



KING GEORGE VI POST & MAIL

Jan—March, 2012

Issue 25

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► Saskatoon—Kilindini cover by Derek Smith



This 1942 cover from Saskatoon to Kilindini in Kenya has everything going for it. It is colourful. It has the proper routing instruction on the obverse written by sender—“VIA MIAMI-BRAZIL-WEST AFRICA” as stipulated by the Post Office. It was from the usual practice, registered, giving us the ability to follow it's travels.

Continued on page 2

► Chairmans' Notes by Gary Steele

Happy New Year to All. I am sure most think back to when the year 2000 started and it seems like last month. Most of us remember the days when you could walk into a stamp store in Halifax, Toronto, Calgary or Vancouver. A few are left but very few. Stamp bourses in the major areas seem to be gaining popularity.

The buying and selling of material has changed drastically. If my 82-year-old mother-in-law, blind in the right eye can learn to use a notebook, facebook etc., I am sure most of us can make use of all the new ways of electronic technology to obtain material and do research. There are many large and small auctions listed on www.stampauctionnetwork.com

In addition, several smaller auctions have websites or send out emails weekly, bi-weekly or monthly direct to your computer. How easy is that. Then there are private email lists, notices of listings on eBay and of course the eBay store sign. Just click on a door of any dealer and you can see every item they have listed.

Finally, electronic technology allows us to connect, so please try to stay in touch with other members. They will appreciate it.

King George VI Study Group

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Saskatoon-Kilindini cover cont'd

The air mail postage rate to most of Southern Africa was 75¢ per 1/2 ounce. Registration as an additional 10¢.

Mailed on October 26, 1942 in Saskatoon, it was carried by Trans-Canada Airlines to Ottawa the next day and directed to an Armed Forces post office in Montreal. It was carried to Miami probably by a US commercial airline and date stamped OC 29.

The letter flown by Pam American Airlines "Yankee Clipper" "FAM-22" service using the long range Boeing B-314 flying boat with stops in Puerto Rico, Trinidad, and at Natal in Brazil from whence it undertook the 2,800 mile flight to Lagos, Nigeria (non-stop -- better be, as the mid-ocean islands are limited to the Ascensions, St Helena, Tristan groups about half-way across).

In Africa, Pan Am's flying boat service continued via Leopoldville (Belgian Congo), where the letter was date stamped on November 16 and forwarded to meet up with BOAC at Port Bell in Uganda.

Transferred to BOAC, the letter was flown south to Mombasa (Kenya) and marked on NO 23, and northwest to Nairobi arriving on November 24 before being carried overland to it's destination at Kilindini.

Travel time was just short of a month. Not bad at all for war-time overseas mail even to serving troops, whose mail both ways had priority over all others.

Editor's Desk

Issue 25 was an interesting newsletter for your editor to assemble. The first feature article is Part VII of **Donald J. Leblanc's** series on the War Issue. As a collector of the Mufti OHMS perfins myself, it was a delight to see stamps with perfins other than positions "E" and "F". They are scarce ! On page 12, the author shares a beautiful block of OCE3 with a very rare position "G".

If you are a collector of OHMS perfins, the article is a great read as it explains how the various positions came into existence and the reasons apply regardless of the stamp issue.

On page 3 **Donald J. Leblanc** shows two perfin varieties.

Our second feature article (page 13) by **John Burnett** is the story behind three covers from the SS Eros that survived a torpedo attack by U-48. John told the story at BNAPEX 2011 in North Bay during our study group session and I'm sure you will agree with me that this is a story that had to be shared.

Connected with the EROS story, you will see on page 3 a "Research Request" for scans and information from members who may also have EROS covers.

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KING GEORGE VI POST & MAIL

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► EFO's and Varieties—Donald J. Leblanc



The first plate block OC9 Plate 1UL, shows a double perforation of the two upper stamps, type “C”, while the second a rare block OCE4 Plate 1LR shows the bottom two stamps, without perforations. The top two stamps are type “A”.



► Research Request

A number of study group members are studying the SS Eros torpedo attack (see page 13) that occurred in WW II. One item they would like to accomplish is a census of the covers.

They are seeking scans and information regarding covers which were recovered from the torpedoing of the SS Eos in 1940. Covers will probably be dated near the end of May 1940 and may or may not have a stamp affixed. All covers to date carry the hand stamp “SALVED FROM THE SEA”.

E-mail information and scans to jb45855@aol.com

Editor note: Hopefully this will result in an article for our newsletter ☺

THE WAR ISSUE 1942-1943 – PART VII

The Perforated O.H.M.S. Plate Blocks (1937-1949)

by Donald J. LeBlanc

Introduction

As mentioned in a previous article, I had written many articles on Plate Blocks in *The Canadian Philatelist*. In 1994, I wrote an article listing the various positions of the Perforated O.H.M.S. Plate Blocks. (July- August 1994, Vol.45, No.4, Pages 269-274).

In Appendix “A” is an updated listing of the original list. You will note that this list includes almost all of the George VI Issues, starting with the Mufti Issue of 1937, and not just the War Issue. Appendix “B” is a list of various articles and sources that I consulted to prepare the original list. To complete the new list, I photocopied all plate blocks shown in auction catalogues, dealer catalogues or price lists.

I am also very grateful to **John Jamieson** of Saskatoon Stamp Centre for sending to me photocopies of a very large collection of these blocks that he sold many years ago.

Most of the preliminary lists found in Appendix “B” list only the plate position, that is either UL, UR,LL or LR, but not the positions of the O.H.M.S. perforations (either type A,B,C,D,E,F,G or H). My list includes both positions: the plate position and the perforation position in brackets, when known.

Illustration 1 shows the standard code that official stamp collectors utilize to identify the position of the perforations, depending in which manner the sheet was inserted into the perforating machine.

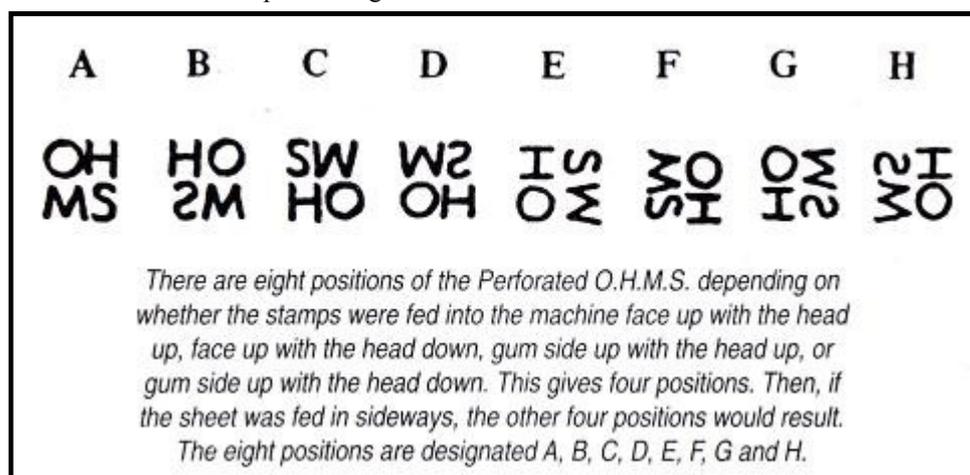


Illustration 1

I have taken the time to underline all the plate blocks in my own collection, in the event that a member wishes a photocopy of that position.

The new list contains 390 different plate positions, of which 347 are identified by their perforation position.

Missing Selvedge

A quick glance at the list will indicate when verifying the low-value stamps (1¢ to 8¢), that these are mostly the lower left plate position, and rarely any of the other three positions (UL,UR, or LR). Here is the explanation.

All of the small stamps were in panes of 100 stamps and these large panes caused a problem to the operator of the perforating machine. They were supposed to be perforated with the O.H.M.S. centered in the small stamp. To accomplish this, the panes had to be

inserted sideways instead of from the top to the bottom. This would give perforated initials of Type E or F. However, the panes were still too wide for the machine. Therefore, the top selvedge and the bottom selvedge were removed from the pane and the reduced pane could now be inserted into the machine. The operator would then perforate one row at a time, since these portable machines could only perforate one row at a time.

If he was distracted, he would occasionally perforate a row twice, or sometimes skip a row. This explains why some plate blocks have two normal stamps and the other two have either missing perfs or double perfs, which make it a very rare and unique plate block.

Let's return to the missing selvedge. This, unfortunately, resulted in the elimination of all of the printed information contained in the selvedge, including the name of the printer and more importantly, the number of the printing plate; consequently, the elimination of all information confirming a plate # of an UL, UR and LR plate position, if the perforation was type E or F. The LL plate position can still be identified since the side selvedge is still attached and repeats the plate # and the work order number.

Many of these LL blocks of the small stamps are not collected by some plate block collectors since they feel that they are defective. The truth of the matter is that this is the only way that they can be collected with the missing lower selvedge. In summary, a block with only the side selvedge is still a complete plate block for these types of stamps.

To better illustrate, I have included in Illustration # 2, a montage from my collection, of all the plate position of 0250, 2¢ War Issue from plate 1 to plate 6 to illustrate the missing lower selvedge.



Illustration 2.



Illustration 2 continued

“ Since # 250 has only 6 plate numbers, the above montage would be considered by the author, as a complete collection. On the last 5 blocks, (Plates 2 to 6), the bottom selvedge was removed to fit the perforation machine and are all type “F”. The three upper blocks, all Plate # 1, were probably perforated after the blocks were separated from the sheet. The lower left block of 6 stamps is type “F”, while the lower left block of 4 is type “A”. The Plate 1 UL is the most fascinating; the top margin was folded over the stamps when perforated, resulting in type “F” for the 4 stamps and side margin, but type “H” for the top margin only.”

The obvious question then is “How is it that some low-value plate blocks do exist in the UL, UR or LR position, still with the upper or lower selvedge attached?”

I am not an expert, but I am of the opinion that this can only be done two ways; the first is by a postal employee, the operator of the perforation machine. He would fold a pane or sheet in two and pass the sheet doubled up, without removing the selvedge. The second way would occur after the plate block is separated from the pane or sheet. Either a postal clerk or a stamp dealer would have access to a machine and perforated the block separately from the sheet. Remember these machines were not in local post offices, but were kept in the philatelic department in Ottawa, where orders for plate blocks were sent.

There may be other explanations, but I do not know of any. Any help from members would be greatly appreciated.

This problem of missing selvedge only concerns the small stamps. The larger stamps were in sheets of 50, and they could fit into the machine without removing the selvedge.

History of plate block sales at the post office

How is it that so many plate blocks were able to be in collector’s hands in mint condition?

One must remember that the purpose of perforating postage stamps with holes were to discourage employees from stealing the stamps for use on personal mail. Many departments of the government had postage stamps in their offices in desk drawers and this security measure of perforating stamps was an attempt to prevent theft.

In theory, these perforated mint stamps should never have been offered for sale to collectors. However, the postal office realized the potential of revenue in the forties and fifties and started selling plate blocks and individual stamps to collectors if the request was sent to Ottawa.

However, there were two pre-requirements. The first is that the purchaser had to agree not to use these perforated plate blocks for regular postage. This was not a problem for the plate block collector since the last thing he would want to do is to use it for postage.

To support this statement, here is a part of an official post office Announcement, reproduced in an early BNA Topics (1949 Vol. 12 #64, page 206) that repeats a previous policy.

“Postage stamps will no longer be perforated O.H.M.S. for use of Canadian Government Departments, but are now being overprinted instead. Stocks bearing these overprints are now available of the following:

King George VI, 1942, 1¢ and 2¢

King George VI, 1943, 3¢ and 4¢

King George VI, 1949, 5¢

Pictorial Issue, (Peace Issue) 1946, 7¢ Airmail, 10¢, 14¢, 20¢, 50¢, \$1.

Before stamps bearing the letters O.H.M.S., perforated or overprinted, may be forwarded, a definite understanding in writing must be given that the stamps will not be used for postage purposes.”

The second obligation was a very real problem to plate block collectors of perforated O.H.M.S. plate blocks. To understand the problem, let's start with a P.O. Philatelic Branch Announcement dated June 1st 1950 and I am going to quote only part of the announcement.

“Patrons are reminded that plate numbers, plate number positions or any specific stamp on a pane will be supplied only when specifically ordered... In order to secure plate numbers, plate number positions or a specific stamp on a pane, the following minimum quantities of stamps must be ordered for each item desired.

100 stamps (full sheet) each of the 1cent to 5 cent denominations

50 stamps (full sheet) of the 4 cent commemorative

25 stamps (half sheet) of each of the 7 cents to 20 cents denominations, regular issue

10 stamps of each of the 50 cents and \$1.00 denominations, regular issue.”

For the regular stamps, without the O.H.M.S., the surplus quantity could be used as postage. But what could the plate block collector of O.H.M.S. blocks do with the extra stamps since he was prohibited from using it on postage?

In essence, a purchase of a O.H.M.S. plate block from the post office was an expensive proposition. It was much cheaper buying the block from the local stamp dealer. The dealer would buy the full sheet, but he could sell the plate block to a collector and the balance, individually to other stamp collectors. Naturally, he could not use stamps to mail letters.

This unfair practice resulted in numerous complaints by collectors to the Post Office. Many stamp magazines from that period criticized this policy. Finally, in 1952, their complaints had an effect on the postal authorities.

I could not find the official announcement, but a regular columnist in BNA Topics, in 1952 reported the policy change. (1952, Vol.9, #6, P.155)

“Collectors of the Canada stamps overprinted “G” will welcome the news from the Philatelic Department of the Post Office, Ottawa that now, it will be possible to purchase plate number blocks by buying only four stamps and not the full sheets, half sheets, etc, that was formerly required in order to get the plate number block. This (policy) does not apply to stamps overprinted “O.H.M.S.” and “G” issued prior to June 30th, 1951. It is emphasized that there is no change in the policy of the sale of regular postage stamps, only official use stamps, and that as applies to certain issues as outlined (issued after June 30th, 1951). The Philatelic Department of the Post Office, Ottawa, Canada, is to be commended for their interest and co-operation with collectors.”

In finishing, I have included many photocopies of plate blocks beginning with #3 of plate blocks from my collection for your perusal. Any positions not listed can be e-mailed to jeanmall@hotmail.com to be included in a future list.

Good hunting!

APPENDIX "A"

Perforated O.H.M.S. Plate Blocks

Scott # Denomination Plate#, Plate Position & Perforation Position ()**Type 1 (5 holes)**

OA231	1¢	<u>5 lower (A)</u>
OA232	2¢	<u>4 lower (A)</u>
OA233	3¢	<u>2 UR(A), 9 lower(A), 10UL(A), 10 lower(A)</u>

Type 2 (4 holes)

0231	1¢	<u>5LL (F), 6LL (F), 7LL, 8LL (F), 9LL (F), 10LL (F)</u>
0232	2¢	<u>2LL, 4LL(F), 5LL(F), 6LL(F), 7LL(F), 8LL(F), 9LL, 10LL, 11LL (F), 12LL (F), 13LL (F), 13LL (FS)</u>
0233	3¢	<u>5LL (F), 9LL (F), 10LL (F), 11LL (F), 14LL (F), 15LL (F), 16LL (F), 17LL (F), 18LL (F), 22LL (F), 23LL</u>
0234	4¢	1UL, 1LL (F)
0235	5	<u>1LL (F), 2LL (F), 2LL (E), 3LL (F)</u>
0236	8¢	1LL (F)
0237	3¢	No plate blocks listed
0241	10¢	1UL (E), <u>1UR (E), 1LL (E), 1LL (F), 1LR (E), 2UL (F), 2UL (FX), 2UL (FO), 2UR (F), 2LR (E), 2LL (E), 2LL (FS)</u>
0241(a)	10¢	1LL (E), 1LL (F), <u>2UR (A), 2LL (E), 2LL (EM), 2LL (F)</u>
0242	13¢	<u>1UL (A), 1UR (A), 1LL (A), 1LL (AO), 1LR (A)</u>
0243	20¢	<u>1UL(A), 1LL (A), 1LL (C), 1LR (A), 2UL (C), 2UR, 2LL (A), 2LL (C), 2LR (A)</u>
0244	50¢	1UL, 1UR (A), 1LL (A)
0245	\$1.00	1UL, 1LL (A), 1UR, <u>1LR (A)</u>
0245 a	\$1.00	1UL, <u>1LL (A)</u> , 1LR
0246	1¢	No plate blocks listed
0247	2¢	No plate blocks listed
0248	3¢	No plate blocks listed
0249	1¢	<u>1LL (F), 2LL (F), 4LL (F), 5LL (F), 6LL (F), 7LL (F), 8LL (F), 9LL (F), 10LL (F), 11LL (F), 12LL (F), 13LL (F), 14LL (F), 24LL (F), 26LL, 27LL (F), 30LL</u>
0250	2¢	<u>1UL (F), 1UL (A), 1LL (F), 1LL (A), 2LL (F), 3LL (F), 4UL, 4LL (F), 5LL (F), 6LL (F)</u>
0251	3¢	<u>1LL (F), 1LL (FS), 2LL (F), 2LL (FS), 2UR (F), 3LL (F), 4LL (F), 5LL (F), 6LL (F), 7LL (F), 8LL (F), 9LL (F), 10LL (F)</u>
0252	3¢	7UR (F), 10LL (F), <u>11LL (E), 11LL (F), 11UR, 12LL (F), 13LL (F), 14LL (F), 15LL (F), 16LL (F)</u> Mauve <u>21LL(F), 22LL, 23LL, 25UR (C), 27 LL (F), 29LR (A), 30LL, 33LL (F)</u>
0253	4¢	<u>1UL (A), 1UR (F), 1LL (A), 1LL (F)</u>

0254	4¢ Red	<u>1LL (F), 2LL (F), 3LL (F), 4LL (F), 5LL (F), 6LL (F), 7LL (F), 8LL (F), 9LL (F), 10LL (F), 11LL (F), 12LL (F), 13LL (F), 14UR (A), 14LL (A), 14LL (F), 14LR (A), 14LR (AH), 14LL (A), 15LL (F), 16LL (F), 17LL (F), 18LL (F), 19 LL (F), 20LL (F), 21LL (F), 22LL (F), 25LL (F), 26LL (F), 27LL (F), 28LL (F), 31LL, 32LL, 39LL, 42LL, 43LL, 47LL (F), 48LL (F)</u>
255	5¢	<u>1UL (C), 1LL (F), 1LR (A), 2UL (F), 2UR (E) 2LL (F), 2LR (A), 3LL</u>
0256	8¢	<u>1UL (A), 1UR, 1LL (A), 1LL (F), 1LR</u>
0257	10¢	<u>1UL (F), 1UR (E), 1LL (F), 1LR (E), 2UL (E), 2UL (F), 2UR (E), 2LL (F), 2LR (E), 3UL (E), 3UL (F), 3UR (E), 3LL (F), 3LR (E), 4UL (F), 4LL (F), 6UL (F), 6UL (E), 6UR (E), 6LL (F), 6LR (E)</u>
0258	13¢	<u>1UL (A), 1LL (A), 1LR (A), 1UR</u>
0259	14¢	<u>1UL (C), 1LL (A), 1LR (A), 1UR (C)</u>
0260	20¢	<u>1UL (C), 1UR (A), 1UR (C), 1LL (A), 2UL, 2UR (A), 2UR (C), 2LL (A), 2LR (A), 2LR (AX)</u>
0261	50¢	<u>1UL (C), 1UR (A), 1UR (C), 1LL (A), 1LR (A)</u>
0262	\$1.00	<u>1UL (A), 1UR (A), 1LL (A), 1LR (A)</u>
0268	8¢	<u>1UL (C), 1UR (A), 1LL (A), 1LR (A), 2UL (C), 2UR (A), 2UR (C), 2LL (A), 2LR (A)</u>
0269	10¢	<u>1UL (C), 1UR (C), 1LL (A), 1LR (A), 2UL (C), 2UR (C), 2LL (A), 2LR (A)</u>
0270	14¢	<u>1UL (A), 1UL (C), 1UR (C), 1LL (A), 1LL (H), 1LR (A)</u>
0271	20¢	<u>1UL (C), 1UR (C), 1LL (A), 1LR, 2UL (C), 2UR (A), 2UR (C), 2LL (A), 2LR (A)</u>
0272	50¢	<u>1UL (A), 1UL (C), 1UR (C), 1LL (A), 1LR (A)</u>
0273	\$1.00	<u>1UL (C), 1LL (A), 1LR (A), 1UL (CM), 1UR</u>
0285	2¢	<u>1LL (F), 1LL (FM), 2LL (F), 2LL (FM)</u>
0286	3¢	<u>1LL (F), 1LL (FM), 2LL (F), 2LL (FM)</u>
0C1	5¢	<u>1UL (A), 1UR (A), 2UL (C), 2UL (A), 2UL (F)</u>
0C5	6¢	<u>1UL, 1UR, 2UL, 2UR</u>
0C6	6¢	<u>1UL (A), 1UR (A), 1LL (A), 1LR (A), 1LR (AS)</u>
0C7	6¢	<u>1UL (A), 1UR (A), 1UR (AS), 1LL (A), 1LR (A), 1UL, 1LL (C), 2UL (C)</u>
0C8	7¢	<u>1UR (C), 1LL (A), 1LR (A), 1LR (AX), 2UL, 2UR (C), 2LL (A), 2LR, 3UL, 3UR, 3LL (A), 3LR, 4UL (C), 4UR (C), 4LL (A), 4LR, 5UL (A), 5UL (C), 5UR (C), 5LL (A)</u>
0C9	7¢	<u>1UL (C), 1UL (CX), 1UR (C), 1LL (A), 1LR (A), 1LL (G), 1LR (C), 2UL (C), 2UR (C), 2LL (A), 2LR (A), 2UR (CM)</u>
0CE1	16¢	<u>1UL (A), 1UL (C), 1UR (A), 1UR (C), 1LL (A), 1LL (C), 1LR (A), 1LR (C)</u>
0CE2	17¢	<u>1UL (A), 1UR (A), 1LL (A), 1LL (C), 1LR (C)</u>
0CE3	17¢	<u>1UL, 1UR (A), 1UR (G), 1LL, 1LR (A)</u>
0CE4	17¢	<u>1UL (C), 1UR (A), 1LL, 1LR (A), 1LR (AY)</u>
OE7	10¢	<u>1UL (A), 1UR (A), 1LL (A), 1LR (A), 1LL (C)</u>
OE10	10¢	<u>1UL (A), 1UL (C), 1UR (A), 1LL (A), 1LR (A), 1LL (C)</u>
OE11	10¢	<u>1UL (A), 1UR (A), 1UR (AM), 1UR (C), 1LL (A), 1LR (A), 1LR (AH)</u>

Index:

- (1) The first letter in brackets (A to H) indicates the type of perforations.
- (2) If the letter X follows the code letter (Ex: AX), this indicates that the block, or at least a strip of 2 stamps have been perforated twice by error.
- (3) If the letter Y follows the code letter (Ex: CY), this indicates that 2 stamps of the block were not perforated, indicating a row was skipped over.
- (4) If the letter O.H.M. or S follows the code letter (Ex: AM), this indicates that on two of the stamps, the letter M has a missing pin, resulting in a missing perforation.
- (5) All the positions underlined are in my personal collection if a photo is required by a member.

APPENDIX “B”

1. *The Canada Plate Block Catalogue*, by **K. Bileski**, 6th and 7th editions.
2. *O.H.M.S. –G Plate Number Block*, by **Vern Persinger**, *BNA Topics*, Vol.8, pages 113-116.
3. *Perforated Initials- Canada 5-hole O.H.M.S.*, by **William T. Jackson**, *BNA Topics*, Vol.11, page 247.
4. *Plate Blocks, Perforated O.H.M.S.- Type B (4-Hole)*, by **Alfred P. Cook**, *BNA Topics*, September 1959, p. 203-204.
5. *Revised list of Canadian O.H.M.S. Issues*, by **W.C. Gordon**, *BNA Topics*, 1950, pages 247-250.
6. *Canada Plate Blocks – Perf O.H.M.S. Officials*, by **Wm. Jackson**, *Weekly Philatelic Gossip*, Vol. 69, 1959.

**Illustration 3**

Here we have two same positions of O257 Plate 3UL, but one is type “E” (on the right) and the second is type “F” perforation.



Illustration 4

Here, we have O245a Plate 1LL and O245 Plate 1LR. Both are type “A” perforations.



Illustration 5

A matched set of the \$ 1.00 War Issue (O262), Plate 1 and all four corners are perforated type “A”. The author has never seen another type of perforation in a plate block of the \$ 1.00 war issue stamp.



Illustration 6

The upper left plate block of O273 (on the right), Plate 1 is type “C”, while the lower left plate block is type “A”. Note the missing pin in the letter “M” of one row only in the upper left block.



Illustration 7

An upper right plate block of OCE3, but with a VERY RARE perforation, type “G”.

The Story Behind Three Covers that Survived a Torpedo Attack

John T. Burnett, OTB

Your Editor has asked me to write an article on the presentation I made at BNAPEX 2011 in North Bay. Since speaking I have acquired a third cover for my collection. To date only five covers are known to have survived the torpedoing of SS EROS.

I had originally prepared this article for "The Log" the newsletter of the "Universal Ship Cancel Society" and I have made a few small changes to that article to make it appropriate for the KGVII study group.

This article looks at three covers that survived a torpedo attack in the North Atlantic. I think you will agree, after reading this, these covers are probably pretty darn scarce and make a great addition to a WWII postal markings collection.

The story concerns an ordinary and relatively small steamer making a west to east journey across the North Atlantic in the early days of WWII.

SS EROS out of Montreal, Quebec and bound for Liverpool, via Halifax, Nova Scotia was a 5,888 ton merchant steamer. At nearly 6,000 tons she would have been dwarfed by the behemoth RMS QUEEN MARY which was almost 16 times larger at 80,000 tons.

It's important to know that SS EROS was a turbo-electric ship powered by a four cylinder steam reciprocating engine fitted with a steam turbine. The turbine could be used to power an auxiliary electric motor that could give EROS a burst of power and speed in an emergency. This ability would prove to be a life saver for her on 7 June, 1940.

Pictured in Figure 1 SS EROS was burdened with 301 tons of copper, 108 tons of ferrochrome, 200 tons of small arms and mail bound for Great Britain and Europe. The mail was stored in various holds fore and aft.

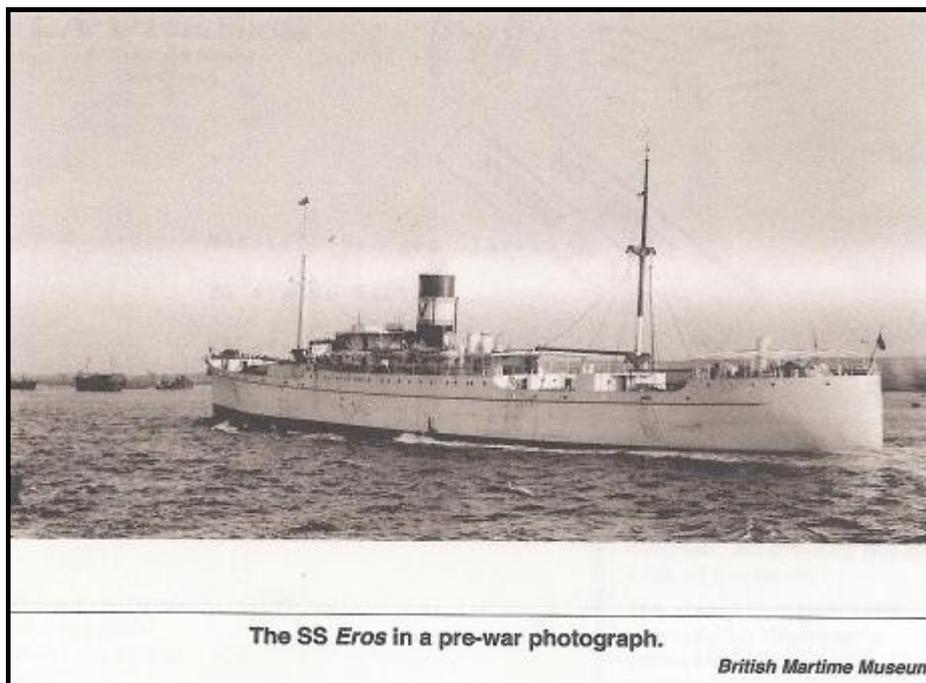


Figure 1

The first of three covers is a commercial cover from Winnipeg, Manitoba, mailed on 24 May, 1940, addressed to Scotland shown in Figure 2 (page 14)

Figure 3 (page 14) shows a letter mailed from Aquadelle, Saskatchewan, also on 24 May, 1940. This letter is addressed to a trooper with the Royal Canadian Army in care of the Base Post Office, Ottawa, Ontario for forwarding to the trooper who has been deployed to the European theater. Based on the date my guess he was in England preparing to ship out or he was on the beaches at Dunkirk, France.

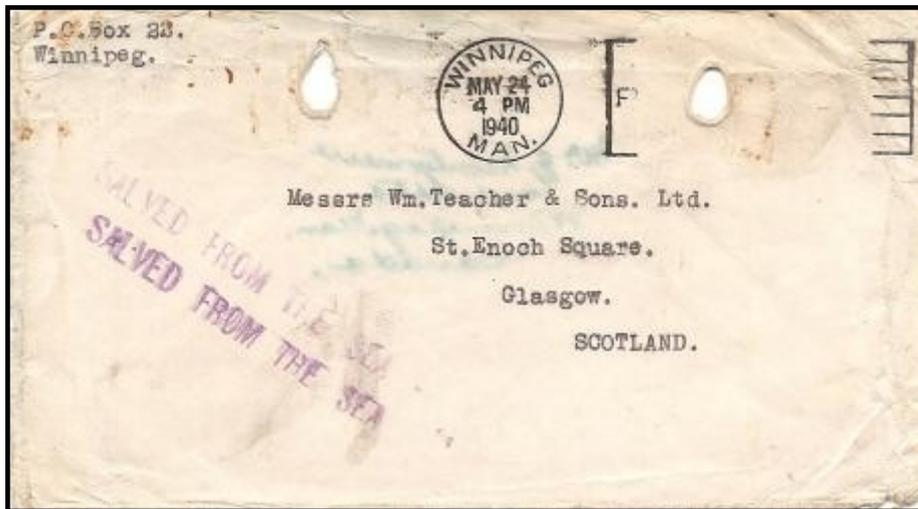


Figure 2

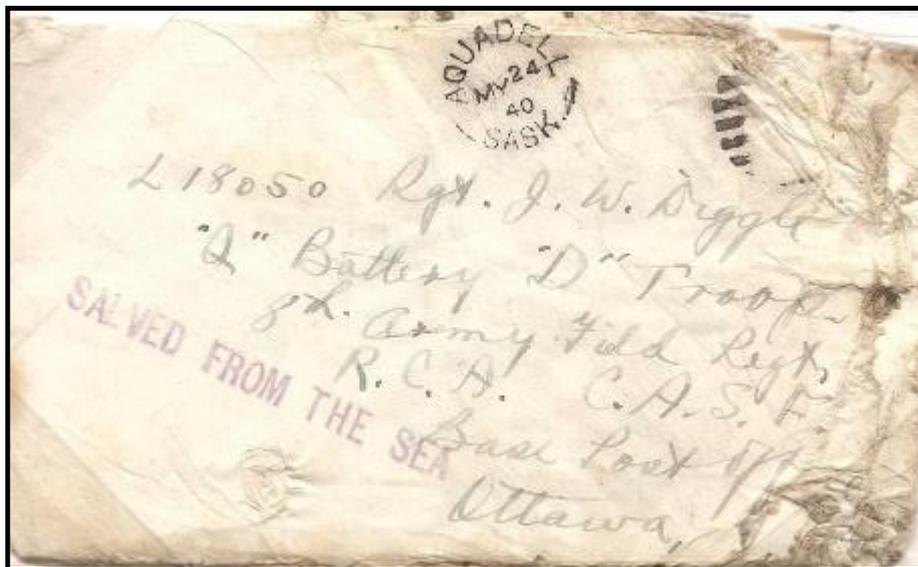


Figure 3

Figure 4 (page 15) shows what I believe is the most interesting cover and certainly the cover with the most to tell. The cover was mailed from Montreal, Quebec on 29 May, 1940 and addressed to Paris, France. Surface mail from Canada to France at that time was sent via London.

My three covers all find themselves on the docks at Montreal and being loaded onboard SS EROS. Sacks containing two of the covers are loaded forward and the sack containing one cover is loaded aft, I'll explain in a bit why I assume this!

On 3 June, 1940 SS EROS departed Montreal on her journey to Europe via the northern route, north of Ireland and then south to Liverpool.

On 7 June, 1940 she was struck by a torpedo in the forward hold. The torpedo was fired by U-48 (which would survive the war and whose log books would be available to the allies at the end of the war). The torpedo struck at 0322 hr after a run of 4 minutes and 34 seconds (according to the captured log books). U-48 was commanded by **Hans Rudolf Rösing**, pictured in figure 5, she was at a position 55.33N, 08.26W, 15 miles off the coast of Tory Island.²

Rösing noted in his personal log that EROS was not under escort, so we know there were no sub hunting escorts to chase the attacker. **Rösing** fired his torpedo from 3,000 meters. SS EROS was only damaged forward but the proximity of Tory Island and a sudden burst of speed from EROS (provided by that turbo - electric auxiliary engine) made a surface chase too dangerous and the speed made an underwater approach impossible. U-48 left the scene when the crew was seen abandoning the burning ship.¹



Figure 4

All of us who have served at sea know of “Lucky Ships” and SS EROS would prove to be one of the luckiest afloat during WWII.

By pure chance HMS BERKLEY (L-17) and later assisted by the ocean going tug boat HMS BANDIT (W-69) took SS EROS in tow and were able to beach her on Tory Island.

A guard was detailed to watch over these desperately needed supplies as they were off loaded on Tory Island, also off loaded were the bags of mail.

The reason BERKLEY and BANDIT were close at hand was they had been called out the previous evening to assist HMS CARINTHIA who had sent a mayday call after being torpedoed, which put the ships in close proximity to the badly damaged SS EROS. HMS CARINTHIA was never found!

Now lets look at the first two covers (figures 2 and 3) both are without stamp, the stamps have floated off the envelope after getting wet in the hold. EROS was hit forward, hence my assumption that these two letters were stored in the forward hold. Both letters are addressed to Great Britain and may have purposely been segregated to ease sorting upon arrival at Liverpool.

On the front of both envelopes is hand-stamped “**SALVED FROM THE SEA**” in purple ink. Salved is an ancient English word meaning salvaged and was adopted by the British Post Offices for marking on envelopes recovered at sea.

Now look at figure 4, our cover addressed to Paris, France. This envelope still has a stamp affixed and thus my assumption that this envelope was stored aft.

This cover also has the “**SALVED FROM THE SEA**” it also carries another hand-stamp “**SERVICE SUSPENDU**” in blue, meaning service suspended. You see while all this excitement was ongoing on SS EROS France fell to the Germans and on 5 June, 1940 mail service to France was suspended. Our little 3¢ cover now received yet another hand-stamp in the lower right hand corner, a boxed, “**NO SERVICE / RETURN TO SENDER**”.

There was no return address evident on the letter card so the British Post Office opened the letter card noted the return address and wrote it in pencil at the upper left corner of the card. The Post Office then sealed the letter card with their official brown Royal Mail sealing tape.

The letter card is back-stamped with a 14 August, 1940 “**INSPECTION DIVISION / OTTAWA CANADA / DEAD LETTER OFFICE**” from where it was returned to the sender.

SS EROS was indeed a lucky ship, she was repaired and returned to service. In November, 1940 she was again torpedoed, this time from the air, and yet again she survived, was repaired and returned to service.

SS EROS survived the war and was transferred to Morant Steam Ship Company, LTD., of Jamaica. In 1947 she was transferred to a Canadian company, Eros Transport Co, LTD., of Halifax, Nova Scotia.

In 1958 SS EROS was withdrawn from service and was broken up for scrap in 1960.

U-48 would also survive the war, she was decommissioned in 1943 after having sunk 53 ships and damaging four others (SS EROS among them).

U-48 was laid up at Neustadt, shown in figure 6, Germany and on 3 May, 1945 she was scuttled.

Captain **Rösing** would also survive and would eventually rise to the rank of Rear Admiral in the new German Navy the “Bunds Marine”²

To date only two other covers have been found that can be identified as sailing on SS EROS in June 1940 one is also addressed to France and has similar markings as mine and the other a correspondence letter to Great Britain. This is why I believe these covers are scarce.

I have also learned a few things researching these covers. The internet is a great tool as it speeds up finding data, and it pays to have a sense of the history that surrounds your cover (i.e.: the date of the fall of France) so you can put the pieces together and tell the story.

If any other member has a cover from SS EROS please let me know and perhaps we can put a census together of all the known covers for surely we represent the largest group who might own them.

¹ UBOAT .NET/Ships hit by u-boats/EROS, an excerpt from the log of U-48

² An Internet article by **Robert Ingraham** provides some of the technical data of U-48, her Captain and fate.



Hans Rudolf Rösing



U-48 arrives at Neustadt, Germany, after her last combat patrol and just prior to her scuttling. It was the most successful of all U-boats in the Second World War.

By 1951 there is no mention of Acknowledgement of Receipts for Money Orders and Postal Notes, A.R.M.O. 65 P.M. in the Manual of Financial Procedures Fig 2.

Number	Name	Language
M.O. 38	Exchange on Money Orders Payable in the U.S.A.	Bilingual
M.O. 50	Record of Application for a Duplicate Money Order	Bilingual
M.O. 51	Requisition for Denominative Money Orders and Postal Scrip (Accounting Office)	Bilingual
M.O. 60	Certificate of Non-Record of Application for a Duplicate Money Order	Bilingual
M.O. 61	Application for Correct Particulars of a Money Order	Bilingual
M.O. 103	Denominative Money Orders and Postal Scrip Stock Record	English
P.S. 1	Wicket Clerk's Requisition for Postal Values	Bilingual
P.S. 3	Application for Redemption of Printed Post Cards and Stamped Envelopes	French
P.S. 3½	Demande de rachat de cartes postales imprimées et d'enveloppes timbrées	French
P.S. 7	Record of Postage Supplies	Bilingual
P.S. 21	Requisition for Unemployment Insurance Stamps (Accounting Office)	Bilingual
P.S. 31	Unemployment Insurance Stamps Stock Record	Bilingual
P.S. 36	Requisition for Postage Supplies (Accounting Office)	Bilingual

Figure 2. Enclosed Form Index in 1951 Manual of Financial Procedure

► Member Question — from John Burnett



Study Group member **John Burnett** writes: “ Attached are two scans from a KG VI cover I just bought at a local show. I have never seen this “Passed for Export” before. I wonder if you might put it in the newsletter with a question as to whether anyone can identify it? The “Passed for Export” appears to have an initial “E” at right but I fear is suspiciously similar to the handwriting on the envelope.”

Editor note: If you have any information, please forward to John at jb45855@aol.com and please copy the Editor at kwlemke@sympatico.ca, so we can share the information with the study group in the next newsletter.

On page 17, we have a article by **Gary Steele** regarding “Acknowledgement of Receipt Cards for Money Orders and Postal Notes”. This is an interesting article as you will see in Gary’s write-up there seems to be some question regarding these “ARC’s” and if anyone has any information regarding them, Gary would love to hear from you. His e-mail address can be found on page 2.

On page 18, you will find a question from **John Burnett** regarding a cover he recently purchased.

As you can see there are a few requests in this issue where study group members are seeking assistance from other members which pleases me, as this is one aspect of our study group that I constantly hope will become more active.

While it is only March, I would encourage everyone to think about going to BNAPEX 2012 in Calgary. This should be another outstanding conference. I expect our study group meeting will be on the Saturday afternoon as usual.

Jane and myself have already booked our flights as Westjet had a seat sale out of Hamilton and Jane has reserved spots on some of the great day trips the committee has arranged.



You can obtain more information regarding the conference by going to the BNAPS web-site at **www.bnaps.org**. At the top of the BNAPS home page, you will find a link to the conference web-site.

As part of any BNAPS conference we always try to spend a few days exploring and again this year we will spend a few days in the “Rockies” before settling down in our room in Calgary. If you have never seen the Rockies the image at the left is a “taste” of what you will see.

Large Inventory of George VI material for sale

Gary Steele has acquired a large inventory of George VI material including plate blocks, coils, complete booklets, booklet panes, pre-cancels, pre-cancel plate blocks, varieties, imperf pairs, large die proofs, errors, used stamps, mis-perfs, large quantities of used per 1000 and covers. Check his ads ON EBAY under SPORTSTER with over 1500 items listed.

Gary can be reached by telephone at [902-864-3976](tel:902-864-3976) or e-mail at gwsteele57@gmail.com



► Members' Wants

For sale –KG VI plate blocks and Postal History

Described and scanned — available from my web-site at <http://www.donslau.com>

KG VI Patriotic Covers

Bill Verbruggen is assembling a collection of KG VI Patriotic Covers for the purpose of studying the Postmarks used. He is interested in corresponding with study group members who can assist him with:

- * Postmarks used during the KG VI era
- * Cachets produced during the era.
- * Any references pertaining to the above mentioned subject.

His e-mail address is verbill@dcnet.com

For Sale - George VI Plate Blocks, 35% off Cat.

Mufti Issue, War Issue, Peace Issue and Post Posters. Including many OHMS and G overprint. E-mail with want list to gwsteele57@gmail.com

Mufti Pre-cancels Bruce Field is seeking any values of Mufti pre-cancel warning strips of 20. Bruce can be contacted by e-mail at a.b.field@sympatico.ca

Peace Issue Rates and Destinations Mike Street is looking for Peace Issue Stamps (Sc #s 268-273, C9, CE 3-4 and E11) on mail to China and the American Pacific (Hawaii, Guam, Samoa, Philippines) up to June 1952 but especially Sept 16-Nov 15/1946. Also Parcel post anywhere, legitimate paquebot and unusual foreign destinations, including Russia and components of the USSR from 1946 to June 1952.

1937 3 cent Mufti Issue Ken Lemke is looking for the following pre-cancel on the 3 cent mufti (Unitrade #233) # 4940 – Windsor. Varieties and errors of Unitrade #231, 232 and 233 are also sought. He is also seeking private perfins of Unitrade 231—236. He can be reached at kwlemke@sympatico.ca

KGVI Period Articles or Want Lists Your Editor is always looking for articles or images of special items from members for future Post & Mail Issues. Also this space is available for any member who wishes to place a Want Ad. Detailed want lists can be published on the Study Group website. Contact Ken for further info at snail mail or email address given on page 2 of Post & Mail.

For Sale –George VI Booklets, 35% off Cat.

Large inventory of Mufti and War Issue Complete Booklets. E-mail with want list to gwsteele57@gmail.com or write per address in George VI Newsletter (page 2)

KGVI Booklets - All Issues Eirwyn Jones is looking to buy/sell/exchange KGVI booklets and has duplicates to offer. Eirwyn can be contacted by mail at 10 Low Green, ATHERTON, Manchester, United Kingdom M46 9HS or by email at jennifer.jones45@btinternet.com

Covers Wanted

Eldon Godfrey is seeking “Mail Suspended Service” and “Foreign Exchange Control Board” covers. His e-mail address is ecg@godfrey-godfrey.ca

1937 - 42 Mufti, Pictorial Issue etc. Gary Steele is looking for covers, proofs, plate blocks, misperfs etc. of all issues in the Mufti period.

Dead Letter Office Covers - All Issues Gary is also looking for DLO covers for the 1937 - 52 period.

KGVI Covers with Foreign Postage Dues Gary is also interested in underpaid Canadian covers to foreign destinations charged/marked Postage Due and paid with foreign dues or regular stamps. Gary can be reached by email at gwsteele57@gmail.com

George VI Postes-Postage production materials

Peter Kritz is asking for members' help in locating any production materials for the George VI Postes-Postage or withdrawn issues including any press releases or correspondence they may have for these issues. He can be contacted by email at pkritz@coldwellbankerpbr.com

1949 - 51 Postes-Postage Greg Spring is looking for in period postal history items featuring the last Canada KGVI issues incl. overprints postally used to destinations outside of Canada and the US particularly, dated 1949 but no later than Feb 6, 1952 (the King's death). Greg can be contacted by email at g.m.spring@asch.co.uk.