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Printed by Best Print Co. Ltd., Qrendi

Vol. 52/2

Voluntary Organisation VO/1697

August, 2023

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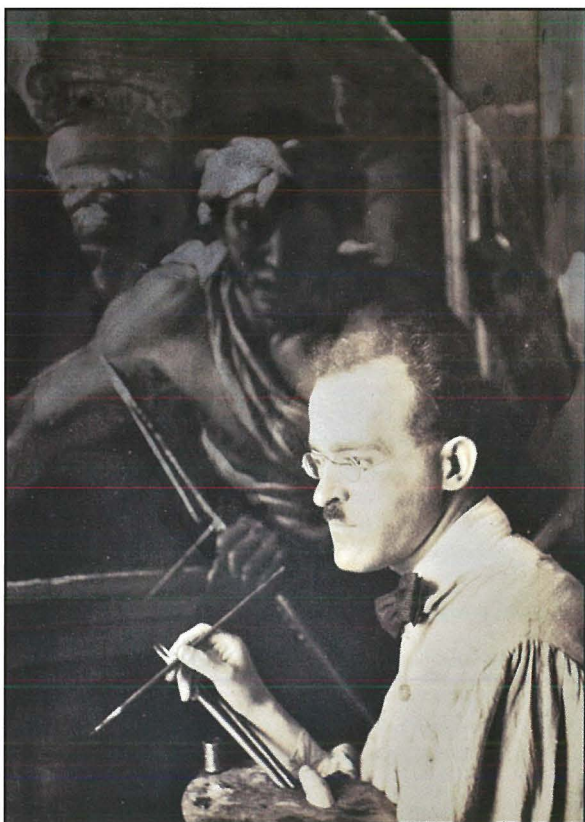
VINCENZO BONELLO'S IMPACT ON PHILATELY

By Giovanni Bonello

Vincenzo Bonello brought his singular passion and his varied talents to bear in many spheres. Some are well known, others much less. His name has become synonymous with art history and criticism, with restoration and conservation of the domestic cultural heritage, with organizing grandiose art exhibitions, with the founding of the three major Maltese art museums and the school of art, with important architectural and decorative designs, with historical research and publications, with promoting the sponsoring of studies abroad of promising young artists.

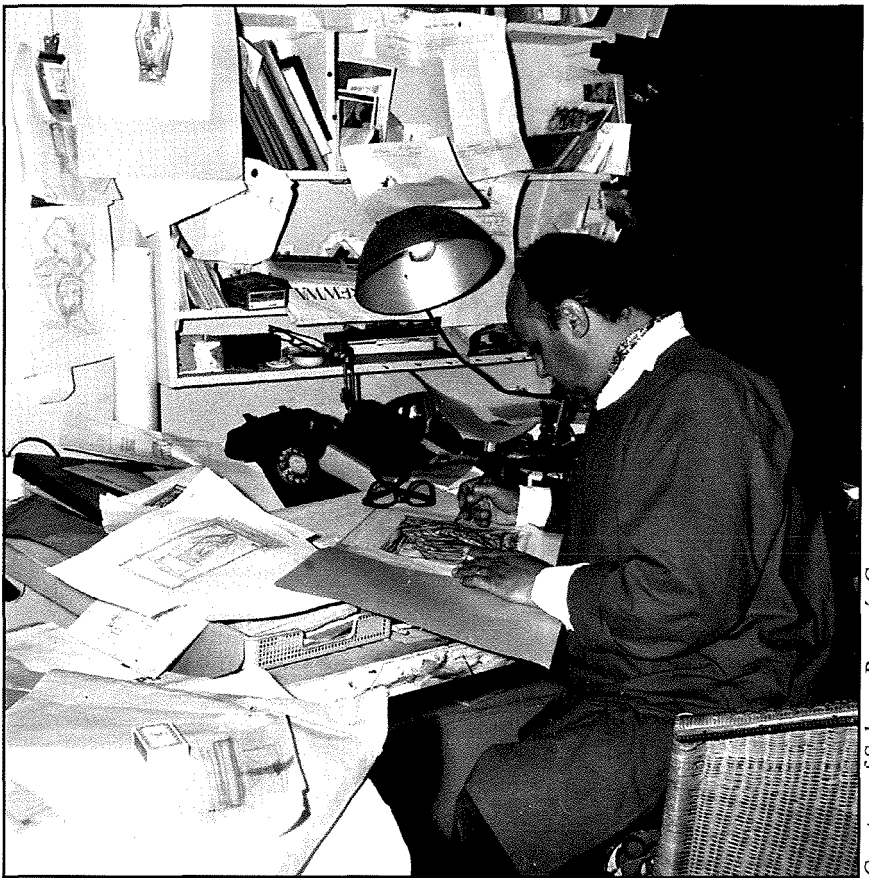
For his unrelenting contribution to the valorisation of art, he was the first Maltese to be elected to the Academy of St Luke since the sculptor Melchiorre Cafà in 1667. In Europe, that equalled the Nobel prize for the promotion of art. And the list goes on.

He proved gently manic in all his multi-faceted activities. But some of his driving achievements remain less known, among them that of striving to change the face of Maltese philately. He neither collected stamps nor had any specialised interest in postal history. But he nonetheless assumed a major, if unpublicized, role in the revolution which the artist Emvin Cremona brought about to stamp design, in Malta and even abroad, from 1957 onwards. Before Cremona, stamp design in Malta had followed the most



Vincenzo Bonello restoring a painting by Mattia Preti in the 1920s

Author's Collection



Courtesy of Sylvana Pace née Cremona

Emvin Cremona in studio, at work on designs for stamps

traditional patterns – sombre, safe, boring and thoroughly predictable. If it was good enough for the Crown Agents, it had to be good enough for anyone else.

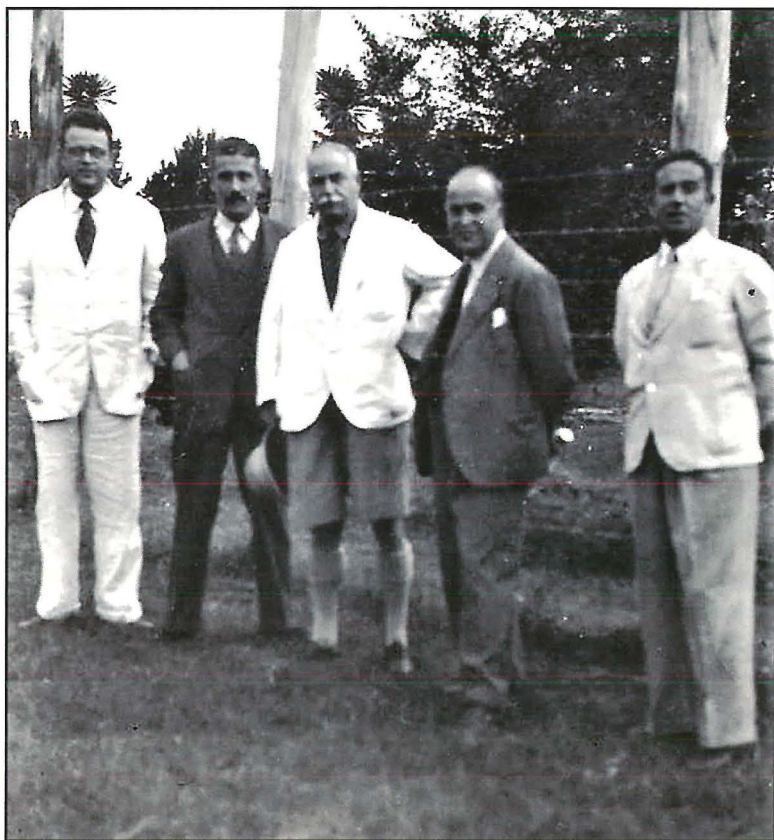
One timid exception had been the *Melita* commemorative and definitive set of 1922 – 1926, issued to celebrate Malta's newly acquired self-government, drawn by our valiant Gianni Vella and Edward Caruana Dingli and executed, to the latter's unbounded disappointment, by De La Rue in the United Kingdom. It is baffling to record how the two local artists conceived the allegorical figures of Melita and Britannia. Vella, the outspoken anti-imperialist, has Melita embracing and fawning on Britannia, while Caruana Dingli, the colonialist protégé, has Melita standing proud, defiant and alone, holding the helm of destiny in her hand. The uncharted vagaries of politics.

Emvin Cremona (1919 – 1987) changed all that. He introduced creativity, flair, striking elegance, colour contrasts in stamp design, never before seen in Malta and

rarely anywhere else. He pushed boundaries, opened up fresh vistas, answered new challenges. He had the audacity to slap postage stamps with abstract art. Since his coming on the scene in 1957, philately has never been the same again. The imprint he left proved indelible.

Cremona was already the leading painter in Malta, renowned for his modernist take on religious art, his portraits, his genre pictures and his decorative skills – and, later, for his non-figurative, his shards of glass compositions.

By the 50s and well before that, Cremona no longer needed mentoring – he could stand securely on his own. Not by pure coincidence, Vincenzo Bonello had fallen under his spell. He had been following the young Cremona from his school of art days and had striven hard to have him selected for the scholarships scheme which the *Regia Accademia di Belle Arti* in Rome had for promising young Maltese artists. These included Giorgio Preca, the Apap brothers, Vincent and Willie, George Borg, Antoine Inglott (father's favourite, who sadly died when barely thirty years old), Emvin Cremona and others.



Author's Collection

Dr Enrico Mizzi, Vincenzo Bonello and others at deportees camp in Uganda



MALTIN

ARRESTATI, INTERNATI U DEPORTATI

MINN ART TWELIDHOM

BLA AKKUZA U BLA PROĊESS

FL-EQVEL ŻMINIJET TAL- GWERRA 1939-45

SABU F'DAWN IL- QRATI

IT-TARKA

GHAD-DRITTIJET FUNDAMENTALI TAGHHOM

GUIDO ABELA
ALBERTO BAJONA
CAPT. ALFRED BENCINI
CAV. VINCENZO BONELLO
VINCENT CARUANA
JOHN CASABENE
CHARLES CHETCUTI
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FRANCIS CURMI
ANTHONY FARRUGIA
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CHARLES FORMOSA
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HENRY GATT
SALVATORE GATT
ALBERT GAUCI
DANIEL GERMAN

JOSEPH GRECH MARGUERAT
EDGAR LAFERLA
CARNELO LATEO (JUN)
CARNELO LATEO
EDGAR LATEO
JOSEPH LAUDI
ORAZIO LAUDI
SALVATORE LAUDI
GEORGE LEPRE
SIR ARTURO MERCECA MA, LL.D., K.
ONOR. ENRICO MIZZI LL.D.
JOSEPH NAUDI
MONS. ALBERTO PANTALLERESCO D.D.
UMBERTO PIRRONE
CHARLES SAFFRETTE
JOHN SAMMUT B.Litt., LL.D.
VICTOR SCICLUNA
JOSEPH SCICLUNA
EDGAR SOLER
CAV. ALEXANDER STILON & PIRO LL.D.

SENT. P.A. 7 TA' FRAR 1942

11 TA' FRAR 1942

SENT. QORTI APPELL 4 TA' MEJJU 1942

DIN IL-LAPIDA KONMEMORATTIVA GIET MIKKUFA
MILL- ONOR. DR. JOSEPH FENECH B.A. (Hons) LL.D.

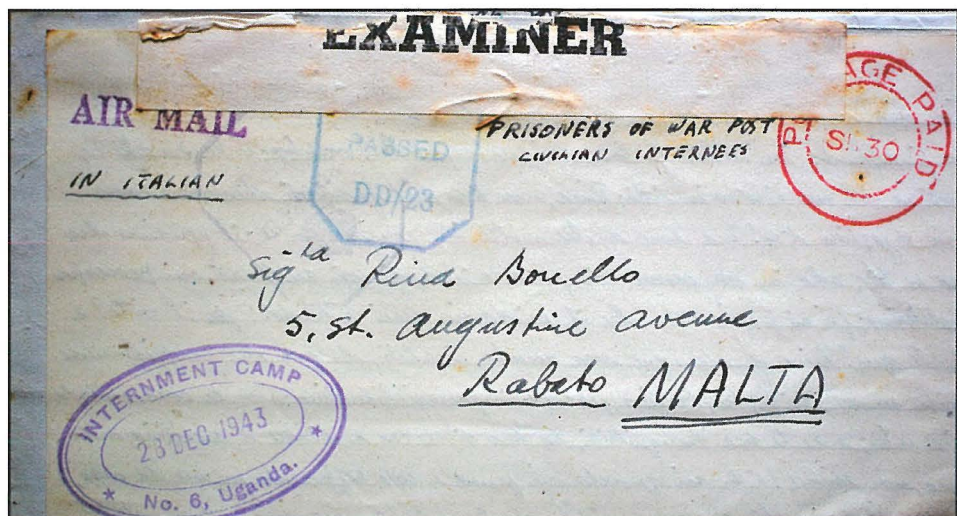
MINISTRU TAL- ĠUSTIZZJA

FID-19 TA' FRAR, 1994

Marble memorial at the Malta Law Courts, commemorating the Maltese deportees



Author's Collection



Author's Collection

Letters from the exiled Vincenzo Bonello to his family in Malta

Vincenzo my father and other internees had spent years detained in arbitrary imperialist internment and later illegally exiled to the concentration camps of Uganda, without ever being told why, or being charged or convicted of the most insignificant misdemeanour. His exile had been declared unconstitutional by His Majesty's judges – not that their judgement made any difference to the upholders of the rule of law.

In Malta, the internees had first been holed, as human shields, in Fort S. Salvatore overlooking the Dockyard and a principal fuel depot. When their quarters were bombed out they were transferred to the Corradino criminal prisons and then to St Agata's Convent, in Rabat. In their African exile, the deportees first passed through Cairo, before being settled in various concentration camps in Uganda. Bonello had to be left behind in Cairo for some time as he needed surgery.

But by the time father returned from Africa, colonialism had started turning unfashionable, and the authorities appointed Bonello a member of the official Stamp Design Advisory Board on November 29, 1960. He saw this as his opportunity to introduce a breath of fresh air in a discipline weighted by weariness and formalism. Who, better than Cremona to head that quiet revolution? The end result was not to be a breath, more like a tornado. Cremona became the staple designer of choice for all the new commemorative stamp issues up to father's death in 1969, and beyond.

Emvin Cremona had been a member of the Stamp Design Advisory Board himself, before my father. He resigned from the Board to be able to take part in a public competition for the design of a set of Christmas stamps for 1961 – which he went on to win with flying colours. The files of the Board, now at the National Archives, show that government wanted Cremona replaced by “another competent person” and the choice fell on Bonello, “well known Art Critic”.

I quite remember the two of them working in tandem. Father, on behalf of the Board, would suggest the theme of the composition, and Cremona would later return to our Valletta home with the preliminary sketches, sometimes alternatives, in pencil or Indian ink. Further discussions followed, until Cremona painted in full colour the definite bozzetto which was then submitted for approval to the Board and the Minister before being forwarded to the printers.

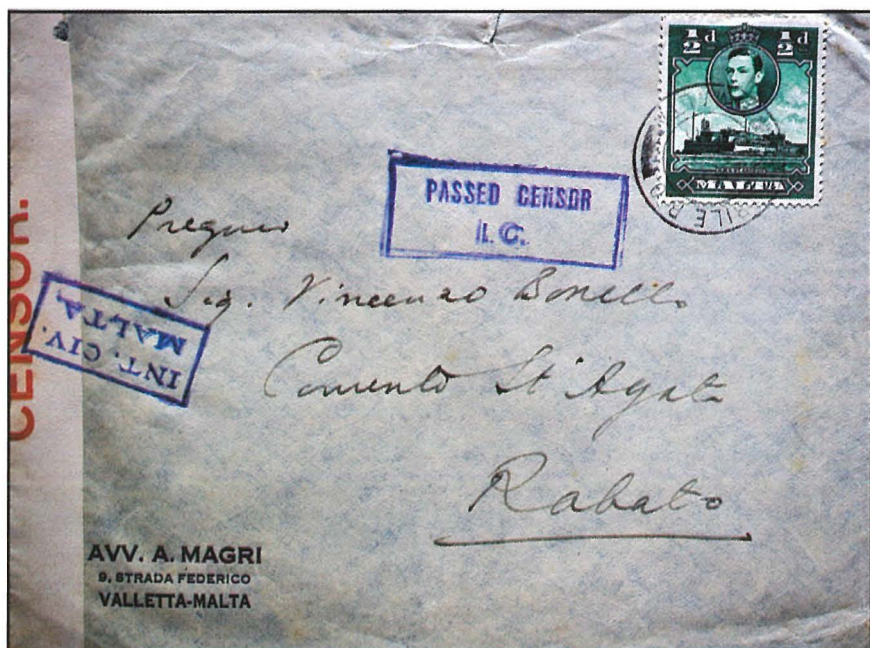
I was then a newly fledged and raw lawyer. Father, well aware of my inquisitiveness, sometimes allowed me to intrude on their discussions, but discreetly and in religious silence.

After Independence in 1964, the postal authorities decided on the issue of a new definitive set of postage stamps and delegated the Board to come up with ideas for the series of 19 different values. Father convinced the other members that a sequence symbolizing consecutive eras and highlights in the history of the islands leading to independence, would fit the bill. He prepared a detailed list of the 19 vignettes, and in some cases even rendered his ideas roughly in pencil for Cremona to elaborate



Author's Collection

Letter from Fort St Salvatore by Vincenzo Bonello to his family

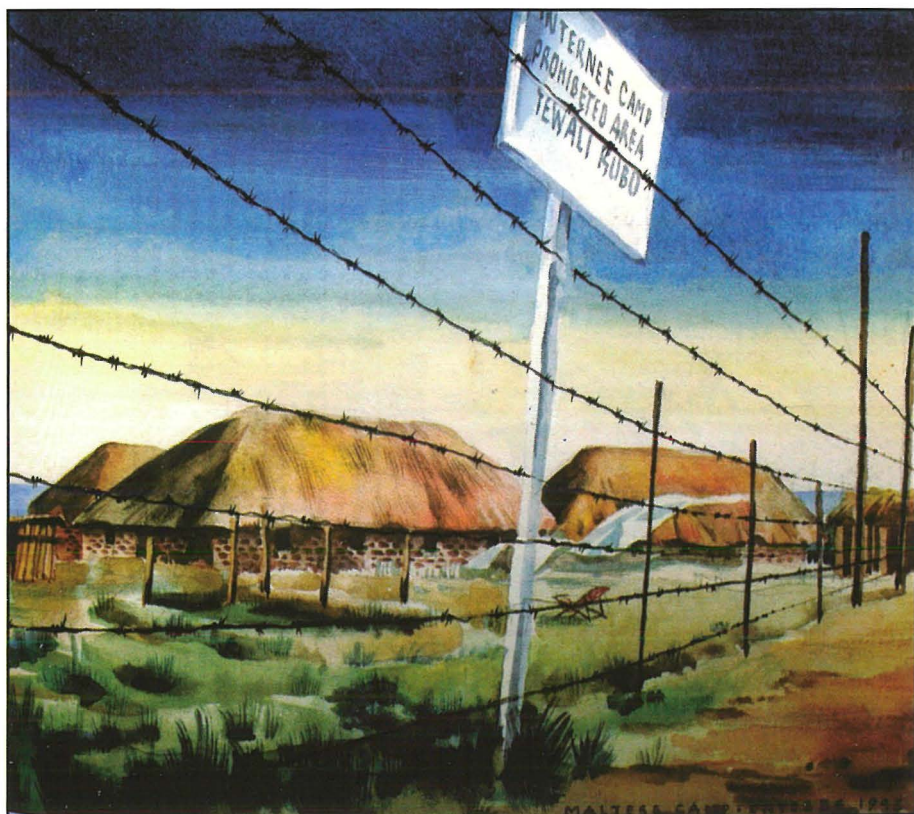


Author's Collection

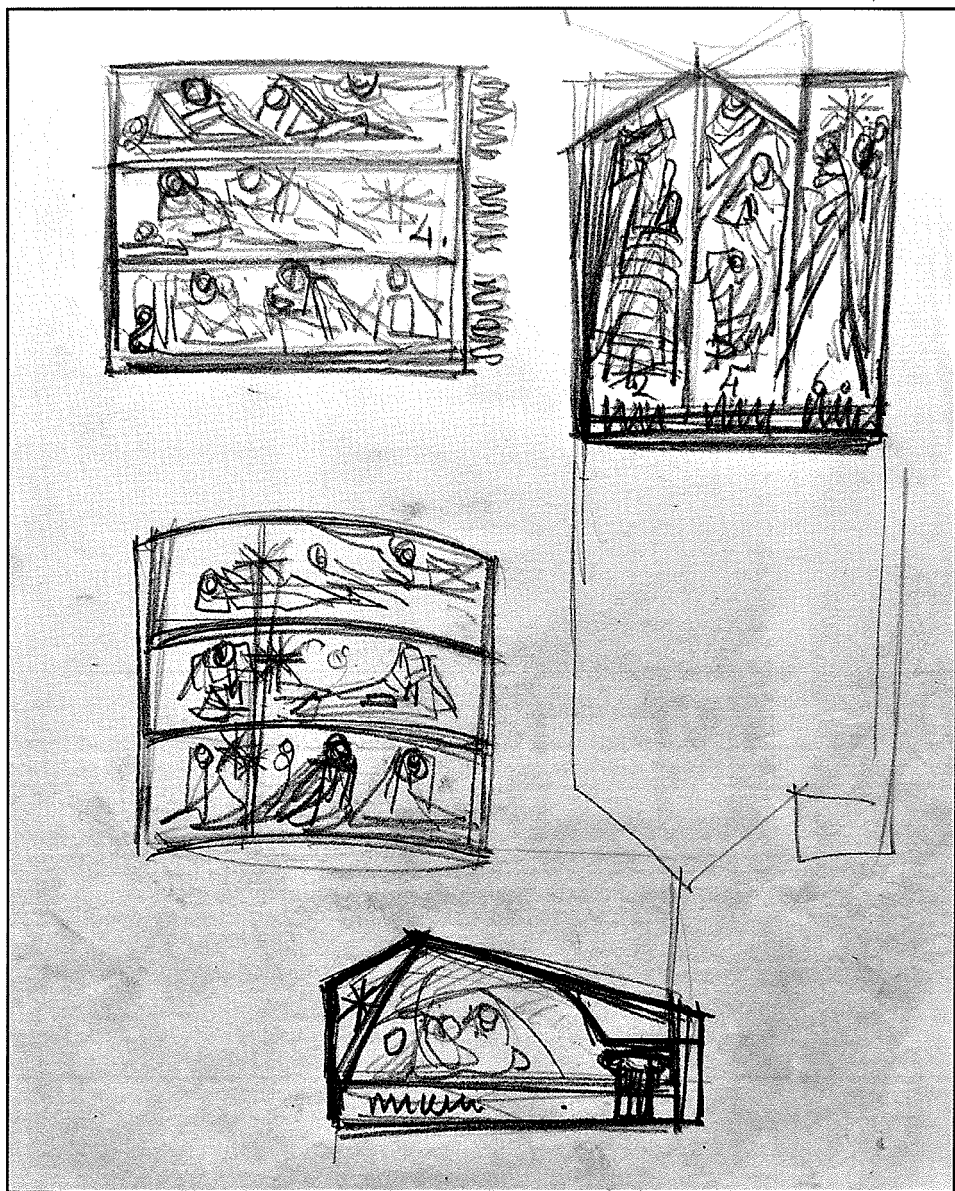
Letter to Vincenzo Bonello interned in St Agata' Convent, Rabat



Letter by Vincenzo Bonello to his family in Malta

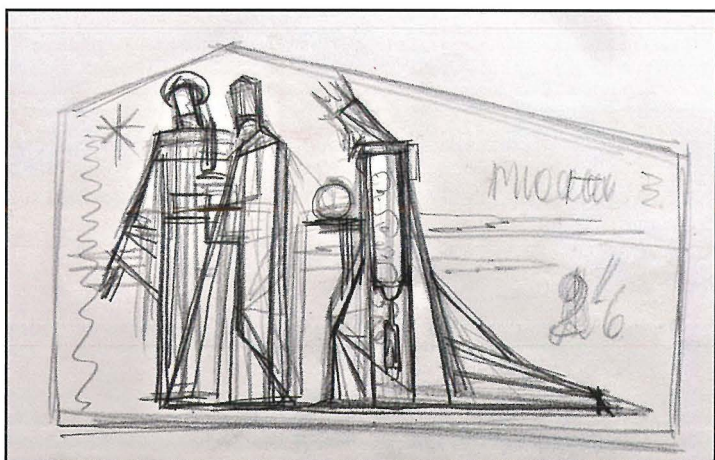


The Maltese Deportees' Detention Camp in Uganda



Courtesy of Sylvana Pace née Cremona

Preliminary sketches by Emvin Cremona for the Christmas 1968 commemorative issue



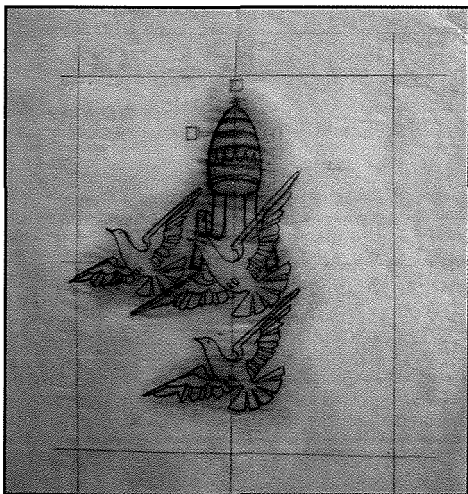
Courtesy of Sylviana Pace née Cremona

Preparatory sketches by Emvin Cremona for the Christmas 1968 commemorative issue

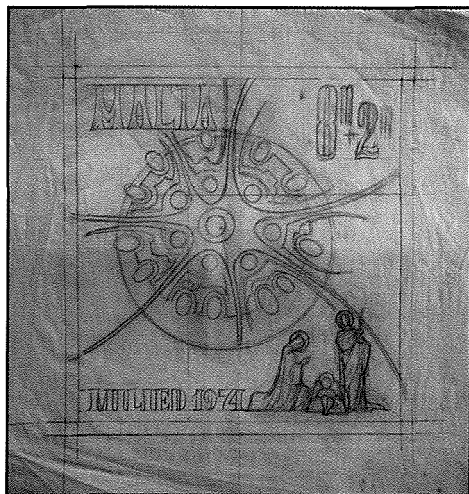


Preliminary drawing by Emvin Cremona for a stamp

Courtesy of Sylvana Pace née Cremona



Courtesy of Sylvana Pace née Cremona



Courtesy of Sylvana Pace née Cremona

Preliminary sketch by Emvin Cremona of Pope's Tiara. 1965, Definitive 3/- stamp issue, and for 8m+2m 1974 Christmas issue



Proof of 1974 Christmas issue by Emvin Cremona

and refine. The end result was a masterpiece pictorial pocket-history of Malta. Only Cremona's iconic Christmas issues beat their finesse, elegance and visual impact.

For the 1966 Trade Convention commemorative issue, Cremona proposed a purely abstract design, which father enthusiastically endorsed and, I believe, managed to twist the arms of the rather reluctant and conservative members of the Board to accept.

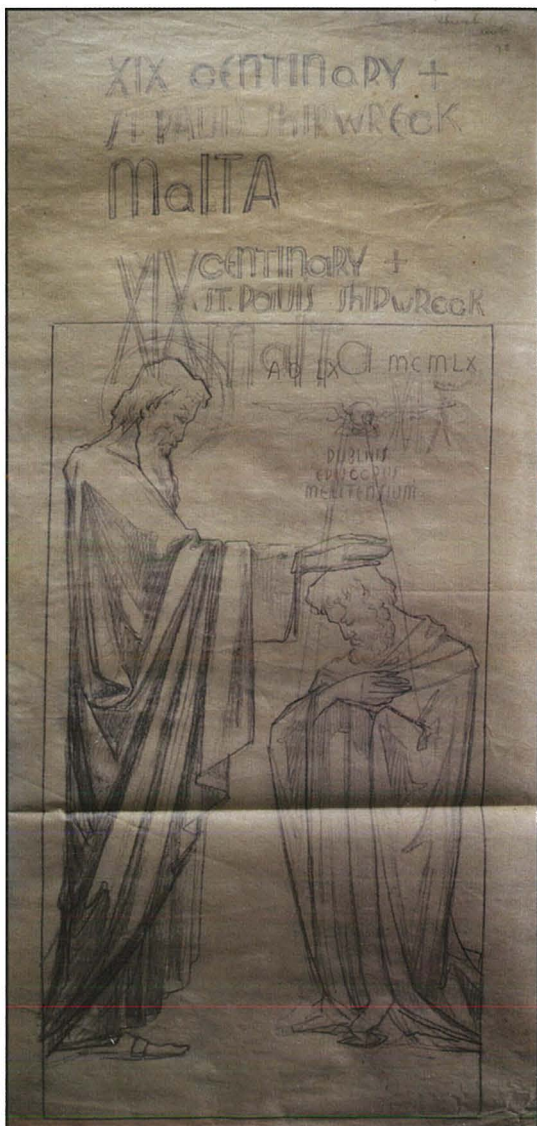
The last issue I remember them discussing was the 1969 International Labour Organization fiftieth anniversary commemorative set. My father passed shortly later. Cremona got some flak for his design of a metal spanner with a circular, rather than a hexagonal grip for nuts and bolts. He was an artist, not a mechanic or engineer.

I consider it sad that neither of Malta's two, otherwise excellent, national biographical dictionaries even hints at Cremona's ground-breaking contribution to the aesthetics of philately.



Proof of 1/- . 1957, XV Anniversary of the George Cross award, by Emvin Cremona.

Preliminary drawing of 1960. of XIX Century of the Shipwreck of St Paul. 3d. by Emvin Cremona



Acknowledgements:

My thanks to Leonard Callus at the National Archives, Anna Cremona and Sylvana Pace née Cremona for their generous help.

© Giovanni Bonello, May 20, 2023

WWII PROPAGANDA CARDS

ALSO APPEARED IN UK. MSC. VIRTUAL DISPLAY #84

By Tony Camilleri

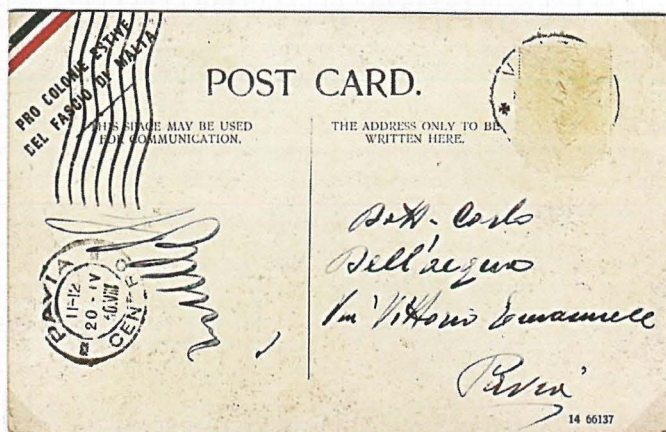
MALTA

WW2 Fascist Italy Malta Propaganda Postcards



Portrait of Carmelo Borg Pisani, the Maltese from Senglea born in 1914 who went to Rome to study painting; when WW2 broke out he remained in Italy, renouncing his British passport and assuming Italian citizenship. He consented to be landed in Malta by submarine on May 18, 1942, to spy for the Italian High Command. The British almost instantly captured him, tried him for treason and hanged him on November 28, 1942. Celebrated as a hero by the Axis powers and reviled as a traitor by the Allies. This postcard was published in 1943 by the *Fascio di Malta*, an organization of Italian fascists in Italy with a Malta connection, and was printed by the leading House of Rizzoli & Co of Milan. The imprint states that Borg Pisani was executed by firing squad, but this only confirms the poor level of information reaching the Italian intelligence services from Malta.

MALTA



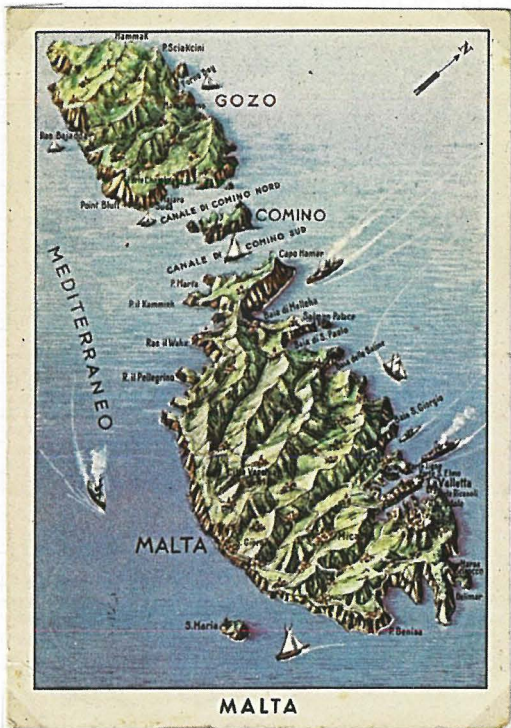
Malta postcard depicting Bighi Hospital sold in support of the Maltese Fascists' Summer Colonies



Fascist Maltese Students in Rome, Italy on June 7, 1940

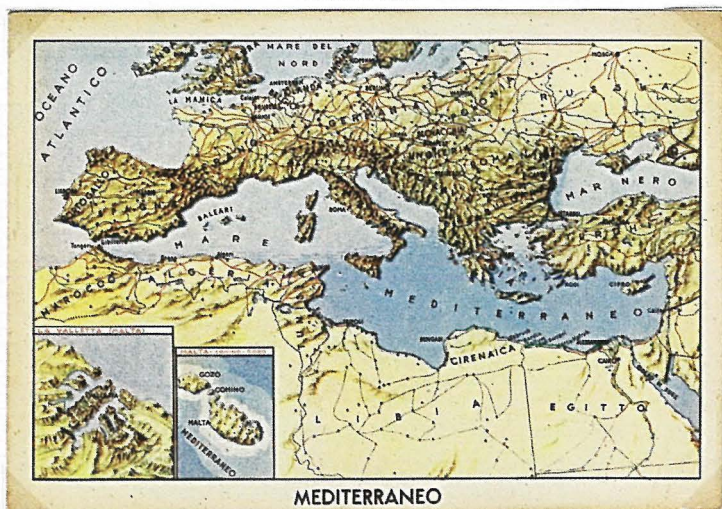
MALTA

Fascist Italy



Coloured postcard with a relief map of Malta and Gozo issued specifically for the Italian armed forces, printed by 'Novissima, Roma.' It has a large diagonal VINCERE in grey on the back. The place names of the islands are given in a curious mixture of Maltese, Italian and English. While the graphic designer drew the coastal outlines quite accurately, the internal reliefs are mostly fanciful. On reverse postmarked POSTA MILITARE/N. 86/18.-2.41-XIX. At that time unit stationed in Albania.

MALTA



Coloured postcard printed by Novissima, Roma, intended specifically for the Italian armed forces. It shows the Mediterranean and the surrounding countries, with two sizeable insets outlining the Maltese islands, and Valletta together with the harbour areas. Large diagonal VINCERE on the back.

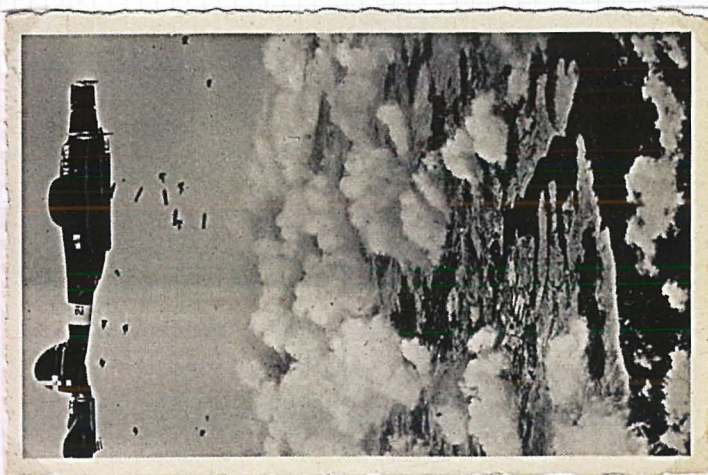
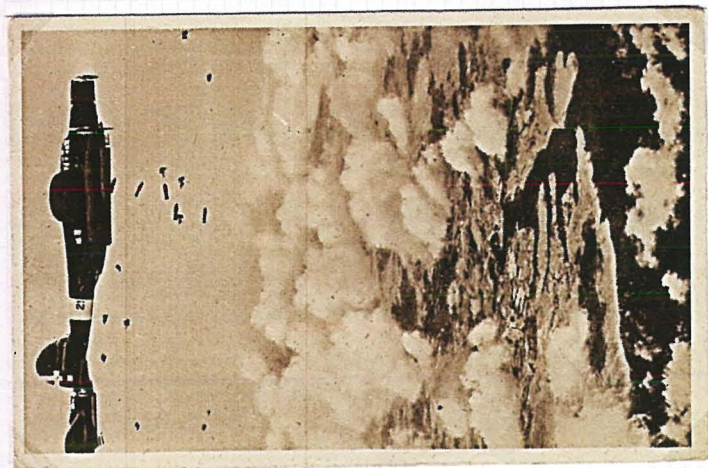


A small coloured card showing Italian fighter planes swooping over Grand Harbour attacking ships. The card has an Italian flag in the upper left corner. The inscription says "The port of Malta under repeated bombardment".



A small card showing several Italian planes swooping and attacking ships. The inscription says "Convoy bombarded near Malta". The card, part of a set, has lower right number 67 in a white circle.

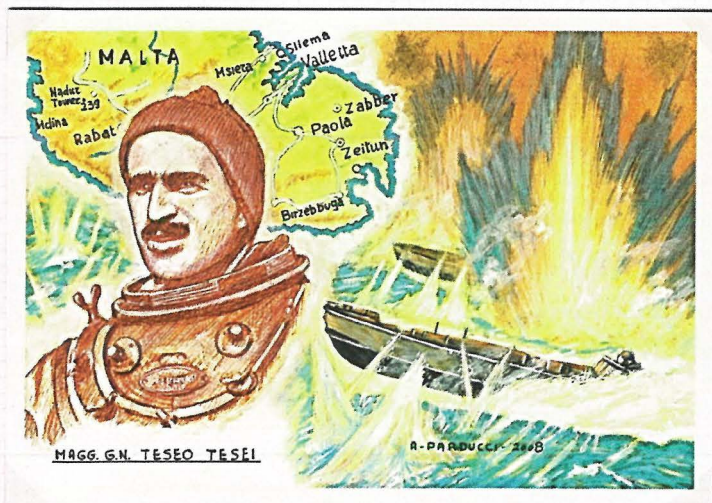




Two postcards one sepia the other black and white, each showing two Italian planes dropping bombs over Valletta and the harbour areas. These postcards formed part of a larger series officially issued by the Regia Aeronautica. The airplane is a Cant Z 1007, the Alcione, a medium bomber often used in air raids over Malta. The inscription on the back, in translation, reads: "Our bombers, despite the anti-aircraft reaction, release their bombs with certainty and precision over the harbour of Malta (Valletta)".

Fascist Italy

Major Teseo Tesei (1906-1941) was an Italian naval officer who invented the human Torpedo (called "maiale") used by the Regia Marina during World War Two. He died riding a manned torpedo attacking Malta and was posthumously awarded the Italian Gold Medal for Military Honour for this military action



MAGG. A.N. ROMV TESEO TESEI (1906-1941) L'AZIONE DEI MEZZI D'ASSALTO CONTRO MALTA 26 Giugno 1941

Le acque di La Valletta andarono pian piano colorandosi dopo l'attacco di fuoco scatenato contro il doppiato assalto dei SIC e degli MIM. La luce bianca dell'alto riflettore lo scenario della tragedia, alcuni rottami galleggiano fra le onde increspate dal potente scontro della moltiplice gioventù italiana che al cospetto del mondo aveva voluto testimoniare la propria inconfutabile fede nell'Italia. L'attacco, tramutandosi in un glorioso fallimento, era stato esecutato da 2 SIC, 9 MIM e 1 MIMM, mezzi settori l'arrivo serbatoio "Thana" e i MIM 151 e 152, comandante della spedizione il T. Moccagatta - alle ore 11.15 il Maggiore Tesei con il suo MIM esplose contro le costruzioni di S. Elmo, il passaggio rimase ostruito per cui il L. N. Carabelli si rifugiò a sua volta salutando in aria il N. T. Tesei fece esplodere il barchino sullo stesso obiettivo riuscendo a lanciare in mare altri 5 MIM attaccarono l'entrata principale del porto, tre furono subito colpiti, due antiaeristi dai loro piloti, precedentemente un MIM e il secondo SIC erano andati in acqua alle 11.30 tutto era finito, gli esplosori radar erano a conoscenza dell'avvicinarsi degli italiani. Alla prima luce si sporse attaccarono i MIM provocando una strage, l'intercetto del R. M. Tesei si è non solo la tranquilla, i sacri non furono abbattuti, i MIM non riuscirono a loro, Politti, Roma, Tesei, Carabelli, Tesei, Moccagatta l'azione meritavano la M.O.M.

Opera originale del pittore A. PARDUCCI



N. 309 100122



Amministrazione Italiana Carabinieri

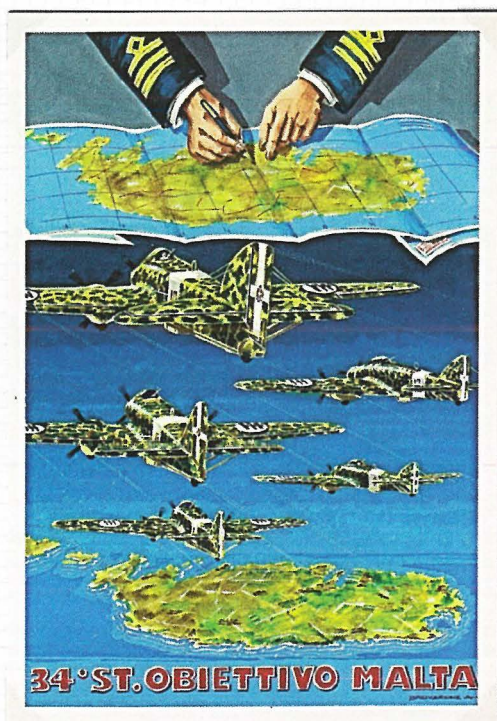
REP. VIETATA

Failed 'E'-Boat attack on Grand Harbour, 26 July 1941

Two "maiale" and ten MAS boats (including six "barchini") under Commander Vittorio Moccagatta formed the Italian attacking force

MALTA

Fascist Italy



34° STORMO BOMBARDAMENTO

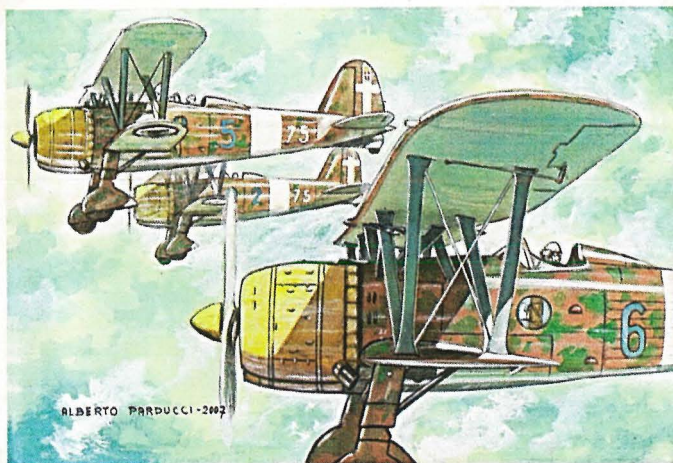
Il 34° Stormo dal 10 giugno al 16 dicembre 1940 assediò dal cielo la roccaforte di Malta. Per questa intensa attività bellica, la bandiera del reparto fu decorata di medaglia d'argento al valore militare.

In seguito lo stormo fu trasferito in africa settentrionale.

A coloured postcard designed by Aldo Brovarone depicting an aerial bombardment by the 34th Squadron of the Italian Air Force on the stronghold of Malta during June/December of 1940.

MALTA

Fascist Italy



IL FIAT CR 42 "FALCO"
PRIMAVERA 1941 - CR 42 DELLA 75^a SQUADRIGLIA.
2^o GRUPPO AUTONOMO, PROVENIENTE DA
TRAPANI-MIO, INVIO DI CACCIA LIBERA SU MALTA.
 Almeno della II GM, la R. Aeronautica schierava 330 CR 42 che rappresentavano addirittura il 40 per cento dell'intera forza da caccia. I CR 42 che erano in assoluto le migliori macchine della cospicua formula del biplano avevano un'apertura alare di 9,70 mt, la lunghezza 8,26 mt. Un'autonomia di 785 km e una velocità massima kmh 430 a 6.000 metri. Subito in Russia, furono impiegati su tutti i fronti di guerra che valsero impegnare la R. Aeronautica, operarono con massimo onore con caccia notturni, intercettori, caccia di scorta, cacciabombardieri, assaltatori e anche caccia notturni. I nostri piloti avvalendosi della manovrabilità del "Falco" sfruttarono sempre i moderni monopiani avversari nonostante il gap di vantaggio di almeno 100 - 200 chilometri orari in dati e fuimantobolici di quelli aerei al limite della tecnologia e dell'andare, subitaneamente ne uscirono vittoriosi, molti di essi meritavano l'appellativo di "asso". Superbo fu l'impiego dei Falchi in qualità di caccia bombardieri e di assaltatori specialmente in Africa Settentrionale, furono efficaci anche negli scontri navali ove con pochi picchiate si avventuravano sulle unità nemiche attraversando all'improvviso la linea degli aerolancieri o dei bombardieri in quota. - Dei 1.800 esemplari degli anticonquisti CR 42 la cui costruzione partì proprio si protrinse fino al 1944, 150 furono esportati in Belgio, in Ungheria e Svezia.

Opera originale del pittore A. Parducci



Tiratura - 330 - 100012

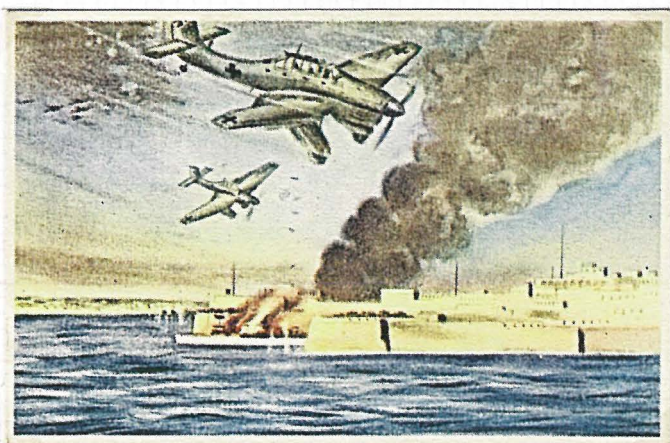
Amministratore: Salvatore Cavallaro

HP VIETATA

Reproduction on a postcard of a painting by Alberto Parducci of 'Falco' biplanes from the 75th Squadron of the Italian Air Force on a mission to bombard Malta in the Spring of 1941.

MALTA

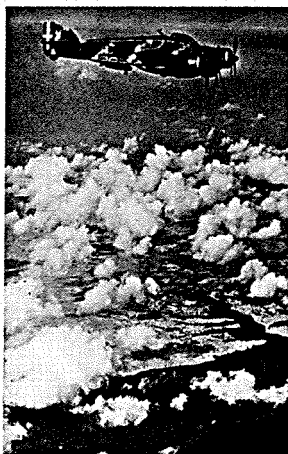
WW2 Nazi Germany Malta Propaganda Postcards



A coloured postcard, based on a painting or watercolour, showing an attack by the Luftwaffe's 'Stuka' dive bombers, over Grand Harbour, with an Allied warship on fire in French Creek and black smoke billowing from a fuel storage depot. This card sends a transparent propaganda message: Germany is the dominant power. The card was published by Verlag Grieshaber & Sauberlich in Stuttgart.

MALTA

Nazi Germany



Serie 17 Der zweite Weltkrieg im Bild Bild 1

Von Nürnberg bis Stalingrad, 40 Serien zu je 8 Bildern aus dem Bildwerk „Der zweite Weltkrieg im Bild“, erschienen im Klett-Verlag, Offenburg/Baden

Serie 17

Abbild

Bild 1

Italienische Bomber über Malta

Die Insel Malta hat von jeher in der Geschichte des Mittelmeerkrieges eine wichtige Rolle gespielt. Der Kaiser-Orden hielt von hier aus die nordafrikanischen Besitzungen in Schach, später schürte sich England diesen Besitz. Für die Nord-Süd-Verbindung zwischen Asien und Nordafrika zählte die Insel und ihre Hauptstadt La Valletta zu den wichtigsten Bombenzielen. Bis zum 11. Mai 1941 erlitten nicht weniger als 884 Luftangriffe, bei denen 152 Flugzeuge der Achsenmächte verloren gingen.

SAMMELALBUM Band I für Serien 1-20, Band II für Serien 21-40 sind erhältlich im Fachhandel und bei der Bild-Agentur der Rheinbrunn Cigaretten- u. Rauchwaren-Fabrik A.G., Baden-Baden, Fildenberg 1, Telefon 311, Telegraphenamt 24. 100

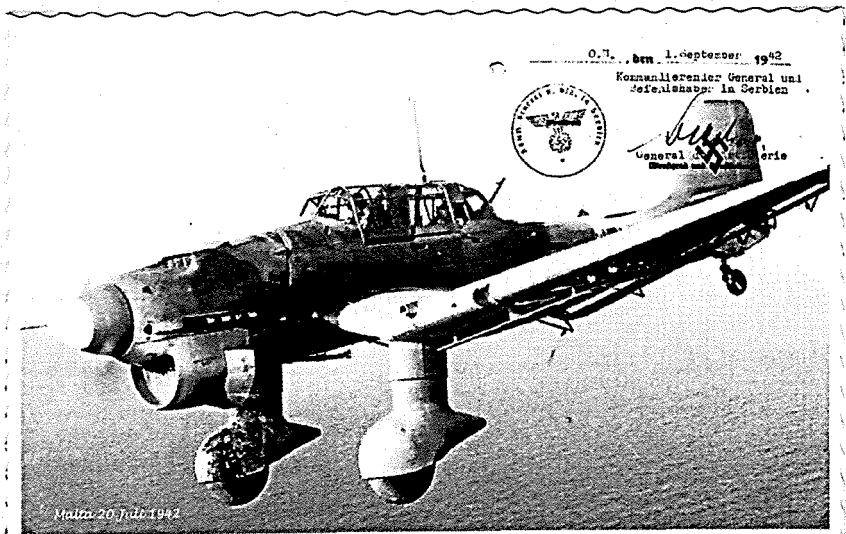
*Viele
rauchen*

**EILBRECHT
ERZEUGNISSE**

A small black and white card showing an Italian plane dropping bombs over Valletta and the harbour areas. The airplane is a 'Cant Z 1007', the 'Alcione', a medium bomber often used in air raids over Malta.
This card forms part of a German set "The Second World War in Pictures", Series 17, No 1.

MALTA

Nazi Germany



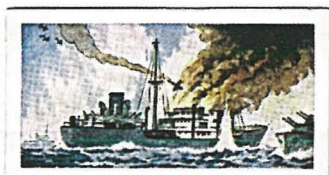
A real photographic postcard of a close-up of a German dive-bomber in flight: the 'Junkers Ju-87', popularly known as the 'Stuka'. It carries the imprint "Malta 20 Juli 1942" in reverse printing in the lower left hand corner. Although the intensity of the Axis blitz had reached its highest peak in July 1942, no air raids are recorded for July 20.

MALTA

Nazi Germany



A German war propaganda postcard in colour derived from a signed painting - signature illegible. It shows a massed attack by Stuka dive bombers on a Maltese harbour, with sticks of bombs falling and fires ablaze on land.



Cigarette card showing an air attack on Malta Convoy by German and Italian airplanes.

MALTA



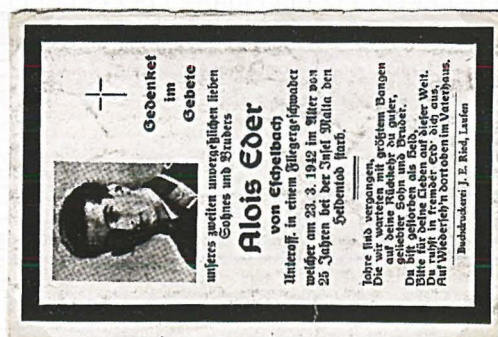
The Fame of the dead is eternal



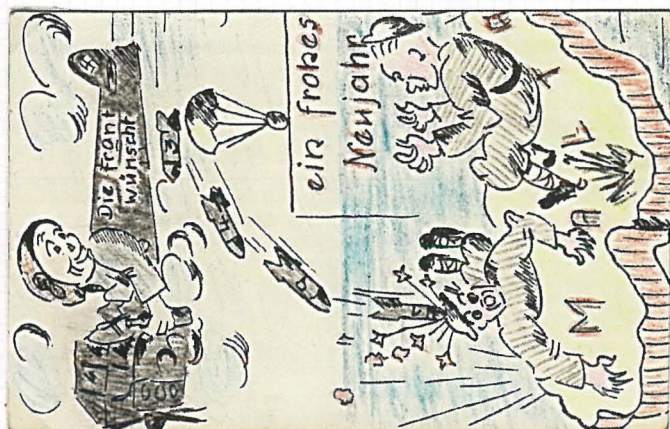
In memoriam card of Karl Schettina a
German Corporal in his twenties who
lost his life on a mission over Malta
on 12 October 1942



In memoriam card of Maltese Pilot
Harold Ph. Bonnici who was killed
in action in Italy on
8 January 1945



In Memoriam card for Alois Eder, a German pilot who lost his life during an air raid bombardment over Malta on 23 March 1942



Bombardment over Malta
Happy New Year's greeting card from the Luftwaffe

THE SINKING OF THE HMS BEDOUIN

By Marc Parren

A Red Cross card addressed to a survivor of the tribal class destroyer *HMS Bedouin* (F67) sunk in the Mediterranean attracted my attention (Fig. 1). Next I will try to reconstruct what happened with the ship and the Able Seaman Sidney James Sayer.

Operation 'Harpoon'

HMS Bedouin was one of the Home Fleet destroyers detached to the Mediterranean for the purpose of Operation 'Harpoon/Vigorous', a double supply convoy to Malta in June 1942. During March and April 1942 Malta had been attacked very heavily by the German and Italian air forces and was in much need of supplies. It was therefore decided that two convoys were to be sent, one from the west (*Harpoon*) and one from the east (*Vigorous*). This was to increase the chance of success as the enemy would have to split force if they want to attack both convoys. Also a group of minesweepers were to be sent to Malta. So *HMS Bedouin* formed part of the *Harpoon* convoy.

During the night of 12 June convoy WS 19 Z passed the Straits of Gibraltar. This convoy had departed the Clyde on 6 June. It was made up of five merchant vessels; *Burwan* (British, 6069 GRT, built 1928), *Chant* (American, 5601 GRT, built 1938), *Orari* (British, 10350 GRT, built 1931), *Tanimbar* (Dutch, 8169 GRT, built 1930) and *Troilus* (British, 7422 GRT, built 1921). Off Gibraltar the tanker *Kentucky* (American, 9308 GRT, built 1942) joined the convoy.

Close escort was provided by 'Force X' which was made up of the AA-cruiser *HMS Cairo*, destroyers *HMS Bedouin*, *HMS Marne*, *HMS Matchless*, *HMS Partridge*, *HMS Ithuriel*, escort destroyers *HMS Badsworth*, *HMS Blankney*, *HMS Middleton*, ORP *Kujawiak*, minesweepers *HMS Hebe*, *HMS Speedy*, *HMS Rye*, *HMS Hythe* and the motor launches (ML's) ML 121, ML 134, ML 135, ML 168, ML 459 and ML 462.

Distant cover was provided by 'Force W' which was made up of the battleship *HMS Malaya*, aircraft carriers *HMS Eagle*, *HMS Argus*, light cruisers *HMS Kenya*, *HMS Liverpool*, AA-cruiser *HMS Charybdis*, destroyers *HMS Onslow*, *HMS Icarus*, *HMS Escapade*, *HMS Antelope*, *HMS Wishart*, *HMS Westcott*, *HMS Wrestler* and *HMS Vidette*. This force was to cover the convoy until off the Skerki Channel, the entrance to the Sicily-Tunis Narrows. The cover forces for this convoy were however rather weak. For instance the aircraft carriers were rather old and had hardly enough fighters available to provide a decent air patrol.

		Nationalité : <u>Anglais</u> Date d'expiration de cette carte : <u>9.2.43</u> (à remplir par le demandeur)	FRANC DE PORT
Pour toute recherche de MILITAIRE, veuillez utiliser le questionnaire ci-contre. Nous vous prions instamment de remplir ce questionnaire très lisiblement et sans adjonction. Ainsi notre travail sera considérablement simplifié, du temps sera gagné et l'examen de votre demande s'en trouvera accéléré.		Au Comité International de la Croix-Rouge Agence centrale des Prisonniers de Guerre Palais du Conseil général GENÈVE (Suisse) 001025 11.FEV.1943	

Nom et Prénom : <u>SAYER S.J.</u>		Case à laisser en blanc	
Date et lieu de naissance :		Able Seaman C/B 22205 <u>Sidney James SAYER</u>	
Grade : <u>R.A.A.H.M.S. Bedouin</u>		nok address: 32 Olive St Berrow-in-Furness, Lancs. interned at <u>Stalag VIII B, No 31557</u>	
Incorporation : <u>R.A. H.M.S. Bedouin</u>		Information transmitted to London.	
N° matricule du recrutement : <u>J.X. / 9889</u>			
Lieu et date de disparition ou date des dernières nouvelles : <u>Sunk in Mediterranean, officially reported P.O.W.</u>			
Nom et ancienne adresse de la famille :			
Nouvelle adresse de la famille en cas d'événement : <u>Apostolic Delegate, London, England</u>		Mission catholique suisse	
Remplir le plus complètement possible dans l'ordre indiqué et en LETTRES CAPITALES			

Figure 1. Red Cross inquire card concerning Able Seaman Sidney James SAYER of the sunk HMS Bedouin sent 9.2.1943 by the Apostolic Delegation in London via the Swiss Catholic Mission in Fribourg, Switzerland to Geneva where it was received 11.2.1943. They informed that he was interned at Stalag VIII B.

The next day two Italian cruisers and six destroyers had sailed from Cagliari, Sardinia, these were the light cruisers *Eugenio di Savoia* (Fig. 2), *Raimondo Montecuccoli* and the destroyers *Alfredo Oriani*, *Vincenzo Gioberti*, *Ascari*, *Ugolino Vivaldi*, *Nicolò Zeno* and *Premuda*.

During the night the 'Force X' was spotted and reported by an Italian submarine. In fact, two Italian submarines made attacks on the convoy during the night, which fired torpedoes but all torpedoes missed their target. At dawn enemy shadowing aircraft appeared. The convoy was approaching the danger area for air attacks coming from Sardinia. At 1000 hours the first radar warning came and at about the same time fighters from *HMS Eagle* shot down an Italian torpedo aircraft. More of these aircraft were seen gathering about 20 miles from the convoy and form up for



Figure 2.
Military postal
stationary
cover
postmarked
double circle
4.8.42 R.
Nave/ Eugenio
di Savoia to
Rome.

Mittente

Cognome Carlini Nome Lele

Grado d. f. For.

Indirizzo R. U. Eugenio
Soubise, 13. 12
Rome

attack. The next two hours saw Savoia torpedo aircraft escorted by Macchi fighters conducting combined attacks with Cant. high level bombers on the convoy in which the Dutch merchant *Tanimbar* was hit in the rear and she sank within a few minutes.

At 1820 hours German bombers appeared, about ten Junker 88's approached the convoy attacking both carriers which had narrow escapes. Six British fighters however harassed the enemy and forced several of them to release their bombs prematurely. The shallow dive-bombing attack preluded a heavy combined torpedo and bombing attack by a combination of Italians and Germans. It consisted of 16 Savoia-Marchetti-SM.79 bombers heavily escorted by Macchi fighters with 10 Ju 88's and 15 Ju 87's who all missed target. This was the last encounter with the enemy before 'Force W' would separate from the convoy which was then to continue on to Malta only escorted by 'Force X'. For the passage of the Tunisian coast the five remaining merchant vessels formed a single line ahead with 'Force X' screening them.

On 15 June south of Pantellaria the Italian cruiser and destroyer force led by the



Figure 3. Military postal stationary card postmarked double circle 4.9.43 R. Nave/ Montecuccoli sent by a stoker [fuochista] to Brescia.

cruisers *Eugenio di Savoia* and *Montecuccoli* (Fig. 3) intercepted the convoy, but were driven off by *HMS Bedouin*, *HMS Marne*, *HMS Matchless*, *HMS Ithuriel* and *HMS Partridge*, although both *HMS Bedouin* and *HMS Partridge* were damaged. *HMS Bedouin* was completely disabled, but *HMS Partridge* managed to get under way once more, towing *HMS Bedouin*. When the Italian squadron later reappeared the tow was cast off as *HMS Partridge* endeavoured to defend herself. She was hit by at least 12 six-inch rounds and near-misses from the cruisers. Eventually around 1400 hours it was an Italian aircraft which finished off *HMS Bedouin* with a torpedo in position 36°12'N, 11°38'E, SW of Pantellaria, while *HMS Partridge* escaped (Woodman 2000). Twenty-eight men from her complement were killed in action and 213 were rescued by the Italian hospital ship *Gradisca* (Fig. 4) and became prisoner of war.

Prisoner of War

When the *HMS Bedouin* sank survivors were grouped close together; the wounded on rafts and float-nets and in the skimmer; the rest were hanging onto anything they could. There were no ships or aircraft about. Pantellaria could be seen to the north. At about 1830 hours a Cant HSR seaplane painted white with red crosses landed near a small group of survivors, numbering about 9, embarked



Figure 4. Military postal stationery card postmarked by the undated crowned oval postmark REGIE POSTE /R.N. OSPEDALE/ GRADISCA [Royal Navy Hospital Ship Gradisca] sent 27th June 1943 by a 2nd Chief [secondo capo] to Siracusa.

them and took off again. By 2000 hours when it began to get dark, the small (900 tons) Italian hospital ship *Gradisca*, fully lit with Geneva markings approached the shipwreck from the north. It stopped close by and survivors climbed aboard and by 2130 hours most of the survivors had been embarked. The ship turned back north and the survivors berthed at Pantellaria (Fig. 5) where they were accommodated in a large long barrack hut (Yardley-Latham 2010).

After some ten days they were then taken off to Sicily, landed at Trapani, and taken to a camp near Castel Vetrano, at Santa Ninfa. After about three weeks they were taken by train to Messina, and crossed over to Reggio by ferry. Here the ratings were separated and went off to Campo PG T2 at Chiavari. The officers went to Camp PG35 at Padula, south of Potenza.

Next we see a French version of an inquiry card (Fig. 1) dated 9.2.43 addressed to the International Committee of the Red Cross (ICRC) in Geneva sent on behalf of the family by the Apostolic Delegation in London that transited by the Swiss Catholic Mission in Fribourg, Switzerland (see faint black handstamp in the right hand lower corner on the backside). It arrived in Geneva 11 February 1943 where it was registered by the ICRC under number 001025. Not long after the ICRC transmitted the information to the Apostolic Delegation in London that Able Seaman

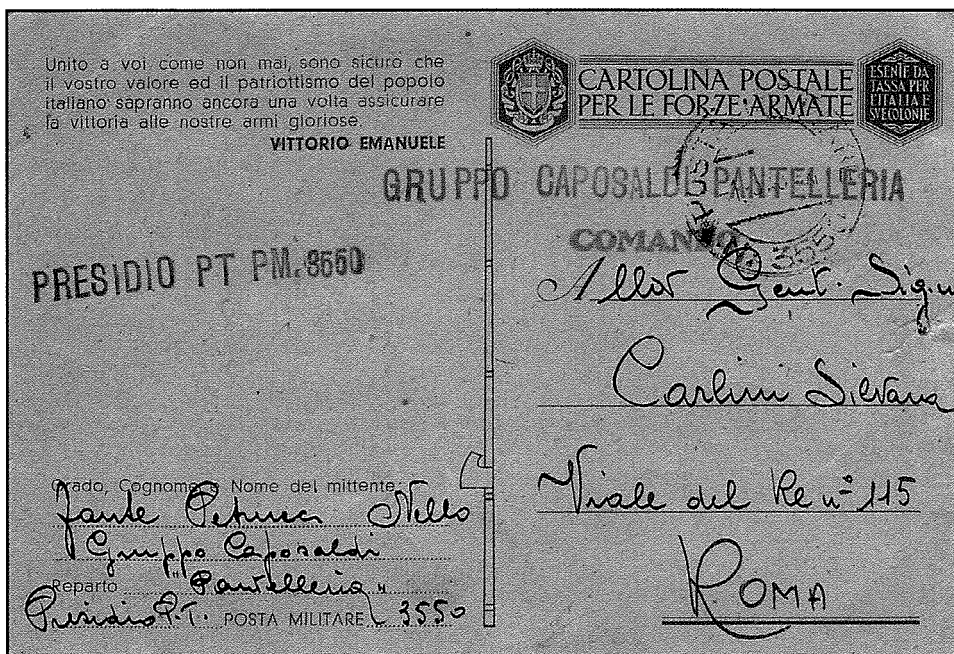


Figure 5. Military postal stationary card postmarked 1.5.43 Posta Militare/N. 3550 (Palermo sorting centre) written on 24th April 1943 by a member of the Gruppo Caposaldi [Cornerstone Group] at Pantelleria to Rome. Single line in purple 'PRESIDIO PT PM. 3550' [Pantelleria Garrison Posta Militare 3550].

Sidney James Sayer was now interned at Stalag VIII-B under no. 31,557. Stalag VIII-B was a notorious German Army prisoner of war camp located near the small town of Lamsdorf (now called Łambinowice) in Silesia. It had many sub camps and it is known that other crew members who survived the sinking of the destroyer *HMS Bedouin* were interned there too at the time.

The Swiss Catholic Mission in Fribourg, Switzerland was founded in 1914 at the beginning of WWI and relaunched its activities in September 1939. The Swiss Catholic Mission was an independent body that assisted victims of war and retained good relations with the protestant dominated International Committee of the Red Cross (ICRC), and in connection with the Vatican and the Apostolic Delegations around the globe it was involved in information gathering (Besson 1943). The transmission of information on prisoners of war is the most awaited relief action by detainees, by their families and, in many cases, by the home states of soldiers. With its 97 articles, the Geneva Convention of 1929 relative to the Treatment of Prisoners of War defined, not only the protection of prisoners obtaining this status, but can also be interpreted as a way to frame the work of institutions engaged in relief activities. Most belligerent states interpreted these provisions as exclusive, making

the ICRC the only neutral institution responsible for transmitting information concerning prisoners of war, as a consequence the Vatican saw itself relegated to a subordinate position in the light of “humanitarian charity”. It was difficult for the Holy See to accept this quasi-monopoly of the ICRC on the lists of prisoners of war during World War II (Debons 2009). Mgr. Besson, the Bishop of Lausanne, Geneva and Fribourg also noted that to facilitate the collaboration with the ICRC, they depended on, that inquiry cards should be modelled to the wished format by the latter. That is also the reason you will not find any mention of the Vatican or related information service or its logo on these cards. What also can be noticed is that they are entirely written in French, even for those originating from Great Britain, as we can see in this case. Many belligerent states such as Germany, Great Britain, Greece and the USA refused the services of the Vatican since it was found that their information service could only complicate the machinery and cause more work to be done and to the contrary without any advantages. An additional reason could have been that Anglican Great Britain, for centuries, harboured a fear vis-à-vis the Vatican interferences.

Conclusion

We have seen how Operation ‘*Harpoon*’, a convoy consisting of merchant vessels with vital supplies for beleaguered Malta got under attack from combined air forces of Italy and Germany and the Italian navy that led to the sinking of the destroyer *HMS Bedouin* close to its final destination. Only a small proportion of its crew perished and most were rescued by the Italian hospital ship *Gradisca* who took them to the Italian island Pantellaria before taking them to mainland Italy and as a Red Cross card handled by the Swiss Catholic Mission in Fribourg shows us as by the beginning of the next year they found themselves in Stalag VIII-B a German Army prisoner of war camp located near the small town of Lamsdorf in Silesia. At least thanks to the efforts by the Apostolic Delegation in London and the ICRC the family was now aware that Able Seaman Sidney James Sayer was one of the survivors of this tragedy.

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MALTA TO BARCELONA VIA SPANISH SHIP. (17.04.1820)

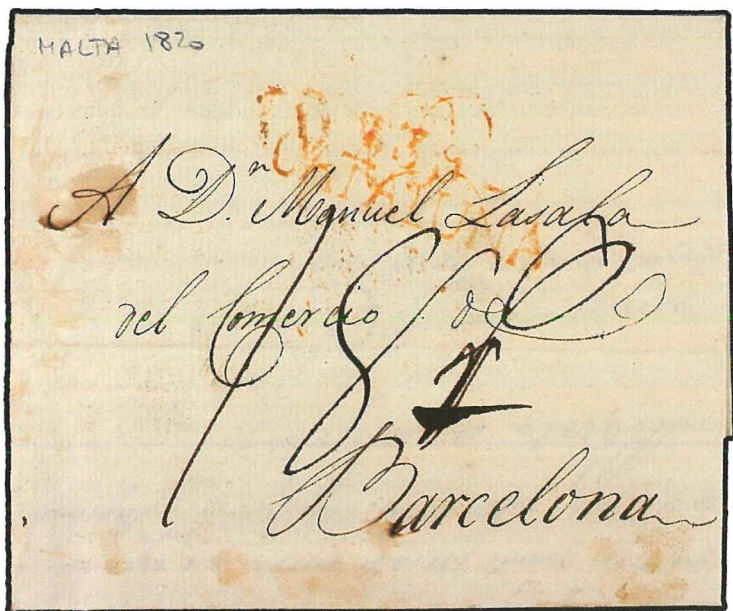
By Paul Bondin

ALSO APPEARED IN UK.MSC. VIRTUAL DISPLAY #109

Señor Don Manuel Lasala¹

My esteemed friend and countryman: an Austrian brig sailing from this port has arrived on this island dropping off various manuscripts and letters and continuing its voyage to Constantinople without dropping anchor. From this same ship I received the duplicates from Your Excellency dated the 1, 3 and 10 February last, to which I responded in triplicate and I am now doing the same to your last important letter dated 30 March that I received together with the comforting public documents in which I have been kindly included by Your Excellency². These alleviate the anxiety and uncertainty about the events in our beloved country that, thanks to God, have had the most satisfactory outcome for the whole Nation however vulnerable and horrific the unfortunate events are in Cadiz that make me shudder merely reading about them³.

I see with the greatest pleasure that Your Excellency has been placed on the Government Commission and our friend Satorras (to whom I send greetings) on the



Entry mark. T39-CATALUNA (Tarragona) in red, rated "18" reales

Querido D.^{no} Manuel Laula
Murcia

219 exp.
Mallorca 17 de Abril de 1820.

Mi Estimado Amigo y Pariente: Un Pergamin *Chutruco* procedente de este Puerto se á visto á estas Islas sepando varios Pliegos y Cartas y siguió su viaje á Constantinopoli sin fondear; Por el mismo he recibido la duplicada de Vm de 5.º 3. y 20. de febrero ultimo á la qual contesto por triplicado, y ahora lo hago á su apreciable ultima del 20 ult no pasando que he recibido juntamente con los convolantes *Lapales* Públicos que Vm se sirve incluirme, los quales nos sacaron del aygudo e incertidumbre de los acontecimientos de nuestra amada Patria, que á Dios gracias han sido los mas satisfactorios para toda la Nacion, sin embargo que es bien sensible, y erroneas las seguras avenencias de Cadix que causan terror solo de oirlas.

Ver á Vm con el mayor Placer metido en la Comision gubernativa, y al amigo *Victorias* (á quien saludo) en el nuevo regidato, es grande satisfaccion para todo hombre de bien el ser útil á la Patria, y con Consuevdanos quando los necesita y los llama.

En mi carta de Vm. ultima vno que haciendo recogido los extravariados *Cuchillos* y *Capita* olvidados del *Atrezo* *Vilaret*, me los remite Vm nuevamente por esta ocasion; pero no puedo menos ser extraño lo que sucede con ambas cosas, pues olvidándose el Cap.^o el que venia encargado de entregarmelas, de entregarlas en este Lazareto como hizo con los Pliegos y Cartas y tambien un *Baragero* que desembarcó, se las llevó á Constantinopoli á donde he escrito con otro *Baraco* que salió el dia siguiente para aquel destino á ver si puedo evitar su perdida, y se me remitan por tercera vez con seguridad.

Quedo enterado de que cobré Vm la Letra de Murcia, y me aboné en cuenta su importe y extraño al mismo tiempo que aun no tenga noticias del Sr.^o Poca sobre el cambio de 7. onzas del Cap.^o Weiss, de la venta del *Abelardo* sea por entero ó por mitad pues queda á la discrecion de Vm, y tambien de otras muchas cosas que segun digo en mis anteriores p.puestas á la direccion de dicho Sr.^o Poca, del amigo *Arístides* de Mallorca y del Sr.^o Rizzo. Espero que todos comunicaran á Vm el resultado, y á su tiempo

me dirá Vm. quanto se le ofrezca, y en particular las cantidades que fuesen entrando
en poder de Vm. y su proced.

Nuestro Encargado de Negocios en Ginebra Dr. Diez Jomex Herrador dio una
Letrilla de 126 Duros a un Males al Cargo de los Sres. Inesco y Comp. de Genova
la qual he comprado yo a dichos Males y giro a la Orden de Vm. acompañandole la
adjunta, pues segun Vm. me dijo puede combenir. Segun noticias que tengo puede q.
dicho Sr. Herrador haga otras tratas de mayor consideracion sobre dicha Casa
Inesco, y en este caso haré lo mismo que ahora hago, que es tomar las y remitir las
a Vm. una vez que combienan.

Con otra cosa que decir a Vm. por ahora quedo ansioso de recibir con primera
ocasion noticias frescas de Vm., y que me diga quanto por alli ocurra que espero
será todo felicidad, y abrazando a Vm. en el alma quedo de Vm. Ag. Jomex y Sagrario

Alberto de Mazarin

Am. me encuentro fatal con los Nervios
y Aborronando, vengo a dar para nada

new regidorato [ed: an old form of the Town Council]. It is of great satisfaction for
all principled men to be of use to their nation and that they are fellow countrymen
when they are needed and summonsed.

Prompted by your last letter I see that, having collected the missing knives and
monies left behind by Patron Vilaret, Your Excellency has, on this occasion, shipped
them again to me. However, I cannot help but think that what has happened with

both items is rather odd because either the captain or

whoever was entrusted with delivering them to me must have forgotten them – then delivering them in this Lazareto⁴ as someone did with the above mentioned manuscripts and letters and also a passenger who disembarked, took them to Constantinople where I had already sent a letter with another ship that departed the following day for the same destination. Let me see if I can avoid losing them and that they are sent to me a third time securely.

I've been informed that Your Excellency has received the letter from Murcia and that you have paid the full amount. At the same time it is strange that I have not yet heard news from Señor Rosa about the exchange of 7 ounces⁵ [ed: most likely of gold coins] from Captain Moisi of the sailing ship Abelardo either in full or in part. Therefore, it remains at the discretion of Your Excellency as well as many other items that, as already mentioned in previous correspondence, I have placed under the management of Señor Rosa, our friend Bastos de Mallorca and Señor Royo. I hope that all will report the results to Your Excellency and that you will, at your discretion, let me know how much.

References

¹ At the time of this letter, Señor Don Manuel Lasala was a deputy of the Cortes of the Province of Aragon.

² Highly likely that this was a royal decree by King Ferdinand VII accepting the liberal Spanish Constitution of 1812. See below.

³ This is most likely a reference to the military uprising in January 1820 by lieutenant-colonel Rafael de Riego against the absolutist rule of King Ferdinand VII. Soldiers that had assembled at Cádiz for an expedition to South America, angry over infrequent pay, bad food and poor quarters, mutinied under the leadership of Riego y Nuñez. King Ferdinand VII provoked widespread unrest, particularly in the army, by refusing to accept the liberal Spanish Constitution of 1812. The King sought to reclaim the Spanish colonies in the Americas that had recently revolted successfully, consequently depriving Spain from an important source of revenue. Despite the rebels' relative weakness, Ferdinand accepted the constitution on 9 March 1820, granting power to liberal ministers and ushering in the so-called Liberal Triennium (el Trienio Liberal), a period of popular rule. As subsequent events were to show, the instability continued across Spain and much of Europe. It ended in 1823 when, with the approval of the crowned heads of Europe, in accordance with the terms of the Congress of Vienna, a French army invaded Spain and reinstated the King's absolute power. It is interesting to note that this event took place only 8 days prior to writing of this letter – a testament to the quick transit time for ships sailing between Malta and Barcelona. (It should also be noted that this letter was received only 2 days after it was dated).

⁴ A lazaretto is a quarantine station for maritime travellers and goods. The writer is referring to the quarantine facility and hospital on Manoel Island in Gżira, Malta. Mail was fumigated prior to release.

⁵ The Spanish ounce (Spanish onza) was 1/16 of a pound, i.e. 28.75 g

AUSTRIAN EMPIRE

By Rob Schneider

ALSO APPEARED IN UK. MSC VIRTUAL DISPLAY. #110

Austrian Empire

Lombardy-Venetia

When adhesives were introduced in September 1857, there were two principal routings for mails to the Austrian Empire: (i) by French packet to Livorno and then overland through the Italian States, prepayable initially only to Livorno, and (ii) by packet to Marseille and then overland to the destination. The 1862 Postal Guide provided for 6d and 8d quarter-ounce prepaid letter rates to the Austrian Empire via Livorno and Marseille respectively. While Lombardy was acquired by Sardinia in 1859 after the Second Italian War of Independence, Venetia did not become part of Italy until 1866 in the aftermath of the Austro-Prussian War.

Tuscany 20c prepaid single rate (10 grams) to Austrian-Sardinian border, charged 10 soldi ("10" h.s.) on delivery for up to one Wiener lot (17.5 grams) & 75-150 km from border.

Probably carried by French Ligne Indirecte d'Italie Vatican Malta (28.4) to Livorno, then sent overland by forwarder (3.5) through the post via Milan (6.5) to destination (7.5).



1860 (27 Apr) to Venice, privately carried to Livorno and posted by forwarder with Tuscany Provisional Govt 20c



1861 (2 Oct) incoming stampless from Venice carried overland to Marseille, charged 8d on arrival, with Anglo-French "Fr/2f96c" accountancy handstamp (8d quarter-ounce rate to Austrian Empire via Marseille)

Carried through northern Italy and southern France via Lyon to Marseille (both 6.10), then packet Marseille to Malta (15.10).

2 francs 96 centimes credit Malta to France for every 30 grams of letters.

Austrian Empire

Lombardy-Venetia and Austrian Littoral

The Austrian Littoral lies to the immediate east of Venetia and consisted of Trieste as well as Istria and Gorizia/Gradisca.



1864 (8 June) incoming from Venice bearing Lombardy-Venetia Coat of Arms
10s + 15s (25 soldi one Wiener lot (17.5g) rate from Venice to Malta)

Although endorsed "*Via di Napoli*," sent via Milan ((9.6) to Genoa (10.6), carried by Ligne Indirecte d'Italie *Aunis* Genoa to Malta (15.6).

55c credit from Italy to Malta as double-rate letter (27½c credit per quarter ounce).

The Tajar family's patriarch Josef emigrated with his wife and children to Malta from Tripoli in 1846, becoming first modern rabbi to Malta's small Jewish community (145 people in 1881).

Austrian Littoral

15 kreuzer per 17.5 grams Austrian postage, with corresponding Italian 20 centesimi domestic postage charge per 10 grams. Italy-Malta letters charged on 7.5-gram/quarter-ounce scale, with 55c credit Italy to Malta.

Carried overland Trieste to Livorno and by French Ligne Indirecte d'Italie *Pausilippe* Livorno (22.9) to Malta. This "indirect" routing via Livorno forwarder avoided the expensive charges of direct sending Trieste to Corfu, then British packet to Malta.

The surviving covers from this correspondence are customarily fronts.

Bottacchi Certificate



1860 (17 Sept) incoming front from Trieste bearing Austria second issue 15kr, sent originally to Livorno and charged 40c Italian domestic postage on arrival ("4" *decimi* rating replacing crossed-out original "2" *decimi* handstamp); reposted to Malta with Tuscany Provisional Govt 40c (2) as double-rate letter (2 x 40 centesimi 7.5 gram rate)

Austrian Empire

Austrian Littoral and Archduchy of Austria

The Archduchy of Austria contained much of the territory associated with present-day Austria. Non-Trieste, pre-GPU Austrian usages from Malta are far more uncommon than those to Trieste. With the extension of the Anglo-Sardinian Convention to Tuscany at the beginning of 1860, mail could be sent to the Austrian Empire at the 6d letter rate via Livorno, although initially such payment was only to the Austrian Empire border. The final arrangements in the pre-UPU period for mail to the Austrian Empire, in effect by around mid-1865, provided for a 6d letter rate paid to destination, with carriage by Italian packets to Sicily/Italy & then through the Italian post office to the Austrian Empire. The Austrian Empire was reorganized and became the Austro-Hungarian Empire in 1867 after its defeat in the Austro-Prussian War.

Carried by French Ligne Indirecte d'Italie Quirinal Malta (4.6) to Livorno (8.6), then sent overland via Florence (8.6) and Bologna (9.6) to destination (11.6).

3½d credit from Malta to Italy for onward carriage from Livorno through Italy, with Malta responsible for sea carriage by French packet to Livorno.



1864 (4 June) 6d to Trieste, recipient charged 21 kreutzer for Austrian postage (6d quarter-ounce rate to Austrian Empire via Livorno)

Archduchy of Austria



Carried by Italian packet to Siracusa and then through Italian postal network to Austria.

4½d credit from Malta to Italy for Italian packet and onward carriage to destination.

1870 (18 Feb) 6d to Vienna, paid to destination (6d quarter-ounce rate to Austrian Empire)

Austrian Empire

Archduchy of Austria

There was also a concurrent Austrian Empire unpaid letter rate of 8d per quarter ounce, with the 2d penalty split evenly between Malta and Italy, while the prepaid letter rate from the Austrian Empire to Malta was 15 kreutzer.



1867 (20 Nov) Incoming circular from Vienna bearing Franz Josef 2kr (3) for printed-matter charge, not accepted as printed-matter rate by Malta and charged 8d as unpaid letter, refused by addressee and returned to Vienna

The earlier of two known examples of the "Refused" handstamp and the earliest known use of the 8d circular postage-due handstamp

Carried overland to Naples (24.11), then Italian packets via Messina to Malta, and returned to Vienna. 5½d credit from Malta to Italy from 8d unpaid letter charge. Marked "6(d)" for return charge.

Both "Refused" and 8d due handstamps sent out by London GPO 26.8.1867.

Goller BPP & BPA Certificates

12½c credit Italy to Malta for local postage.

Carried overland by closed bag to Naples (15.2), then Italian packets to Siracusa (19.2) and then Malta (21.2).



1871 (12 Feb) incoming from Vienna bearing Franz Josef 5kr (3) (15 kreutzer letter rate Austro-Hungarian Empire-Malta)

Fiume was the Mediterranean port for the Kingdom of Hungary, while Dalmatia to its south was part of the Austrian Kingdom within the Austro-Hungarian Empire. Rather than transit down or across the Adriatic, mails to Malta in the earlier years from the Adriatic Coast were normally sent north to Trieste and dispatched from there to Malta.

Carried by sea Orebić to Trieste (19.3), overland across northern Italy via Milan (20.3) to Genoa (21.3), then domestic packet to Messina (25.3), Italian packet Sicily to Malta (30.3).

65c (6½ *decimi* hand-stamp) Italian postal charge from 3rd Austrian distance ("A3") to 2nd Sardinian/Italian distance, but only 5¼d actually received in Malta-to-Italy credit for unpaid letter from Austrian Empire carried to Malta by Italian packet.



1863 (15 Mar) incoming stampless from Orebić, Dalmatia, charged 8d at Malta (8d quarter-ounce unpaid letter rate from Austrian Empire)

Orebić lies 400 kilometers southeast of Trieste on the Dubrovnik coast and was the home of 17 of the most important nautical captains in the Austro-Hungarian Empire during the nineteenth century.



1871 (23 June) 6d to Fiume (present-day Rijeka), Kingdom of Hungary (6d single letter rate to Austro-Hungarian Empire)

4½d credit Malta to Italy.

Carried by Italian packet Malta to Siracusa (24.6) and on to Fiume.

Austrian Empire

Austrian Levant

Austrian Levant was the system of Austrian Post Offices in the Ottoman Empire. The system was served by the Austrian Lloyd, and mails to Malta were normally routed through Trieste, the line's home port.



1860 (24 Nov) incoming stampless from Scio-Cesme (Island of Chios, off Turkey), partially prepaid 45 soldi, with recipient at Malta charged 1sh

Extremely early usage of the Scio-Cesme c.d.s.

"20/25" charge on reverse representing 20s to Austrian Lloyd & 25s overland to Sardinia. 20c internal Sardinian postage ("2" handstamp). Recipient charged 1sh as unpaid double-rate (half-ounce) letter from Sardinia, with 4½d credit Malta to Sardinia.

Carried by sea by the Austrian Lloyd to Trieste, overland via Milan to Genoa, Ligne Indirecte Pausilippe to Malta (14.12). Scio-Cesme c.d.s. noted by Tchilinghirian utilized from 1863.

Sea carriage via Italy to Constantinople (7.1.1871 Br PO c.d.s.) and transferred to Austrian PO in Constantinople (7.1) for onward sea carriage by Austrian Lloyd to Volo (Austrian PO).

Ex Lloyd-Lowles, Camillery.



1870 (29 Dec) 10d to Volo, Thessaly (then Ottoman but from Nov 1881 part of Greece) (2 x 5d quarter-ounce rate to Austrian Levant/Turkey)

Less than five pre-GPU franked Malta covers to Austrian Levant known

POSTAL DIARY

1ST JANUARY – 17TH FEBRUARY 2023

Compiled by John V. De Battista

16th January

A Company Announcement by MaltaPost under the signature of Company Secretary Graham A. Fairclough was issued today pursuant to the Capital Market Rules of the Malta Financial Services Authority, whereby it informed that the Board of Directors had resolved that it would be in the best interest of the Company to recommend to its shareholders a share split of the Company's shares on a two (2) for one (1) share basis.

This will result in every one (1) share having a nominal value of Euro 0.25 being split into two (2) shares, each with a nominal value of Euro 0.125. The proposed share split was stated as being intended to allow easier access to a larger number of investors and that this should result in improved trading liquidity in the Company's shares.

20th January

MaltaPost today informed the public it has reprinted the 37c stamp from the "SEPAC - Local Beverages" stamp issue that was released last 13th September 2022.

The reprint consists of 500,000 stamps, in sheets of ten stamps, bearing sheet numbers 50001-100000, both numbers included.

The stamps, as in the first printing, measure 31 mm x 44 mm, have a comb perforation of 13.9 x 14.0. They have been printed through the offset process by Printex Limited on watermarked paper bearing the Maltese Cross.

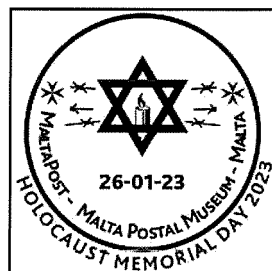
The reprint stamps will be available to order from the MaltaPost Philatelic Bureau as of Saturday 21st January 2023.

In its second media communication for the day, MaltaPost informed that the letterbox situated in Triq il-Port Hiele, Birżebbuġa is now back in service.

24th January

Today it was announced that a handstamp, to commemorate Holocaust Memorial Day 2023, will be used on Thursday 26th January at the post office counter of the Malta Postal Museum at 135, Archbishop Street, Valletta VLT 1444.

The single-ring circular hand stamp is inscribed "HOLOCAUST MEMORIAL DAY 2023" along the outside bordering the ring,



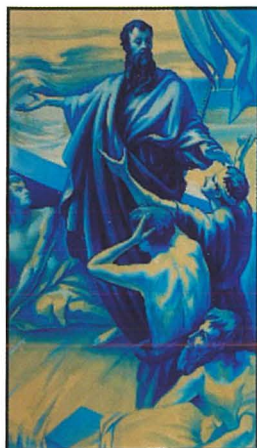
and “* MALTAPOST – POSTAL MUSEUM - MALTA *” bordering the ring on the inner side. At the top centre of the hand stamp is the star of David, flanked by three rows of barbed wire, immediately beneath which was placed the issue date “26-01-23” in a straight line.

08th February

The Malta Postal Museum today issued a limited edition card to celebrate the feast of Saint Paul, which is also a national holiday. No special commemorative handstamps were issued to accompany the card on the first day of issue.

The card is based on the original design artwork by Chev. Emvin Cremona used for the 1 1/2d stamp issued on the 8th February 1960 to mark the 19th centenary from the shipwreck of Saint Paul on our islands.

For the record, the issue consists of a total of one hundred cards. They were printed by Messrs. Polidano Press Limited.



09th February

Today MaltaPost listed an unannounced special handstamp on its philately page to commemorate the First Centenary of the Malta National Lottery. This was purportedly used only on 9th February at the Malta Postal Museum located at 135, Archbishop Street, Valletta VLT 1444.

The single-ring circular hand stamp is inscribed “100 YEARS OF NATIONAL LOTTERY 1923 - 2023” along the outside bordering the ring, and “MALTAPOST – POSTAL MUSEUM - MALTA” bordering the ring on the inner side. At the top centre of the hand stamp is the Malta Lotteries Logo, immediately beneath which was placed the issue date “09-02-23” in a straight line.



15th February

There is no doubt that illustrated story books intensely evoke childhood memories. Such “magic” was presented to an entire generation of Maltese school children through two much-loved local publications - “Id-Denfil” and “Il-Ġojjin”. Many adults today still cherish fond memories of these iconic Maltese textbooks that accompanied them throughout their early school years. What we read, see and share at a young age stays with us for life. With this in mind two stamps that portray two Maltese iconic children’s books. - “Id-Denfil” (€0.37) and “Il-Ġojjin” (€3.00) will

be on sale on the 17th February.

The stamps will be issued in a sheet of ten, with each stamp measuring 31mm x 44mm, a comb perforation 13.9 x 14.0 and bearing the Maltese Cross watermark. The sheets measure 185mm x 118mm and were produced by Printex Ltd in the offset process. This issue consists of 500,000 of the €0.37 stamp and 300,000 of the €3.00. The stamp set is designed by MaltaPost and photography was done courtesy of the National Library of Malta.

MaltaPost prepared an occasion hand stamp to cancel the stamps on the first day of issue (on FDC No.1/2023). The single-ring hand stamp is inscribed “ICONIC MALTESE CHILDREN’S BOOKS” along the outside bordering the ring and “* MALTAPOST ----- - MALTA *” on the lower inner side of the ring. The words and issue date “JUM IL-HRUĠ/17-02-23” in straight lines are to be found below an outline image depicting a leaping dolphin as portrayed on “Id-Denfil” book cover, positioned at the top centre of the hand stamp. MaltaPost’s Philatelic Bureau featured the issue in its Stamp Bulletin No. 434.



In its second media communication for the day, MaltaPost informed that, by agreement with the Malta Communications Authority, on Thursday 16th February the last collection of mail from all letterboxes will be carried out at 10:00 a.m., Valletta South Street Post Office and Victoria, Gozo Post Office will close at 4:00 p.m.

17th February

A Company Announcement by MaltaPost under the signature of Company Secretary Graham A. Fairclough was issued today pursuant to the Capital Market Rules of the Malta Financial Services Authority, whereby it informed that MaltaPost held its Annual General Meeting on the 16th February. During the AGM all the Ordinary and Extraordinary Resolutions on the agenda were approved. Of special interest among the resolutions was the Redenomination of the Nominal Value of the Share Capital (*Refer to entry dated 16th January*).

The Postal History of the Order of St John (SMOM) 1530-1798

IS OUT OF PRINT

– A REPRINT is being considered –

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