and commodiously fitted up. The saloons, like those of the other Cunard mail steam-ships, are richly and elegantly furnished. The sleeping berths for passengers are on the main-deck, below the saloons; and the Board of Trade measurement for passengers in the China gives space for 268 first-class and 771 second-class or forward passengers. The China started from Liverpool with the New York mails on the 15th ult., and, judging from her performances in her trial-trip from Glasgow to Liverpool, in which, notwithstanding that she had to contend with a stiff head wind during a part of the voyage, she averaged more than sixteen statute miles per hour, there can be little doubt that the China will prove a worthy member of the Cunard fleet."



The SS China was allocated the B61 cancel. The SS China served the North Atlantic mail routes until 1868, including the Liverpool - Queenstown – Halifax (Nova Scotia) - Boston route from 1865 to 1867. The cancel is as often found on the stamps of Nova Scotia as the stamps of Great Britain.



B61 cancel on stamps of Nova Scotia 1860 10¢ scarlet, 12½¢ black

Mail boats

Cunard Line (North Atlantic)

The British and North America Royal Mail Steam Packet Company (the Cunard Line) ran a weekly mail and passenger service between Liverpool, England, and Halifax, Boston and New York. The Cunard Line was allocated the hand stamps A91 to A98 in June 1859, with the last known used transatlantic cover posted on 15th August 1868. The British PO employed sorters on board the ships to speed up the mails. Many covers were soldiers or sailors mail posted at the privilege rate of 1d for the ranks and 6d per ½d ounce for officers.

A95 was used on ***SS Africa*** on Cunard Atlantic Line. The SS Africa was built in 1850 of 2226 gross tons, length 266ft x beam 40ft, clipper bows, one funnel, three masts, rigged for sail, wooden hull, side paddle wheels, speed 12 knots, with accommodation for 130-1st and 30-2nd class passengers. Between 1859 and 1867 she travelled on the Liverpool – New York and Liverpool – Halifax – Boston lines.

A97 was allocated to the ***SS Europa***. Europa was launched in September 1847 and departed Liverpool on its maiden voyage on 17 July 1848 to Halifax and Boston; the final destination on subsequent voyages varied between New York and Boston. In 1854 it became a Crimean War transport.. In February 1866 it made its last voyage from Liverpool to Boston and was sold the following year

A98 was used on the ***SS Arabia***, which was a larger boat and was allocated ´A94´ as well as ´A92´ and 'A98' numerals (three different mail clerks served on this ship). Launched in 1853, she sailed to both New York and Boston until September 1868 when she was sold and converted to sail.

(A95) (A97) (A98)



SG101 unlisted

A95
1864-79 1d rose-red Plate 114. This plate is not listed in SG for A95 cancel



A97
1856 6d Lilac - not listed in SG for this cancel



A98
1856 6d Lilac

A92. MAILBOAT Cancellation.

Cunard Line Atlantic Mailboats.

Envelope of 1863 to London bearing G.B. 1862 6d. lilac cancelled A92.

This handstamp was proofed in 1859 and handed to
'Mr. Nash Marine Packet Service Atlantic Line'.

The envelope bears the embossed seal of H.M.S. Nile on the flap and
on the front is the London receipt mark for 13 April 1863.





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MADE AND PRINTED IN ENGLAND



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No. 211279

THE ROYAL PHILATELIC SOCIETY
LONDON

41 Devonshire Place
London W1G 6JY

Meeting of 25 JAN 2012

In the OPINION of The **EXPERT COMMITTEE** the item described as

Great Britain : 1862 **S.G. No.** J 71

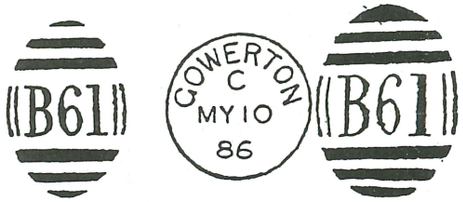
6D lilac - plate 3 (without hair lines) - watermark emblems - perf 14 - used with A97 mail boat obliteration - is Genuine.



On behalf of the Committee

Submitted by D. Bushell





B61 *"Marine Service handed to Mr Casson for service on board the 'China' North Atlantic Mail Receiver."*
Proof Book entry 13th March 1862.
Subsequent allocation to Gowerton Glamorganshire, where a 3VOS (not recorded) and a 3VOD were used.
Recor[illegible]ly.
Rarity

B61



Part of large lot 11/12
Richard Longmead
£20





B61
Ken 88



Andrew Vaughan
£46







A98 *"Mr Nash Marine Packet Service Atlantic Line".*
Proof Book entry 14th June 1859.
Subsequent allocation to South Bank Yorkshire, where a 3VOD was used.
Recorded in use from 18th October 1861 (dep) to 12th November 1862 (dep).
Rarity F.

A98



Z173
Tim Cloake
£34.86



Z173 ex Michael Goodman 10/13 Lot 711 Argyll Etkin £67 pro rata



A98/Z175
Cunard
Atlantic Line
Mailboat
Lugdu Covers
11-61 pr 27/5/08



Z175
Nigel H
July 2013
£47-50



A98/Z176
1856 6d Mac
Cunard Line
Derek B.
£10-00



Dinsdale
Nov 2012
£5-75
?A98
Mailboat?

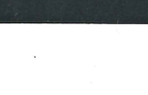






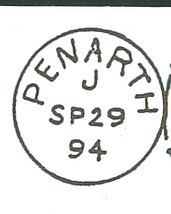
A95 *"Mr Nash Marine Packet Service Atlantic Line."*
Proof Book entry 14th June 1859.
Subsequent allocation to Newport Yorkshire, where a 3VOS was used. This has been recorded in use on Atlantic Mail boats from 12th August 1859 (dep) to 24th September 1865 (arr). There is one later cover, however, that was posted in Hong Kong on 27th May 1869 and arrived in UK (Southampton) on 15th July 1869. Either the cover crossed the Pacific and was cancelled when it crossed the Atlantic or A95 was transferred to the Mediterranean.
Rarity F.
Price £300-£2,000 (the higher price for West Indian or New York covers).













A94 *"Mr Nash Marine Packet Service Atlantic Line."*
Proof Book entry 14th June 1859.
Subsequent allocation to Penarth Glamorganshire, where a 3VOS and 3VOD were used.
Recorded in use on 11th February 1862 (arr).
Rarity H.









A96 *"Mr Nash Marine Packet Service Atlantic Line."*
Proof Book entry 14th June 1859.
Subsequent allocation to North Cave Yorkshire, where a 3VOS was used.
Recorded in use from 18th September 1862 (dep) to 26th July 1863 (arr).
This has been recorded on a cover to France with Nova Scotia stamps (Robertson) also on a 1d stamped cover that was posted on board the Packet 'Persia' inside UK waters to an address in Hertfordshire.
Rarity G.

A96



A96 2169 Kau



SG 117 pl. 4 not listed ex Michael Goodman 10/13 £6 2 nd rate

bar 1/- was rate to USA







A97 *"Mr Nash Marine Packet Service Atlantic Line."*
Proof Book entry 14th June 1859.
Subsequent allocation to South Cave Yorkshire, where a 3VOS was used.
Recorded in use from 27th November 1860 (arr) to May 1863 (arr).
Rarity G.

A97
Z170





A97
6d
1856
Unused



36259 A97
not listed Z172a
Michael Goodman
171 Argyll Etkin
Oct 2014
6d 2nd rate

211279



B56. MAILBOAT Cancellation.

P. & O. Mediterranean and Far East Mailboats.

Officer's letter of 1865 to Plymouth, and re-addressed to Ivybridge, bearing 1863 G.B. 4d. red (pl.4) and 6d. lilac (pl.5), cancelled **B56**.

This handstamp was proofed in 1861 and sent out for use on 'Marine Packet Service – Peninsular and Orient Mail Packet'.

The letter (from the 'Parkyn' correspondence) is annotated '**Pelorus**' (P. & O. Packet), and the stamps make up the 10d. rate 'via Marseilles'.

On the front is the Plymouth arrival mark for 16 September 1865 and on the reverse is the Ivybridge receipt datestamp for the same day.





Mail boats - P &O (Mediterranean and Far East)



B12 was sent to Mr Fisher for use on board "Delta" *(Parmenter)*. The B12 cancel was not entered in the GPO record book and the cancel shown is an artist's representation. It is known used from October 1860 until 1862 and is known on covers from Hong Kong and on the stamps of Hong Kong, Ceylon and Straits Settlements. *(Spink 2007)*.



B16 was sent to Mr Douglas for service on board the "China" Mediterranean packet. It is not listed in *Stanley Gibbons*, because the same cancel was later allocated to the Plymouth and Bristol Sorting Carriage. The *Spink 2007* auction had no examples of B16 mail boat covers but nevertheless the B16 cancel is found on the stamps of Ceylon, Mauritius, Peru, Puerto Rico and here on Cuba.



B56 was sent for use on the "Mooltan" Peninsular and Orient mail packet. It is known used from 1862 until 1867 and is found on covers from Japan and Alexandria and on stamps from Hong Kong, India and Queensland. The 10d is not listed by *Stanley Gibbons* used with the B56 cancel.



B57 was handed to Mr Perkins for use aboard the "Sultan", and is known used from 1863 to 1866. It has been found on covers from Hong Kong and India, and on stamps of Hong Kong. The 1d red plate 93 is not listed by *Stanley Gibbons* with the B57 cancel, only on plate 81.

Sources

Mediterranean and Atlantic Mailboat Covers and Cancellations Auction Catalogue 7th March 2007 Spink London
Parmenter J (1993) GB Used Abroad: Cancellations and Postal Markings Postal History Society, Beckenham
Stanley Gibbons (annual Commonwealth and British Empire Stamps 1840-1970 S Gibbons, London and Ringwood

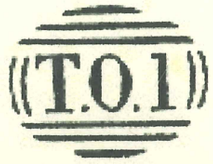


Mail boats

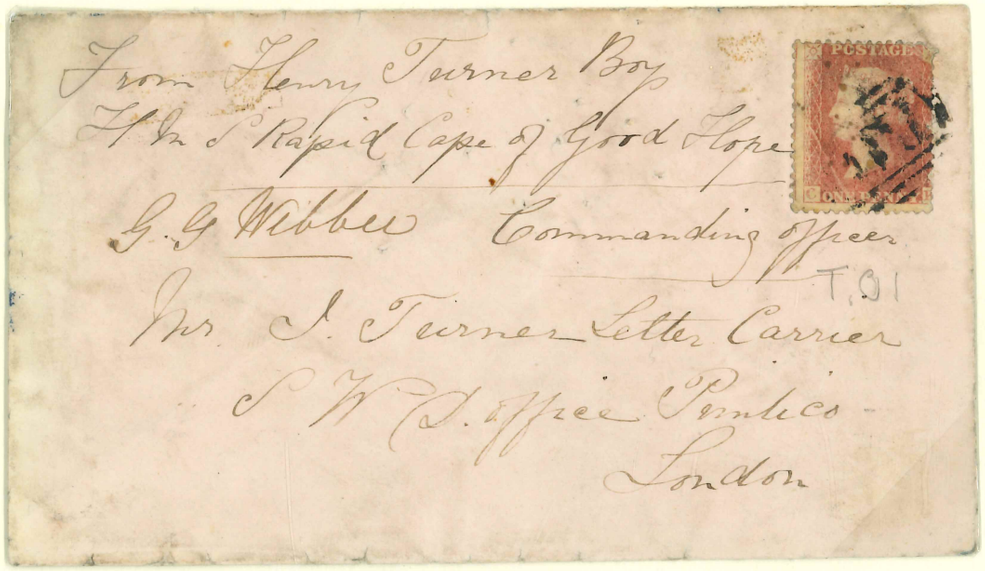
T.0.1 mailboat cancel – a mystery

The T.0.1 cancel is described in *Whitney, Collect British Postmarks* as probably used by sorters on P&O mailboats,. A Journal article states that T01-7 cancels were issued on 30 April 1860 for use in the Foreign Branch of the circulation branch of St Martins le Grand. They were possibly used for ship or naval letters; all Royal Naval letters went to St Martins le Grand for redirection.

This cover was sent from the Cape of Good Hope. From 1857 to 1872 the British Government for mail from South Africa was held by the Union Line, which aimed to deliver the mail to Plymouth in 35 days or less (the 1863 contract stipulated a maximum 38 days).



1864 Sailors letter from Henry Turner, Boy HMS Rapid, Cape of Good Hope with T.0.1 cancel



1864 Sailors letter envelope to his mother in London from Henry Turner, Boy HMS Rapid, Cape of Good Hope, countersigned by his commanding officer G.G. Webber, carried at the concessionary 1d rate with an 1857 1d rose-red "stars" cancelled with T.0.1 cancel. The back has a London SW cancel dated JY 14 64.

The HMS Rapid was an 11 gun sloop commissioned in 1862 that served in 1864 at the Cape of Good Hope and East Indies station. A medical report for that year described fever, and dysentery onboard and a number of cases of disease and injury.

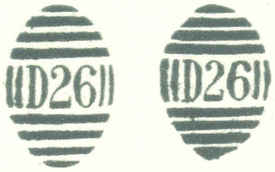
Mail boats

Herrara Line Spanish Mail packet.

The GPO made an arrangement with Dom Ramos Herrara of Messrs Pellaya and Herrara, proprietors of the Spanish WI Mail Steamers to run a bi-monthly service from Havana, Cuba to St Thomas via Porto Rico. This opened a direct service with the Dominican Rupublic, with alternate steamers calling at Santo Domingo and Porto Plata.

The contract was signed on 24th August 1866; the service was heavily subsidised and was instructred not to receive letters at ports with a British Postal Agency for destinations beyond St Thomas. The contract became effecive on 1st December 1866, with a new route plan on May 18th 1868.

To prevent fraud, Great Britain stamps and a D26 cancel were supplied in March 1868. The contract was terminated in 1871.These were troubled times for the Spanish in the Caribbean and the service was adventurous. The D26 was only used locally and was very rare.



4VOS cancels



CDs cancels

The routes were:
Steamer No 1 Havana, Nuevitas, Gibara, Baracoa, St Jago, San Domingo, Mayaguez, Aguadilla, Porto Rico (San Juan), St Thomas

Steamer No 2 Sailed two weeks later, sailing around the south of Hispaniola, calling at Porto Plata instead of San Domingo.



D26 cancel on 1d rose-red 1869 Plate 123
Not listed by SG (Plates 98 and 125 are listed)
The D26 cancel is doubtful