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Definitive Issue from South Georgia and South Sandwich Islands 15th October 2020, see Pages 101 & 102.



SG&SSI Booklet of 10 Self-Adhesive Airmail Postcard Rate Stamps, See Pages 101 & 102.



THE POLAR POSTAL HISTORY SOCIETY OF GREAT BRITAIN 2020

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**The deadline for submitting contributions for publication in the March 2021 issue of
Polar Post is:- 15th January 2021**

Please help the editor by sending your contributions as soon as possible.

DATES FOR YOUR DIARY

2021

Date and location to be decided	PPHSGB Annual General Meeting for 2019 and 2020.
17 th to 20 th February 2021	Spring Stampex 2021, The Business Design Centre, Islington, London N1.
3 rd July 2021	Midpex, Warwickshire Exhibition Centre, England 10am to 4pm.
29 th September to 2 nd October 2021	Autumn Stampex 2021, The Business Design Centre, Islington, London N1.

In view of the Covid-19 Pandemic, an event may be cancelled or go virtual.

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Membership Renewal Form for 2021

BAS, UKAHT and BAT News

RRS Sir David Attenborough starts Sea Trials - 21st October 2020

(From <https://www.bas.ac.uk/media-post/rrs-sir-david-attenborough-departs-cammell-laird-for-sea-trials/>)

The *RRS Sir David Attenborough* has left the Cammell Laird wet dock in Birkenhead and will be based for the next year at Holyhead in Wales while the ship undergoes sea and ice trials. The first voyage to the Antarctic is planned for November 2021.

Port Lockroy will not open during the 2020/21 Antarctic Summer Season

The UKAHT has announced that they will not be sending a team south to run the museum and post office at Bransfield House, Port Lockroy, during the 2020/21 Antarctic Summer Season. The logistics of getting a team to the location have proved insurmountable during the current Covid-19 Pandemic. In addition any cruise ships operating have to have a "bubble" on board which prevents tourists from landing anywhere apart from at end of a cruise.

The UKAHT has launched an appeal for donations hoping to raise up to £500,000 over the next two years.

Visit: www.ukaht.org and click on the button "donate now".

RRS James Clark Ross and *RRS James Cook* heading South (Subject to change!)

RRS James Clark Ross was due to leave Portsmouth on 6th November 2020 heading directly to South Georgia to relieve the BAS stations at King Edward Point (1st to 3rd December) and on Bird Island (4th to 8th December). Following a short call at the Falkland Islands, Signy will be opened for a short summer season from 20th to 24th December with a 2nd and final call to close the station taking place from 10th to 14th February 2021. The ship is due to visit Rothera from 27th to 31st December, 8th to 9th January 2021 and 17th to 22nd February.

The 2nd and final visit to Bird Island is planned from 31st January to 4th February and to King Edward Point from 5th to 8th February.

RRS James Clark Ross is also due to rendezvous with *RRS James Cook* at Deception Island from 3rd to 5th January to pick up a project team heading for Rothera.

The ship is expected to return to Harwich, England, on 23rd March 2021. Providing *RRS Sir David Attenborough* has by then completed sea and ice trials successfully, this could well be the last Antarctic Season for *RRS James Clark Ross*.

Chairman's Message - December 2020 - Trevor Cornford FRGS



Once again our Christmas issue is available and I wonder if I am alone looking back wondering where another year has gone?

I know months of enforced hibernation because of the Covid epidemic didn't help and I personally managed to get plenty of outside fresh air and work done – so I can't compare to the winter months endured by my favourite Antarctic Expeditioners!

Talking of which the autumn sales of certain postcards sent from the early trips of 1900s fetched strong prices following on from some earlier results from the Scott / *SS Discovery* Expedition. Amazing changes since Harry Evans sale in 2014! I illustrate just one from my own collection which has details about activity making it ever so much more interesting (a 'below decks' member, Blissett but desirable for all that).



Trevor's Gun Cotton Explosion Post Card (MW DE-7)

Another card from the Grosvenor sale I would like to refer to is from the British Graham Land Expedition of 1936 Heyburn AQ-11-aqv written by Brian Roberts Ornithologist while invalided to Port Stanley for an Appendix operation. Its discovery was by me in an unremarkable modern album of aerial views of the Falklands and air letters at a Harmers' sale – you remember those? As it lay outside my main areas of interest I sold it at Grosvenor for over £4000 and it has graced a couple of big Falkland and Polar collections over the years since – and will do so again at £5,800 before fees! The use of Falkland stamps on many of the mentioned items pushes up competition! It is one of very few mail items from the BGLE.

Reference my previous message and Shackleton used card – thanks to John for his translation which helps identify the position within the European tour.

I wish you all the best for the holiday season and trust we can have more activity for our hobby face to face in 2021 - even if at 2 metres!

Take care and stay safe – and send John Youle any good Polar philatelic stories and support our popular online auction with Steve Allen to add to your own interests.

Membership News from Robert McMillan FRPSL

New Member: Michael Cleary, Ladyacre Cottage, 23 Hyndford Road; Lanark, MW11 9AE J, K, L, P, Pc, Th.

New Address: Serge Kahn, 3 Route de Ronsuaz, 74200 Margencel, France

Deceased: Michael B. D. Cooke, Flat 16, 27 Kirkintilloch Road, Bishopbriggs, Glasgow, G64 3AN

PPHSGB Membership Subscriptions for 2021 are now due.

Editorial

There have been numerous last minute modifications to this issue including changes in the order of the pages. I hope everything makes sense. I have also noted that the Pobjoy Stamps website has not been updated for several months and hence I have attached the full press releases of three Falkland Islands stamp issues shown in the September and December issues **to the PDF version** of this issue. I have also added a release from 14th November 2020 which has not been covered in *Polar Post*. There is simply not enough space available in *Polar Post* to publish all press releases in full. The press releases for SG&SSI issues have been included in full.

No new releases for the British Antarctic Territory have been announced as of 30th October. Printed coverage will have to await the March 2021 issue of *Polar Post*.

Kenneth V. Blaiklock OBE - 6th December 1927 to 20th September 2020 - by John Youle

David Mountfort reports that Ken Blaiklock has died aged 92. Ken was a surveyor who for many years served the Falkland Islands Dependencies Survey (FIDS) and its successor the British Antarctic Survey (BAS). He is best remembered for his participation in the Commonwealth Trans-Antarctic Expedition 1956-58 when he overwintered at the Advance Base Shackleton and drove a dog sleigh team to the South Pole.



Envelope Self-Addressed by Ken Blaiklock cancelled at Base E, Stonington Island, on -8 FEB 1950.

Obituaries have been published in the Times, the Daily Telegraph and Eastern Daily Press. Ken's best known Antarctic spell was as a member of the 1956-1958 Commonwealth Trans-Antarctic Expedition during which he was one of the few who were the first to cross Antarctica from the Weddell Sea to McMurdo Sound via the South Pole. He drove one of two dog-sleigh teams that completed the crossing from the Weddell Sea to the South Pole, the first dog teams to reach the South Pole since Amundsen in December 1911. I understand that the dogs were then flown out to McMurdo, courtesy of the US Base Commander.

The cover illustrated from the CTAE was supplied by Gerry Pearce and is signed by Ken Blaiklock and P. Jon Stephenson who drove the other dog-sleigh team. The stamps are cancelled with the Ross Dependency, Scott Base, Antarctic Meeting postmark dated 20 JA 58.



New Zealand and on to Halley Bay. It seems that he was quite a dab hand with the huskies.

Ken is survived by his son and daughter and two grandchildren. His wife Elsie died in 2018.

A two page article on Ken Blaiklock by David Mountfort was published in *Polar Post*, Volume 46, N°4, December 2014, Pages 92 & 93. This article contains photos of Ken as well as illustrations of covers from his participation in The Belgian Antarctic Expedition 1959-1961.

Important references:

“Of Ice and Men” by Sir Vivian Fuchs, Pages 108-109, 129-30, 142, 146, 166-7, 1982-3 and 224.

“The Crossing of Antarctica” by Sir Vivian Fuchs and Sir Edmund Hillary, Pages 9-10, 16, 31, 45, 51- 59, 101, 103, 105, 108-9, 111-117, 121, 133, 153, 155, 158-64, 166, 172, 180, 236, 242, 244, 250-52 and 289.

Ken completed his first 2-year spell in Antarctica as a FID under the leadership of Sir Vivian Fuchs at Stonington Island, Base E, from 1948 to 1950. *RRS John Biscoe* failed to relieve the base in 1949 due to severe ice conditions and the overwinterers had to survive on the rations already at the base. I was surprised when comparing signatures to find a cover self-addressed by Ken at Stonington cancelled on -8 FEB 1950, a couple of days before the base was finally relieved.

Just two years later Ken was back in Antarctica for a second 2-year spell, this time at Hope Bay, Base D, overwintering during 1952 and 1953. During 1954/55 Ken was back in Antarctica in charge of Summer operations from *MS Norsel* which established bases on Anvers Island (Base N) and Horseshoe Island (Base Y) preparatory to the IGY 1957-58.



A photograph of Ken and a husky published in the Daily Telegraph obituary is referred to as having been taken at Stonington Island in 1962. Ken is not listed as an overwinterer in 1961 or 1962. The post office there was closed permanently on 31st December 1962 and was replaced by the opening of a post office at Adelaide Island, Base T, on 29th January 1963.

The cover illustrated signed K. V. Blaiklock was cancelled at Adelaide Island on JA 31 63, the last day of validity of FID stamps in the recently constituted British Antarctic Territory.

The most recent information I have found relating to Ken in Antarctica is from the 1968/69 Season when there is a reference in “Of Ice and Men” on Page 224 to Ken being flown to

The Norwegian North Polar Expedition with the *Maud*, 1918-1925.

By Richard A. Hindle and Steve Allen.

Part 2 - The Voyage of the *Fram* 1912-14.

Introduction.

Fridtjof Nansen had lent the *Fram* to Amundsen to carry out a North Pole Drift expedition, so he had to honour this promise when he returned from the Antarctic after reaching the South Pole (**Figure 2/1**).



Figure 2/1: Amundsen at the South Pole.



Figure 2/2: The *Fram*.

As soon as he landed in Tasmania, Amundsen started working on this new Arctic drift expedition using the *Fram* (**Figure 2/2**). From the evidence provided by Nansen, he calculated that he needed to set the *Fram* into the ice closer to the Bering Straits. On the way home the *Fram* called at Buenos Aires, Argentina. A postcard commemorating the visit was produced (**Figure 2/3**).

The postcard in **Figure 2/3** has a similar picture to Wharton¹ JI-3 of the *Fram* arriving in Tasmania. The card appears to say that it is “the *Fram* at Buenos Aires”, but it could be just saying that the writer saw it there. However the card is made in Argentina (**Figure 2/4**), so it has not been recorded previously.



Figure 2/3: Postcard written in Argentina in 1912 on the return voyage from the Antarctic and subsequently signed by captain of the *Fram* Thorvald Nilsen. (JK).



Figure 2/4: Reverse of the postcard indicating that it was made in Argentina.

Amundsen needed money, not only to pay off his debts from his Antarctic expedition but to raise money for this next venture. His brother, Leon, gave him the idea of selling souvenir postcards², but he also relied heavily on sponsorship from philanthropists, businesses - either providing equipment and provisions at a discounted rate or money, in the form of gifts and loans. Amundsen, along with many explorers hated asking for sponsorship³, as it required going to exclusive dinners to meet potential donors and giving a talk. He also gave lectures to the general public, who paid an admission fee.

However by the end of the year his enthusiasm had diminished, possibly because he saw the expedition as merely a repetition of what Nansen had done already, but probably because he had fallen in love with Kristine Elisabeth Bennett, the wife of a wealthy English businessman.

The map (Figure 2/5) shows the route of the *Fram* from Hobart, Tasmania to Buenos Aires.

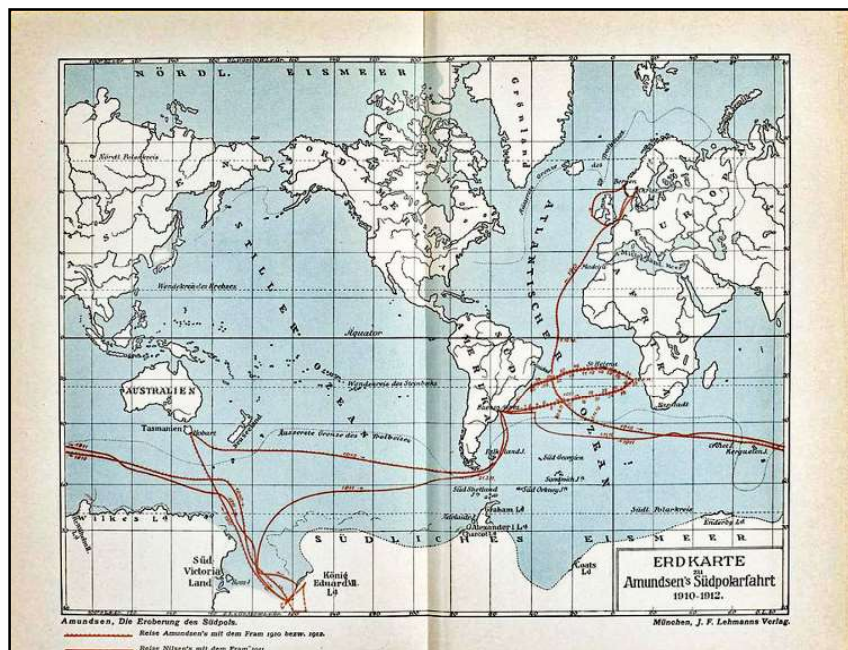


Figure 2/5: Map showing the route of the *Fram* during her voyage to Antarctica, 1910-12. (SA).

Voyage to Buenos Aires.

Amundsen had business to conduct in Argentina, so he asked Captain Thorvald Nilsen to sail the *Fram* across the Atlantic to Buenos Aires while Amundsen travelled separately by a faster route. He received an invitation for the *Fram* to be the first ship to navigate the, soon to be opened, Panamá Canal. He had business to conduct in Norway and he and Thorvald Nilsen returned to Norway.

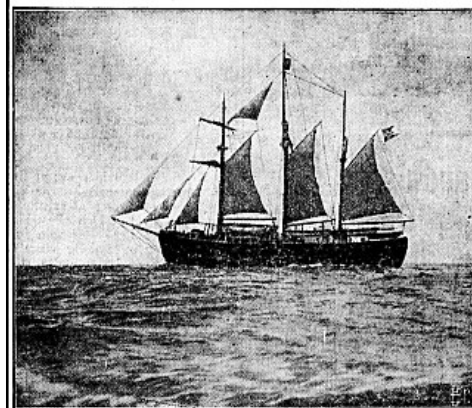
Amundsen, Captain Nilsen and most of the crew returned to Norway on the 4th November 1912 and Captain Christian Doxrud took over the command of the *Fram*, which was then in Buenos Aires. In Buenos Aires, Doxrud took the international flying certificate on Roald Amundsen's request as Amundsen was planning flights on what was to be his North Pole expedition with the *Fram*. Doxrud sailed the *Fram* to Colón to wait for the opening of the Panama Canal. The newspaper, Aftenposten dated 15th August, 1913. Announced that the *Fram* has set sail for the Panamá Canal (Figure 2/6).

Amundsen instructed Thorvald Nilsen to join the *Fram* and take 10,000 cards with him when he left Kristiania on September 3rd 1913. Nilsen travelled via Hamburg and New York before arriving at Panamá on September 28th. When the *Fram* arrived at Colón on the Atlantic seaboard, the canal was not ready to open.

The Norges Handels og Sjøfartstidende (= Norwegian Trade and Shipping Times) printed two items about the *Fram* on 8th October, 1913. The first, on page 3 is a notice about mail to the *Fram* in Colón "Fram through the Panamá Canal in December – In a telegram from Colón, Captain Thorvald Nilsen reports plans to pass through the Panamá Canal in December. Post can be sent to expedition members using the address Norwegian Consulate, Colón, Panamá. The post takes 3 weeks." (Figure 2/7). The second, on page 8 was an advert for the sale of the souvenir postcards (Figure 2/8).

"Fram" paa vei til Panamakanalen.

Afgaaet fra Buenos Aires.



"Fram" under seil.

Bureauetelegram.

Paris, 15de august.
Til "Agencia Havas" meldes fra Buenos Aires:

"Fram", ført af kaptein Doxrud, er afgaaet herfra til Colón, hvor polarforskerne Peary og Amundsen vil gaa ombord i skibet for at begive sig til Panamakanalens indvielse.

Doxrud vil i San Francisco lære at flyve for at foretage flyvninger i polaregne.

San bliver det altsaa alligevel "Fram", der som det første eller næstførste skib skal aabne den nye vandvei mellem de to oceaner! Det aller første skib, der passerer Panamakanalen, bliver dog neppe "Fram". De amerikanske aviser og folkestemningen derover er enige om, at den ære tilkommer et amerikansk krigsskib, — da selvfølgelig et af de mindre. Men som nr. 2 kommer "Fram".

Vi har forelagt ovenstående telegram for hr. Leon Amundsen — Roald Amundsen er for øieblikket i Stavanger.

Telegrammet er rigtig nok, siger hr. Leon Amundsen, forsaavidt angaar meddelelsen om "Fram"s afgang fra Buenos Aires. Der er netop ankommet hertil et telegram til min bror, indeholdende samme meddelelse. Telegrammet har jeg expederet efter ham til Stavanger. Derimod er det ikke rigtigt, naar det i telegrammet hedder, at Peary og Roald Amundsen skal være med paa "Fram" gennem kanalen. Det er der ialfald endnu intet bestemt om, og lidet sandsynligt er det. Sagen er jo nemlig den, at det endnu er paa det uvisse, naar kanalens aabning vil finde sted. Engang midt i oktober har det været nævnt, og det kan gjerne være. Men det kan ogsaa trække længere ud — i maanedavis, og hvordan det end gaar, bliver selve aabningsdagen efter al sandsynlighed bestemt med ganske kort varsel. Og da gaar det jo ikke an for Roald, som har saa meget at gjøre, at reise derned paa det uvisse.

Derimod kommer sandsynligvis løjtnant Thorvald Nilsen til at reise nedover og blive med paa gennemsejlingen. Han er netop nu færdig med sin militærtjeneste og ventes herind til byen om nogle dage. Rimeligvis drager han da om nogen tid direkte nedover til Colón. Roald kommer forevrig ogsaa tilbage hid til byen i næste uge endogaa.

Saa langt hr. Leon Amundsen.

Under en samtale, som en af "Aftenposten"s medarbejdere for nogen tid siden havde med løjtnant Thorvald Nilsen, "Fram"s fører, udtalte denne, at "Fram" skal være i Colón, ved indsejlingen til Panamakanalen fra Atlanterhavet, en gang i september, sandsynligvis i midten af maaneden. De datoer, løjtnant Nilsen nævner, pleier at slaa til paa dagen — slig var det ialfald under hele sydpolarfærden. Det ser ud til, at han skal træffe det rette denne gang ogsaa —; fra Panamakanalen til Colón regnes det at tage en maanedes tid. Gennemsejlingen er gjort paa en eller to dage, og fra Buenos Aires til Frisco tager det ogsaa ca. en maaned, der pleier at være megen modvind paa den strækning.

Foruden løjtnant Nilsen og kaptein Doxrud bliver følgende »Fram«-kareer ombord paa skuden under gennemsejlingen: Helmer Hansen, Wisting, Rønne, Beech, Stubberud, Lindstrøm, Halvardus Christensen og Sundbæk. Desuden sandsynligvis de to Bergensmatroser Halvorsen og Olsen, som blev forhyret i Buenos Aires, for »Fram« gik ned til isbarrieren sidste gang for at hente overvintringspartiet, og som senere har været med ombord og passet »Fram« hele tiden.

Telegrammets meddelelse om, at kaptein Doxrud i Frisco skal uddanne sig som flyver, er lidt misvisende. Kapteinen har allerede i Buenos Aires drevet meget med flyvning og er allerede en habil aviaticer.

Figure 2/6: Aftenposten article dated 15th August, 1913, announcing that the *Fram* has set sail for the Panamá Canal.

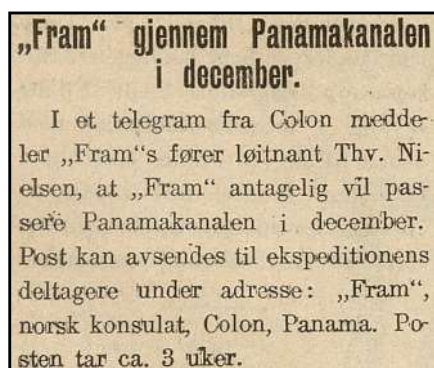


Figure 2/7: A newspaper cutting taken from the Norges Handels og Sjøfartstidende dated 8th Oct. 1913, giving the address for mail to be sent to the Fram in Colón (SA)

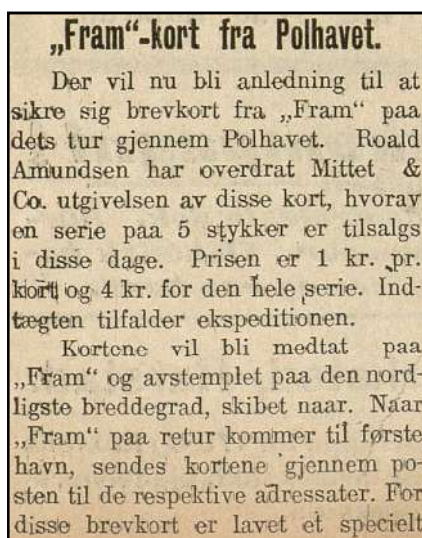


Figure 2/8: A newspaper cutting taken from the same paper advertising the souvenir postcards. (SA)

The Fram at Panamá.

On the 4th Sept. 1913, Amundsen wrote a two-page letter to Capt. Doxrud at the Norwegian Embassy in Colón (**Figures, 2/09 & 2/10**). It was posted the next day. The relevant part of the two page letter (**Figure 2/10**) says “Captain Nilsen left a week ago to meet you in Colón and again take over his old position and bring *Fram* through the canal. Sorry but this is the only reward I can give him for his long and faithful work. It would please me much if you would continue to travel and follow us into the ice. The expedition has two aeroplanes and there will be much work. The Swedish aviator Cederstrøm will join us⁴.”



Figure 2/09: The cover dated 5th Sept. 1913, from a letter written by Amundsen to Capt. Doxrud at the Norwegian Embassy in Colón (SA)

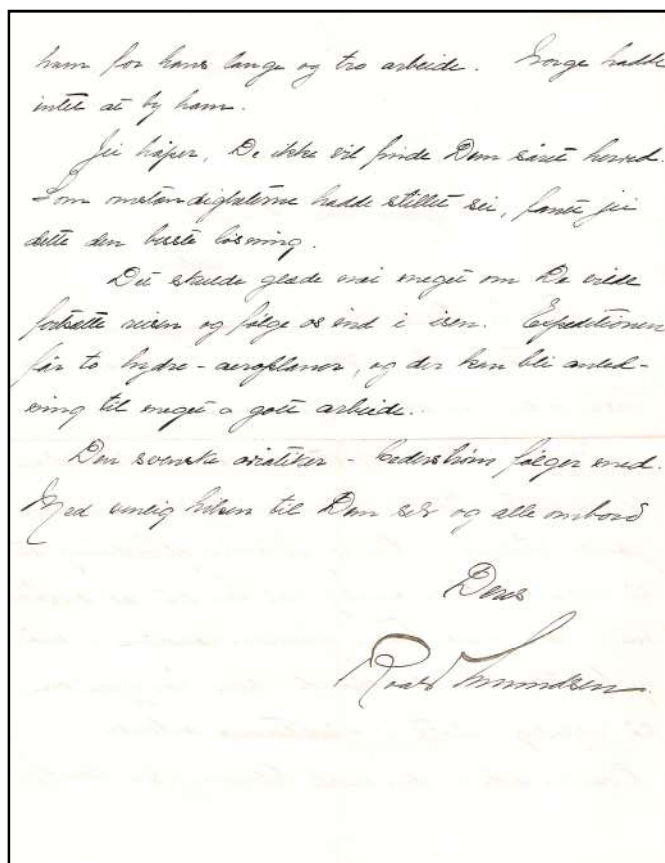


Figure 2/10: Page 2 of the letter written by Amundsen to Capt. Doxrud. (SA)

Amundsen bought two Christofferson ‘waterplanes’ which due to the war were never delivered⁵.

On 3rd October 1913 Captain Thorvald Nilsen arrived in Panamá and Doxrud sailed as 1st mate.

Nilsen, Doxrud and Wisting gave several lectures at various places on the canal during the wait at Panamá. The cards appear to have been sold at these events. A newspaper reports that up to 250 people attended some of the lectures. Nilsen's diary reports on January 9th when *Fram* is leaving Colón that he had sold cards to the value of \$360⁶.

It is suspected that very few were handed back to Nilsen or his colleagues to take on board the *Fram* to go to the Arctic, but were kept either as souvenirs or just used locally.

Details of the lectures.

The following are taken from The Canal Record newspaper, published in the Panamá Canal Zone. **Figures 2/12 to 2/16** are souvenir cards written at different places along the Panamá Canal.

From the October 29th 1913 issue: Cristobal – Mr Christian Doxrud and Captain Thorvald Nilsen will address the club on Thursday night November 6th. Captain Nilsen accompanied Amundsen on his Antarctic explorations as far South as their vessel, the *Fram*, could go. This will be an open meeting to which the public is invited. **Figure 2/11** is a cutting From the Canal Record Isthmian Canal Commission (US) Newspaper dated November 12th.

On Thursday evening, the lecture delivered by Capt. Thorvald Nilsen filled the entertainment hall to capacity. The commander gave a realistic account of Amundsen's dash for the South Pole. He illustrated his lecture with blackboard maps of the journey, and exhibited a dog sledge, skees, cooking box, and clothing that were used by the party.

Figure 2/11: Newspaper cutting from The Canal Record dated 12 Nov. 1913. (SA)

From the November 19th issue: Culebra – On Friday night November 21st, Captain Thorvald Nilsen of the steamer *Fram* will speak of his experiences in the Antarctic regions. All are invited to attend and their will be no admission fee. They used this to their advantage by selling the cards. They may have paid extra for signed cards⁷ (**Figure 2/12**).

From the November 26th issue: On Friday night, November 21, Captain Nilsen entertained an audience of 250 people, describing his trip to the Antarctic region with Captain Amundsen. His talk was illustrated by maps, showing the route, and he was aided by Mr. Wisting, who made the trip to the South Pole with Captain Amundsen, and who also accompanied the latter on his trip through the Northwest Passage. Articles of wearing apparel, skis, shoes, etc., were exhibited.

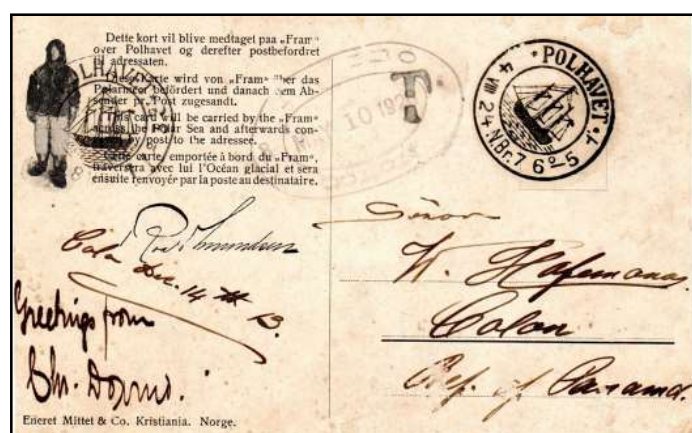


Figure 2/12: Card written and signed by Capt. Doxrud, captain of the *Fram* sent to an address in Colón, Panamá. (SA)



Figure 2/13: Card written in Ancon at the Pacific end of the Panamá Canal, dated Dec. 3rd, 1913, the day after the lecture.

From the November 26th issue: Captain Thorvald Nilsen of the Polar Ship *Fram* will deliver a lecture at Ancon Hall (**Figure 2/13**), on Tuesday evening December 2nd.

From the December 3rd issue: An interesting lecture on the South Pole expedition of Captain Amundsen was delivered to an appreciative audience by Captain Nilsen of the *Fram* on Monday evening, November 24th.

The cards can usually be identified either by the address or written information on the card. **Figures 2/14 & 2/15** are two postcards from Colón sent to a doctor in Alingsås, which is a small town northeast of Gothenburg, Sweden. The Swedish Post Office treated them differently. **Figure 2/14** has a Postage Due label, which reads "Redemption 20 øre. Upon delivery, the shipment shall be stamped the redemption amount and the stamps cancelled." No surcharge has been applied to the card in **Figure 2/15**. It would seem that whether or not the item is surcharged could be at the discretion of the postal clerk handling the item.



Figure 2/14: Card written in Colón on the Atlantic end of the Panamá Canal, with a Postage Due Label. (SA)

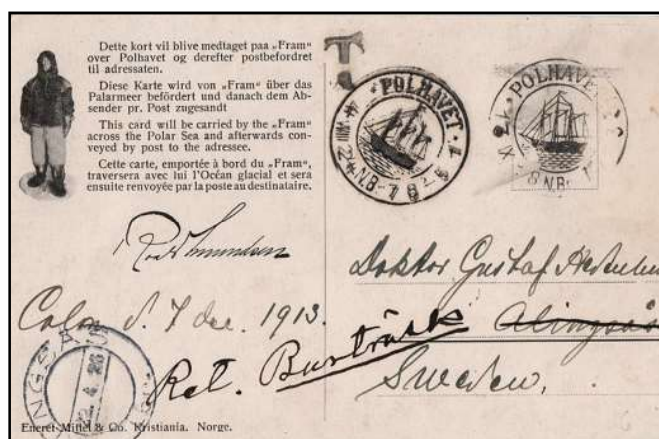


Figure 2/15: Card written in Colón on the Atlantic end of the Panamá Canal, without a Postage Due Label. (SA)

It would appear that a lecture was given in Gatun, a card (**Figure 2/16**) has that town as the return address. In December, it was still not certain when the canal would be opened, Captain Nilsen was ordered to set course for San Francisco round Cape Horn, it being Amundsen's intention to continue northwards for the planned drift across the Arctic Ocean.

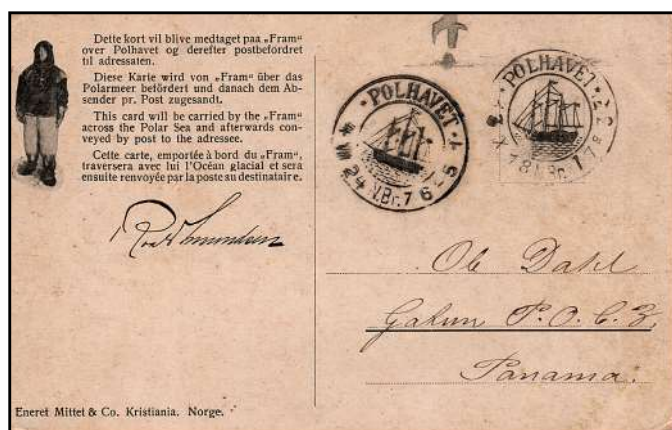


Figure 2/16: Card written in Panamá and sent to Gatun on the route of the Panamá Canal. (SA)

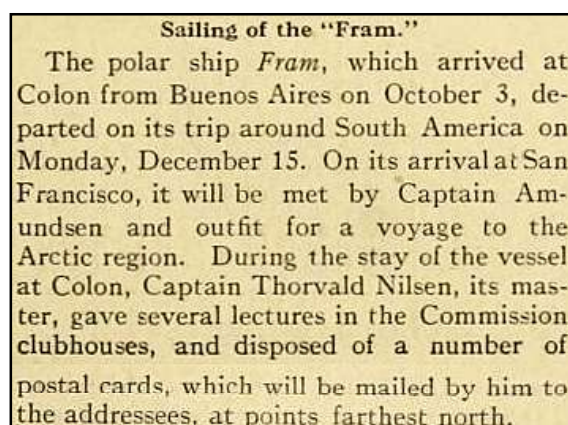


Figure 2/17: Newspaper article saying the *Fram* left Colón on 15th December for San Francisco (via Cape Horn) (SA)

From the December 17th issue: The newspaper article (**Figure 2/17**) says that the *Fram* will be heading for San Francisco (via Cape Horn). However, one hundred days later, when they reached Buenos Aires, Amundsen countermanded his previous order and told Captain Nilsen to set course for home. The *Fram* returned to Horten on 16 July 1914.

Different Treatment of Postage Dues from Panamá.

Cards being returned to the USA and Panamá received different treatment (**Figure 2/18**). As the cards never received Norwegian stamps all of the cards received a Norwegian Tax Mark, but only a few were charged Postage Due. The Swedish card of **Figure 2/14** was treated as double deficiency whereas **Figure 2/15** was allowed to go through the post without any postage being paid.

Figure 2/18 is a card returned to New York State. It has received a Postage Due single ring duplex cancel dated Apr. 30, 1926 indicating a charge of 6c. However, stamps were not affixed to indicate the fee was collected. On the other hand, **Figure 2/19** has the identical New York cancel but has had pre-cancelled stamps for Minneapolis, Minn. affixed to show the fee was collected.

All of the cards known returned to Panamá, **Figures 2/12, 2/13 & 2/16** have not received any markings to show that any attempt was made to collect the Postage Due, The duplex cancel on the card, **Figure 2/13** is for its redirection, which was two months later.

The Panamá cards are rare, about 8 cards have been identified. Only two non-Panamá card to the USA are known.



Figure 2/18: Card written from Portobello some 30 miles (50 km) from the Atlantic end of the Panamá Canal.



Figure 2/19: Card written in Ancon, Panamá on 12th December, 1913. The writer says “Have listened to Thorvald Nilsen’s lecture and thought to write a postal and mail it to you c/o The Fram through the Panamá Canal today” (SA)

Contact information:

We would like to compile a register of the Panamá cards and any cards sent to the USA. Also, if help is required in identifying these cards, please send scans to Richard Hindle at the e-mail address below.

An unabridged version of this article is available either on the Polar Postal History Society website or from Richard Hindle at: richard.hindle@hotmail.co.uk

References:

This is the first detailed analysis of the Polhavet postcards that were sold from the *Fram* during the period in Panamá, and the first time so many cards have been displayed together. Hopefully, this will bring more focus to this unusual part of the Third *Fram* Expedition and allow readers to identify new Panamá cards for themselves.

Notes and Credits:

Thanks to Jiří Kraus (JK) for allowing us to use the postcard of the *Fram* posted in Argentina. Other illustrations are annotated as follows: Steve Allen (SA). Unless otherwise annotated, the philatelic illustrations are from my collection.

I must acknowledge my co-author, Steve Allen, for the work he has done in locating the press cuttings and translating them.

Richard A. Hindle.

Endnotes:

¹ The Postcards of Antarctic Expeditions A Catalogue: 1898-1958, by Margery Wharton, Revised and Updated Edition, 2007, ISBN 0-953074-0-9, p. 202.

² The basic details of the cards was dealt with in Part 1. More information about the cards and their use will be dealt with in subsequent issues.

³ Other polar explorers such as Hubert Wilkins and Richard Byrd honoured their debts by giving talks rather than suffer the ignominy of being declared bankrupt.

⁴ Cederstrøm never joined the expedition.

⁵ From Pole to Pole, Roald Amundsen’s Journey in Flight by Gareth James Cameron, Pen and Sword Discovery, 2013 ISBN 978-1-78159-337-0. p. 28

⁶ The exchange rate was about 4 krone to the dollar. So, if the cards were sold at the equivalent price of 25c. each, then 1,440 cards would have been sold. This would not seriously affect the estimate of the number of cards printed. (See Part 1.)

⁷ Both Byrd and Wilkins raised additional funds for their expeditions, and also paying off their debts, selling their autographs at events and also on mail to be carried on the expedition.

The Economy of the French Southern Islands - Stamps and Postal History - By Steve Pendleton

[FSAT followed by a number is a Stanley Gibbons Catalogue Number for a French Southern and Antarctic Territories (FSAT) postage stamp. The numbering system of Stanley Gibbons is subject to Copyright. All stamp illustrations are scans of the stamps and are also subject to Copyright.]

Part 1

Introduction

The existence of a number of islands in the South Indian ocean has been known since the 1500s. These were never settled by indigenous people and I doubt if Arab or Chinese voyagers ever saw them. Thus the islands of St. Paul-Amsterdam, Kerguelens and Crozets were little-known for many decades. And when they were discovered, it was realised that they had little economic value. The few attempts at farming or cattle raising ended in failure. Sealing expeditions only lasted a few years before the seals were almost wiped out. And a number of shore parties were stranded for long periods of time. Shore whaling or lobster factories only lasted a few years. In fact, today about the only uses made of them are as scientific stations or tourist destinations.

However.....

Those statements would not be correct concerning the waters around them. In the 1840s the American whaling fleet appeared in the Crozets. (A very few letters from those whalers attest to this). The Jeanne d'Arc shore whaling station was established in Kerguelen. And later a rock lobster cannery on St. Paul also began. After World War II lobster fishing was started.

The most impressive boost to the FSAT economy began in the late 1970s with the discovery of a new fish. It had been known as the Patagonian Toothfish seen on **FSAT 453 (Figure 1)** and **FSAT 515A (Figure 2)**. This is a large (up to six feet in length) very ugly - but easily cooked-fish ideal for restaurants. An American entrepreneur gave it a more palatable name - Chilean Sea Bass. The French government has realised this, and has created EEZs (Exclusive Economic Zones) around each island group. These cover an immense area of ocean.

By the early 1980s fishing boats from many countries were using long-line gear to deep fish for the toothfish. Eventually the French divided up the fishing areas, and strengthened their economic interests in three ways: They established a licensing system which brought in a lucrative amount of cash. This was used to finance fishing controls (ships and officials), as foreign pirate fishing ships began to raid the best areas. Finally a system of quotas has been worked out to ensure (they say) that sustainable populations will remain.

What does all this mean for philatelists? These activities have provided a rich trove of FSAT stamp subjects, as well as many covers to collect. Some are very rare (the Jeanne d'Arc whaling covers for example).

The captains of the fishing vessels realised that the covers they provide are an excellent advertisement, so they have been very generous in returning many-cacheted covers.

I have divided this study into two parts: The first part is a philatelic recounting of the stamps and postal history of the land economic activities. The second part is the story of the fishing companies and their vessels.

I am sure this is far from complete - there are many information gaps to be filled in.



**Figures 1 and 2: Patagonian/Antarctic Toothfish
Stamps Issued 22nd October 2001 and November 2003**

**Figures 3 and 4: Henry and René Bossière
Stamps issued 1st Jan. 1989 and 2nd Jan. 2012.**

1. Land Based and Whaling Economic Activities

In 1893 France officially claimed the southern islands. In the same year the Bossière Brothers of Le Havre seen together on **FSAT 249 (Figure 3)**, and René alone on **FSAT 670 (Figure 4)** acquired a concession to hunt whales in Kerguelen. René was appointed Resident, but difficulties prevented them from actually establishing a shore factory for a number of years.

In the early 1900s various whaling companies in South Africa got more interested in the whaling possibilities. One group was Norwegian-manned (a subsidiary of a South African firm). This was Storm Bull. They had the whaling expertise the French lacked. In any event, they acquired the concession from the Bossières, who must have retained some interest in it.

Storm Bull acquired a vessel, which they named *Jeanne d'Arc* in honour of the French. Some years ago I obtained a 1909 cover from this ship (Figure 5). The name is imprinted on the upper left, and it was posted in Durban, a popular whaling port in South Africa. I think it must have been either from Captain Ring or an officer. It was addressed to a professor at the university in Christiania (Oslo). There isn't any evidence this cover was in the Kerguelens but I have not seen another definitely from the ship. The ship *Jeanne d'Arc* is seen on FSAT 620 (Figure 6).

During the 1908-9 austral summer the firm established a shore station (named after the ship) in the Kerguelens. This was located on a piece of land on the south shores of the group, to the southwest of the present-day scientific station. A number of buildings were constructed-barracks, managers house, even a barn - plus large tanks and machines for rendering the whales. At one time about 140 workers lived there. The whales were caught by men in small boats. While it is believed that 430 humpback whales were butchered here, that was not enough to make the station economically viable. (One suggestion was that it was built on a site away from the main pod habitats.

The station only operated for a few years. Storm Bull went out of business in 1913, and by the next year only a few caretakers were left. It was reopened for a few years in the 1920s. The site became derelict, and it was only fairly recently that some of the buildings were restored. The many stamps showing the station include FSAT 193 (Figure 7), 413 (Figure 8), 502 (Figure 9), 551 (Figure 10), 604 (Figure 11) and MS665 (Figures 12 & 12A).

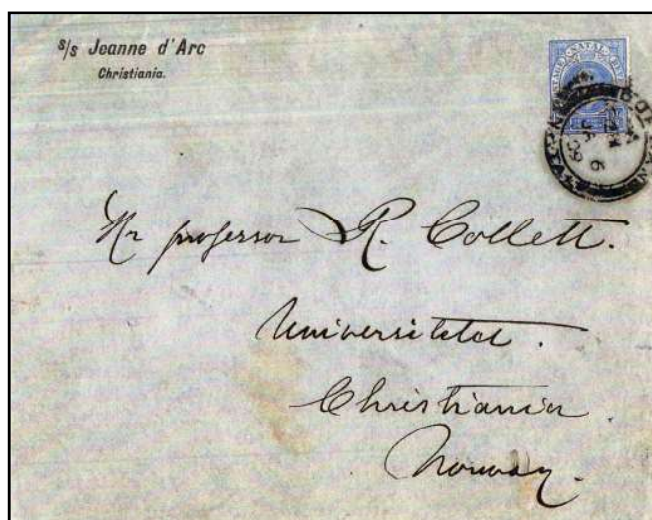


Figure 5: 1909 Cover from the Ship *Jeanne D'Arc*



Figure 6: The Ship *Jeanne D'Arc* Stamp issued 1st January 2009

Stamps showing the Land Station Port Jeanne d'Arc at different points in History



Figure 7: 1930
Issued 1st January 1984

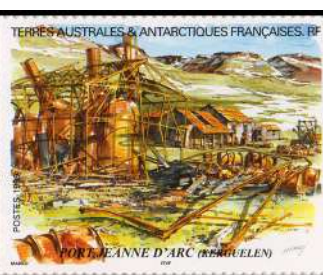


Figure 8: Ruins
Issued 3rd May 1999



Figure 9: Restoration
Issued January 2003



Figure 10: Active in 1908
Issued 6th August 2005

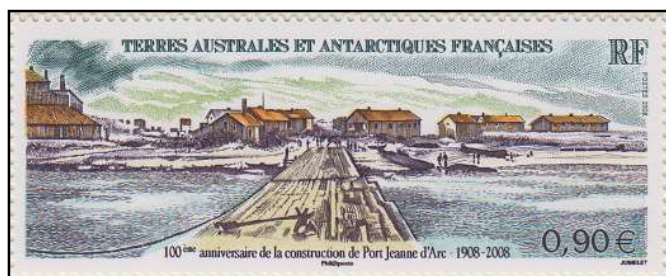


Figure 11: Centenary of Port Jeanne d'Arc issued 1st Jan. 2008

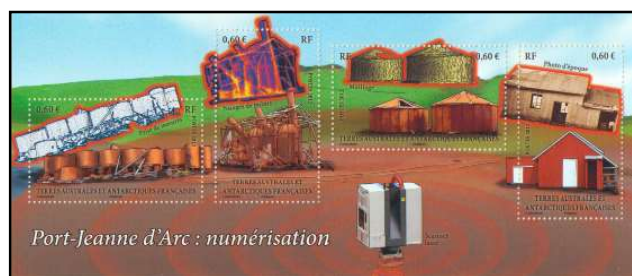


Figure 12: Port Jeanne d'Arc - MS issued 2nd Jan. 2012

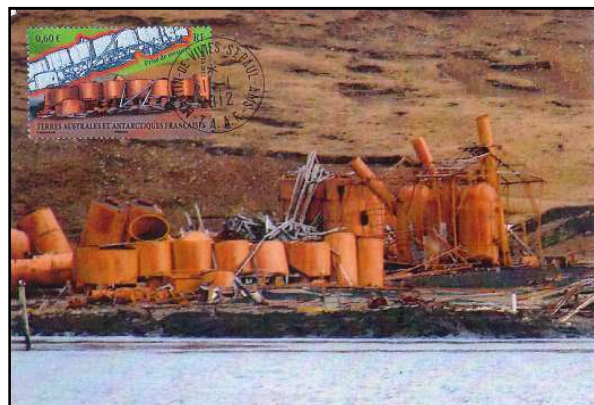


Figure 12A
Maximum
Cards for two
of the Stamps
issued in the
MS of 2nd Jan.
2012

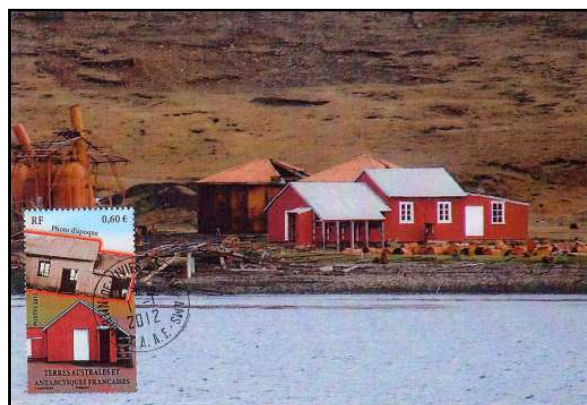




Figure 13: Société des Pêches de Kerguelen Certificate 1910 MS issued 6th November 2013



Figure 14: Cancel 'Residence de France/Iles Kerguelen'
Figures 14 and 15 courtesy of Spink Galleries.



Figure 15: Cancel 'Republique de France/Iles Kerguelen' with 'Residence/de/France' in the middle.

To say that these covers are rare is an understatement. The estimates on each were set at \$750 - \$1000 US. I do not know what the results were - you could perhaps find them on the Spink website. The covers were lots 1823-1832.



Figure 16: The First visit of Marion Dufresne 2 to Port Jeanne d'Arc on 25th November 2000

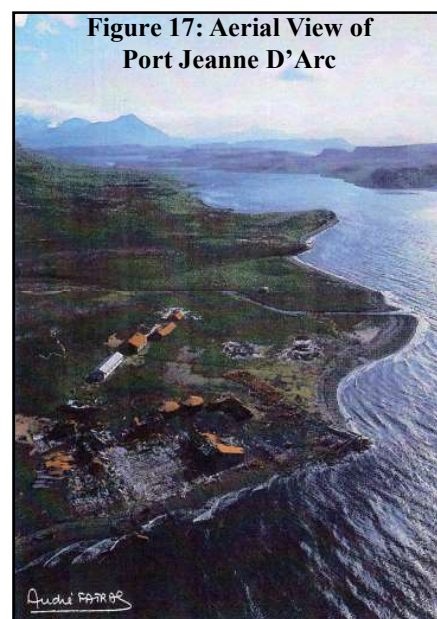
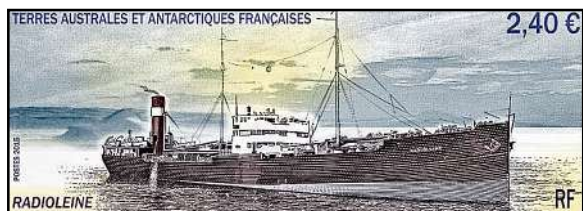
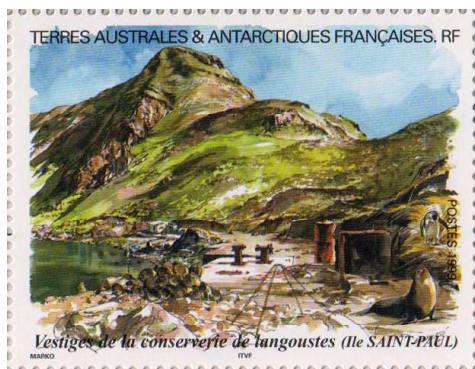


Figure 17: Aerial View of Port Jeanne D'Arc



**Figure 18: Converted factory ship *Radioleine*
Issued January 2015**



**Figure 19: Remains of Rock Lobster Canning Industry
Saint-Paul - issued 3rd May 1999**



**Figure 20: Rock Lobster Canning Factory 1931
Saint-Paul - issued January 2003**

This story ends tragically. On March 3, 1930 the last supply ship left, leaving seven people as caretakers. One of them was a wife, who had a baby three weeks later. Unfortunately these people were forgotten in Réunion, as the company ran into financial difficulty. A relief ship was not sent until the end of 1930. By that time four of the ‘castaways’ had died, probably of scurvy. These lost souls are shown on a 2015 stamp (Figure 21).

During World War II there was no economic use made. However, especially the Kerguelens provided safe bays for German raiders to land and replenish their water. They could also meet supply ships. Some of those harbours were later mined.

The economic revival of the islands began in 1947. A group of Réunion fishermen got together and hired an old sailing ship to voyage from Réunion to the rock lobster grounds. This venture was successful, and the fishermen formed a company called SAPMER.

By 1949 they had acquired a vessel which they named after the company. This ship is shown on FSAT 95 (Figure 22). The Gibbons catalogue calls it a mail ship, but I believe it was primarily used for lobstering until the 1970s. I show a 1972 cover (Figure 23) with a straight-line ships cachet. In 1949-50 this vessel was used to carry the first scientific party to establish a permanent base on Amsterdam Island.



**Figure 22: The Ship *SAPMER*
Issued 31st December 1974**

**Right: Figure 23
Cover from the Ship
SAPMER cancelled
10-12 1972.**



**Figure 21: “Les oubliés de Saint-Paul 1930
Issued 18th September 2015**



A Polar Side Show - By Phil Schreiber

In 1974 billionaire American Entrepreneur Howard Hughes scattered his investments and attention to Hollywood where he produced the film “The Outlaws” starring Jane Russell, (Google it to see why). Another investment went to his shipping company, Global Marine, which was involved in marine research and owned deep sea drill ships. The D/V GLOBAL EXPLORER was chartered by the U.S. Central Intelligence Agency to secretly raise the Cold War nuclear armed Soviet submarine “K-129” from the floor of the Pacific Ocean where it had unexpectedly sunk. The goal of the CIA was to learn Soviet secret data that the submarine might provide.

The 1974 Howard Hughes Polar Side Show is embodied in the cover shown here mailed from his *D/V Global Challenger*. Postmarked October 10, 1974 at an unnamed California U.S. postal distribution centre, it bears the vessel's cachet, Greenland Sea location (specifically by latitude and longitude) as well as the site location and the signature of Captain Loyd E. Dill, and “Northern Most Site to Date” addendum.

An internet search revealed that the *Global Challenger* had been chartered by contractors of the U.S. National Science Foundation to perform sea floor drilling around the Greenland Mohn's Ridge area to extract subterranean basalt samples for scientific study.

The vessel is 10,000 tons, 400 feet long and with 24,000 feet of 5 inch drilling pipe and managed by the Scripps Institution of Oceanography of the University of California at San Francisco.

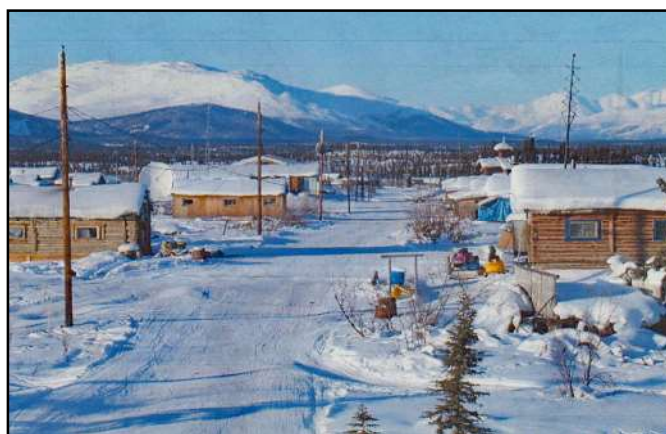
My thanks to Howard Hughes, not only for the Jane Russell movie, and Soviet nuclear armed submarine. But especially for this cover, which only a Polar philatelist would treasure.



The Arctic Gwitchi'n by Phil Schreiber

For the uninitiated, the Gwitchi'n are the indigenous folk residing in Alaska's Polar sea. In the Gwitchi'n language it translates to “people of the North”. Anthropologists say they've been there since 4500 BC. A search of the U.S. Postal Guide in 1983 revealed a post office named ARCTIC VILLAGE located above the Arctic Circle. The population in 2010 was 152, up from 40 in 1930. Their community is labelled by the government as “CDP” - a Census Designate Place. The main source of food is hunting and fishing. The main structure in the community appears to be a very nice Episcopal church.

The postcard I received with a clear imprint of the ARCTIC VILLAGE postmark and a small additional cachet showing the constellation Big Dipper (Ursa Major, Latin: Greater Bear, known as “the Plough” in Ireland and the UK) and Polaris, the North Star, as well as the latitude and longitude of the CDP of Arctic Village.



I've been collecting such items since the 1930's, but with the additional assistance of the Internet, and toll-free telephone calls, I've been enabled to augment my collecting activities tremendously. A phone call to the postmaster can insure the return of a very nice collectable item.

Arctic Warfare Exercises - By Phil Schreiber

During the early months of 2020 the North Atlantic Treaty (NATO) armed forces and those of Russia concurrently conducted “cold weather” military exercises in the Arctic area of Norway's North Cape and Russia's nearby Oblast of Murmansk. The exercises were not mutually planned, but confrontational. I did not see reports in the popular media of these operations, but read about them on military reporting websites.

The various NATO nations websites named the units, naval, air force, military & etc. participating, so I sent post cards to some of the commanding officers and asked them to return them to me with whatever postal marks or cachets were available. Shown here are the first responses received, both came to me under cover enclosed in envelopes bearing neither postmarks nor return addresses, and in one case no postage or postal markings of any sort. Not even bar codes for routing. The cachets on my return postcards were affixed by me at the time I prepared them. The commanding officer's stampers were stamped on the ships. Both were returned to me with nice notes enclosed.



Figure 1: HMS Albion 5 MAY 2020

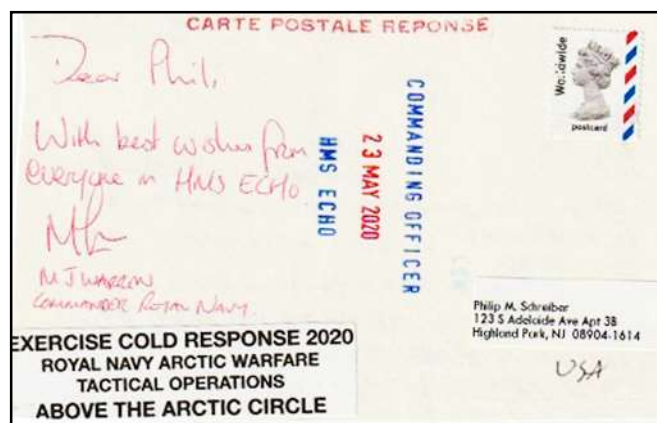


Figure 2: HMS Echo 23 MAY 2020

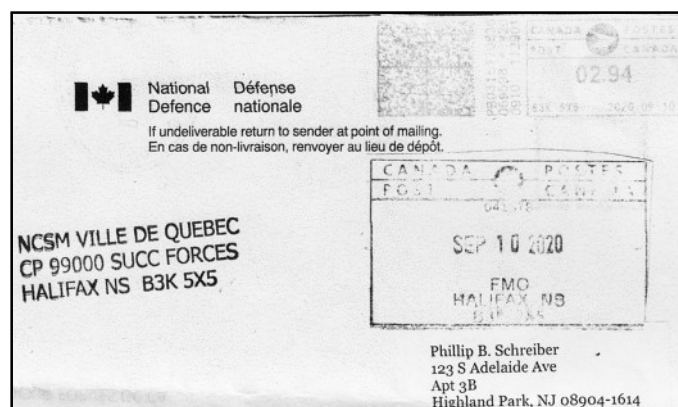
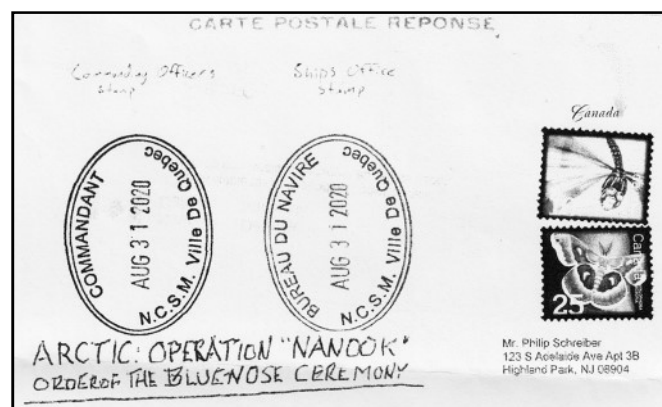
Just what each ship did was not reported on the websites, but it can be assumed that *HMS Albion* (Figure 1), a very big amphibious landing transport vessel, was involved in landing troops on Arctic coast lines since 14,000 NATO troops were also sent to Norway's Arctic Finnmark district which is adjacent to Russia's Murmansk Oblast.

The much smaller *HMS Echo* (Figure 2) is a hydrographic survey ship which probably performed scientific military support. The nearby Russians responded by sending aircraft, uninvited, and naval vessels, both surface and undersea, to confront the NATO forces in the international areas of the Arctic and Barents Seas.

The NATO forces included 14 naval ships and troops from the U.K, U.S.A., Netherlands, Germany, France, Belgium, Sweden, Denmark and Norway. All of whom are now entitled to membership in the Arctic Order of the Blue Nose, along with the Russians across the border.

As an afterthought I'd like to point out that many of my attempts to obtain items such as these are frequently unsuccessful. Some never receive a response and others are "Returned to Sender" as refused or unable to deliver. Very much like my fishing expeditions, many don't bite, some get away, but the ones I catch go into my collection. They are the bright spots of my day!

Canadian Arctic "Operation Nanook" by Phil Schreiber



Operation Nanook is an annual Canadian Forces Arctic Operation during which Canadian Naval and Coastguard vessels participate. It is announced and reported on the Internet Facebook Site. I requested a postcard recently from the Canadian Navy's frigate *Ville de Quebec* which is shown here with my own "Nanook" cachet.

It was returned to me under cover in a 9 inch by 13 inch envelope with the *Ville de Quebec*'s return address, postage label and "FMO" Fleet Mail Office Halifax NS postmark. My respondent also included a message to me saying that he is also a "history" buff and collects police patches. If a reader of this can be of help, he can be reached at: Cpl Robert Warnock, HMCS Ville de Quebec, P.O. Box 99000 STN Forces, Halifax NS B3K 5X5, Canada, or by e-mail at robert.warnock@forces.gc.ca.

From the "Chef" at Dumont D'Urville Station, FSAT/TAAF December 1987 to February 1989

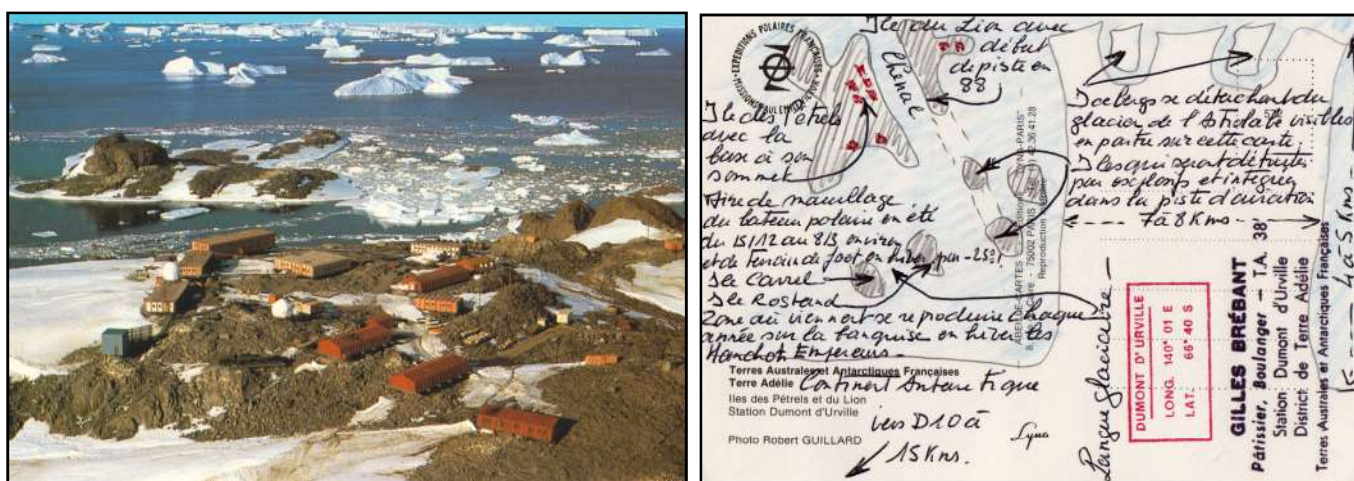
Items provided by Bent Sørensen, Denmark

The two items illustrated below front and back were sent under cover by snail mail to your editor. The two items are from a bulk lot that Bent acquired in the Auction of Fred Goldberg's collection. They were both produced by Gilles Brébant who was the "chef" (cook) at France's only true Antarctic Base Dumont d'Urville, Terre Adélie for the 1988 Overwintering. It seems that the N°1 job of the cook at a French Antarctic Station is to bake a decent baguette!



The front and back of the card shown above record many of the cachets used during the 1988 to 1989 Overwintering. Gilles has written an explanation of each cachet in French on the card and thus the item may be unique.

The postcard below shows the base and the reverse is a hand-drawn/written description of the position and layout of the base. The planned runway was a failure.



Bent Sørensen is one of our members who does not have Internet and therefore no email. He does, however, write to the editor regularly and sent him the originals of the two items illustrated.

New Issue TAAF/FSAT: Le Courrier des - La Philatélie des TAAF - 29th October 2020 (The Post and Philately of TAAF/FSAT)



This issue was due to be released during “Timbres Passion 2020”, Parc Moulins EXPO, 3, Avenue des Isles, 03000 Avermes, from 30th October to 1st November 2020. As of 22nd October the event was surprisingly still due to take place. The stamps were in any case issued at Alfred Faure Station on Crozet on 29th October. The stamps are linked to the 50th Anniversary celebrations of the French Polar Philatelic Society “Union Française de Philatélie Polaire - SATA”.

New Issue: The Falkland Islands - The Paintings of Mike Peake Part 1 - Birds - 1st October 2020 (The full background information to the issue can be found at: www.pobjoystamps.com)



**Black-necked Swan 32p; Black-crowned Night Heron 49p; Upland Goose 78p;
Belcher's Gull £1.04; Variable Hawk £1.26; Upland Goose £1.35.**

Delays in updating the Pobjoy Stamps Website

The Pobjoy Stamps Website www.pobjoystamps.com has not been updated since the Covid-19 pandemic started. For this reason the complete descriptions of stamp issues not published in full in the paper edition of *Polar Post* and not yet included on the website are annexed to the **PDF version** of this issue which is available in the Members' area of the PPHSGB website. The issues concerned are all for the Falkland Islands as follows:

- | | |
|---|--|
| Penguins; | 50 th Anniversary of the Falkland Islands Philatelic Study Group; |
| The Paintings of Mike Peake Part 1 - Birds; | De-Mining (removing land mines). |

Pobjoy Stamps: Press Release 21st October 2020: - Tristan da Cunha Modern Mail Ships Definitive 2020 Delayed and Amended

“As some of you may have heard, last week Tristan da Cunha's main fishing and factory freezer vessel the *MFV Geo Searcher* struck a rock off Gough Island and sank. It had 62 crew members on board, including two islanders in the role of Fisheries Observers. Fortunately everyone made it to Gough Island where there is a small South African weather station built to accommodate just a small number of scientists. The *SA Agulhas II* has sailed from Cape Town to rescue them.

This tragedy is a great loss to Tristan da Cunha. The *Geo Searcher* had passenger and cargo capacity and regularly transported mail to and from the island. The decision has been made to delay the Modern Mailships Definitive issue for a short while so that the *Geo Searcher* can now be included with these other ships that help connect Tristan to the world.”

Editor's Note: Five of the stamps in this issue originally planned for 9th November have connections to Antarctica and hence it had been my intention to illustrate the stamps in this issue. They should now appear in the March 2021 issue of *Polar Post*.

New Issue: South Georgia and South Sandwich Islands: Duty and Sacrifice Shackleton's Unsung Heroes - Lest we Forget - Issue date 11th November 2020

The story of Shackleton and his men is the stuff of legend. In 1915, with the loss of his vessel *Endurance* during the Imperial-Trans Antarctic Expedition there followed a story of survival, bravery and determination famed throughout the world. Shackleton and five of his men undertook an epic open boat journey across the Southern Ocean and the first ever overland crossing of South Georgia in order to raise the alarm and send help to crew members who were left behind battling for survival on Elephant Island. Famously, all of Shackleton's men survived. Each individual stepped up where they had the skills and strength to do so, but also had the courage to put aside their ego and acknowledge weakness so as not to endanger their crew mates.

On their return to England in 1917 the First World War was raging. Despite knowing they may be called upon to make the ultimate sacrifice, Shackleton's men did what they considered to be their duty and signed up to help the war effort. Whilst a handful of those men were recognised for specific acts of gallantry, previously recognised on a South Georgia stamp edition in 2019, most simply displayed the same selfless resolve they showed during the *Endurance* expedition. They were in effect Shackleton's unsung heroes.



70p - Timothy McCarthy 1888 - 1917 and SS Narragansett: McCarthy was an able seaman during the *Endurance* Expedition and due to his skills and resilience was one of the five men who accompanied Shackleton on the rescue mission to South Georgia.

Immediately on return to England, he signed up to the war effort as part of the Royal Navy Reserve and was deployed as a leading seaman on *SS Narragansett*. On transit between the south-west coast of Ireland and the Scilly Isles the vessel was torpedoed and he, along with all other 45 hands on board were killed. He was the first of the *Endurance* crew members to die in the war, just three weeks after returning from the expedition.

80p - Alfred Cheetham 1866 - 1918 and SS Prunelle: Cheetham was already an Antarctic veteran by the time he was serving as third officer on the *Endurance* having previously served as part of the *Discovery* and *Terra Nova* Expeditions. Worsley referred to him as "a pirate to his fingertips" and his cheerful disposition made him an invaluable boost to morale for the men left on Elephant Island.

On return to England, Cheetham learned that one of his sons had died serving on *RMS Adriatic*. Despite this personal tragedy, Cheetham enlisted in the Mercantile Marine and served aboard *SS Prunelle*. Just 2 miles from the safety of port, the vessel was targeted by a German submarine *SM UB-112*. The ensuing explosion sank the ship, killing 12 of the 16 crew, including Cheetham.

£1.05 - Hubert Taylor Hudson 1886 - 1942 - WWI Mystery Q-ships: Hudson was a navigating officer in the Royal Navy who took part in the *Endurance* expedition as a mate. Able to turn his hand to many skills, Hudson proved an invaluable team member due to his ability to catch penguins for food whilst the party were trapped in the ice. The trials of the expedition took its toll on Hudson and by the time the party were rescued from Elephant Island he was in poor mental and physical health.

Nevertheless, Hudson also signed up to help the war effort and served on the 'Mystery Q-ships'. These heavily armed merchant vessels had concealed weaponry and were designed as decoy vessels to lure enemy submarines into making surface attacks. Hudson survived WWI and such was his sense of duty that he later served in WWII as a Royal Navy Reserve Commodore when in 1942 he died when his vessel *Pelayo* was torpedoed by *U-552*.

£1.25 - Charles Green 1888 - 1974 and HMS Wakeful: Son of a master baker, Green ran away from home at 22 to join the Merchant Navy. When in Buenos Aires, after hearing that Shackleton had fired his cook for drunkenness, Green signed up for the *Endurance* expedition. Working day and night in the galley whilst at sea, he continued to cook for his crew mates when stranded on the pack ice. A few days after arrival on Elephant Island, Green collapsed from exhaustion.

When back in England he enlisted in the Royal Navy and continued to serve his country in the best way he knew how - as a cook. During WWI he served on the Destroyer *HMS Wakeful* and was injured when the vessel was attacked. He re-joined the Merchant Navy in 1919 and served on a range of ships until retirement in 1931. During WWII he continued to do his duty and worked as a Fire Watcher in Hull. Green died in 1974 at the age of 85. He was one of the last members of the *Endurance* crew to pass away.

Technical Details

Design: Andrew Robinson;

Printer: Cartor;

Process: Stochastic lithography;

Perforation: 13 ¼ x 13 ½ per 2cms;

Stamp size: 42 x 28mm;

Sheet layout: 10;

Production Coordination: Creative Direction (Worldwide) Ltd.

New Issue: South Georgia and South Sandwich Islands - Definitive Stamp Issue - 15th October 2020 (The stamps are shown on the front cover, Page 81)

South Georgia & the South Sandwich Islands (SGSSI) are set against a backdrop of constant change. Until Captain Cook landed on the island in 1775 and claimed it for King George III, South Georgia was untouched by man. The first sealing expeditions came just a few years later and human driven change began apace.

Sealers decimated fur and elephant seal populations and inadvertently introduced rodents which preyed on native birds and changed the islands immeasurably. Shortly after the sealers left because their industry was no longer viable, a new wave of change came with the whaling industry.

As demand for whale oil grew, large processing facilities and shipyards were built on shore and a host of harmful materials and non-native plant species were introduced to the environment. Abandoned in the 1960's, these facilities leave a valuable historic record and a host of environmental challenges in their wake.

The oceans around South Georgia were once again exploited beyond their sustainable limit from over fishing in the 1990's. However, today nature takes the driving seat and SGSSI is a global rarity - an ecosystem in recovery.

More recently, the changes to SGSSI have mostly been in favour of the environment. Since becoming a Territory in its own right in 1985, the Government of South Georgia & the South Sandwich Islands (GSGSSI) has put the environment at the heart of its policies.

Each of the stamps in the new definitive represents an iconic image for SGSSI and has a story of restoration and hope:

1p – Native Invert: Native invertebrates, and the habitats they live in, now have the highest level of protection under our Wildlife and Protected Areas legislation.

2p – Greater Burnet: Once heavily grazed by reindeer which were introduced by Norwegian whalers and out-coast *Global Challenger* impeded by non-native plants, burnet is now thriving due to eradication projects to remove the species which harmed it.

5p – Antarctic Fur Seal: Protected by national and international legislation, fur seals are now abundant on South Georgia's beaches. Higher predators such as fur seals are used as a barometer for change, and so the thriving seal populations we see today are a good indicator of a balanced marine ecosystem.

10p – Krill: The base of the Antarctic food chain, within the SGSSI Marine Protected Area special measures, such as no take zones and seasonal closures, are in place to maintain its abundance so wildlife can feed on krill whenever they need to; a critical time being when they are feeding their young.

50p – Grey-headed Albatross: Thousands of these birds were once killed by the fishing industry but new by-catch mitigation measures pioneered in SGSSI means birds are no longer caught in our waters. GSGSSI supports a range of initiatives to better understand global foraging patterns of albatross and in partnership with ACAP, are working to protect them beyond our borders.

70p – Shackleton's Cross: Perhaps the world's most famous explorer, the cross at Hope Point was erected by his men shortly after he died. It was fully renovated in 2018/19 austral summer including the secret compartment; will you find it when you visit?

80p – Humpback Whale: Although populations were significantly depleted by the whaling industry, gatherings of dozens of humpback whales feeding on krill swarms are now a common sight in the northern bays of South Georgia.

£1 – Grytviken Church: Built by Norwegian whalers, the church has been renovated using traditional techniques through a joint initiative between GSGSSI and Norwegian Directorate for Cultural Heritage.

£1.25 – Pharos SG: A vital tool in protecting the SGSSI Marine Protected Area against illegal, unregulated and unlicensed fishing. Pharos SG also provides vital logistical support to Government, science & monitoring projects and building teams all of which are vital for the sustainable management of the Territory.

£2 – South Georgia Pipit: Endemic to South Georgia these small song bird songs were taken to the brink of extinction by the invasive rodents, but following the rat eradication project, the air is filled with their song once again.

£3 – Toothfish: Certified by the Marine Stewardship Council as one of the world's most sustainable fisheries, the SGSSI toothfish fishery is a model of how to implement best practice and raise standards across the industry and across the globe.

£5 – Macaroni Penguin: It is thought more than 1 million pairs of macaroni penguin breed on South Georgia. The species is classed as threatened by the IUCN and so on SGSSI their feeding grounds and breeding sites are highly protected.

Airmail Postcard Rate - Elephant Seal: Once again the master of the beach, these huge creatures are thriving and captured only by camera lenses of visitors and film-makers

Even against the backdrop of environmental policies and efforts made by GSGSSI and its stakeholders to restore and protect the SGSSI environment, there is still the threat of global climate change. This has the potential to affect the Territory in an irreversible and profound way. Looking ahead, it will be a priority for GSGSSI to contribute to global efforts to understand and tackle this unprecedented challenge and safeguard SGSSI for the future.

Technical Details

Design: Andrew Robinson;

Printer: Cartor;

Process: Stochastic lithography;

Perforation: 13 ¼ x 13 ½ per 2cms; ;

Sheet layout: 10;

Stamp size: 42 x 28mm;

Booklet size: 146 x 76mm;

Booklet contents: 10 Airmail Postcard stamps plus shape cut labels;

Production Coordination: Creative Direction (Worldwide) Ltd.

New Issue: Ross Dependency - Seasons of Scott Base - 7th October 2020

Full details of the issue are available at: <https://stamps.nzpost.co.nz/ross-dependency/2020/seasons-scott-base>



At Scott Base, located on Ross Island, there are two seasons most are familiar with: summer and winter. Although these are the two main seasons, the shorter autumn and spring seasons hold unending beauty. People who have spent a summer at Scott Base are often grateful to see the sun rise and set upon their return home, after months of 24-hour daylight. Those who spend an entire year at Scott Base are able to gain a deeper understanding of the seasonal shifts in the extremes of Antarctica. Seasons of Scott Base draws attention to the mesmerising array of celestial sights experienced during a year-round stay in Antarctica.

Beautiful in their own right, the images on these stamps were captured by Scott Base electrician Jonny Harrison. Thermochromic ink has been applied to these stamps giving them a majority black finish, with a transparent fingerprint offering a glimpse beneath the darkness. **The viewer must warm the stamp to reveal the magic of Antarctic seasons.**

\$1.40 Winter: Aurora Australis, or southern lights, can be seen throughout the four-month winter night. While there is no direct sunlight, the Moon and stars are bright and remind you that the sun is still out there.

\$2.70 Spring: In August the sun rises once more. As the sun has been away so long, this is the coldest month but brings with it the return of the amazing twilight colours. Sunrises turn the sky fiery orange and red with deep purples, while work begins to prepare for the upcoming summer season.

\$3.50 Summer: As a sunset brings each day to a close, this first sunset of the year signals the end of the summer season at Scott Base.

\$4.00 Autumn: The two-month transition from summer to winter finds the sun retreating to the north and leaving midday twilight with prolonged sunsets. These twilight hues reflect off the snow and ice to colour the white world in bright purples and pinks.

Technical Details

Stamps, miniature sheet and first day covers designed by: Cam Price, New Zealand Post Wellington, New Zealand;

Printer and process: Southern Colour Print, Dunedin, New Zealand by offset lithography;

Stamp size and format: 30mm x 40mm (horizontal);

Miniature sheet size and format: 150mm x 90mm (horizontal);

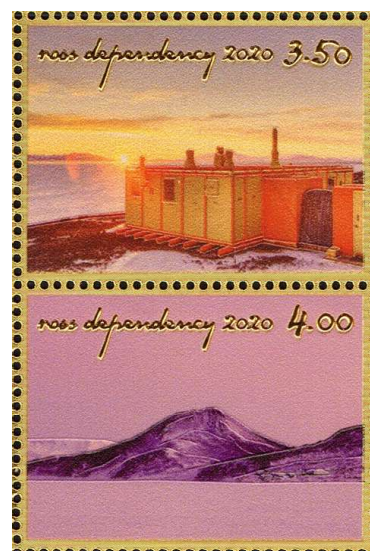
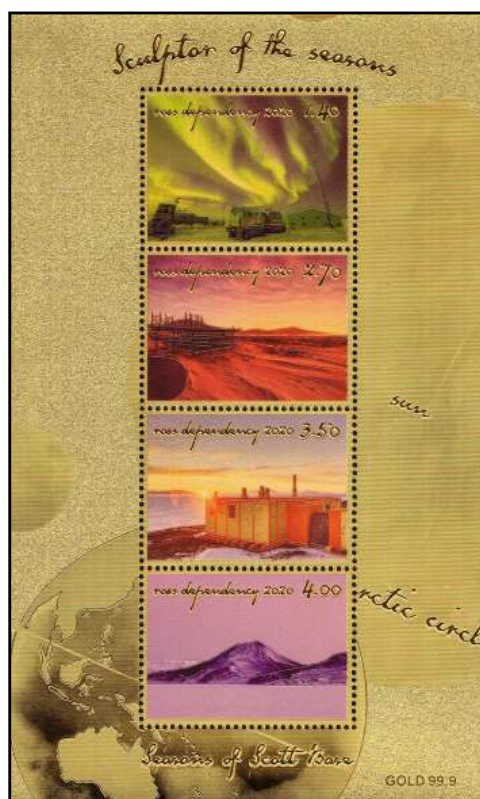
Paper type: Tullis Russell 104gsm red phosphor gummed stamp paper;

Number of stamps per sheet: 25;

Perforation gauge: 13.33.

Editor's Note: I usually do not comment on stamp issues but it is impossible to see the stamp designs without warming the stamps, presumably by touching the fingerprint on each stamp. Given that Ross Dependency stamps are purely produced for collectors and are not valid for general postage within New Zealand it seems inadvisable to require the stamps to be touched in order to see the views of Scott Base. The stamps are therefore unsuited for use in displays. Sadly the actual views are only available as a special souvenir sheet printed on gold foil in a limited Edition (costing NZ\$135).

Thanks to our member Paul Wales of Classic Stamps (**Website:** <https://www.classicstamps.co.nz/rhome1d.asp>) I can illustrate the special souvenir sheet showing the designs in colour.



Left: The special souvenir sheet reduced in size.

Above: The stamps shown enlarged.

The original size of each stamp is 30x40 mm and the special souvenir sheet is 150 x 90 mm.

With thanks to PPHSGB member Paul Wales

Email: paul@classicstamps.co.nz

The End of the MOSAIC Expedition - *MV Polarstern* returns to Bremerhaven



The Alfred-Wegener-Institute (AWI) held a special media event in the Postbank Finanzcenter Bremerhaven on 12th October 2020 to mark the end of the Arctic Drift Expedition of the *MV Polarstern*. An illustrated envelope was only available at the special event but the postmark was obtainable from the Deutsche Post AG, Niederlassung BRIEF Berlin 1, Sonderstempelstelle Brief: 11508 Berlin.

The **M**ultidisciplinary drifting **O**bservatory for the **S**tudy of **A**rctic **C**limate Expedition was called MOSAIC. It started in Tromsø Norway on 20th September 2019 and the *MV Polarstern* embedded itself in the ice on the Siberian side of the Arctic basin with the intention of floating across the top of the world and emerging from the floes just east of Greenland. The ship spent a year in the polar north, much of it with its engines turned off so it could simply drift in the sea-ice. The aim was to study the Arctic climate and how it is changing.

Expedition leader, Prof Markus Rex, returned with a warning. "The sea-ice is dying," he said. "The region is at risk. We were able to witness how the ice disappears and in areas where there should have been ice that was many metres thick, and even at the North Pole - that ice was gone,"

The Coronavirus briefly interrupted the expedition, not by making participants ill, but by obliging the ship at one point to leave the floes to pick up its next rotation of scientists. Other ships and planes were supposed to deliver the participants direct to *MV Polarstern*, but international movement restrictions made this extremely challenging in the early-to-middle part of this year. Despite the hiatus, Prof Rex declared the MOSAIC project a huge success.

<https://www.bbc.com/news/science-environment-54515518>

New Issue: Australian Antarctic Territory - *RSV Nuyina* - 29th September 2020



Australia's new state-of-the-art icebreaker is the *RSV Nuyina*, scheduled to arrive in Hobart in late 2020. It replaces the *RSV Aurora Australis* and will support Australia's Antarctic and subantarctic research bases for a projected 30 years. The *Nuyina* was designed by Danish maritime engineers Knud E Hansen and built by the Dutch company Damen Shipyards Group in Romania. The new vessel is 160.3 metres in length and has a maximum beam of 25.6 metres, making it significantly larger than its predecessor.

The *Nuyina* will carry 32 crew and up to 117 scientists and other personnel from the Australian Antarctic Division. As well as being a transport and resupply ship, the *Nuyina* will fulfil a significant role as a research platform, with design and facilities supporting research across several fields, from atmospheric studies to geoscience, oceanography, biology and more. It will depart on its first voyage to the Australian Antarctic Territory in 2021.

Technical Details

Stamp and minisheet design: Lynda Warner; **Product design:** Sonia Young, Australia Post Design Studio; **Printer:** RA Printing;
Paper: Tullis Russell Red Phos; **Printing process:** Offset lithography; **Stamp size:** 37.5mm x 26mm;
Minisheet size: 170mm x 70mm; **Perforations:** 13.86 x 14.6; **Sheet layout:** Module of 50 (no design).

The above illustrations and text are taken from the Australian Stamp Bulletin, N°367, September/October 2020, available at:

<https://australiapostcollectables.com.au/stamp-bulletin/stamp-bulletin-archives>

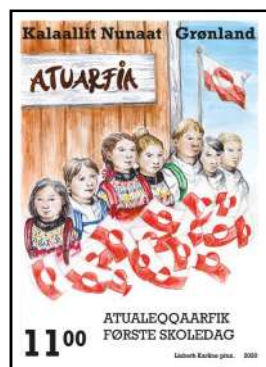
New Issues: Greenland - 10th August 2020

From Greenland Collector, Vol. 25, No. 3, September 2020 (<https://www.stamps.gl/greenland-collector>)

Left:

First day at school

Artist: Lisbeth Karline.



Right:

Greenland's fight against Covid-19 Souvenir Sheet

Artist: Paarma Olsvig Brandt.

These stamps are also available in sheets of 10.



New Issues: Greenland - 14th September 2020

From Greenland Collector, Vol. 25, No. 3, September 2020 (<https://www.stamps.gl/greenland-collector>)

Left: EUROPA 2020 - Old postal routes
Charles Lindbergh.

Photographic prints: Qaqortoq Museum.
These stamps are also available in a self-adhesive stamp booklet.



Right: School savings coupons I
Artist: Nina Spore Kreutzmann.



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If undelivered please return to the Membership Secretary:-

Robert McMillan, 46 New Village Road, Cottingham, East Yorkshire HU16 4NA, UK

PDF Annex to *Polar Post*, December 2020

The 24-Page paper issue of the December 2020 *Polar Post* was despatched on Saturday 28th November 2020. Thanks go to Anne and Simon Lealman, Paul Jones and Robert McMillan for their hard work during these difficult times.

This annex is ONLY included in the PDF Version of *Polar Post*, December 2020.

It contains new issues for which the complete text of the press releases cannot be included in the 24 pages of the printed version of *Polar Post* due to the limitations on space **PLUS** New Issues that were announced after the paper version of *Polar Post*, December 2020, was sent to the printers.

The www.pobjoystamps.com website has not been updated since the Covid-19 pandemic broke out in March 2020 and thus the printed versions of *Polar Post* for September and December 2020 refer to the website for information currently not available.

Your editor would appreciate feedback by email on the usefulness of this PDF Annex.
jyoule@hotmail.de

The situation concerning activities in the Antarctic during the 2020/21 Summer Season is extremely fluid.

I understand that *MV Polarstern* is going south to relieve the German Georg von Neumayer Station.

The programme for the *RRS James Clark Ross* is available at:

<https://secure.antarctica.ac.uk/south/reports/itinerary.ship.php?numTravelTypeID=2>

The *RRS James Clark Ross* sailed from Harwich, England, on 5th November 2020 on route to South Georgia. From Rothera, a team of 10 staff will fly to Halley Research Station to spend four to six weeks collecting data, servicing the scientific instruments and maintaining the station infrastructure before flying back to Rothera.

The *RV LAURENCE M. GOULD* operating out of Punta Arenas is scheduled to visit the US Palmer Station from 4th to 25th December and 11th to 25th April 2021.

https://www.usap.gov/vesselScienceAndOperations/documents/LMG_sched.pdf

Palmer Station does NOT have a post office.

2020/21: The U.S. Coast Guard Cutter *Polar Star*, the nation's only heavy icebreaker, will not deploy to Antarctica to resupply McMurdo station because Operation Deep Freeze was cancelled due to COVID. Instead, she will head to the Arctic this northern winter to "protect the nation's maritime sovereignty and security in the region".

<https://gcaptain.com/mcmurdo-resupply-canceled-icebreaker/>

Update to the Stop Press in *Polar Post*, September 2020, Page 59.

"Timbres Passion 2020", Parc Moulins EXPO, 3, Avenue des Isles, 03000 Avermes, due to take place from 30th October to 1st November 2020 was cancelled during to the Covid-19 pandemic. "Union Française de Philatélie Polaire - SATA" had been due to celebrate their 50th Anniversary at this event.

Charcot in the Antarctic- A new book by Serge Kahn - see Annex Page 104M

***Discovery II* at Kerguelen September 1951**

The PPHSGB has received a request for help concerning this visit, please see Annex Page 104X.

The Falkland Islands - Penguins - 10th August 2020

The stamp images were published in *Polar Post*, September 2020, Page 78.



This set of Falkland Islands stamps features the five species of penguin that breed in the Falkland Islands: Macaroni Penguin, Gentoo Penguin, King Penguin, Magellanic Penguin and Southern Rockhopper Penguin.

The images of the penguins in their natural environment are paired with a matching circulation coin featuring a close up of the head of each of these beautiful seabirds.

A set of five 50p coins of different penguins was approved in 2018 by the Executive Council of Falkland Islands Government, following the recommendation of the Commissioners of Currency, in accordance with the Currency Ordinance 1987. The Coins (Circulation) Order 2018 provides the full technical description of the coins:

(<https://www.legislation.gov.fk/view/html/inforce/2020-05-29/fisl-2018-8>).

Pobjoy Mint of Surrey, England is the mint that is contracted by the Falkland Islands Government to supply the coinage that the Falkland Islands requires (<https://www.pobjoy.com/governments>).

An order of some 125,000 circulation coins (25,000 of each penguin) dated 2018 was minted by Pobjoy Mint and then securely shipped to the Falkland Islands by MV Hartland Point, from Southampton to Mare Harbour. Upon arrival in the Falkland Islands, the wooden crates of the new coins were then delivered to The Treasury in Stanley and held in the Main Vault until required.

The Falkland Islands has issued its own coins since 1974, and this has been recognised on a previous issue of Falkland Islands postage stamps. The obverse of the 2018 penguin circulation coins features Pobjoy Mint's effigy of Her Majesty Queen Elizabeth II.

The Currency Ordinance 1987 (<https://www.legislation.gov.fk/view/html/inforce/2020-05-29/fiord-1987-14>) provides the legal basis for the issue of currency by Falkland Islands Government, including parity with Sterling and the establishment of a Currency Fund.

The 2018 penguin coins are in circulation in the Falkland Islands, along with other denominations of coins: 1p, 2p, 5p, 10p, 20, £1 and £2, as well as bank notes in £5, £10, £20 and £50 denominations. Standard Chartered UK has a branch in the Falkland Islands, and it is to Standard Chartered Bank on Ross Road in Stanley that The Treasury issues currency for use by local retail and other businesses, residents and visitors.

In 2020 a successful partnership came into being. Mastercard, Square (a card payment provider for small businesses), Gibraltar International Bank and Standard Chartered Bank (who are able to issue locally resident account holders with debit cards) were able to ensure that the majority of retail and tourism-based businesses in Stanley now accept payment cards and contactless payment. The Falkland Islands are fully connected into international card payment networks, an advantage for residents and the many visitors.

However, the continued availability of circulation currency that is used in the Falkland Islands acts as a real reminder of economic activity in this British Overseas Territory.

The Treasury in Stanley does not sell coins direct, however Falklands Post Service has a website:

<https://www.falklandstamps.com/penguin-50p-coin-set-2018.ir>

and Falklands Collectibles supplies a full range of Falkland Islands coins and bank notes:

<https://www.falklandcollectibles.com>

An updated catalogue that will include details of all Falkland Islands coins since 1974 is planned for issue in 2020 by Nova Stamps <http://www.novastamps.com/stefan/Sidor/specFI.html>

Technical Details:-

Coin Images: Pobjoy Mint;

Designer: Andrew Robinson;

Printer: Cartor Security Printing;

Process: Lithography;

Perforation: 13 ¼ x 13 ½ per 2cms;

Stamp size: 42 x 28 cm;

Sheet layout: 10;

Production Coordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com

The Falkland Islands - 50th Anniversary of the Falkland Islands Philatelic Study Group

7th September 2020

The stamp images were published in *Polar Post*, September 2020, Page 78.



The Falkland Islands have issued many iconic stamps, notably the Queen Victoria high values in 1898, and the Centenary set of 1933. Yet, in the old days, most collectors relied on just the Stanley Gibbons stamp catalogue and the 1950's book on Falkland Islands stamps by B.S.H. Grant to help organising their collections. There was a need for a specialist society to research the stamps and postal history, and assist interested collectors.

So, in 1970 the Falkland Islands Philatelic Study Group (FIPSG) was founded following a meeting of some 50 collectors gathered together by Malcolm Barton. A one-page newsletter was produced and the first formal meeting was held in London on 26th September 1970, and its first committee was elected.

By September 1971 the newsletter had expanded and developed into a regular quarterly journal, "The Upland Goose". This is distributed to all members and to leading philatelic libraries. The publication has been awarded medals at many international philatelic exhibitions. Membership grew rapidly, reaching more than 200 in 1975, and the Group now has more than 350 members worldwide. The Group is truly international in its membership structure.

The object of the Study Group is to research into all aspects of philately connected with the Falkland Islands, the former Dependencies, South Georgia and the British Antarctic Territory, leading to the publication of findings. Research is carried out by individuals or groups of members, collated through a nominated leader for each subject.

The Study Group Weekend meeting takes place annually, normally in March, during which an Annual General Meeting is held. Meetings are also held on a regular basis regionally throughout the UK, and meetings have been held in other countries as well, including the USA, Australia, South Africa, Norway, Sweden, Finland and the Falkland Islands.

The group is in the forefront of specialist philatelic societies and has belonged to the national Association of British Philatelic Societies since its inception, and actively participates in its activities. To commemorate its Silver Jubilee in 1995, the Group was honoured by the Royal Philatelic Society of London by an invitation to display material of the Falkland Islands. The display of 52 frames took place in January 1995 and was outstandingly successful. The Group has now received an invitation from the current President to present a Golden Jubilee display of Falkland Islands philately at the new headquarters of the "Royal" at Abchurch Lane, London, opened in November 2019 by Her Majesty the Queen.

More information about the Study Group can be found on its website: www.fipsg.org.uk

Stamp designs:

32p Stanley Post Office & Philatelic Bureau - many Study Group members buy stamps from the Philatelic Bureau and have visited the Post Office while in the Falkland Islands. The Post Office also provides information on the postmarks and cachets used, and the postal rates employed. The 1898 Queen Victoria 2/6d and 5/- stamps (the 5/- is illustrated here) were once voted as the most beautiful stamp designs in the world.

78p Jane Cameron National Archives - many Study Group members have used the research facilities at the Archives either by visiting or using the extensive online facilities. Information is held on stamp designs and proofs, correspondence between the Falkland Islands and Crown Agents, numbers of stamps ordered and destroyed, and shipping records. These provide vital information for specialist collectors. The iconic 5/- King Penguin stamp from the 1933 Centenary set is illustrated here.

£1.04 Publications - the Study Group magazine *Upland Goose* is published four times a year showing the latest research and news about Falkland Islands philately. In addition, a colour supplement of the annual Weekend meeting of the Study Group in the UK is produced. Some twenty monographs on specialist aspects of Falkland Islands collecting have also been published over the years, and these are distributed free to members. The 5/- King George VI definitive stamp was in use between 1938 and 1952.

£1.26 Collecting - there are more than 350 specialist Study Group members worldwide, and many more interested Falkland Islands stamp collectors. A catalogue of Falkland Islands, South Georgia and BAT stamps is regularly published by Stefan Falkland Heijtz FRPSL. This also includes many other aspects of Falklands philately, including varieties, postmarks, and specialist subjects such as whaling mail, air mail and the 1982 Falklands War. The stamp also depicts the precursor to Falkland Islands stamps, the 1869 Black Frank and one of the most famous stamp errors, the 1964 Battle of the Falklands 6d. with the incorrect ship in the centre, *HMS Glasgow* rather than *HMS Kent*.

FDC. The First Day Cover shows the Historic Dockyard Museum in Stanley and the National Stamp Collection. This collection is on display in the Museum - it was put together mostly by members of the Study Group and donated to the Museum in 2010. The page illustrated shows the 1933 Centenary set and a picture of Nutt Cartmell and his grave in Goose Green. Nutt was probably the most well-known local stamps collector in modern times, and the National Stamp Collection was created in his honour.

Text by Stefan Falkland Heijtz and Kim Stuckey.

Technical Details:-

Photography

Stanley Post Office: Nick Bonner;

Historic Dockyard Museum (FDC): FI Museum & National Trust;

Designer: Bee Design;

Printer: Cartor Security Printing;

Perforation: 13 ¼ x 13 ½ per 2cms;

The National Archives: Tansy Bishop;

Stamps & other images: Stefan Heijtz.

Process: Lithography;

Stamp size: 42 x 28; Sheet layout: 10;

Production Coordination: Creative Direction (Worldwide) Ltd..

www.pobjoystamps.com



The Falkland Islands - The Paintings of Mike Peake (1939 - 15th September 2005) - Part 1 - Birds

1st October 2020



Arthur Peake was born in Pontefract, Yorkshire. Carrying a suitcase in one hand and a guitar in the other he sailed from Britain to the Falklands in 1959, at the age of twenty, to work as an electronics technician at the Radio Space Research Station (RSRS). On the trip down to the Islands, a few of the passengers would gather in the bar each evening. The group had two people named Arthur, and Harry Rowlands decided there could not be two Arthurs. Turning to Arthur Peake he said, 'You will have to be Mike.' The name stuck for the rest of his life with Mike even naming his son Michael. He was also the father of Bernadette and Alison and a proud grandfather to Isaac, Cody and Louie.

It wasn't long after Mike arrived in the Islands that his musical talents were being appreciated by radio listeners. He later formed a small folk group called 'The Satellites' who recorded a series of programmes with their songs becoming popular among the locals. Mike also enjoyed football, darts and gave many memorable performances in the Amateur Dramatic Society productions.

From working at the RSRS, Mike then began to work at the European Space Research operation centre (ESRO) at the west end of Stanley. Mike worked there from 1967 to 1973, ending up as the Station Manager. In 1973, Mike began work as a Technician at the Post and Telecommunications Department of Government. He was given the task of installing the new AEL transceivers that replaced the old R/T sets and was proud to say that he had visited virtually every Falklands settlement while on this mission.

Because of Mike's computer knowledge, when the Computer Section was established in 1986, he was appointed as the first Computer Coordinator. He continued to supervise upgrades and enhancements until his retirement in September 1999.

Mike was passionate about the Islands and within days of arriving he vowed to never live anywhere else. He had an exceptional artistic talent to match this passion. Painting with oils and varnish, Mike was sometimes able to produce breath-taking landscapes in just 30 minutes when something of interest caught his eye.

Following his retirement, Mike made many visits to Sea Lion and Carcass Island, capturing their mood and ruggedness in his paintings. Many of Mike's paintings can still be found in the islands today whilst others have made their way around the world. Previously Mike designed the UPU Membership Centenary (1979) and the Bridges of the Falkland Islands (2000) stamp issues.

We acknowledge with thanks the help and assistance of Mensun Bound and Chris Andrews.

Black-necked Swan 32p, Black-crowned Night Heron 49p, Upland Goose 78p,

Belcher's Gull £1.04, Variable Hawk £1.26, Upland Goose £1.35

Technical Details:-

Paintings: Mike Peake:

Photography: Chris Andrews Publications Ltd;

Printer: Cartor Security Printing;

Process. Lithography.

Perforation: 13 x 13 ¼ per 2 cm;

Stamp size: 30.6 x 38 mm;

Sheet layout: 10;

Production Co-ordination Creative Direction (Worldwide) Ltd

www.pobjoystamps.com

New Issue: Falkland Islands Mine Clearance Programme - 14th November 2020

At the end of hostilities in 1982 British Forces made considerable efforts to locate and clear mines and booby traps. Unfortunately, the efforts were very costly. Three soldiers suffered serious injury within the first three weeks of clearance and two others were injured in 1983. Following this, the UK government decided to stop clearance and fence off all suspect areas until such time as technology and processes had evolved that would reduce risk. 151 areas were identified as hazardous, which initial work then reduced to 122. Argentina estimated that several thousand anti-personnel mines (AP) and anti-vehicle (AV) mines had been laid. From 1982 to 2009 some mines were destroyed in minefields by the UK military's Joint Service Explosive Ordnance Disposal Detachment using remote controlled equipment.

Mine clearance was completed in October 2020. The clearance teams, with their Zimbabwean de-miners, have destroyed over 10,000 AP mines and 1,700 AV mines along with 22 cluster bomb sub-munitions and over 370 booby traps and assorted items of unexploded ordnance (excluding small arms ammunition). This has resulted in the release of over 23,000,000 m² (2,338 hectares) of safe ground back to the community that had been prohibited from using many beaches and areas close to the capital, Stanley, and the main populated settlements.

In 1997 the United Kingdom, alongside 121 other nations, signed the Anti-Personnel Mine Ban Convention, also known as the Ottawa Convention, which prohibits the use, stockpiling, production and transfer of anti-personnel mines and commits signatories to removing such mines from territories over which they have jurisdiction or control. To that end the United Kingdom restarted clearance work in 2009 selecting SafeLane Global Ltd (previously known as BACTEC Ltd) to carry out the clearance work and Fenix Insight Ltd to provide the De-mining Programme Office, responsible for monitoring the progress, quality, safety and environmental aspects of the work.

How do they do it?

The mines were laid in standard patterns using mine laying 'strings' to create irregularly spaced positions of 8 mines as a row. In most minefields three strings/rows were laid parallel to each other forming a 'panel'; multiple panels form the minefield. The documents handed over in 1982 by Argentine troops record the detail within each minefield and have proved to be credible records of the layout of panels. Unfortunately, only about 70% of the minefields had such records. Using the records and any other information available a plan specific to that area was developed. Clearance 'lanes' were then cut into the minefield from the outer fence.

The de-miners used a number of techniques depending upon the type of mine, the terrain and the expected layout of the minefield. The most effective and efficient clearance method in the Falkland Islands was for the mines to be dug out by a combination of machines preparing the ground and human de-miners following up, finding and excavating the mines. Most of the mines are described as minimum metal mines and can only be located at a few centimetres' depth by the most sophisticated detectors available. To achieve the minimum required clearance depth of 20 cm a combination of metal detection and manual excavation methods were used.

Once rows were encountered, the mine patterns could be worked out and the mines found and destroyed. Where there was no record, a technical survey technique was used to find the panels. Clearing land mines is a slow and demanding process in normal circumstances, but in the Falkland Islands additional factors made the task even harder: the weather is often challenging with high winds, heavy rain, sleet and snow which, combined with thick, fibrous peat and heavy vegetation, make for waterlogged ground that can be extremely difficult to cut through. Mines near beaches represented a particular challenge with blown sand being deposited as sand dunes: in Yorke Bay some mines were recovered over 15 m below the surface.

32p Recovered Mines: A stockpile of mines retrieved from deep under the blown sand of Yorke Bay. Mines recovered must be disposed of by either incineration or demolition. Mines that cannot be defused or are considered too dangerous to transport are grouped together and destroyed in controlled explosions.

49p Manual De-mining: Most of the mines were dug out by hand. This image from 2009 shows a de-miner in the first minefield to be worked on at Surf Bay. Coloured pickets and string are used to mark the boundary between safe and hazardous areas. The orange protective body armour and ballistic visor are the de-miner's last lines of defence should an unexpected detonation occur while working.

£1.10 Penguin Watchers: Some minefields were either occupied or traversed by penguins. As part of technical risk assessments, it was confirmed that no local penguin was heavy enough to initiate a mine. A comprehensive environmental assessment identified appropriate periods when de-mining would have the least impact on wildlife. Special care was taken to ensure that no penguins were harmed during any mine clearance.

£1.96 Mechanical De-mining: The minefields laid in the area known as Yorke Bay were covered by very thick layers of blown sand. Overlying sand dunes were up to 15 m deep and had to be removed in order to allow access to the mines. The recovery of mines in this instance required the careful use of machinery to sift the sand using a system through which a mine cannot pass without being detected and recovered.

Text: Guy Marot, De-mining Programme Office 2009-2020.



Many Falkland Islanders have grown up without being able to access many areas of farmland, beaches and coastal areas due to the presence of dangerous minefields. Below is a selection of quotes from those that can now celebrate having these areas reopened.

Sue Luxton: "Walking on Yorke Bay again used to be an impossible dream. Doing it after the De-mining Programme finally liberated the dunes from Argentine land mines was a moment I'll remember forever."

Rosie King: "Awe inspiring. An underfoot experience I'd dreamed of and hugely grateful that it was realised in my lifetime."

Nicky Jonson: "Every minefield cleared is another opportunity for exploring and enjoying our freedom."

Technical Details:-

Photography:

32p John Hare, SafeLane Global Ltd, 2015-2020; All other images Guy Marot, De-mining Programme Office 2009 - 2020;

Designer: Bee Design;

Printer: Cartor Security;

Printing Process: Lithography;

Perforation: 13 ¼ x 13 ½ per 2 cm;

Stamp size: 42 x 28 mm;

Sheet layout: 10

Production Coordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com

New Issue: The Falkland Islands - Christmas 2020 - 20th November 2020



The Falkland Islands is a British Overseas Territory lying over 8,000 miles away from the UK in the South Atlantic. It has a population of a little over 3,400 people on a number of islands comprising about 4,700 square miles. This means that the returning students studying in the UK have an eighteen-hour flight to anticipate the excitement of spending Christmas at home with their families and friends. Christmas in the Falklands is a celebration, a holiday, a time to gather family together as it is around the world. Being in the Southern Hemisphere means that at Christmas time it is daylight until 10pm so young children would be loaded into the family car in their pyjamas just before bedtime to drive around Stanley, the main area of population in the islands, to see houses around the town lit with colourful Christmas lights and decorations.

In recent years there has been a new tradition of a Christmas Tree Festival and Christmas Challenge Concert which is supported by many local community groups who sponsor and decorate a tree to raise money for charity in the blacked-out Parish Hall. The same groups are challenged to sing a Christmas song in the challenge concert in the Town Hall with hilarious results such as the fire service in full breathing apparatus singing 'Frosty the Snowman'.

A community Christmas Tree is erected on Whalebone Arch Green, next to Christ Church Cathedral on the waterfront and on Christmas Eve the community come together to sing carols under the Whalebone Arch. The following morning a Christmas Day service is held in Christ Church Cathedral which is the southernmost cathedral in the world.

Christmas is a time for feasting and celebration, with the main Christmas meal of local Falkland Islanders lamb rather than turkey. Many families also celebrate with barbeques gathering together with their extended family and friends. This is especially true in Camp, the areas outside the main populace of Stanley, where a third of the population live in quite often isolated settlements and farms and the holiday is an opportunity for them to gather together.

On Boxing Day, a sporting tradition which goes back over a hundred years is the Boxing Day Races held on the Stanley Racecourse, the highlight of which is the hotly contested Governor's Cup.

Many visitors would usually visit the islands over the summer months on cruise ships or on extended holidays to see the amazing scenery and wildlife of penguins, seals, orcas, dolphins and endemic bird species and often cruise ships arrive over Christmas week.

This year COVID will dramatically reduce the number of visitors to the islands leaving those who normally are involved in the tourist industry the happy prospect of visiting the wildlife and outer islands to enjoy the beautiful country they call home.

Text by Nancy Locke

With many thanks to all of the children for their wonderful drawings showing different aspects of our Falkland Islands' Christmas. Many of the drawings worked especially well as stamp and First Day Cover designs, but only five designs could be chosen. This was not an easy task for the judges as all of the entries were so very special and imaginative.



Technical Details:-

Illustrations:

32p: Rylee Molkenbuhr, age 5; 78p: Tessa Blake, age 8; £1.04: Laura Blake, age 13; £1.26: Neve Stanworth, age 14;
FDC: Renata Valeria Borquez Leiva, age 9.

Designer: Bee Design;

Printer: Cartor Security Printing;

Process: Lithography;

Perforation: 13 x 13 ¼ per 2 cms;

Stamp size: 30.6 x 38mm;

Sheet layout: 10;

Production Coordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com

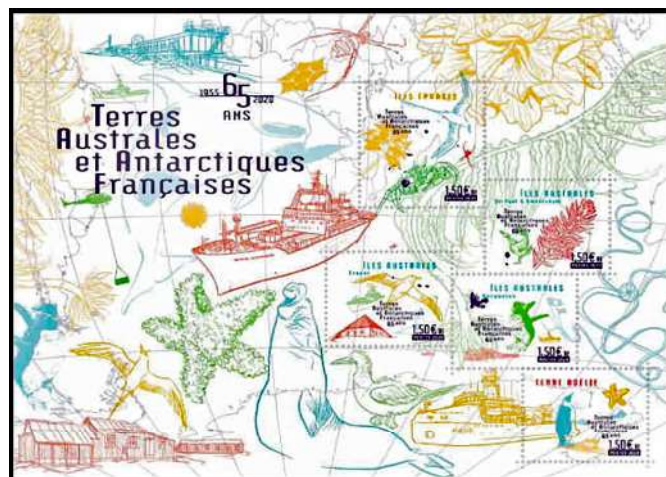
New Issue: French Southern and Antarctic Territories (TAAF)-30th October 2020

FSAT/TAAF issued five stamps to mark the 65th Anniversary of the creation of TAAF in 1955 as a French Overseas Territory. One stamp of face value €1.05 was issued for each of the five areas that make up FSAT/TAAF. €1.05 is the surface rate for a postcard or letter up to 20gm within the French Territories including France. It is not valid for postage from FSAT/TAAF to overseas territories outside the French Group (see *Polar Post*, September 2020, Page 80).



There is also a Souvenir Sheet illustrating all five stamps and a special first day postmark for Terre Adélie.

The stamps went on sale by "www.laposte.fr" on 30th October 2020. The first day postmark bears the date 1st November which was a Sunday.



The illustrations of the postmark and Souvenir Sheet are taken from the Internet Site of Club de Philatélie Polaire de France:

<http://philatelie.polaire.free.fr/>

The illustrations of the individual stamps are taken from:

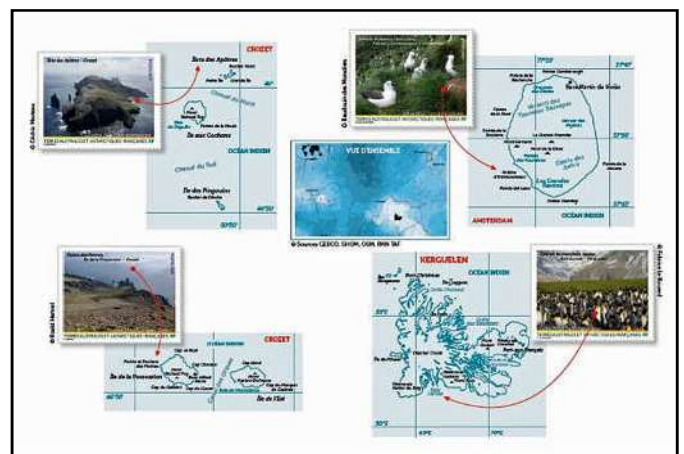
<https://www.laposte.fr/produits-philateliques/timbres-hors-metropole/timbres-taaf/c/232>

New Issue: French Southern and Antarctic Territories (FSAT/TAAF) - (4th November 2020 ??) Carnet de Voyage: The French Southern Lands and Seas - UNESCO World Heritage

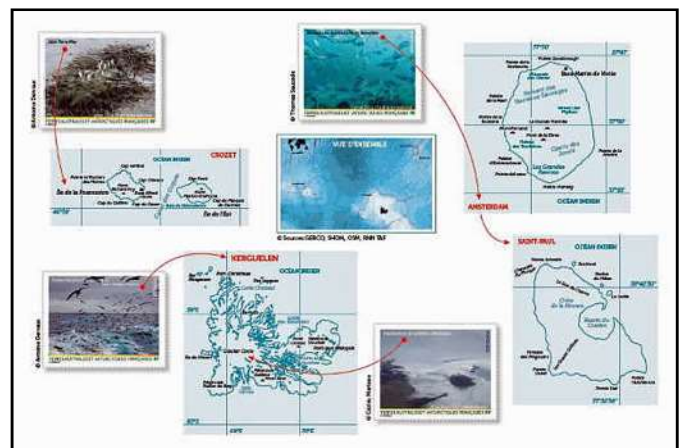
The booklet contains 12 permanently valid stamps at the 20gm, International Letter Rate printed in 3 panes of four stamps. For each of these panes there is a pane indicating where the images shown on the stamps were taken. Apparently there are 11 further pages of text. The images suffer from JPEG distortion but are the best available I can find on the Internet. Your editor no longer collects FSAT/TAAF stamps.



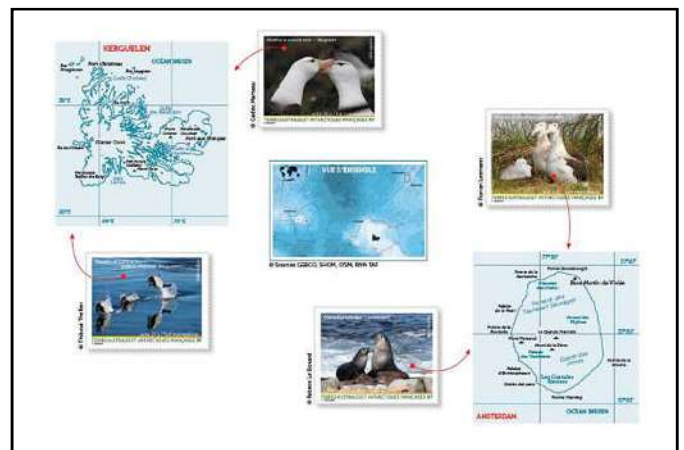
The Front and Rear Cover of the Booklet



The First Pane of Stamps with the Page illustrating the Locations at which the Images were taken.



The Second Pane of Stamps with the Page illustrating the Locations at which the Images were taken.



The Third Pane of Stamps with the Page illustrating the Locations at which the Images were taken.

The illustrations of the booklet pages are taken from the Internet Site of Club de Philatélie Polaire de France:

<http://philatelie.polaire.free.fr/>

The stamps of the French Southern and Antarctic Territories (FSAT/TAAF) can be purchased online at:

<https://www.laposte.fr/produits-philateliques/timbres-hors-metropole/timbres-taaf/c/232>

These websites are in French.

New Issue: French Southern and Antarctic Territories (FSAT/TAAF) - 5th November 2020

Paul Émile Victor 28th June 1937 - 7th March 1995

From Wikipedia:

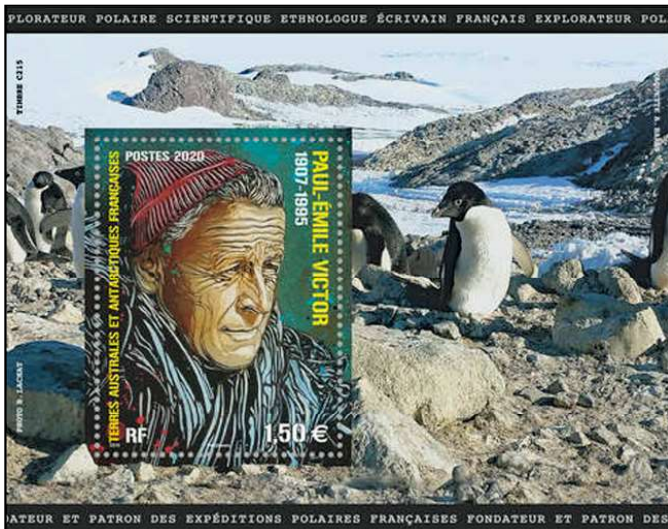
https://en.wikipedia.org/wiki/Paul-Émile_Victor

Paul-Émile Victor was a French ethnologist and explorer.

Victor was born in Geneva, Switzerland to French Jewish parents of Bohemian and Polish descent. He graduated from École Centrale de Lyon in 1928. In 1934, he participated in an expedition traversing Greenland. During World War II, he engaged himself in the US Air Forces. After the War, he initiated the Expéditions polaires françaises to organize French polar expeditions. He died in 1995 on Bora Bora, French Polynesia, to which he had retired in 1977.

Mount Victor, in the Belgica Mountains of Antarctica, is named for him.

The original size of the souvenir sheet is 110 x 70 mm.



New Issues: French Southern and Antarctic Territories (FSAT/TAAF) - January 2021

Our French sister society Cercle d'études postales polaires (CEPP) has posted details of the January 2021 issues on their website. The images are limited in definition, particularly those of the souvenir sheets.

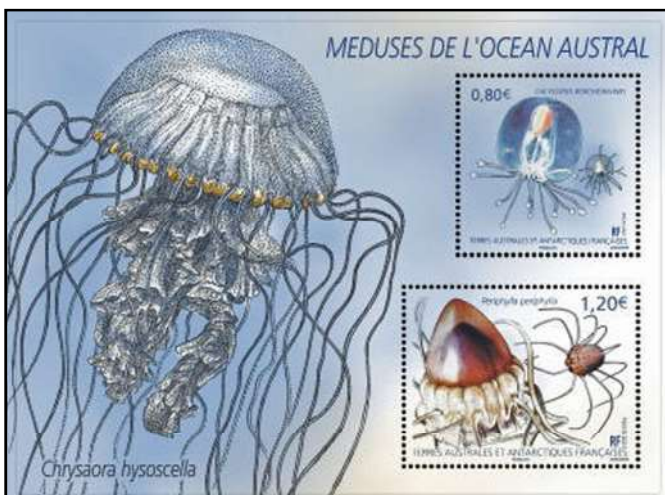
The technical details of all 15 issues are available at: <http://philatelie.polaire.free.fr/spip.php?article1257>



Cormorants (Kerguelen and Crozet)



Îlots des Apôtres (Crozet) [Apostle Rocks]



Jellyfish of the Southern Ocean



Basler BT-67 at Concordia



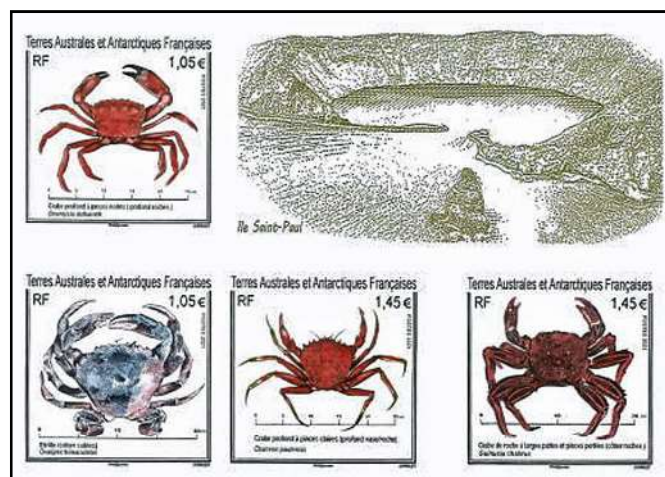
Flowers of Kerguelen



Coral Reefs (Les Glorieuses îles Éparses)



Sea Lions of Amsterdam Island



Crabs and “étrilles” [velvet crabs] (Saint-Paul)



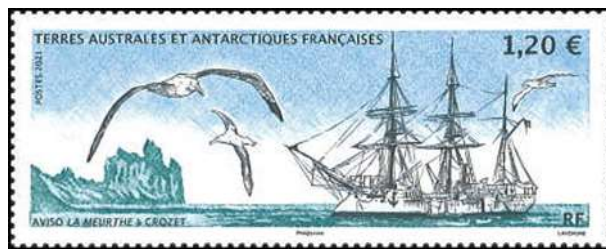
Chalcedony Mineral
(Kerguelen)



André Lebeau
1932 - 2013
Geophysicist



Cabins at Point Basse (Crozet)



Ship *La Meurthe* (Aviso* / Transporter) at Crozet



Relay Station 26 (Kerguelen)



Marion Dufresne
In a bottle



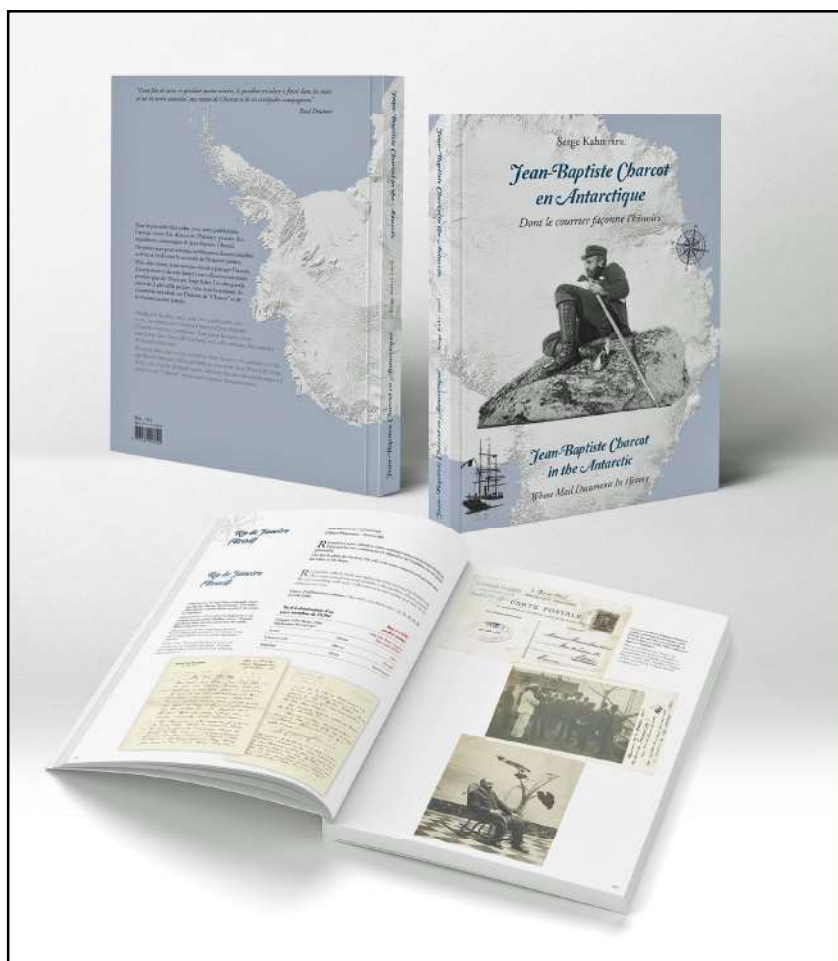
Captain Pierre-François Péron
1769 - 1846
(At Saint-Paul Island)

* **Aviso:** An aviso was originally a kind of dispatch boat or “advice boat”, carrying orders before the development of effective remote communication.

All individual stamps are shown true size.

All souvenir Sheets are reduced in size. For the true size please refer to:

<http://philatelie.polaire.free.fr/spip.php?article1257>



Jean-Baptiste Charcot in the Antarctic

Whose Mail Documents Its History

Preface by Hal Vogel

Serge Kahn presents the first postal history of the two Antarctic expeditions led by J.-B. Charcot between 1903 and 1910.

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For other methods of payment, please contact the author at the email address above.

New Issues: Tristan da Cunha - Vagrant Species Part 2 - 9th November 2020



Tristan da Cunha lies in the middle of the South Atlantic Ocean, east of the mid-Atlantic ridge, 2800 km from the continental shores of South Africa, and 3360 km from South America. It is the most remote island in the world with a resident human population, with St. Helena, the nearest island some 2,400 km away. Vagrants might seem to be a curiosity, but all of the native animals on Tristan arose from individuals that wandered far from their usual haunts.

45p- Leatherback Turtle (*Dermochelys coriacea*) sometimes called the lute turtle or leathery turtle. They are the largest sea turtle species and also one of the most migratory, crossing both the Atlantic and Pacific Oceans. It can easily be differentiated from other modern sea turtles by its lack of a bony shell, hence the name. Instead, its carapace is covered by skin and oily flesh. Numbers of Leatherback Turtles have seriously declined during the last century due to intense egg collection and fisheries bycatch. Globally, the Leatherback Turtle is listed as Vulnerable by the IUCN.

In 2017 a Leatherback Turtle tagged by University of Exeter scientists in Brazil swam thousands of miles into waters off the Tristan da Cunha Islands. The female leatherback turtle, nicknamed Fubica, explored the seas off Tristan Da Cunha. Fubica, one of four turtles tagged on a Brazilian beach during the breeding season in November 2017, was the only one whose tag was still transmitting, more than six months later. The turtles were tagged as part of a study run by Exeter and Brazilian non-profit organisation TAMAR-ICMBio, with funding from Funbio (the Brazilian Fund for Biodiversity).

60p- Purple Gallinule (*Porphyrio martinica*) occurs throughout the tropics in the Americas. It is a fairly large, slender rail that is fairly closely related to the moorhens that managed to colonise Tristan and Gough. The adults are strikingly coloured, but many of the birds reaching Tristan are much duller juveniles, which are perhaps more likely to get blown off course as they migrate north in autumn from their breeding areas in Uruguay and northern Argentina. They are birds of wetlands and swamps, and their long toes help them walk onto floating vegetation, by distributing their weight. Their diet is varied as they feed on a wide variety of vegetable and animal matter.

Sightings of this bird were quite frequent on Tristan in the second half of the 20th century, with up to 47 in one year, but they have become less common in recent years. Almost all records are from around the settlement Edinburgh of the Seven Seas, where they take shelter in island gardens and surrounding flax. The local name for this bird is 'Guttersnake' presumably for its shiny greeny-blue colour and by the way it swiftly moves through the grass.

£1.00- Black Witch Moth (*Ascalapha odorata*) is a large bat-shaped, dark-coloured nocturnal moth, ranging from Brazil to the southern United States. It is the largest noctuid in the continental United States. In the folklore of many Central American cultures, it is associated with death or misfortune. Female moths can attain a wingspan of 17 cm. Their wings are mottled brown with hints of iridescent purple and pink, and, in females, crossed by a white bar.

The Black Witch Moth was also depicted on a 15p stamp in the 1990s stamp issue Moths. In 2018 there was a sighting of the moth during a big storm on the RRS Discovery. It was trying to land on the ship whilst anchored off Inaccessible!

£2.00- King Penguin (*Aptenodytes patagonicus*) is the second largest species of penguin, smaller, but somewhat similar in appearance to the Emperor Penguin. King Penguins breed on sub-Antarctic islands between 45 and 55°S, with a large population on South Georgia. The total population is estimated to be 2.23 million pairs and is increasing. Like its larger cousin, they lay a single egg which they incubate balanced on their feet, and males are able to store food in their stomachs for more than a month, ready to feed the chick when it hatches.

They are prodigious swimmers and divers, regularly diving up to 300m deep and commuting hundreds of kilometres from their colonies to find food for their chick. After breeding, adults disperse vast distances, sometimes venturing well outside their normal range. There was a sighting of a King Penguin on Tristan's beach over a decade ago, but they are somewhat more common as vagrants on Gough Island, which being farther south is closer to their normal haunts.

FDC- Kelp Gull (*Larus dominicanus*) is the common 'black-backed' gull in the Southern Hemisphere, occurring in South America, southern Africa, Madagascar, Australia, New Zealand, most sub-Antarctic islands, and locally in the maritime Antarctic. Tristan is one of the few islands lacking the species. Like most large gulls, they are supreme generalists that eat a wide range of prey, including scavenging from carcasses.

Kelp Gulls, probably from South America, are one of the most regular vagrants to the Tristan archipelago. There are no confirmed breeding records from the islands, but in 1922, George Wilkins recorded an adult Kelp Gull with juvenile birds on Nightingale Island. When asked, the islanders did not think that they bred, but some of the young birds were thought to have been too young to migrate all the way to the island. A young Kelp Gull, was seen and photographed this year on 25th August, on the beach to the west of Calshot Harbour.

Technical details:

Designer: Andrew Robinson;

Printer: Cartor Security Printing;

Process: Stochastic Lithography;

Perforation: 13 ¼ x 13 per 2cms;

Stamp size: 30.6 x 38mm;

Sheet Layout: 10;

Production Coordination: Creative Direction (Worldwide) Ltd.

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Greenland Collector, Volume 25, N°4, November 2020



Christmas 2020



Ghost Stories in Greenland, Part 1



Christmas 2020 Self-Adhesive Stamp Booklet



Greenlandic Feature Films, Part 1



Husky Pups Franking Labels

Full details of all issues are available in Greenland Collector, November 2020:

<https://hesehus.ipapercms.dk/Nordfrim/post-greenland/gc4-20engelsk/>

New Issue: South Georgia and South Sandwich Islands - Royal Navy Ships - 8th December 2020

As a British Overseas Territory, South Georgia & the South Sandwich Islands has a close relationship with the Royal Navy. On hand to provide reassurance, protect British sovereignty and support efforts to protect the environment, Royal Navy ships are always a welcome sight.

The Royal Navy's presence in the South Atlantic region typically is composed of a patrol vessel and a frigate which is supported by tankers from the Royal Fleet Auxiliary. The patrol vessels are based in the Falkland Islands and visit South Georgia on regular taskings. The officers and crew of these vessels become friends and colleagues for those who live in the Territory. When the moment came to bid farewell to the resident vessel *HMS Clyde* and welcome its replacement *HMS Forth* it was both a sombre and celebratory time.

HMS Clyde 80p, £1.05



Launched in 2006, *HMS Clyde* is a River Class patrol vessel built by VT Shipbuilding in Portsmouth. After undergoing rigorous sea trials and safety training it was commissioned into active service and was deployed to the South Atlantic to relieve *HMS Dumbarton Castle* which was based in the Falkland Islands.

At 81.5 m in length and with a beam of 13.5 m, the vessel had a top speed of 21 knots and is capable of staying at sea for 21 days without the need for resupply. The vessel is powered by two Ruston 12RK 270 engines and is equipped with a Pacific 22 RIB and a Rigid Raider which are invaluable in difficult beach landings such as those needed to support personnel on the rugged South Georgia beaches. Although aircraft were not carried as standard, a flight-deck is available and has been invaluable in assisting repatriation of med-evac cases from South Georgia.

After a distinguished career as one of the Royal Navy's great work horses, *HMS Clyde* returned to Portsmouth Naval base in December 2019 and shortly after was decommissioned from service.

HMS Forth 70p, £1.25



Launched in 2016, *HMS Forth* is a Batch 2 River class offshore patrol vessel built by BAE Systems Govan shipyard in Glasgow. The vessel is 90.4 m in length and has a beam of 13.5 m and offers cutting edge technology and efficiency. With a maximum speed of 24 knots and the ability to stay at sea for 35 days without re-supply *HMS Forth* is well suited to explore and protect the remote and isolated islands of the South Atlantic.

Although the commissioning process was not straightforward, *HMS Forth* arrived in the Falkland Islands in January 2020 and crossed the 850 miles of waters to make her debut patrol to South Georgia in April the same year. *HMS Forth* has capacity to carry up to 110 personnel and is ideally suited to carry the range of personnel needed to support the Royal Navy and the Government of South Georgia & the South Sandwich Islands in its shared objectives.

Technical Details

Design: Andrew Robinson;

Printer: Cartor;

Process: Stochastic lithography;

Perforation: 13 ¼ x 13 ½ per 2cms;

Stamp size: 42 x 28mm;

Sheet layout: 10;

Ships badges (FDC): Trade Marks of the Secretary of State for Defence are used under licence.

Production Coordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com



SAS Simon van Der Stel

RFA Ennerdale

The Sword of Peace is a prestigious award conveying a very positive message. It was established by the British sword maker Wilkinson Sword in 1966 with the company presenting ceremonial swords to units of the Royal Navy (including the Royal Fleet Auxiliary), British Army, and Royal Air Force that had made the most outstanding contributions to good and friendly relations with communities at home or overseas. After Wilkinson stopped the production of swords in 2005, Firmin & Sons began sponsoring the award.

As part of the Naval Service, Royal Fleet Auxiliaries have received a number of these awards and Tristan is proud to be associated with the very first Royal Fleet Auxiliary to receive this award.

In 1969, *RFA Ennerdale*, a Dale-class mobile reserve tanker launched in 1962, was diverted from her normal tasking to refuel the South African destroyer *SAS Simon van Der Stel* which was en route to Gough Island, in the South Atlantic, to search for two missing South African meteorologists from the weather station there who had gone on a hike hours before the island was hit by a violent and unexpected storm. The *SAS Simon van Der Stel's* journey took almost two weeks as she endured high seas and foul winds.

Once the South African ship had reached Gough Island, *RFA Ennerdale* steamed to Tristan da Cunha to collect a 12-man volunteer search party to assist in the search. Although the South African Navy had had many men ashore, searching Gough's unforgiving terrain, before the return of the *Ennerdale*, they had not managed to locate the missing men. The Tristanians moved off in a different direction from that taken by the original search party and quickly located the bodies of the two meteorologists by noon of the same day. They had died of exposure several days before. The island volunteers sailed to Cape Town with the *SAS Simon van Der Stel*, returning to Tristan on the *MV R.S.A.* She sailed on to Gough Island collecting the two bodies to take back to Cape Town thus ending a tragic operation.

£2.50 The Sword of Peace was presented to *RFA Ennerdale* in 1970, shortly before the ship was lost on an uncharted reef in the Seychelles.

£1.50 At the time, the *SAS Simon Van Der Stel* was the only helicopter equipped vessel in the South African Navy. Prior to its sale to South Africa along with its Wessex Helicopter, the *Simon Van Der Stel* saw active service in the Royal Navy as *HMS Whelp*.

As a new Fleet Destroyer, *HMS Whelp* sailed to the Indian ocean to join the British Pacific Fleet in 1944 with her newly appointed First Lieutenant Philip Mountbatten (now Lord High Admiral of the United Kingdom Prince Philip, Duke of Edinburgh). She was to be the last warship that he served on and was present at the Japanese surrender of Hong Kong (arriving with Admiral Fraser on board) and at Tokyo for the formal Japanese surrender.

The First Day Cover shows the meteorological base on Gough Island together with a special 1969 commemorative cover signed by all 12 members of the Tristan Volunteer Search Team.

Technical Details

Designer: Andrew Robinson;

Printer: Cartor Security Printing;

Process: lithography;

Perforation: 13 ¼ x 13 ½ per 2cms;

Stamp size: 42 x 28mm;

Sheet layout: 10;

Production Co-ordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com

New Issue: Tristan da Cunha - Modern Mail Ships Definitive Issue - 14th December 2020



Tristan da Cunha is the most remote inhabited island in the world lying some 2,430km from St. Helena and over 2,800km from Africa. The island was discovered in 1506 by the Portuguese navigator Tristão da Cunha. In 1816 a British garrison was established, and when it was disbanded a year later, Corporal William Glass chose to stay on the island. He can be regarded as the founder of the present community.

Mail from and to the island became very important as it was their only opportunity to communicate with the outside world. Quite often, this could take years, as they were dependent on passing ships, like whalers, to carry the mail. Eventually, after numerous requests, British war ships would call annually but even this waned. Since the fishing concession started around 1950, fishing vessels now call regularly and usually carry mail to and from Tristan, from Cape Town.

This definitive stamp issue, following on from the 2015 Early Mailships Definitive, depicts ships that called at the island between 1957 and 2020. Of course, most of the ships calling at Tristan would carry mail or produce special covers, and as such not all of the ships from this period are included.

1p - RRS John Biscoe (2) (1957)

The second of two ships bearing this name, it was built by Fleming and Ferguson Ltd, Paisley, for the Falkland Island Dependencies Survey (FIDS) and launched in 1956. On her maiden voyage, passengers included HRH Prince Philip, the Duke of Edinburgh, visiting some of the FIDS research stations during the 1956/57 season. Initially the *RRS John Biscoe (2)* operated as a cargo vessel to resupply FIDS (later BAS) research stations. Increasingly she supported hydrographic and marine biology surveys, and geological landings. Following a major refit in 1979, her role became that of a platform for marine science, particularly the Offshore Biology Programme.

She called at Tristan on 13th May for a few hours, and again on 11th November 1957, with 4 bags of mail, passengers Miss Rhoda Downer, a schoolteacher and Mr Dennis Simpson (Agricultural Officer), Mrs Simpson and their three boys. The *John Biscoe* lost her motorboat and her barge was washed up on the beach. Some crew was stranded on the island until the storm blew itself out and the islanders were able to use their craft. Miss Downer's luggage had to be repacked so they could get it ashore. *RRS John Biscoe* brought a lot of cargo for the island including a new X-ray machine presented by the Government for the island hospital.

2p - SS Brasil (1960-1965)

An American cruise liner owned and operated by Moore-McCormack Lines. She first visited on 13th April 1960. Some of the island's two dozen Roman Catholics were able to receive the ministries of a priest of their Church who was a passenger on-board. On her, second visit on 21st February 1964 heavy seas prevented landings. However, the day before the island mail was taken on-board *MV Tristania*. This was then transferred to *SS Brasil* and mail from her was handed over to Captain Scott of *MV Tristania* for posting ashore when weather improved. Her last visit was on 13th February 1965. The beach was rough and only one boat made it to the ship for bartering.

5p – MFV Gillian Gaggins (1965-1973)

This 1180-ton crayfish-processing vessel was built by Barship in Bayhead (Durban) shipyards in 1965, especially for the South Atlantic Development Cooperation, for rock lobster fishing in Tristan waters. This floating factory and refrigerator vessel replaced the *Francis Repetto*, which worked alongside the *MV Tristania*. Her maiden voyage was made in November 1965. After off-loading cargo and mail, she took on dinghies for the fishing crew to catch crayfish. By 1970 the dinghies were replaced with a long-line-traps method used by *MV Tristania* and two small catchers. *MFV Gillian Gaggins* was altered to a full-time processing, packing and freezing ship to act as a mother ship for the catcher vessels. By 1973, the method of fishing had changed and she was considered outdated and replaced by *MV Tristania II* which then became the number-one ship.

10p - MV RSA (1963-1977)

The 1573-tonne *R.S.A.* was South Africa's first Antarctic supply vessel. She was built in Osaka, Japan, and launched in September 1961. Its first visit was on 15th April 1963 bound for Gough Island with meteorology staff. The first ship to call after the Settlement Survey Period bringing mail for 66 islanders and officials. The courageous collection, by dinghy, of mail and gifts in rough weather was illustrated in the National Geographic Magazine (January 1964).

In the next 16 years the *R.S.A.* (nick-named by some "Rolling Slowly Along") made visits every year to South Africa's meteorological stations on Gough and Marion and in Antarctica to relieve teams or on special voyages for medical or other emergencies. Her last visit to Gough and Tristan was in Oct 1977 and in 1978, the *S.A. Agulhas* replaced her.

25p - RMS Queen Elizabeth 2 (1979)

Commissioned in December 1968 the *QE2* was built in Clydebank by the Upper Clyde Shipbuilders who had also built the *Queen Mary* and *Queen Elizabeth*. The *QE2* visit 8th February 1979 was one that was well remembered by islanders, ship's crew and passengers alike. The ships tenders went ashore and collected all who wanted to come aboard for a visit and afternoon tea. A special party was held for the schoolchildren and afterwards everyone was taken on a tour of the ship. During her visit, two radio officers went ashore to fix the island's short-wave radio transmitter that was broken and would have had to be sent to Cape Town for repair. During her 1985 World Cruise she passed by Tristan for a short non-landing call.

35p - SS Rotterdam (1960-1980)

Built by Rotterdam (Holland) for Holland America Line she became the Holland's largest cruise liner. In 1958, the *SS Rotterdam* was launched and named by HM Queen Juliana of the Netherlands. She made several calls to Tristan over the years. Capt. A.H.Lagaay wrote, after its morning call off Tristan in 1975, "If and when the Island of Tristan da Cunha is passed in daylight on our annual world cruises the wireless operator on Tristan is always notified that the ship will close in at a set time and asked if any mail can be picked up or services can be rendered". On one call, she only stayed 2 hours and the post office went on board to sell philatelic material.

45p - HMS Endurance (I) (1983)

Built by Kröger-Werft of Germany in 1956 as *Anita Dan*. The UK government bought her in 1967 and had her converted and commissioned into the Royal Navy as *HMS Endurance*. As a British Navy Ice Patrol vessel, she supported the UK in Antarctica waters and assisted BAS scientific research programmes.

Bound for Falkland Island on 10th February 1983 she called at Inaccessible Island to take off the Denstone Expedition party. The ship's two small Wasp helicopters collected all the equipment, baggage and official mail transporting it all to *HMS Endurance*. She then transferred the Denstone group to Tristan. Also on board was the Governor of St Helena, John Massingham, who was greeted by the community, attended official functions and a lively dance in the evening before departing the next day.

60p - Tristania II (1973-1996)

The Faroe fishing vessel *Skugvur* built in 1964 was renamed *Tristania II*. This 160-foot steel vessel powered by a Burmester and Wain 1000hp engine became a new addition to the Tristan Investments Limited fishing fleet, replacing the smaller *Tristania*. She was converted in Cape Town for fishing using long-lines with traps. She also carried two powerboats that also set traps. She first arrived at Gough on 27th June and then Tristan on 5th July 1973. The *Tristania II* fished at Tristan islands up until 1996. She carried passengers, mail and a small amount of cargo to and from Tristan until the *Kelso* replaced her in 1997.

£1 - *MV Hekla* (1984-1996)

The *Hekla*, a 68m steel ship converted from a cargo vessel, for longline fishing, processing and packing for export replaced the *Hilary* in 1984. On her first trip to Tristan she encountered mechanical problems and took 10 days to complete the journey. Her last voyage as *Hekla* was on 12th December 1996. This vessel not only served as a factory-fishing vessel but also provided Tristan's main link to the outside world carrying cargo, mail and a maximum of 12 passengers each trip.

A new concession was granted in 1997 and she was re-named *MV Edinburgh*. The *MV Edinburgh* continues to call at Tristan each year and remains a vital lifeline for islanders.

£1.50 - *RMS St Helena* (2) (1992-2018)

Built by Hall, Russell & Company in Aberdeen the *RMS* (as it was locally known) entered service in 1990. A cargo liner (carrying cargo and passengers) she served the island of Saint Helena sailing between Cape Town and Saint Helena with regular shuttles continuing to Ascension Island. She visited Portland, Dorset twice a year until 14th October 2011, when she set sail on her final voyage from the English port. Her first visit to Tristan was in 1992 as she was due to call in 1991 but had to cancel due to engine trouble. Over the years, she called at Tristan on several occasions and was always welcomed by the islanders. Her last call was on 4th January 2018 from there, she sailed to St Helena departing on 10th February 2018 for her last trip to Cape Town.

At the time of her retirement from St Helena service, she was one of only four ships in the world still carrying the status of Royal Mail Ship.

£2 - *RRS James Clark Ross* (2013-2018)

In 1991, the *RRS James Clark Ross*, named after Admiral Sir James Clark Ross, R.N, became the first BAS vessel to be purpose-built as a science platform. She is primarily a marine research vessel for biological, oceanographic and geophysical cruises.

In 2013, the *James Clark Ross* spent two days at Gough and six days at Tristan, recording and sampling seabed life and completing midwater trawls. On 31st March 2018 she called again as part of the Blue Belt 3-year research programme focusing on the seamounts within the Tristan EEZ.

£3 - *MFV Geo Ssearcher* (2017-2020)

Built in 1982 at 1863 gross tonnes, 69m in length and refurbished in 2005 & 2014, it served as a scientific research vessel. The *Geo Ssearcher* was purchased by Ovenstone Agencies in 2016 to replace the *MV Edinburgh* as the island's main fishing vessel. It was converted in Gdansk, Poland, to a factory freezer vessel with cargo and passenger capacity. In April 2017, she made her maiden voyage to Tristan and Gough Island. The *Geo Ssearcher* fished around the three outer islands of Inaccessible, Nightingale and Gough Island and catches were processed and frozen on-board. On each voyage, she carried mail, passengers and cargo.

On the morning of 15th October 2020, while fishing off the north-western coast of Gough Island the *Geo Ssearcher* foundered on a rock and sank. All 62 seamen on board, including two Tristanian Fisheries Observers, safely abandoned ship and made their way to the South African Meteorological Station at the south-eastern end of the island, where they were winched ashore.

The *SA Agulhas II* was dispatched from Cape Town to rescue the seamen from Gough. She called at Tristan on 22nd to drop off the two islanders before continuing to Cape Town, arriving on Monday 26th October.

£5 - *Bark Europa* (2005-2019)

The *Bark Europa*, operated by Hapag-Lloyd line, first called at Tristan on 3rd April 2005. She was en route from a cruise to South Georgia and due to the fine weather and sea conditions, passengers and crew were able to come ashore, explore the island and purchase stamps, handicrafts and souvenirs. The *Bark Europa* has continued to call at Tristan and its outer islands most years since then, and the islanders welcome its regular visits.

Technical details:

Designer: Andrew Robinson;

Printer: bpost;

Process: Lithography;

Perforation: 11 ½ per 2cms;

Stamp size: 27.66 x 40.2mm;

Sheet Layout: 10;

Production Coordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com



Adaptations of polar seabirds for survival in their extreme environment include dense plumage for insulation and a countercurrent heat exchange system to stop their feet freezing. All species in this stamp issue breed at very high latitudes, and three of them – the snow petrel, Antarctic petrel and south polar skua – are recorded visiting the Geographic South Pole. It is one thing for a seabird to thrive in Antarctica in the austral summer when there is abundant food in coastal waters and 24-hour daylight, but quite another to tolerate the intense cold and darkness of the austral winter. However, only some spend their nonbreeding season in much warmer climes.

The snow petrel, Antarctic petrel and southern fulmar are in the order Procellariiformes (tubenoses), which have evolved unique adaptations associated with an oceanic lifestyle involving foraging trips of 100s and sometimes 1000s of km from colonies during breeding. Adults produce stomach oil by partial digestion of prey, and so can transport enough energy to the chick despite long intervals between feeds. The oil also provides excellent defence when regurgitated, as most predators are avian and the oil causes matting of the feathers, reducing waterproofing and flight capability.

Dainty and with all-white plumage, the snow petrel is many people's favourite Antarctic seabird. It breeds colonially on Antarctic islands and sometimes – like the Antarctic petrel – 100s of kilometres inland on nunataks (exposed rocky peaks and ridges above the ice sheet). Where there is little precipitation, deposits of regurgitated stomach oil build up just outside the entrance to crevices, analysis of which can reveal occupation histories of these sites and patterns of glaciation stretching back tens of thousands of years.

68p The south polar skua breeds on islands close to the Antarctic continent and feeds at sea, mainly on Antarctic silverfish, or penguin colonies, but the latter only where there are no sympatric brown skuas (which are much larger and would dominate in disputes over prey). South polar skuas are exceptional long-distance migrants and have diverse strategies; birds tracked from the same colony in the South Shetland Islands included transequatorial migrants to various regions in the North Atlantic or North Pacific Oceans, and a small proportion wintered in the southern hemisphere.

78p The Antarctic shag, now usually considered a separate species within the blue-eyed shag species complex, is the only cormorant found at very high latitudes. It is a coastal species and non-migratory, but is often forced away from breeding colonies in the austral winter to roosting sites close to the ice edge in order to feed in open water (and in 24-hour darkness). Unlike most Antarctic seabirds, this species feeds predominantly on fish and not krill, and are by far the best diver of the flying seabirds, reaching a maximum depth of around 60 m.

£1.04 The Antarctic petrel is another species with a very high-latitude breeding distribution in coastal Antarctica. High densities found in ship-based surveys in the Weddell and Ross Seas suggest a world population that far exceeds that known from land-based surveys, i.e. huge colonies may remain undiscovered. Clues to their whereabouts can be provided by satellite remote-sensing used to detect the unique spectral signature of guano, allowing seabird colonies to be discriminated from background geology.

£1.26 The southern fulmar is closely related to the familiar northern fulmar of the North Atlantic and Pacific Oceans, and is just as widespread but at the opposite end of the globe. Its stiff-winged fluttering interspersed with long glides, and unique silhouette make it easy to identify at sea. Like most Antarctic seabirds, southern fulmars eat mainly krill and fish, and occasionally squid, which they obtain at the sea surface or within a few metres depth.

Text by Richard Phillips, UKRI BAS.

Technical Details

Designer: Andrew Robinson;

Printer: Cartor Security Printing;

Process: Stochastic lithography;

Perforation: 13 ¼ x 13 ½ per 2cms;

Stamp size: 42 x 28mm;

Sheet layout: 10;

Production Co-ordination: Creative Direction (Worldwide) Ltd.

www.pobjoystamps.com

New Issue: British Antarctic Territory - “Discovering Antarctica” Stamp Design Competition

Expected December 2020



2020 marks the 200th Anniversary of the discovery of the Antarctic continent, an incredible environment that is full of life both above and below the ocean.

The UK has a long and proud history in Antarctica and plays a leading role in protecting and studying the continent. The British Antarctic Territory forms the largest and most southerly of the UK's 14 Overseas Territories. The UK's claim to this part of Antarctica is the oldest of any made on the continent, dating back to 1908.

Our world-class science is conducted by the British Antarctic Survey (BAS), who will soon be able to make use of the new polar ship *RRS Sir David Attenborough* – which some of you will know as *Boaty McBoatface*!

To celebrate the 200th Anniversary, a competition was run for children aged 4 – 17 years old to design an official postage stamp for the British Antarctic Territory. The design theme was “Discovering Antarctica”, with four lucky winners having their very own drawings featured on official stamps.

A panel of 5 judges, which included representatives from the Royal Geographical Society (with IBG), the British Antarctic Survey and the UK Antarctic Heritage Trust held a lively discussion to review the entries for each age group. The winning designs include a range of subjects which were felt to represent the ‘Discovering Antarctica’ theme.

The judges also wanted to highlight the great work of the runners up and their designs feature on the official First Day Cover envelope. The winning designs were adapted to a stamp format before being presented to HM The Queen for final approval before they were printed.

We think the designs make a wonderful and vibrant set with the ‘Discovering Antarctica’ theme well captured across the designs. The Government of the British Antarctic Territory would like to thank all those who submitted designs and for helping to mark the 200th anniversary since the discovery of the Antarctic continent.

68p Dorothy Johnson, age 6

Dorothy's design of a whale was described by the judges as striking, making good use of colours and demonstrating the wildlife within the British Antarctic Territory.

Dorothy has told us, “*I chose to draw a humpback whale because I like whales and I saw one in my Snail & the Whale book. I know they live in Antarctica.*” For anyone unfamiliar with ‘The Snail and the Whale’, it is a popular children's book by Julia Donaldson and illustrated by Axel Scheffler. (We're fans of the book too!). Whales are also seeing a recovery in numbers in the Antarctic region, after being hunted in large numbers in the past.

78p Jessica Barry, age 8

The judges felt that Jessica's design was eye-catching, containing a broad range of subjects such as wildlife and science and that some of the expressions were brilliant.

Jessica explained “*I love learning about animals from around the world and I wanted to show lots of the Antarctic animals that I heard about from a talk at school.*” Jessica is right to highlight the range of wildlife that live in the Antarctic. From seals, whales, and sea creatures, to fish, penguins and a variety of other bird species. In her design, Jessica has also captured a visiting scientist who looks delighted at their surroundings.

£1.04 Oliver Sander, age 10

The judges described Oliver's design as artistic, with lovely detail including the iceberg in the shape of the Antarctic continent.

Oliver explained *"I have been inspired by multiple things to draw and paint this image. First of all, during my holidays, I completed my junior PADI diving qualification, which is the reason I added a diver and some special Antarctic underwater creatures. Secondly, icebergs are very common in Antarctica but I thought, as this was a stamp, it would be good for people to see the continent as an iceberg. The final thing is that there are many types of sea birds living in Antarctica. I didn't want to include any penguins as I knew these would be a common feature in other competitors' stamps but I did include a species of petrel which my parents saw on their trip to Antarctica. They even brought back and showed some original Antarctic stamps from many years ago which I was very excited to see!"*

We're so glad to see that Oliver has taken inspiration from many things. Icebergs, like the one in his design show that they come in wonderful and strange shapes as well as varying sizes. They are made from freshwater ice and some are so big due to snow that has fallen on them for hundreds of years. With Oliver's new diving skills, perhaps he'll discover an actual iceberg in the shape of Antarctica.

£1.26 Samaira Hasan, age 14

The judges agreed that Samaira's design captured the history brilliantly, with good use of colour.

Samaira told us *"My mother's first-hand experience of visiting Rothera, the UK research station in Antarctica, helped me to appreciate the uniqueness and beauty of this continent which I wanted to portray in the design. During the Discovery Expedition, Scott, Wilson and Shackleton were key crew members who demonstrated crucial characteristics including perseverance and resourcefulness which is why I wanted to illustrate their voyage. In the stamp, I drew the Discovery Ship and the tethered hydrogen balloon that Scott took to the air during the expedition."*

What a journey that must have been for Captain Scott and his crew. Samaira is right that their efforts showed extreme resourcefulness and perseverance. Her depiction of Scott and his balloon conducting aerial reconnaissance stands the test of time. We still use this method today to monitor climate change and weather patterns in Antarctica.

Technical Details

Designers: 68p Dorothy Johnson, age 6; 78p Jessica Barry, age 8 ; £1.04 Oliver Sander, age 10; £1.26 Samaira Hasan, age 14;

Printer: Cartor Security Printing;

Process: Stochastic lithography;

Perforation: 13 ¼ x 13 ½ per 2cms;

Stamp size: 42 x 28mm;

Sheet layout: 10;

Production Co-ordination: Creative Direction (Worldwide) Ltd.

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Please Note

There are only two BAT New Issues for the 2020/21 Antarctic Summer Season. Given that the Post Office at Port Lockroy is not opening, it is assumed that the stamps will be issued at either Signy or Rothera in late December 2020.

From: André Guyader <andre.guyader@wanadoo.fr>
Date: 7 November 2020 at 02:16:22 GMT
Subject: Antarctic cruises of *R.R.S. Discovery II* - Kerguelen September 1951

I am a historian of the French Southern and Antarctic Lands.

In 1999, I wrote together with Pierre Couesnon a reference work on the postal history of the French Southern and Antarctic Lands (see attached please).

I am also a member of the Cercle d'Etudes Postales Polaires (CEPP) and I regularly publish historical articles in the journal Terra Nova.

<http://philatelie.polaire.free.fr/>

I plan to publish in 2021 an article on the postal history of the Kerguelen Islands for the year 1951.

So I am looking for information on the *Discovery II* stopover in Kerguelen in September 1951.

I am looking for information on this stopover, but also photographs and perhaps postal documents related to this trip.

We do not know today any postal document relating to the *Discovery II* stopover in the Kerguelen Islands, except for a few very rare letters to the Kerguelen Islands (see attached).

It would therefore also be useful for me to be able to contact the families of the *Discovery II* crew members in 1951.

Do you have any information about the *Discovery II* stopover in Kerguelen in September 1951?

Also, could you give me any contacts or tips that would help me get in touch with the families of the crew of *Discovery II* in 1951?

Thank you a lot.

Best regards,

André Guyader, 2 rue Park Al Leur, 29100 Douarnenez, France

andre.guyader@wanadoo.fr

Recent South Georgia & South Sandwich Islands First Day Covers
(Reduced in Size)

