SIDETRACKED – The Miscellaneous Collections of a Butterfly Mind.

Colin Tabeart, RDP, APR

Research Medal of the Australian Philatelic Federation. 18th recipient and first ever POM.

ORBAT
(Staying away from mainstream stuff)

1. The Australasian Squadron of the Royal Navy
2. Australian Goldfields
3. Australian Intercolonial Steamers
4. Mails by the Norddeutscher Lloyd & Messageries Maritimes
5. The Royal Navy in the Baltic
6. King George V Seahorses on cover
7. PANAM Clipper Mail pre Pearl Harbor

There will be a short break at some stage for the refilling of glasses.

The Australasian Squadron

Initially served by warships detached from Hong Kong.
More permanent establishment from 1859 (Maori Wars)
1887 Agreement = some sharing of costs of a cruiser
Squadron based in Australia, still part of Royal Navy.
RAN formed in 1911

1843 Sydney-Edinburgh pr HMS *Favourite*

Mail often entrusted to warships.
Favourite, 16 guns, departed Sydney 4 Feb. Transferred mails to HMS *Malabar*, 74, at Rio. Mail arr Devonport 26 May.

1851 Sydney-Auckland per HMS *Calliope*

Melbourne to Sydney pr coastal ss *Shamrock*. HMS *Calliope* dep Sydney 24 Nov, arr Auckland 20 Dec.

Prepaid 5d in Melbourne = 2d inland, 3d ship to Sydney. 2d collect on arrival NZ inland postage
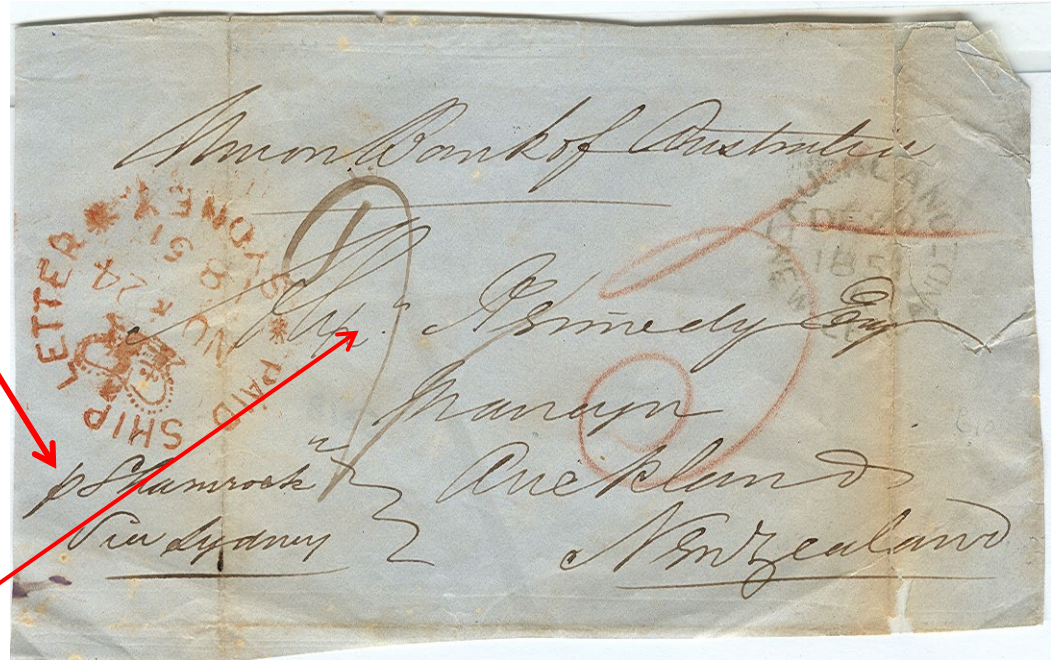
1866 from HMS *Curacoa* at Adelaide to England

From Midshipman Foljambe to his mother. *Curacoa* was en route home from Maori Wars. 190 New Zealand medals awarded to Ship's Company

1873 UK-Sydney "or Elsewhere"

Basilisk on Australian Stn 1871-74, mostly engaged on surveying. O'Neill was her Purser. "Recd Sydney …"

Prepaid single 9d rate via Brindisi but overweight so charged another 9d + fine of 6d for 1/3 collect.

1897 to Capt of HMS *Penguin* at Honolulu, Sandwich Islands


Double UPU Rate.
Writer clearly knew ship's programme so endorsed "to be called for"
BS Honolulu 1 Jul. Ship arrived 21 Jul from surveying route Fanning Island to Honolulu.
All the ANZ coasts were surveyed by the RN as was much of rest of world

Empire 1d Rate 1900 fm HMS *Royal Arthur* at Sydney

Empire 1d rate of 1898 agreed by most colonies. Notable exception was Australia. But Act allowed for mail from HM Ships at the 1d rate from anywhere if posted onboard and sent ship's bag mail to UK & cancelled in London. Would have cost 2½d if posted ashore.
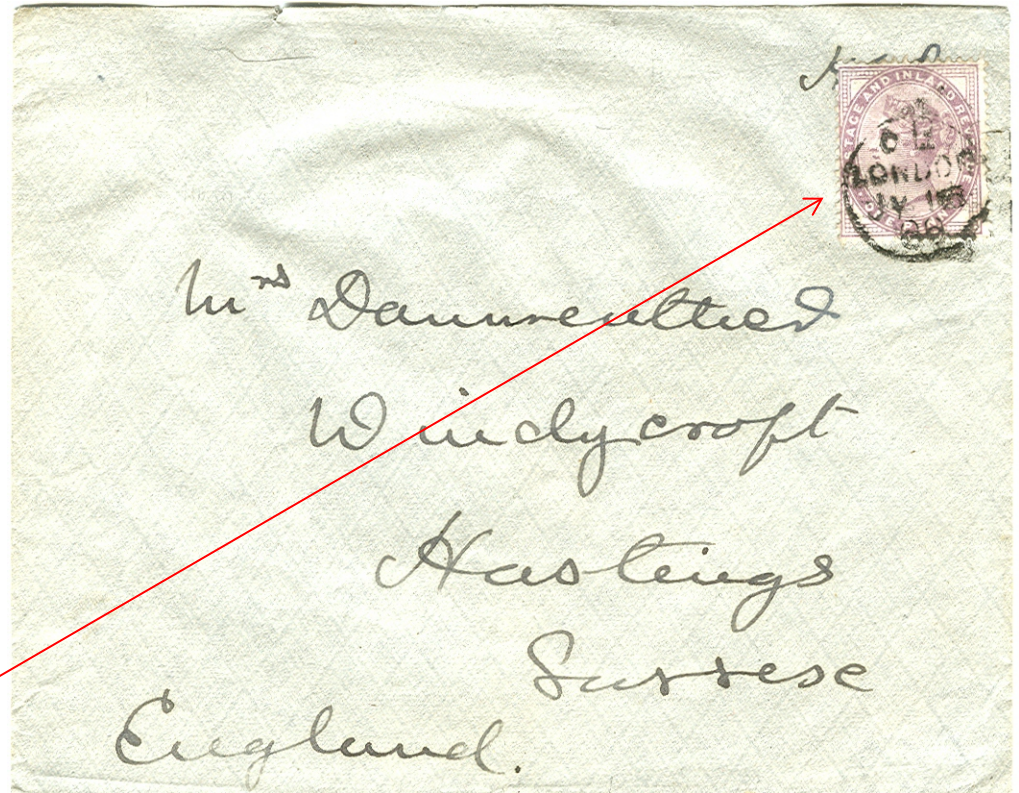
# 1907 Auckland to HMS *Powerful* at "Melbourne or elsewhere"

Powerful and her sister *Terrible* were the biggest armoured cruisers ever built for the RN. Together they put together the Naval Brigade that helped to liberate Ladysmith in 1901. She was flagship of the Australasian Sqn 1905-1911. Note "Sydney" in blue amending sender's "Melbourne"
New Zealand adopted the Empire 1d post in 1901, long before Australia did
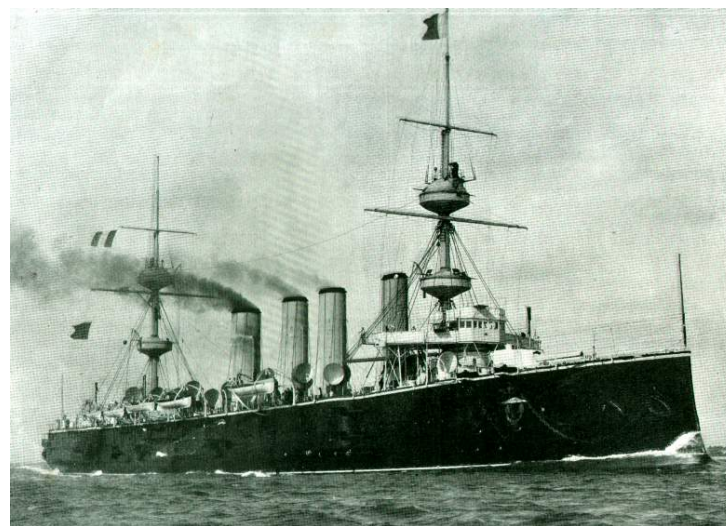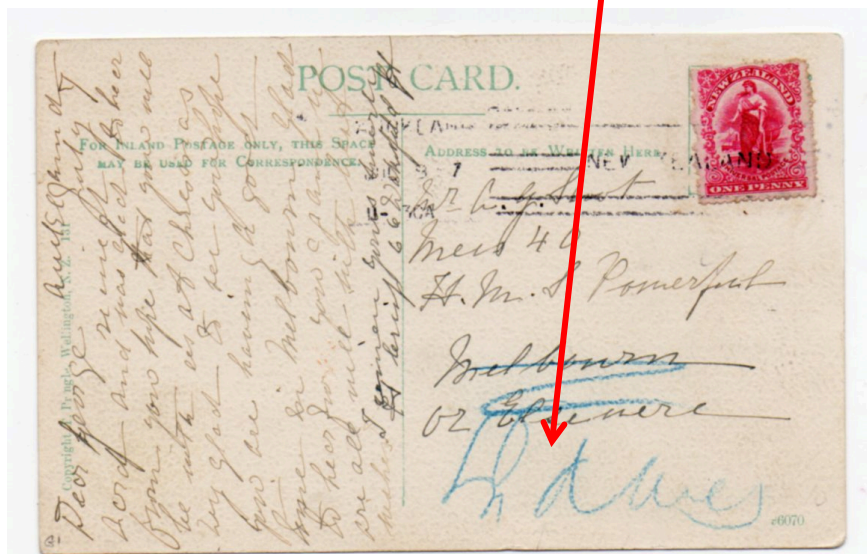
1908 from HMS *Gibraltar* at Albany

Gibraltar had just arrived at Albany as part of the welcome to the American "Great White Fleet". Underpaid the 1d PC rate when posted onboard, charged double deficiency.
The POSTED ON BOARD … in capital letters is unrecorded
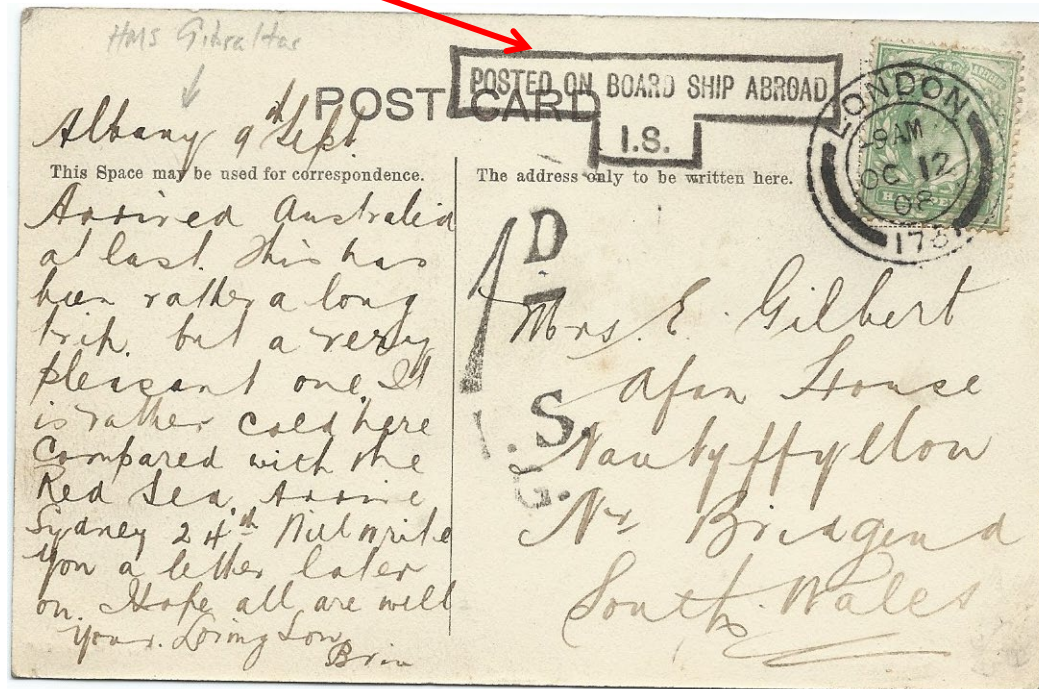
Post WW2 SM Division at Sydney

Post WW2 Australia opted for a submarine force. To help RAN work up to submarine standards a division of T Class boats was based at Sydney for training personnel.

Cover from *Telemachus* at Cairns. Forces 4d concession airmail rate to UK.
The boat has Battle Honours for the Korean War

Goldfields

Superpit Kalgoorlie 100 years on

Gold discovered 1893. Earlier small vertical mines eventually combined into open cast superpit. 200 ton dumper trucks

Boulder Block Hotel 1993

Bar built around mine shaft. When Superpit threatened mineshaft hotel shifted 2 miles away to Boulder.

Victoria – Bendigo 1854
UK to "Ist Creek or Bendigo Diggings"

Gold first found in NSW but soon eclipsed in 1851 by finds in Victoria, notably at Bendigo. UK-bound ships from Melbourne routinely carried 30 or 40 thousand ounces of gold.

By 1st P&O contract service via Singapore at the 1/- packet rate

1890 from Mount Morgan, Queensland
Gold discovered 1880 some 20 miles SSW of Rockhampton.
Richest mine of all time – saved Qld economy

By rail Mt Morgan-Rockhampton-Brisbane-Sydney-Adelaide.
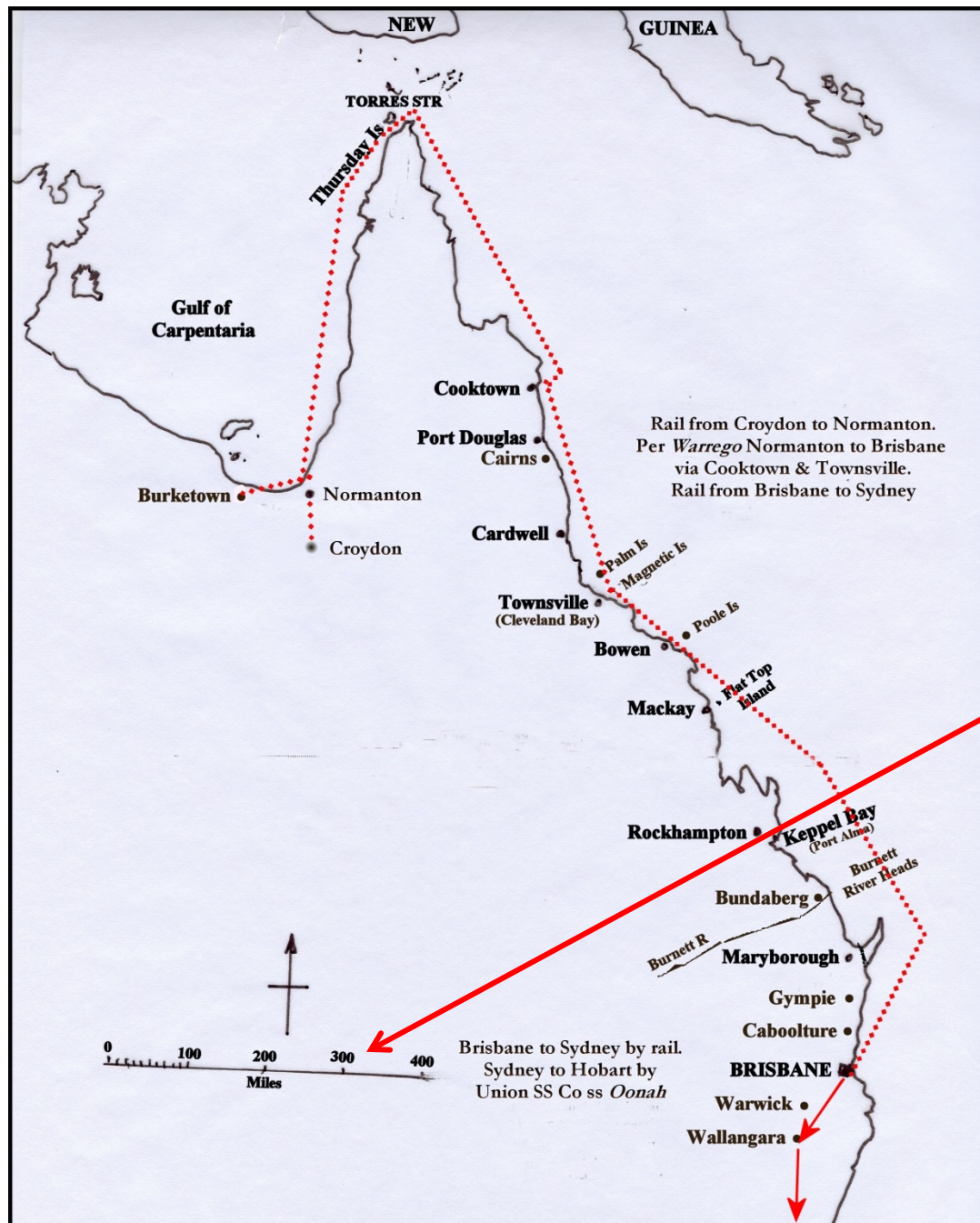Thence P&O *Britannia* to Brindisi 22 May.

Croydon, Queensland
Jan 1904 to Hobart

The Golden Gate
was the most productive
of all the Croydon
mines, where gold was
first discovered in 1885.

17 days to Hobart via
Brisbane – see next
slide for the journey.

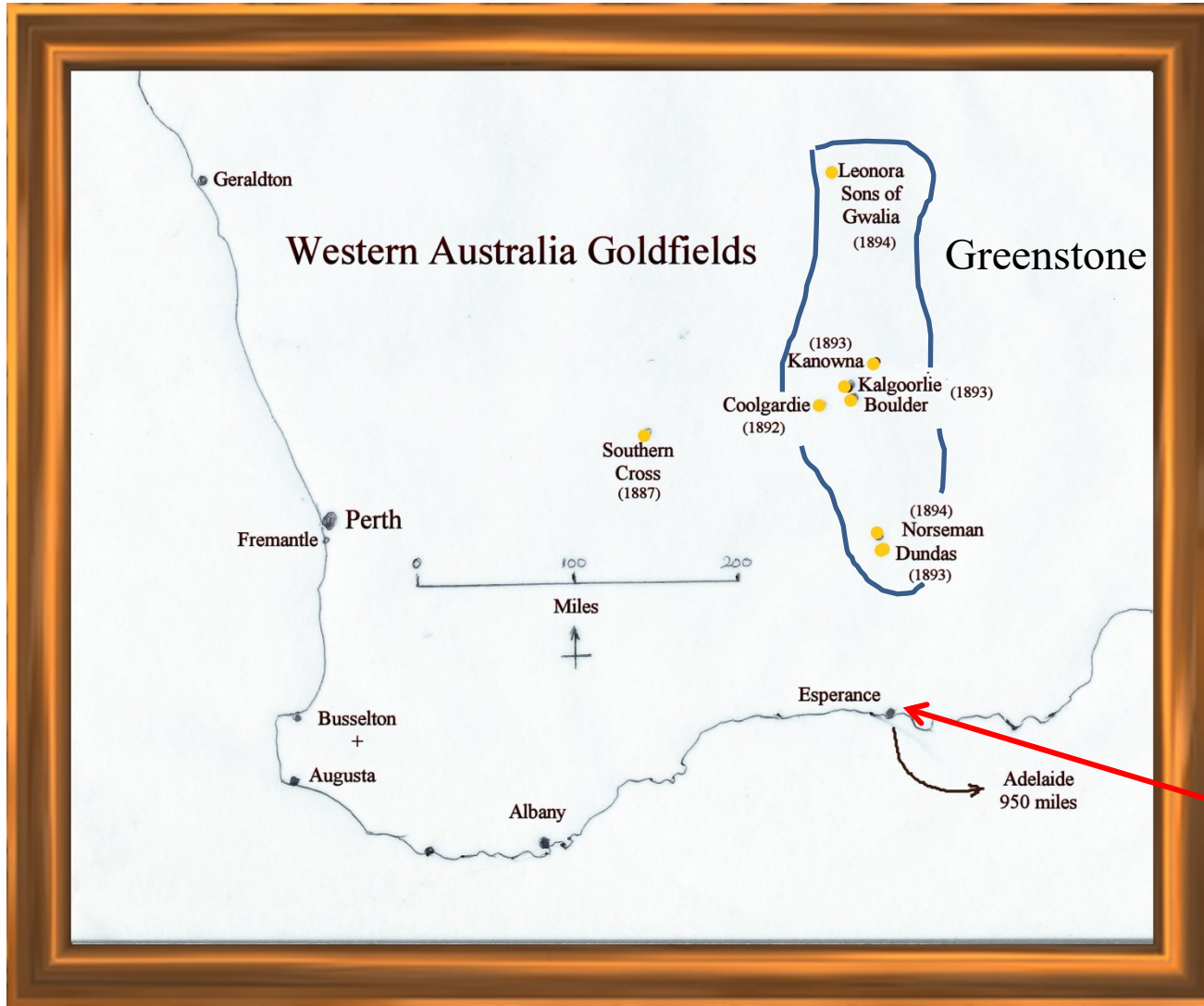Croydon-Normanton by rail. Normanton-Brisbane pr AUSN ss *Warrego*. Brisbane-Sydney rail. Sydney-Hobart pr Union SS Co ss *Oonah*.
Note the scale – Oz is BIG!

DILEMMA
Which misc collection does it belong in? Goldfields or Intercolonial Steamers?

Western Australia - from 1887

Map with discovery dates. Arrive Freo, buy licence, wheelbarrow, pick, shovel, water. Push barrow 350 miles to Kal. Note Esperance discussed later

Western Australia Goldfields

Geraldton

Leonora
Sons of
Gwalia
(1894)

Greenstone

(1893)
Kanowna

Kalgoorlie (1893)
Coolgardie Boulder
(1892)

Southern
Cross
(1887)

Perth
Fremantle

(1894)
Norseman
Dundas
(1893)

100   200

Miles

Busselton
+
Augusta

Albany

Esperance

Adelaide
950 miles

1897 Coolgardie to Kanowna

Gold discovered Kanowna 1894.
In 1905 popln = 12,000. 16 hotels, 2 breweries. Hourly train to Kalgoorlie.
Kanowna when we visited in 1993 - all that was left.
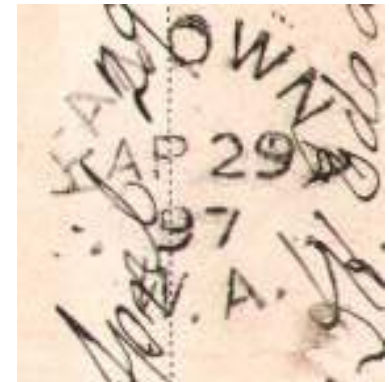
The Kalgoorlie Pipeline

Munduring Reservoir near Perth, 350 miles to Kal. 30 inch dia. Built 1901-2 by CY O'Connor. 8 steam driven pumping stations, 4 of which had post offices. Still the lifeblood of the Goldfields.

1959 Pretoria to No 7 Pumping Station
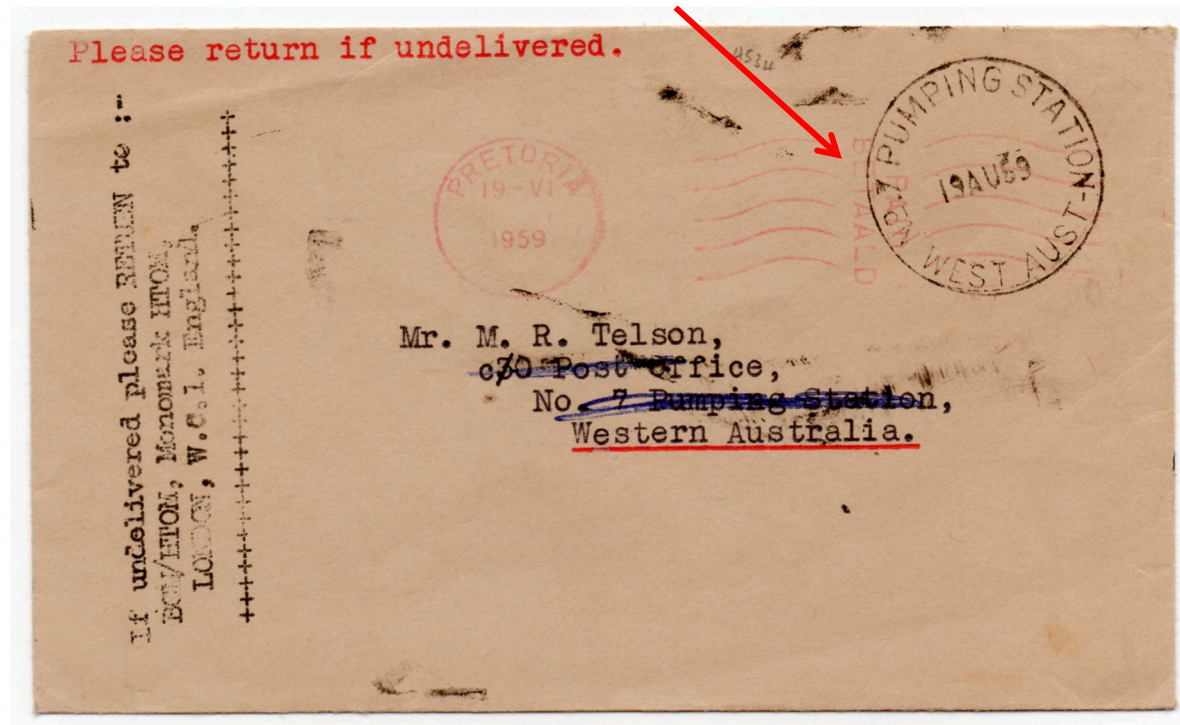
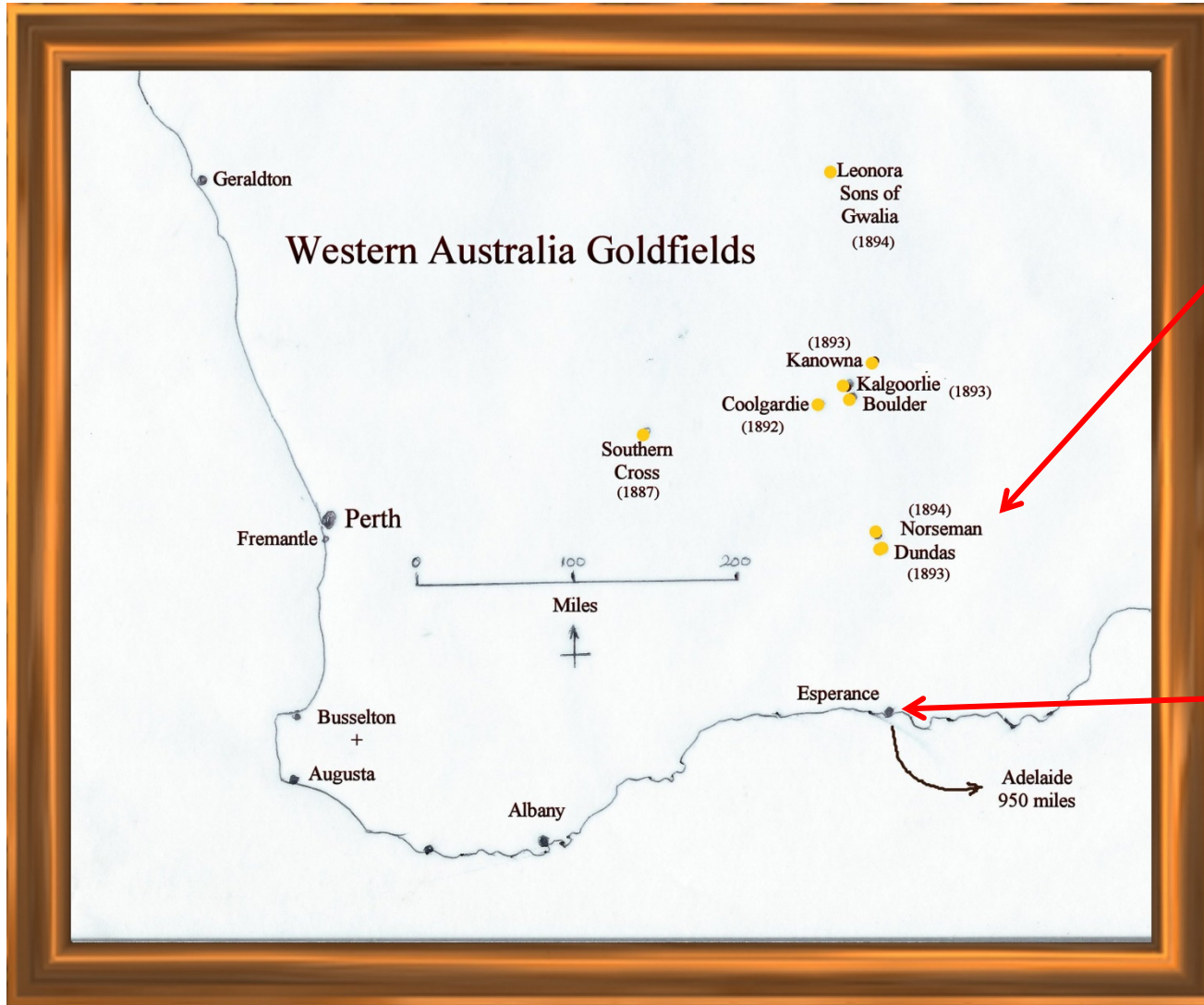# 1900 Advertising cover Coolgardie to Melbourne.

Gold discovered at Coolgardie in 1892. 1st of 9 cancels used. Railroad reached Coolgardie from Perth 1897. The Eastern Goldfields TPO is on back of cover.
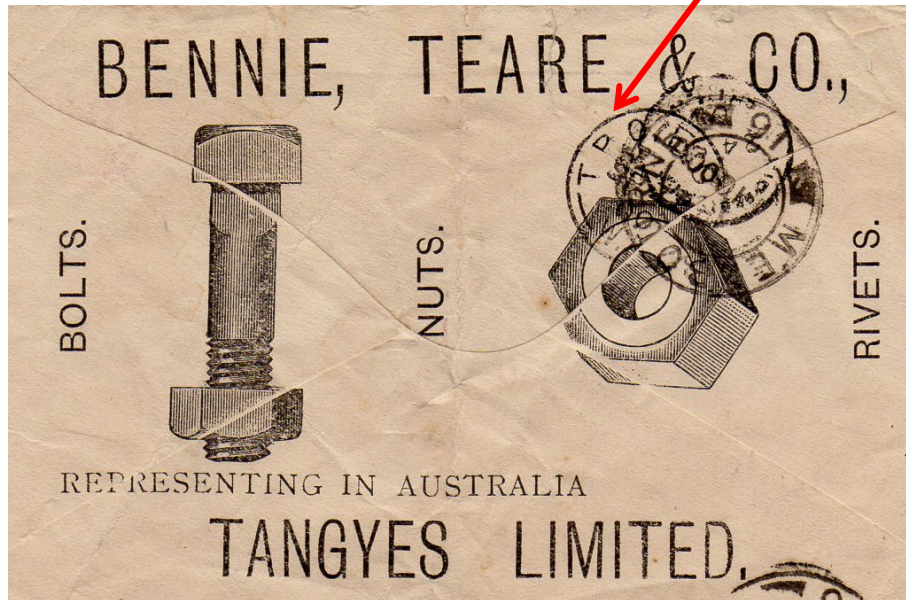
Coolgardie Town Hall 1993

Western Australia - from 1887

Gold discovery at Norseman = long hike from Freo. So Adelaide SS Co set up twice weekly service to Esperance

The Adelaide SS Company

Used 3 small steamers twice weekly to Esperance. Awarded mail contract by S Australia.
1896 cover per *Rob Roy*, 393 tons. Treble 2d intercolonial rate.

Superpit, Sons of Gwalior

Western Australia - The Goldfields

Sons of Gwalia - the Pit - 1993

500 feet deep. About a mile across.

Woodline Engine, Gwalior

Western Australia – The Goldfields

Woodline train at Sons of Gwalia - 1993

Derelict when seen 1993.
Ran on adjustable wooden rails to collect firewood for boiler powering the pithead winding gear. Shipped in bits from UK, hauled by camels 400 miles from Esperance & reassembled on site

Intercolonial Steamers

Before the railway systems began to connect the main centres of population intercolonial steamers were best means of transporting goods, people, and mail. Still essential for Tasmania and New Zealand to present day.

1st ss, *Sophia Jane*, arrived Sydney 1831 from UK.
1st ss company formed 1840 – Hunter River SN Co – 3 iron ss built in UK.
Australasian SN Co founded 1851, after which most intercolonial mail went by steamers until the late 1870s when rail began to carry mails between Perth, Adelaide, Melbourne, Sydney and Brisbane.

1854 Melbourne-Sydney "p *Waratah*"

Waratah departed Melbourne 2 Aug, arrived Sydney 5th. Prepaid 1/-, the Victorian ship letter rate. Charged 3d collect for the NSW ship letter rate.
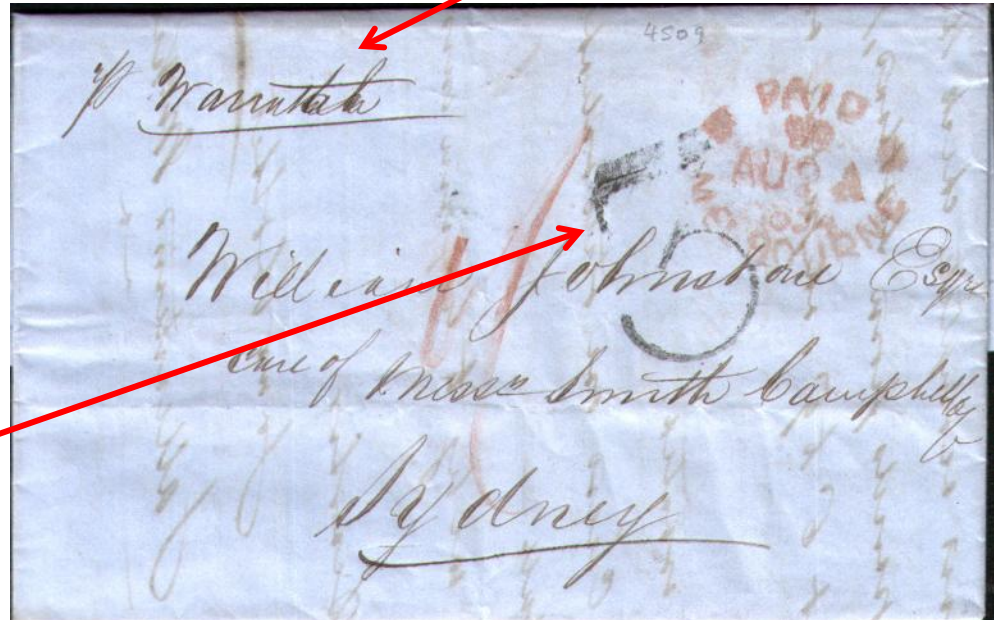
1855 Geelong-Hobart "pr *Pirate"*

Pirate, 285 tons, left Geelong 24 Apr & arrived Launceston 27th. Victorian outward ship charge of 1/-, all retained by Vic. Tasmania now did not charge for incoming ship letters so here are the SHIP LETTER INWARDS FREE stamps of both Launceston and Hobart.

1857 Tasmania-Sydney "p *Tasmania*"

Tasmania, 515 tons, built in Glasgow in 1853, ran for the Tasmanian SN Co until sold in 1871. Finally scrapped 1904.

Prepaid outgoing Tas 4d inter colonial letter charge, nothing to collect from recipient.
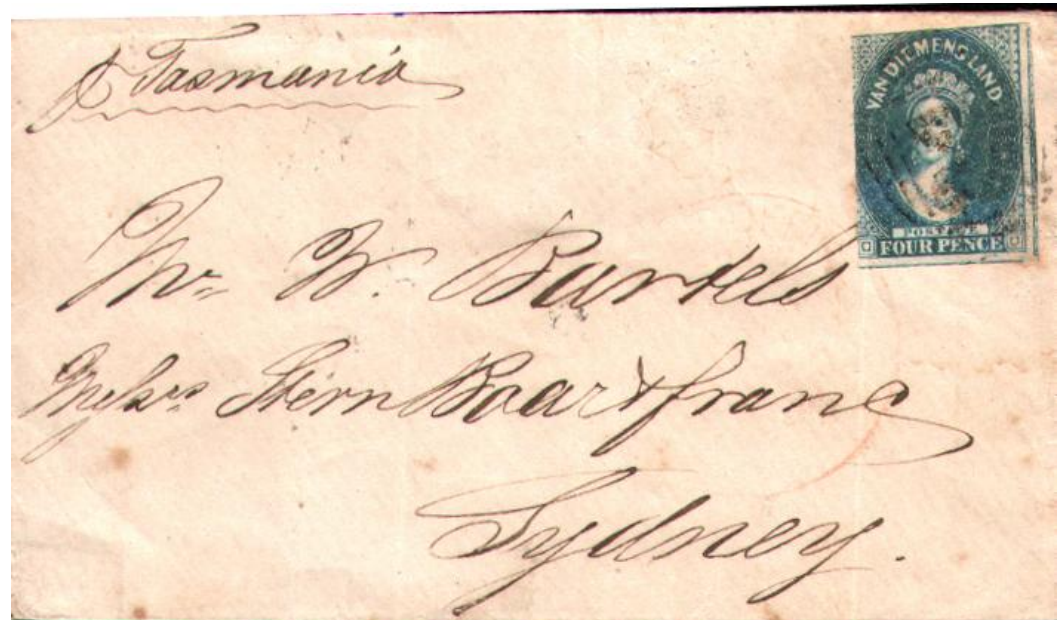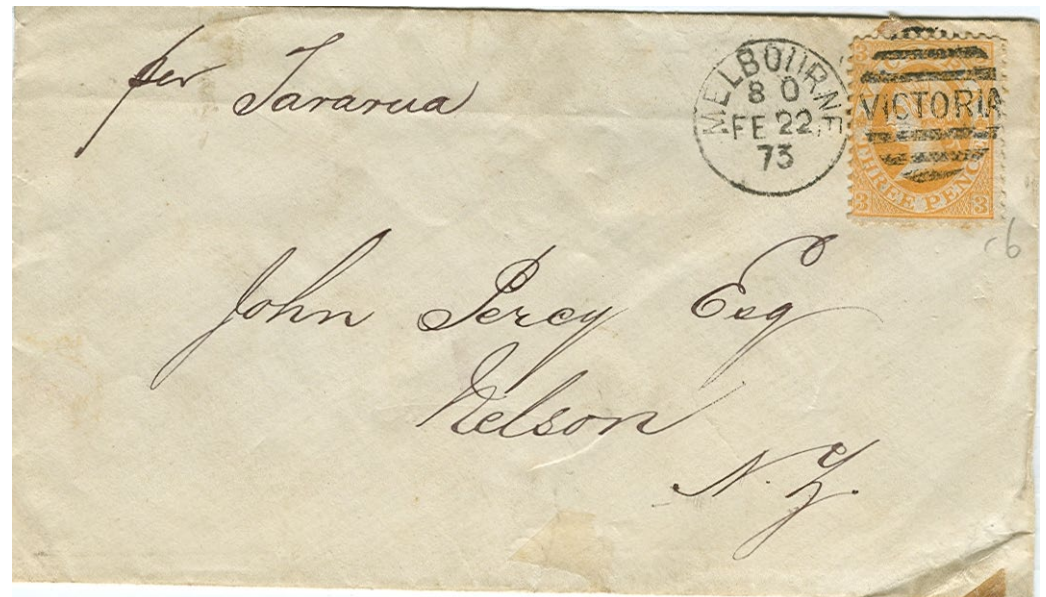
1873 Melbourne-Nelson New Zealand

Tararua 692 tons, built 1864 for McMechan & Blackwood of Melbourne. Dep Melbourne 22 Feb, arr Auckland 28th, Nelson late on 2 Mar. Stamped at Nelson 3 Mar.

S.S. *TARARUA.* 692 tons. Built, 1864. In Roper river, Northern Territory, Australia. Original rig.

1888 Thursday Island-Darwin

The Eastern & Australian Line operated main line services to China & Japan. S Australia awarded them a £2,000 annual subsidy to carry mails between Adelaide and Darwin, NT.

E&A ss *Airlie* departed Thursday Is 13 Apr & arrived Darwin 16 Apr.

The Macartneys were a well-known family in Darwin, where a street is still named after them.

The Norddeutscher Lloyd

In 1886 Germany awarded the crack NDL a mail contract for a 4-weekly service Bremerhaven-Antwerp-Southampton-Genoa-Port Said-Suez-Tchagos Is-Adelaide & Melbourne.

Covers are hard to find. Have never seen one outbound from UK. Homebound from Australia letters **had to be endorsed** to travel by the German ships or would be sent on the next weekly sailing by British packet. Letters to UK extremely scarce; a bit less so to Europe, perhaps mainly from German residents in Australia.

1901 Sydney-Berlin "p *Freidrich der Grosse*" via Neapel (Naples)

During the winter months the NDL put some of their crack transatlantic liners on the Australian route. Flat out the *FderG* burnt 510 tons of coal a day! Obviously used more economical speed on the long haul from Australia

1903 Sydney-Hungary "p GMS *Gneisenau*"

Mails closed at Sydney 1630 on 12 Nov for rail to Adelaide to join the ship. This was her maiden return voyage. Ships of the NDL were the first mail steamers to call at Freo, WA, after O'Connor built the new harbour there. (Sir John Forrest & Commonwealth)
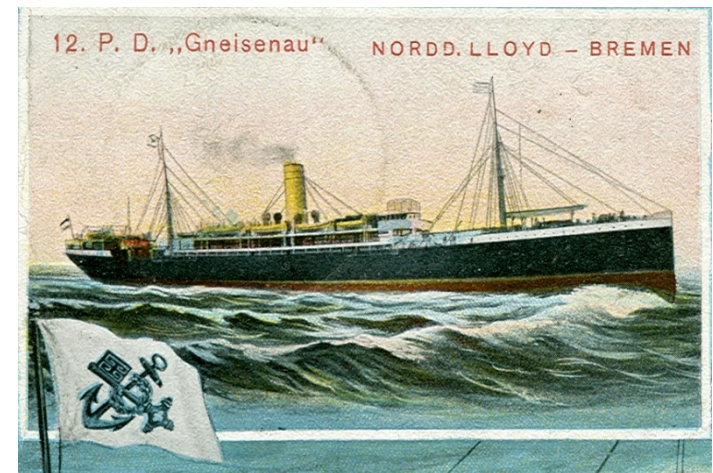
1909 Sydney-Caerphilly "p GMS *Bremen*"

Mails to UK by NDL ships are difficult to find.
Bremen, 10,525 tons, was built in 1897 for the transatlantic trade, but was often put on the Australian run during the winters.
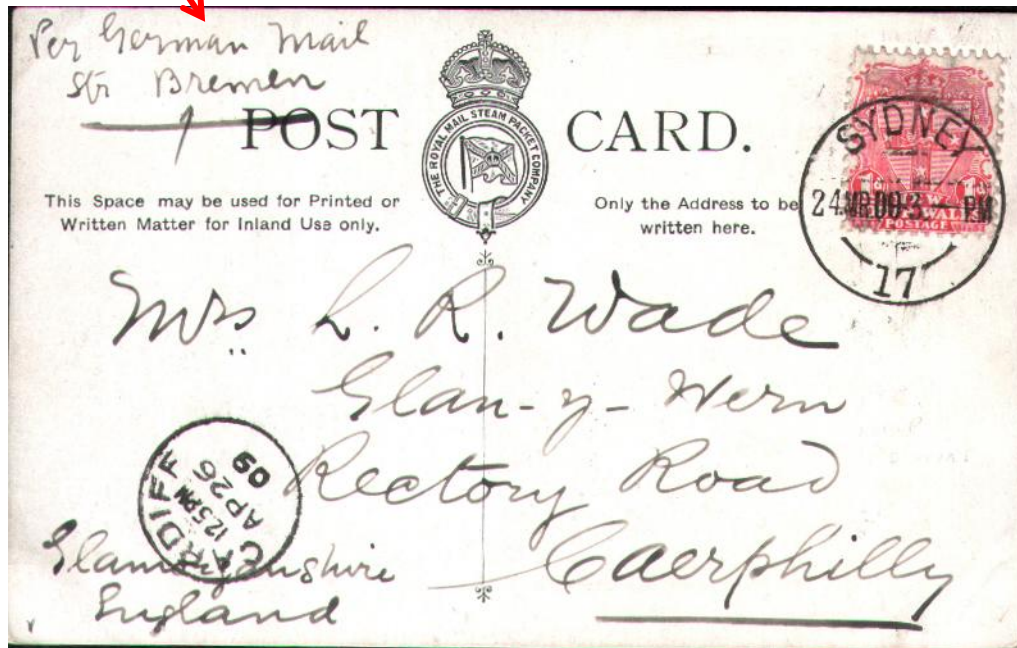
1910 Brisbane-Birmingham "p German Packet"

Prinz Waldemar left Brisbane 11 Apr for Japan via ports, arrived Hong Kong 2 May. At HK missed P&O and Canadian Pacific connections so letter sent to Vladivostok, thence Trans Siberian RR, arr London 4 Jun. A remarkable itinerary. 2d postage, 3d registration.

The Messageries Maritimes M.M

In late 1882 the Company began a 4-weekly service Marseilles-Suez-Reunion-Mauritius-Adelaide-New Caledonia. Outbound mail from UK not seen. Homebound mail had to be endorsed to go by the French steamers.

490 Marseille – Messageries Maritimes " L'Australien "
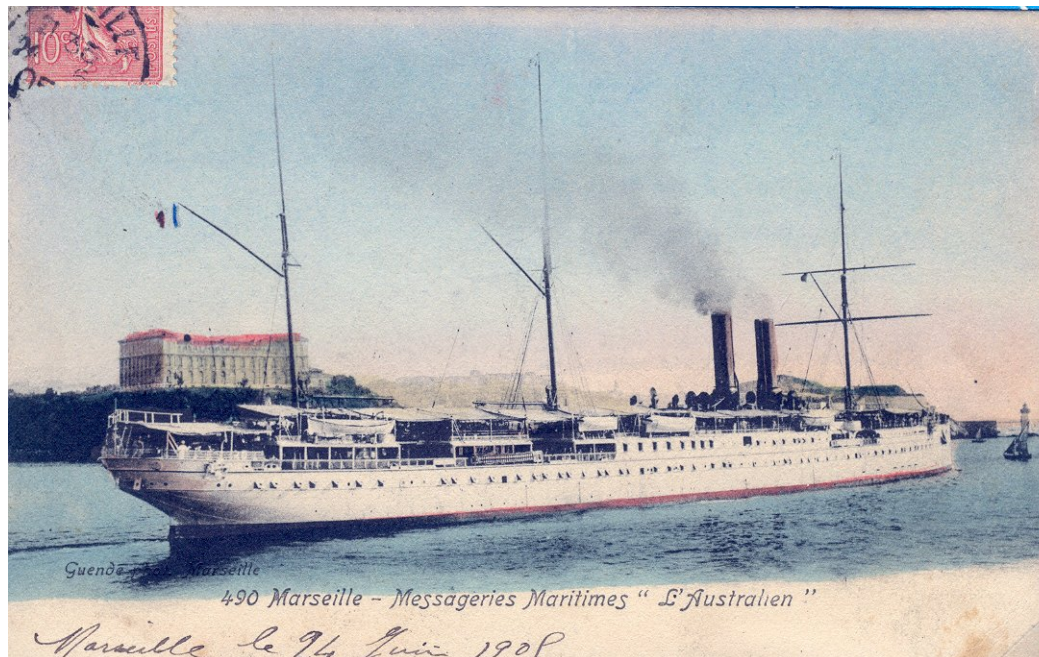
1894 Late Fee Sydney-Paris "p *Polynesien*

Normal mails closed Sydney at 3 p.m. 31 Oct. This letter just made the train to Adelaide by paying the Late Fee at bottom left.

1897 Sydney-Brussels "p *Australien*"

Australien left Sydney 15 Jul & arrived Marseilles 17 Aug.
The LIGNE T date 17 Jul suggests the mail was loaded at
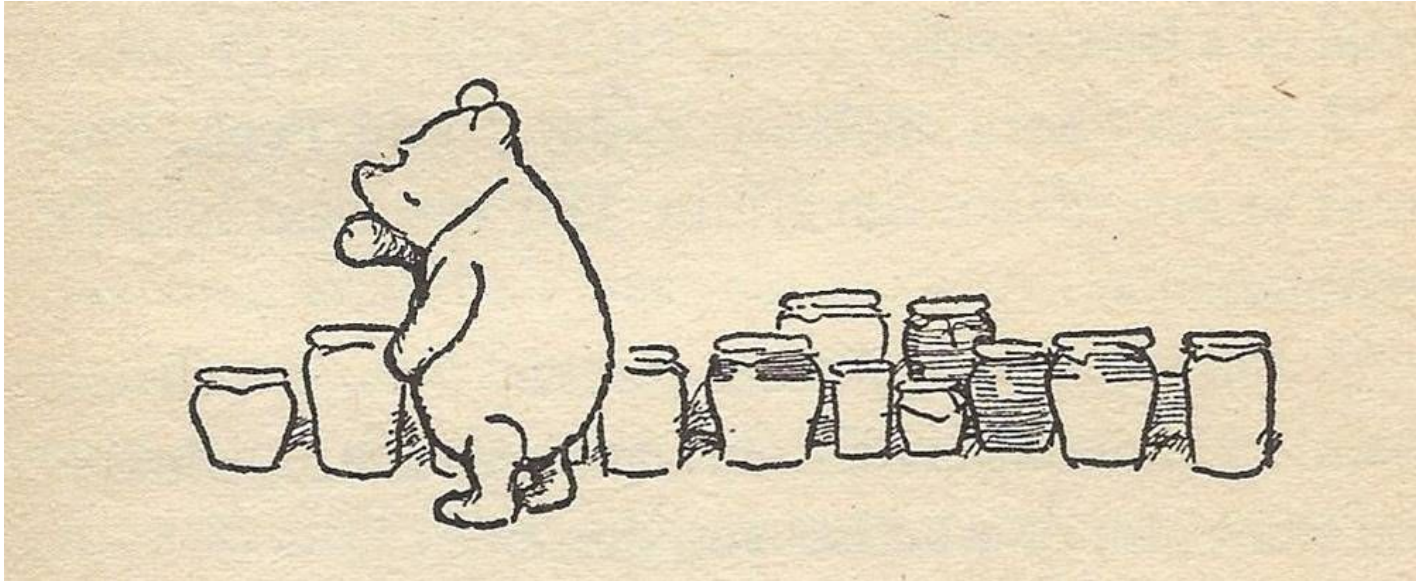Adelaide – normal for NSW mails by this time

Ligne T route extended to Bombay. European mails tx to LIGNE N at Colombo

1905 Sydney-Marseilles. Unusually not endorsed per MM

Mails per *Ville de la Ciotat* closed Sydney 2 Feb & Adelaide 4 Feb. Tx at Colombo to **Ligne N** *Ernest Simons* from Yokohama for Marseilles.

Five Minute Break

"Time for a Little Something" said Pooh
ANY QUESTIONS SO FAR PLEASE?

The Royal Navy in the Baltic

- During Napoleonic Wars strong fleet based on Sweden to defend vital trade timber & tar trade
- During Crimean War very strong fleet as 2nd front against Russia, trade protection etc
- WW1 Submarine Flotilla based on St Petersburg & Kronstadt.
- All covers scarce; letters exceptionally rare

Oct 1809 letter to Captain of HMS *Tartar*
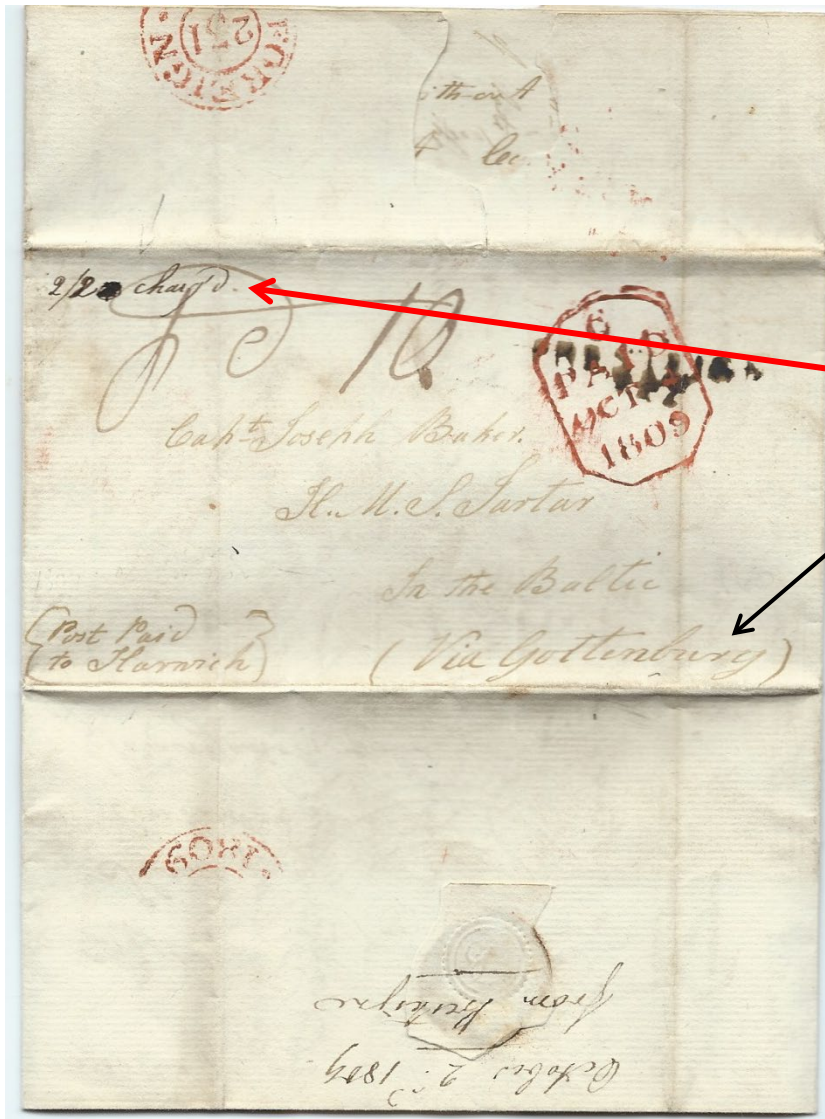
From wife of Capt Baker. Initially prepaid 10d inland to Harwich such letters had to be fully prepaid, so reassessed to include the packet rate for 2/2d in all. Endorsed "via Gottenburg" & carried there by the Harwich packet ***Amity***.

The 32-gun frigate ***Tartar*** was part of the fleet of Sir James Saumarez, flagship HMS Victory, based on Wingo Sound, 20m SE of Gottenburg.

May 1811 letter from Sir J Saumarez
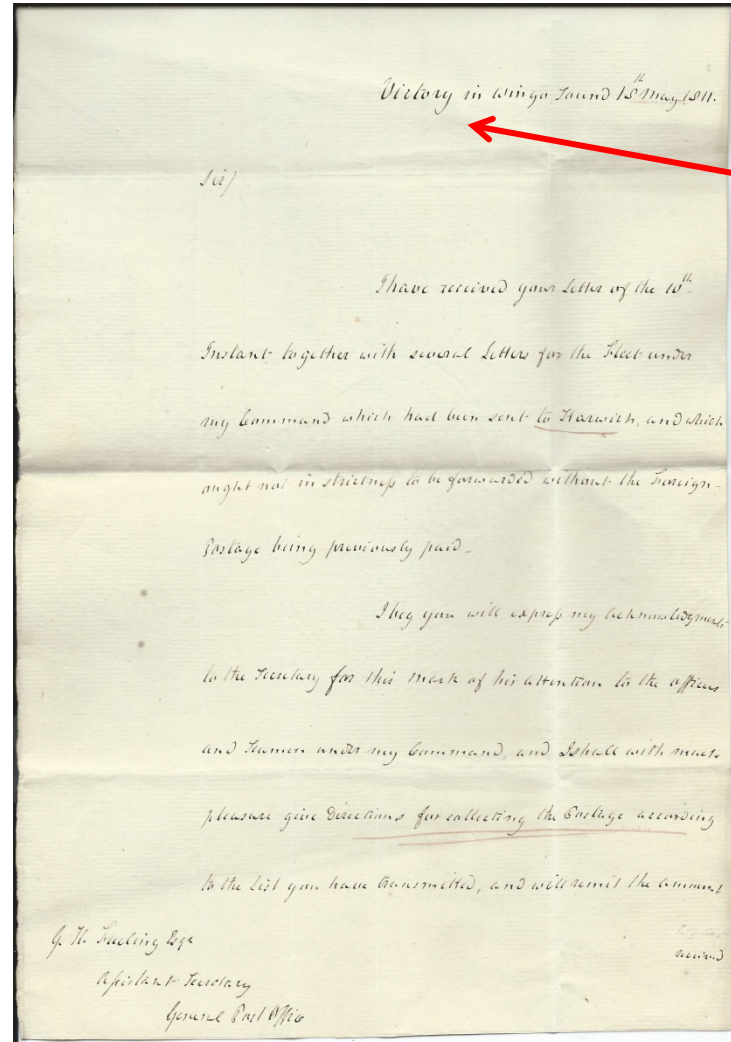
Letter headed "*Victory* Wingo Sound" Sir James thanks the PO for forwarding unpaid seamens' letters contrary to regulations stating postages due will be collected and remitted to the Post Office.

1854 from HMS *Prince Regent*, Baltic Fleet

From volunteer aboard the battleship, part of Sir Chas Napier's fleet. Endorsed "per *Rajah*"

Writer says he has to take the letters to the *Rajah*, a P&O liner engaged for one Baltic voyage as a transport. 6d was rate from Baltic by direct means to UK. Later mails mostly went via Danzig. Much scarcer than letters from the Crimea

WW1 Baltic SM Flotilla

Three of the best boats available, the E Class, were sent to the Baltic in Oct 1914. *E9* under Lt Cdr Max Horton caused the Germans so much trouble that for a while the Baltic was referred to as "Horton's Lake". Boats based at Reval with depot ship *Dvina* – see below.
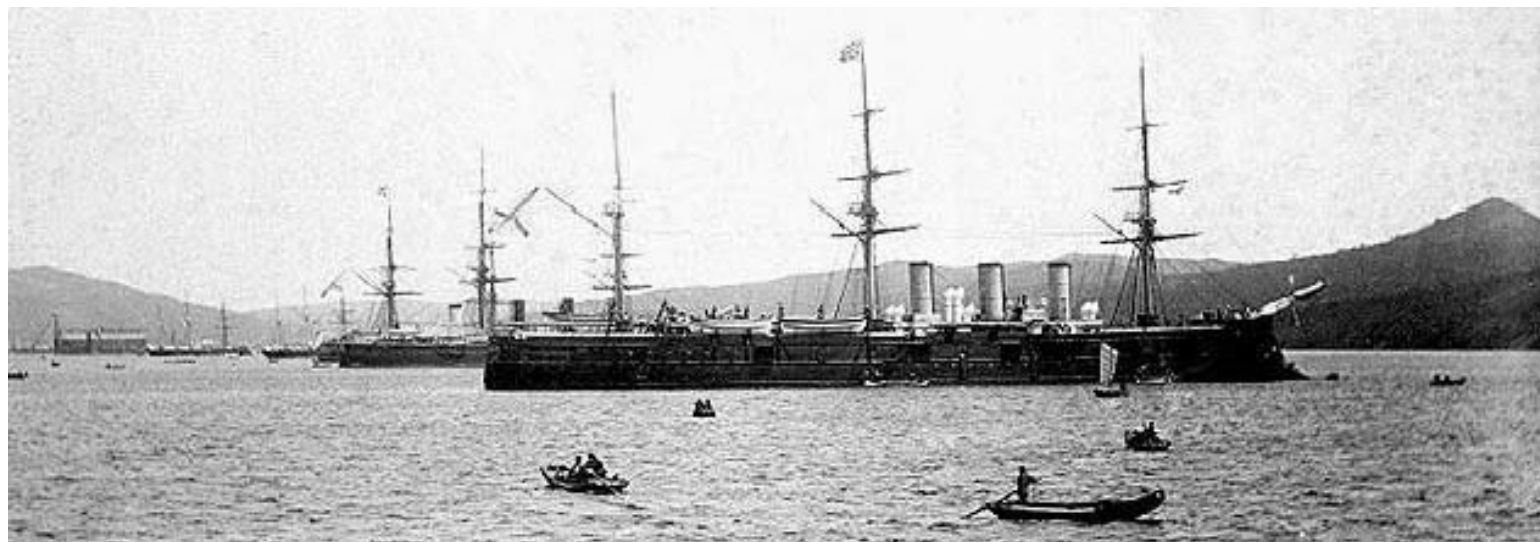
Not much fun in Winter

During winter with the Baltic frozen over, the boats were literally stuck alongside the depot ship. Crew's main occupation – chipping ice off the boat to prevent her becoming unstable

Dec 1915 from new CO of *E9*

In Dec 1915 Max Horton was relieved by Lt Cdr Hubert Vaughan-Jones, who sent the card seen in the next slide to the Wardroom Officers of HMS *Hercules* on assuming command. His new command was iced in for a while, as shown at left.

Dec 1915 Card from new CO of *E9*

Sent from Reval, probably on the day he assumed command, via Petrograd, with Russian Censor stamp.

Cover from AB Pepper, *E1*, to his mother

The PASSED CENSOR mark is now recognised as that used by the Baltic SM flotilla. Diplomatic Bag to London, where checked by the War Office.
Pepper survived the war and went on to become a submarine Cox'n – the senior rating in a submarine

Loss of *E13*

Grounded 18 Aug 1915 in Danish territorial waters off Copenhagen. Attacked by German warships contrary to International Law. Danes interposed one of their warships to prevent further loss of life, but 15 of crew already murdered.
Surviving 15 crew rescued by Danes – well treated – but had to be interned. Bodies of murdered crew returned by Danes to Hull with full military honours.
On 22 Feb 1916 survivors moved to purpose-built accommodation at Aarhus, whence cover shown on next slide sent.

Interned in Denmark.

MAY 15 16

LONDON
P.A.D

AARHUS
-9.5.16

Noble Burrows Esqr

Oxford.

England.
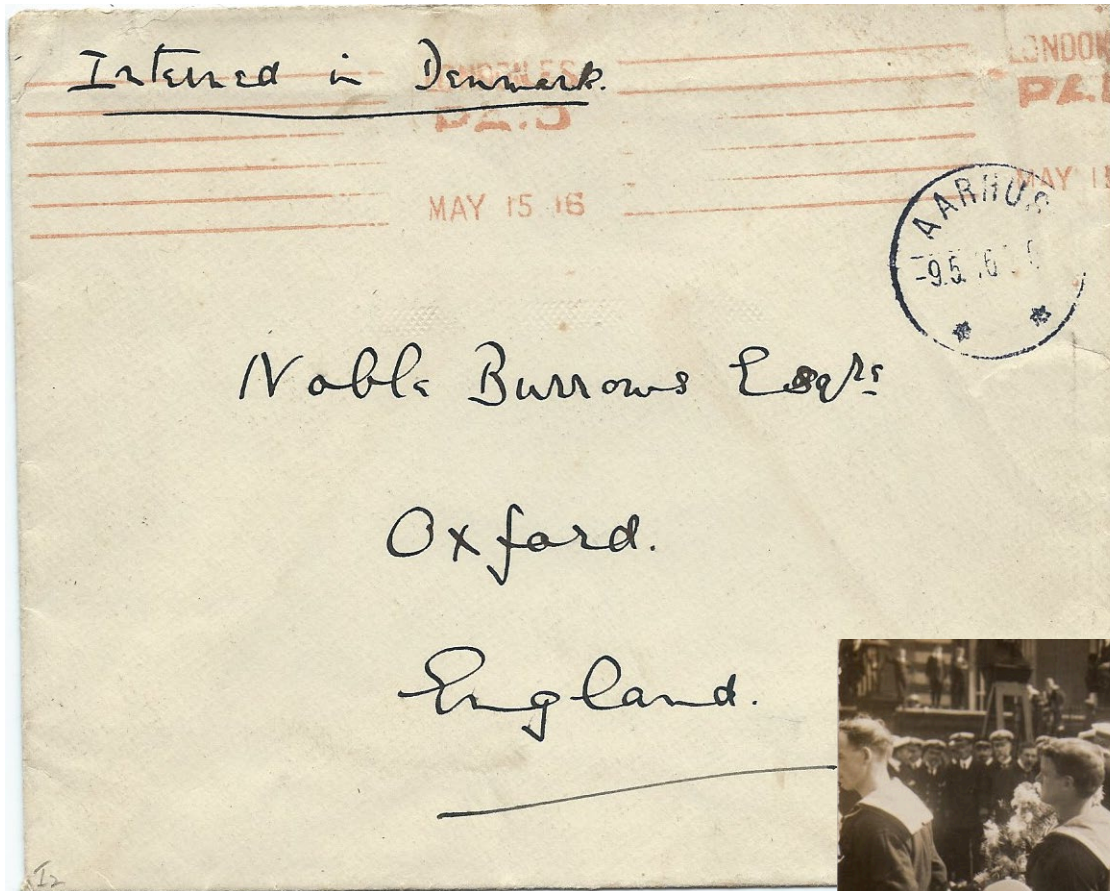
Internee's cover
from Aarhus and
reception of the
bodies at Hull

RECEPTION OF E13 VICTIMS IN HULL 28/8/15

Reinforcements via Archangel

- In 1916 Admiralty decided to reinforce Baltic Flotilla.

  - Now too dangerous to enter Baltic by sea.

- 4 small "C" class boats were stripped of batteries, stores, weapons etc and sent by sea to Archangel. Thence by canal, river etc to reach the Baltic at St Petersburg.

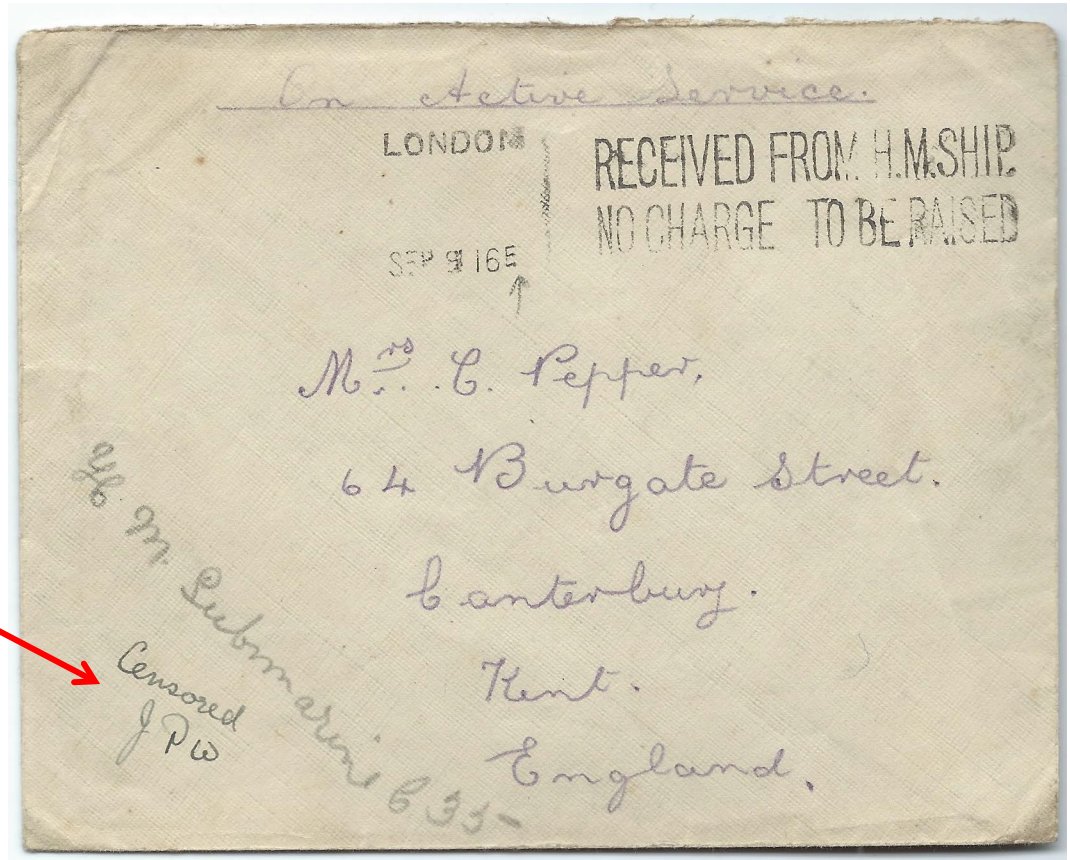 - Re-united with their batteries etc the boats, *C26, C27, C32 & C35* joined the flotilla at Reval.

Cover from AB Pepper from *C35*

A very rare item. Endorsed "HM Submarine C35". Pepper was en route to join *E1*. "Censored JPW" John P White, Mate of *E19* who was now running the admin of the Flotilla

Immediate Post WW1

Post Armistice a squadron of light cruisers, supported by destroyers and coastal motor boats under Rear Admiral Sir Walter Cowan was sent into the Baltic to keep an eye on the Bolsheviks and a large German army, still armed, to help the small Baltic States retain their sovereignty.

In May 1919 Cowan was reinforced with a flotilla of five submarines with their depot ship, HMS *Lucia*. She also mothered the coastal motor boats that, on 17/18 August carried out a brilliant and daring raid on the Bolshevik fleet in Kronstadt, sinking two battleships and a depot ship

Aug 1919 from HMS *Lucia*
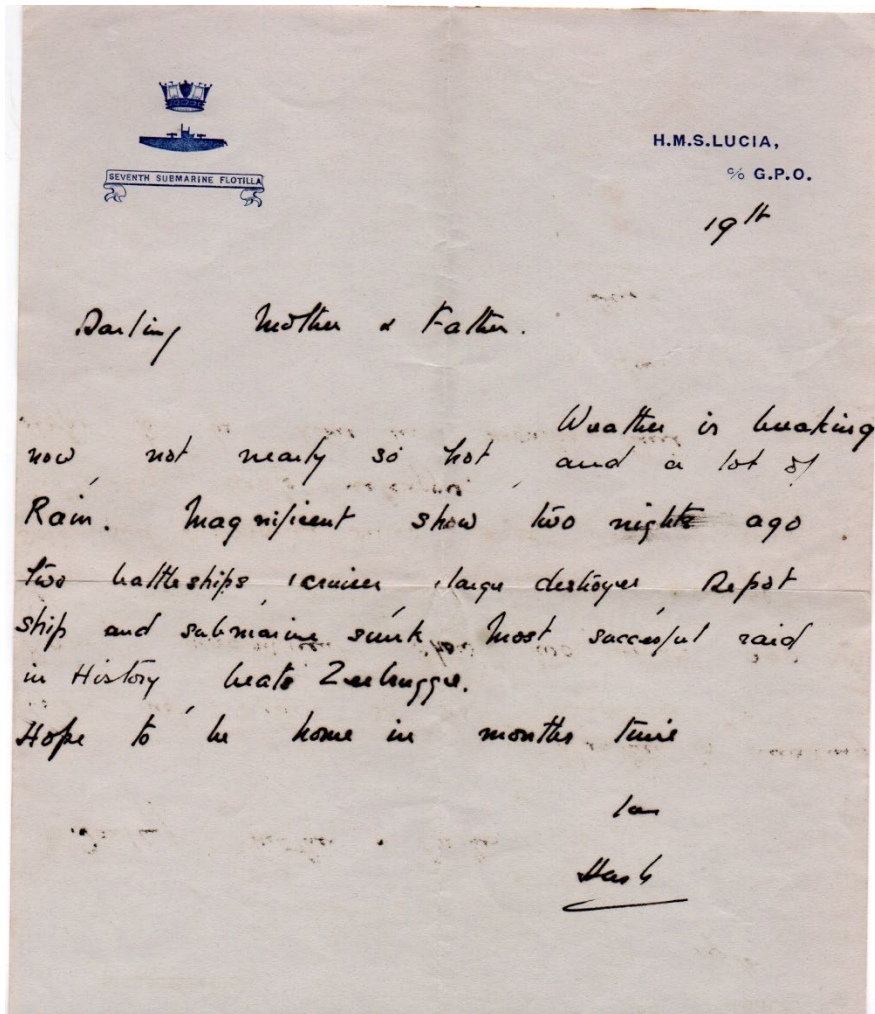
Sent just after the raid on Kronstadt, the substance of the letter. Writer, Lt Besant, was a submariner.
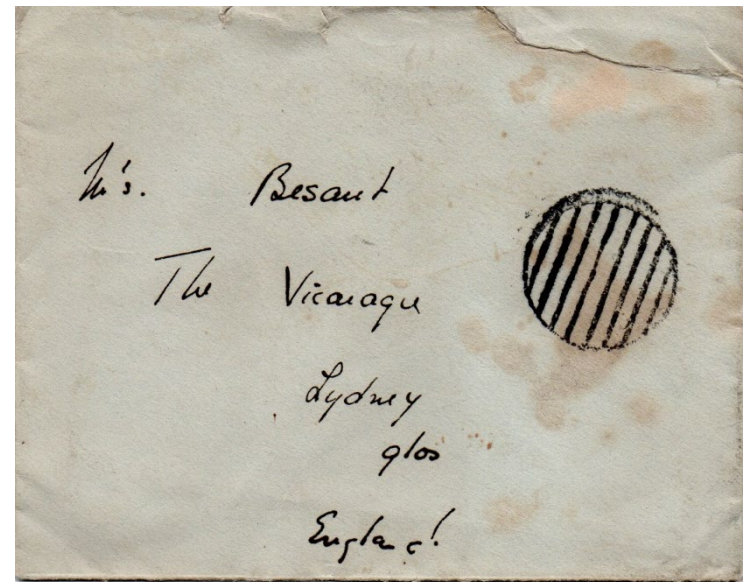
KGV Seahorses on Cover

A recent Sideline.

This beautiful design is most often found on airmails to S America because of the high airmail rates. Also the 1/3d airmail rate from UK to ANZ offers chances to collect multiple airmail rates such as those that follow.

1916 Accelerated Censorship Fee

From July 1915 letters posted in London could pay 2/6d fee to accelerate passage through civilian censorship. Expensive so as not to swamp the system.
3d express fee + 2½d postage

1932 double rate London-Argentina via France

Weekly service departing London Saturdays via France, thence per Latecoere via Dakar, WA, to Natal, Brazil, then on by air. The sea crossing by fast ex French warships – about 4 days. In all 8 or 9 days to destination. 4 shillings per half oz.

German S American Airmails

Initially only Zepellins had the range to cross the S Atlantic, but Germany stationed a catapult ship in mid Atlantic. Seaplane landed nearby, taxied onto raft, craned on board, refuelled and catapulted off on 2nd leg. Amazing feat of navigation & seamanship
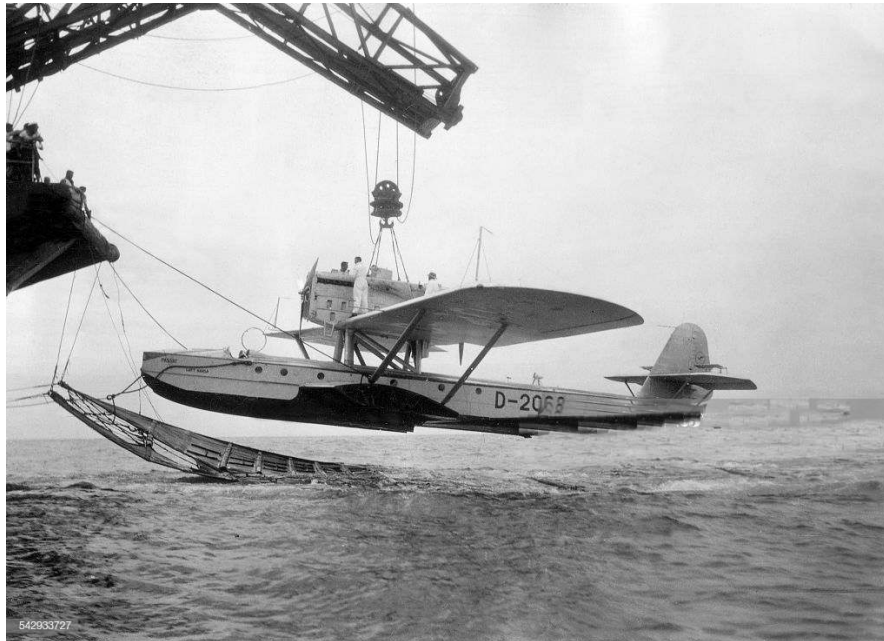
July 1934 single 3/6d rate to Brazil

Weekly service commenced Feb 1934, leaving London Fridays for scheduled 6 day service to Rio. Letters had to be superscribed "By German Airmail"

Sea Mail to USA and on by Air

Until the N Atlantic could be crossed by air letters could be sent sea mail to the USA then on by domestic US airlines. Slower, but 2/9d rate compared favourably with 4/- via S Atlantic. White Star liner *Majestic* to New York. 17 days in all to Antofagasta.

1936 Belfast-Wellington. 15 days to Sydney

Double rate cover franked re-engraved seahorse (SG450). Depart Croydon 18 Apr per Imperial Airways various aircraft to Bangkok 25 Apr, whence per Qantas aircraft *Canberra* via DE Indies and Darwin. Seamail Sydney-Wellington

1936 Kidderminster-Wellington. 16 days to Sydney

Quadruple rate prepaid re-engraved seahorse SG451. Imperial to Singapore, Qantas to Sydney, sea to NZ
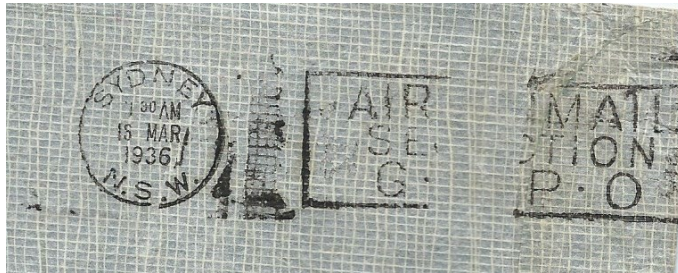
1938 London-S Australia

1938 London to passenger aboard ss *Viking*. Much re-directed, finally via "Cook's Tours, Adelaide" attempting to find the ship
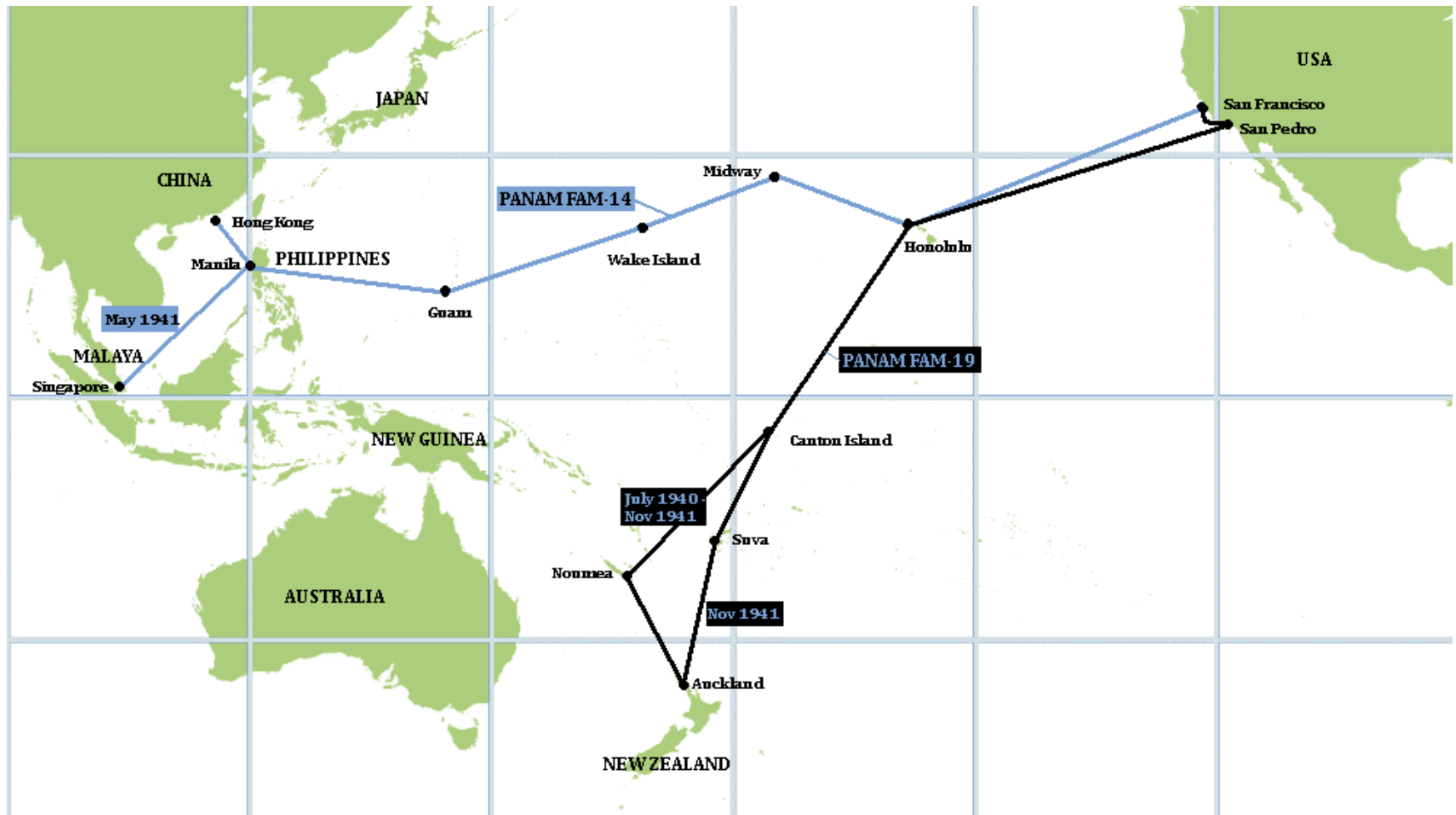
1936 Nottingham to Lake Grace, WA

Seahorses to Australia are scarce, to WA rare, to somewhere like Lake Grace, popln 400, must be hen's teeth. Half way between Perth and Esperance a claim has just been staked (2021) to prospect for gold at Lake Grace. UNCLAIMED as addressee deceased.

PANAM Clippers to NZ – FAM19

FAM 19 Outline

Surveying Flights in March 1937 (without mail?)
And again Dec 1937, returning from Auckland 2 Jan 1938 with mail. See cover on next slide.

Then long delay until fortnightly service commenced between San Pedro in California and Auckland using the giant Boeing 314s.

Link to Australia by weekly TEAL aircraft Sydney-Auckland,
.
Link to UK completed by air from Frisco to NY, thence PANAM to Lisbon, BOAC to UK.

After Pearl Harbor mail by sea to USA then on by air.

1938. First Transpacific Airmail NZ-UK

Sikorsky S-42B *Samoan Clipper* arr Auckland 26 Dec 1937 & left 2 Jan 1938. At Honolulu mail tx to a Martin 130 flying boat arriving at San Francisco 6 Jan. Arrived Bromley 20 Jan by sea from New York (no TA air service yet).

Boeing 314 – vital Stats

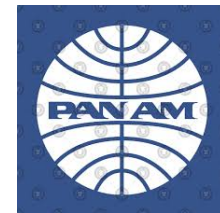Weight fully loaded: 40 tons. Wingspan 152 feet. 4 x 1600 HP engines. Max Speed 210 mph, cruising 188. Range 4200 n miles. Crew 11 inc 2 navigators, 2 stewards, engineer, 3 pilots. Engineer could access all engines internally via the wings. 300 gallons lub oil carried! Six built followed by 6 x 314A improved version

Nov 1940 NSW-UK

From German internee Klaus Pick to wife in UK. Klaus was interned in Hut 13, Camp 8, at Hay, NSW.
TEAL from Sydney to Auckland then *American Clipper* to California and on by air to NY, PANAM to Lisbon, BOAC to London. Rate 5/10 for airmail all the way. A day's pay for many

March 1941 Postcard

Postcards cost 2/11d, half the letter rate, and are very difficult to find. From German internee Klaus Pick to wife. TEAL a/c *Aotearoa* to Auckland; *Honolulu Clipper* from Auckland 29 Mar, etc.

Calcutta to England via Auckland.

From Dec 1940 mail could be sent from India via Australia and New Zealand as an alternative to the route via Hong Kong and FAM 14. The air fee was 3 Rs 4 annas in addition to the 3½ annas letter rate (on back of cover)

1941 Partial Air to USA via Honolulu

Having missed the *American Clipper* fm Auckland 5 Mar and the next not scheduled to leave until 19 Mar the sender decided to send via the Matson liner *Mariposa* to Honolulu, thence by the China clipper FAM 14 service. Rate 4/- vs 5/10d all air rate.

There are several more combinations by this short-lived service but I have bored you long enough!

Thank you for your patience.

Notice on Electricity Sub Station enclosure