

**Journal of**  
**THE MALTA PHILATELIC SOCIETY**

# The **JB** Catalogue of Malta Stamps and Postal History



# 2012

21st Edition





# THE MPS JOURNAL

Silver NIPPON 2011  
Silver PORTLAND USA 2007  
Silver CHICAGOPEX 2002,2004,2005, 2011  
Silver STOCKHOLM 1986



Editor: Chev. Dr A Bonnici, MD, MA(Melit) FRPSL, KM, UOM  
**Members of Federation Internationale de Philatelie**  
F. I. P. Commissioner johnacardona@gmail.com  
<http://www.sliemastampshop.com.mt/MaltaPhilatelicSociety>

**Vol. 41/2**

**August, 2012**

## 2011 Committee

**President &  
Journal Editor:**

Chev. Dr. A. Bonnici MD, MA(Melit) FRPSL, KM, UOM  
(Tel: 2133 8437, 9949 5066), [abonnici@maltanet.net](mailto:abonnici@maltanet.net)  
34 "Casa Bonnici", Sir Augustus Bartolo Street, Ta' Xbiex,  
XBX 1093, Malta.

**Vice President &  
Ass. Treasurer:**

Mr. J. Buttigieg (Tel: 2134 2189, 9942 4874)  
[sales@sliemastampshop.com.mt](mailto:sales@sliemastampshop.com.mt)

**Secretary/ Treasurer  
& F.I.P. Commissioner**

Mr. John A. Cardona (Tel: 2189 2141, 9983 6966)  
[johnacardona@gmail.com](mailto:johnacardona@gmail.com) - 56, Triq Santa Marija, Tarxien,  
TXN 1703, Malta.

**Ass. Secretary,  
Web site admin &  
Public Relations Officer:**

Mr. John De Battista (Tel: 2141 1919)  
[debfamily@hotmail.com](mailto:debfamily@hotmail.com)

**Liaison with Malta  
Study Circle UK:**

Mr. H. Wood (Tel: 2133 0336) - [hwood@go.net.mt](mailto:hwood@go.net.mt)

**Members:**

Mr. A. Camilleri (Tel: 2138 0113) - [toncam@keyworld.net](mailto:toncam@keyworld.net)  
Mr. J. Lanfranco (Tel: 2131 2361) - [jg.anfranco@malta.com](mailto:jg.anfranco@malta.com)  
Mr. A. Caruana Ruggier (Tel: 2124 3518) - [alcarug@gmail.com](mailto:alcarug@gmail.com)  
Mr. S. Parnis (Tel: 2169 7547, 7904 5780) - [samritpar@gmail.com](mailto:samritpar@gmail.com)  
Mr. John Micallef (Tel: 2143 3545, 9943 2945) - [elcamino@onvol.net](mailto:elcamino@onvol.net)  
Mr. C. Mejlaq (Tel: 2149 8069, 7973 4088) - [charlessmejlaq@gmail.com](mailto:charlessmejlaq@gmail.com)

**Overseas Rep:**

Mr. Chris Howe, Sandringham Gardens, Fishtoft, Boston Lines PE21 9QA, UK  
[chrishowe@skanderbeg.fsnet.co.uk](mailto:chrishowe@skanderbeg.fsnet.co.uk)  
Dott. Luciano Cruciani, Viale Telese 35, Roma 00177, Italy.  
Mr. Wolfgang Juncker, 47 Lagerstrasse, Homburg Sarr D-66424, Germany  
Mr. Enrico N. Bataille, 6 Hamerkop Street, Cotswold Extn. P. Eliz., S. Africa  
Mr. D. Pardo, 9740, 49th Avenue, N.E. Seattle W.A.98115. USA.

## CONTENTS

70th Anniversary of Operation Pedestal known in Malta as the Santa Maria Convoy Malta in World War II <i>by Gavin Fryer</i> .....	2
BALLOONS AND AIRSHIPS <i>by R.A. Rostron</i> .....	13
PAQUEBOT MAIL <i>by Dr. Alfred Bonnici</i> .....	40
Postal Diary 23 July – 6 September 2011 <i>by Joseph Fenech</i> .....	43

# 70th Anniversary of Operation Pedestal known in Malta as the Santa Maria Convoy Malta in World War II

by Gavin Fryer RDP FRPSL



*Painting depicting the convoy entering Grand Harbour Malta, on top of the front door of St Mary Parish Church Qrendi painted by Gozitan artist Paul Camilleri Cauchi, executed on the initiative of Rev Dun Matteo Magro who paid personally for it. (Photo supplied by St Mary Band Club, Qrendi)*

The Feast of the Immaculate Conception (St Mary Feast – il-festa ta’ Santa Marija) is a public holiday in Malta, celebrated on the 15th August in eight parishes in Malta and one in Gozo. The Ohio one of the merchant man of the convoy arrived in Malta on this particular day bringing to Malta much needed supplies, when Malta because of lack of provisions was on the verge of surrendering to Nazi Germany. Consequently the Maltese with pride call it the Santa Marija Convoy. (Editor)

## Introduction

Britain was experiencing very difficult battles in the western desert of North Africa. The RAF was required to keep up its attacks on targets in the Western desert, bomb German shipping ferrying materials and fuel to Rommel’s army and take defensive measures against German aircraft attacking British shipping around Malta, convoys carrying war materials and equipment, spares and additional servicemen, as well as the food supplies needed by a large army in the field. This fuel was necessary to keep RAF aircraft airborne for all these purposes. If Malta fell the knock-on effects around the Mediterranean and in North Africa, as well as in the Middle East were immense. Even so, there were British commanders who

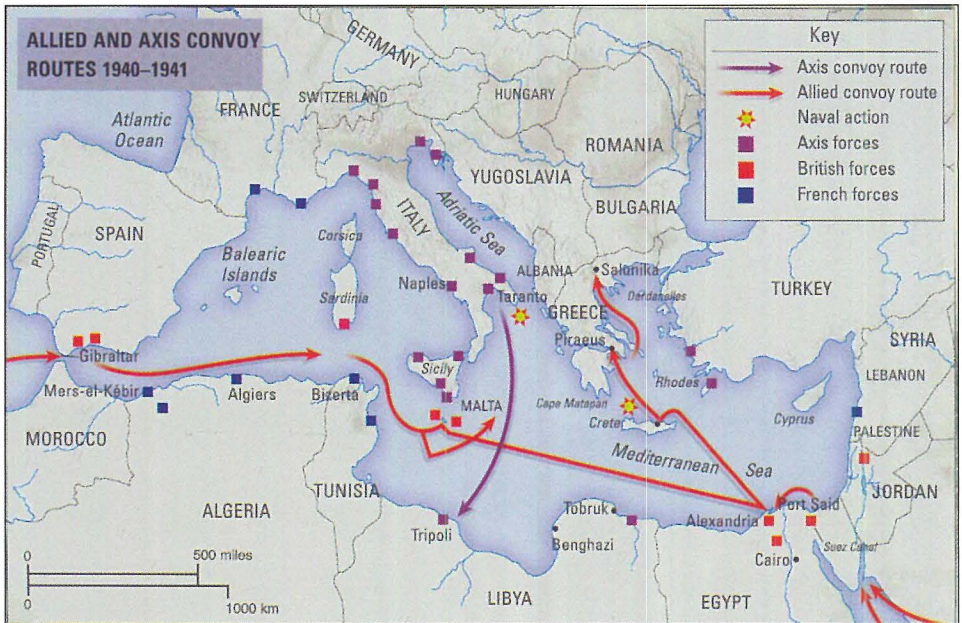


Fig.1 Route of the Pedestal convoy through the Mediterranean

could envisage letting Malta go and diverting elsewhere the scarce resources tied up in defending Malta.

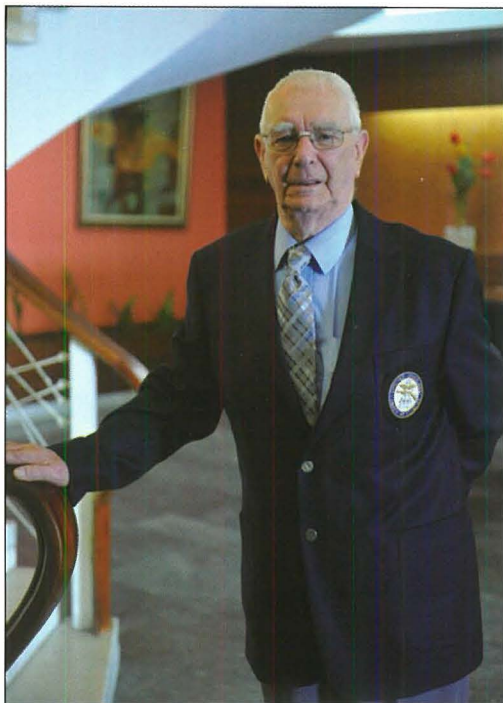
It was the last desperate effort by the Royal Navy in August 1942 to relieve embattled Malta with a large convoy of materials, known as Force X, especially badly needed aviation fuel without which the garrison would have to surrender. The author's WWII collection includes letters written by Lieut. E Cole Sutton and copies of naval messages passing between the lead ships in the convoy known as 'Operation Pedestal'.

Fig. 1 shows the red line for the route taken by the convoy<sup>1</sup>. The official history about the Western Desert campaign<sup>2</sup> includes a more detailed map, quite large and with fine print that does not reduce to legible scale for the page format of the Journal. The convoy moved from south of Majorca at noon on 11 August 1942 and by the time it reached the Tunisian coast it zigzagged close to the coastline, albeit out to sea, and was met by two MTB attacks off Kelibia, north of Sousse shortly before 4.00 am on 13 August. (Sousse is located at the blue square below Bizerta on the coast.) This resulted in the sinking of the *Manchester*, *Wairangi*, *Almeria Lykes*, *Santa Elisa* and *Glencorchy* and damage to *Rochester Castle*. The convoy reached shallower water around Malta, so Force X could turn away for its return at 4 pm on 13 August, docking the *Ohio* on Saturday 15 August at 8 am.

On the 13th August 1942 three badly beaten ships *Port Chalmers*, *Rochester Castle* and *Melbourne* appeared on the horizon and *Port Chalmers* was the first



18 year old Arthur Batey in 1942



War veteran Arthur Batey in 2012

to enter harbour. 18 year old seamen Arthur Batey (RN) was on board and visited Malta in May this year, where his memoir of this experience was reproduced by Sarah Carabott in the Times of Malta of Monday May 21, 2012. By the end of the war Mr Batey was awarded five campaign medals.

## Lieut. E Cole Sutton

HMS *Furious* was a carrier in Force Z in Operation Pedestal. A letter from Sutton, signed 'Eric', was sent on 5 December 1941 during the period when HMS *Furious* was undergoing repairs in the United States, probably due to storm damage in the Atlantic. Eric writes on *Furious* printed headed notepaper about the sports he played in Philadelphia, hockey, squash and football keeping fit. Later he was transferred to HMS *Manchester* a cruiser that was in Force X in Operation Pedestal. He was a member of the *Manchester* crew when the ship was torpedoed during an air raid and foundered off Cap Bon on the coast of Tunisia: see **Damage** below.

A letter dated 16 July 1942 and another undated while Sutton was in Gibraltar are all about family matters as he would have been prohibited from saying anything about his whereabouts and what his ship might be doing. We know he was on the *Manchester* from his headed notepaper with printed address 'H.M.S.MANCHESTER

c/o G.P.O. London'. Sutton continued to play hockey saying he had been ashore ten times since sailing (from USA).

An envelope that had enclosed mail from Sutton's family sent from Exmouth on 6 August 1942, three days before the convoy set off for Malta, could not be delivered as the crew of HMS *Manchester* had been interned in Algeria, so the letter was returned by the Admiralty with a cyclostyled label 'RETURN TO SENDER / Please note the addressee is / now a prisoner of war.' More details are given below about **Internees**.

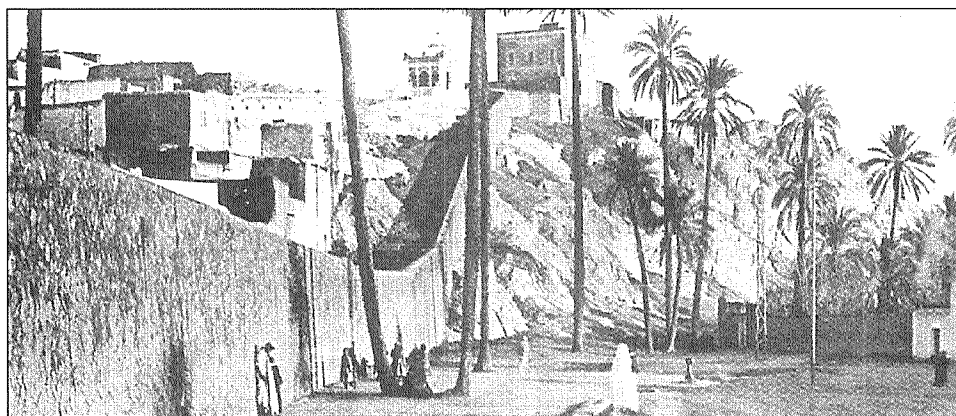
## **HMS *Manchester***

HMS *Manchester* was a 10,000 ton cruiser armed with 12-6" guns and carried a battalion of infantry bound for Malta and soldiers and airmen destined for the North African campaign. This vessel was included in Force X as a protective vessel for Operation Pedestal. The convoy sailed from Gibraltar on 10 August 1942 to Malta.

## **Damage to HMS *Manchester***

Rear-Admiral LE Holland flew his flag in the *Manchester*. The *Nigeria*, *Cairo* and *Ohio* were all struck by an Axis submarine torpedo attack at 19.55 on 12 August 1942. Soon after 20.15 on the 12<sup>th</sup> a torpedo hit the *Manchester* in the aft engine room. The Cap Bon navigation lights were so powerful that they would silhouette any ship up to 10 miles distant. Similarly the Kelilia light was largely responsible as it cast a huge shaft of light far out to sea, at the Narrows, rendering the *Manchester*, captained by Capt Drew, vulnerable. At 01.07 on 13<sup>th</sup> two torpedoes from Mi 66 in an air raid hit the *Manchester* until then largely undamaged. This immobilised the ship and it was eventually beached<sup>3</sup>.

## **Capture and transport to Internee Camp**



*Fig.2 Camp des Internes Britanniques at Laghouat in Algeria*

The crew were captured and taken to a camp at Bon Fiche, 50 km from Tunis for three days, before being transferred by train past Algas to **Camp des Internes Britanniques at Laghouat in Algeria** in the desert administered by the French see *Fig. 2*.

### **The *Ohio* and its escort**

The *Ohio* a modern US tanker of 14,000 tons built 1940 owned by Texaco and then one of the fastest tankers afloat. She was requisitioned in June 1942 and a British crew took over whilst her existing armament was strengthened with a 40mm Bofors and no less than six Oerlikons. This ship was very well built and but for its double skin its precious cargo would have been lost. The convoy including the *Ohio* was given the more powerful escort than had been previously assembled including four aircraft carriers. The tanker had a British crew and carried 13,000 tons of petroleum products<sup>4</sup>.

### **The Naval Messages**

Out of ten pages of message forms, four Naval messages give an account from the aircraft carrier *Indomitable* of some of the action by German fighter planes, flying out of Sicily, during their attack on the convoy in an attempt to prevent these precious supplies reaching Malta. HMS *Indomitable* was one of Britain's few modern aircraft carriers, built 1940. The following texts are verbatim from the cable forms.

13 August 0835 - *Indomitable* via *Rodney* to SOF received 0959

Your 0709 (A) 3 hits (B) 2 or 3 damage not yet known (C) One large bomb starboard side abreast foremost left. A 4 point 5 group & lift blown up and distorted. Mess decks below gutted. Large hole ships side above water. One smaller bomb in Wardroom port side blown out area gutted.

One large bomb port side abaft after lift. Lift wrecked store rooms and wing quarters to lower gallery deck gutted. Slight leaks under water port side under control. Main engines and dynamos unaffected. Flight deck out of action. (D) Six Officers 60 men killed 55 wounded.

13 August 0858 – SOF to *Indomitable* received 1017

I was very sorry to see you hit but I should like to congratulate you and all concerned on the speed with which the damage and fires were got under control. I hope your casualties were not severe.

13 August 1013 to General from SOF received 1110 see *Fig. 3*

Following believed situation Force "X". *Nigeria* and *Cairo* hit by U-boat at



dusk. *Nigeria* proceeding West with 4 Hunts. *Cairo* sunk by our forces. *Kenya* hit soon after believed still proceeding with Convoy, *Manchester*, *Charybdis* & probably 9 destroyers. CS1. in *Ashanti*. At least 5 MT's sunk. *Foresight* with *Tartar* in company proceeded West at 1900.

14 August 1643 to SOF from CS1. [in *Ashanti*] received 1917

I am sorry that we did not succeed in getting more ships through. Force X and convoy have been under practically continuous attack until PM today. *Kenya* was torpedoed right forward at same time as *Nigeria* but is good for 25 knots. *Ohio* was torpedoed and *Brisbane Star* damaged in the same attack and I hailed them and told them to take the inshore route and think they both may be in by now. In dusk air attack on D3 3 merchant ships were sunk. Off *Kelibia* while still in very narrow and mined waters we were attacked 4 times by E-Boats which resulted in mineing (sic) of *Manchester* and of 3 more merchant ships. In daylight on D4 2 more merchant ships were lost by bombs and 2 severely damaged one of which the *Dorset* was so badly on fire she could not be saved although within one hundred miles of Malta. I turned 3 ships over to SO minesweepers and *Penn*, *Ledbury* and *Bramham* to help look after *Ohio*. *Brisbane Star* should have arrived today. I started back at 1600 yesterday and we had [ou]r first spell between them and rounding Cape Bon at about 0200 this morning when we were attacked by E-Boats and sunk one. We were attacked by U-Boats at 0500 and one torpedo passed ahead of *Ashanti*. Air attacks did not commence until sunrise but were continuous until 1315 and consisted of high level medium level and dive bombing by JU88 and Stukers as well as torpedo bombers attack Minelayers. We suffered from nothing worse than fairly near misses and shot down 2 aircraft for certain this morning. I think we were lucky for the pace was pretty hot. Sorry this is such a sketchy account but I have not had time to set it all out or count our total. We all greatly appreciate your being here to meet us. I have no details about *Manchester*, please pass this to RAA for information.

### **Notes about abbreviations used in the messages**

Force "X" the Escort for the convoy through to Malta

SOF = Flag S.O. Force F (the Force as a whole) Vice Admiral Sir Neville Syfret, CB

CS1 = Flag Officer 10<sup>th</sup> Cruiser Squadron Rear-Admiral HM Burrough, CB, DSO.

HMS *Ashanti* a destroyer to which Burrough transferred his flag as commander of 10<sup>th</sup> Cruiser Squadron

*Brisbane Star* a freighter of Blue star Line 12,791 tons.

HMS *Cairo* a light cruiser, sunk by our gunfire after being crippled.

HMS *Indomitable* one of Britain's few modern aircraft carriers, built 1940

HMS *Kenya* a cruiser severely damaged

HMS *Nigeria* a light cruiser, Flag ship of 10<sup>th</sup> Cruiser Squadron commanded by Rear-Admiral HM Burrough, CB, DSO. When *Nigeria* was crippled by enemy action Burrough transferred his flag to HMS *Ashanti*, a destroyer.

*Ohio* a modern US tanker built 1940 owned by Texaco: was requisitioned in June 1942 and a British crew took over whilst her existing armament was strengthened with a 40mm Bofors and no less than six Oerlikons

HMS *Rodney*, a battleship built 1925

S. 1320b.		NAVAL MESSAGE.		Revised December, 1935.	
For use in Signal Department only		Originator's Instructions: (Indication of Priority, Intercept Group, etc.)		Codress/Plaindress	
TO:		FROM:		No. of Groups:	
TO: <i>General</i>		FROM: <i>SOF</i>			
Write Across					
<i>following believed situation force "X"</i>				5	
<i>Nigeria &amp; Kenya hit by U-boat at dusk</i>				10	
<i>Nigeria proceeding West with 4 Hunters. Buirio</i>				15	
<i>sunk by our forces. Kenya hit soon after</i>				20	
<i>believed still proceeding with buoy</i>				25	
<i>Manchuk, Sharyshin &amp; probably 9 Boats</i>				30	
<i>CS 10 on Ashanti at 1700 &amp; 5 MT sunk</i>				35	
<i>foreight with 40mm in company</i>				40	
<i>proceeded West at 1900</i>				45	
				50	
System: <i>Hy 1</i>		P/L Code or Cypher: <i>W</i>		Time of Receipt: <i>1110</i>	
				Operator: <i>13/8</i>	
				P.O.O.W.:	
				Date: <i>13/8</i>	

Fig.3 Naval Message on 13 August at 1013 to General from Vice Admiral Sir Neville Syfret, CB

## Internees' experience

Though a large number of men and crew were picked up by other ships in the convoy, many were washed on to the Tunisian coast. They were briefly interned by the French at Bon Fiche in **Tunisia** and one of those landed recalls<sup>3</sup>:

It was a long struggle to the Tunisian coast where we were taken prisoner by the Vichy French. My own first night ashore with a few men was spent in the local

morgue. All that I can remember of that is that it had white tiles, was cold, that we were all delighted to be alive and that sleep was all we needed.

Eric Sutton wrote from Camp Laghouat on 24 August 1942:

we were torpedoed at 1.30 am on Thurs 13<sup>th</sup>. We landed at Cap Bon in Tunisia, after a rest at a French ... We were sent in buses to a Camp at Bon Fiche, 50 kilometres from Tunis, we remained here for Friday, Sat and Sunday, and on Monday we were put in a train for here, we went via Algas, guards with fixed bayonets were at every station. If you look at a map you'll see it's a long journey and in the terrific heat with no sleeping or washing. It was pretty sticky. After journeying for miles and miles through the desert, never ending sand, ... flies and camels we arrived here on Thursday 20<sup>th</sup>, Malim, Rambaut, Cooper and two others of us share a stone room about 12 x 24, our beds are double deckers made of wire netting and wood, we have a chest of drawers with three drawers, two chairs, woody, rickety and a little table. I'm writing this on my bed on a piece of wood. We have straw paliasses and a sheet made into a sleeping bag and one rug each. We have been issued with a pair of sandals, two khaki shirts and two pairs of shorts.

Subsequent treatment of the internees in **Algeria** was not a very edifying story. One survivor recalled<sup>3</sup>:



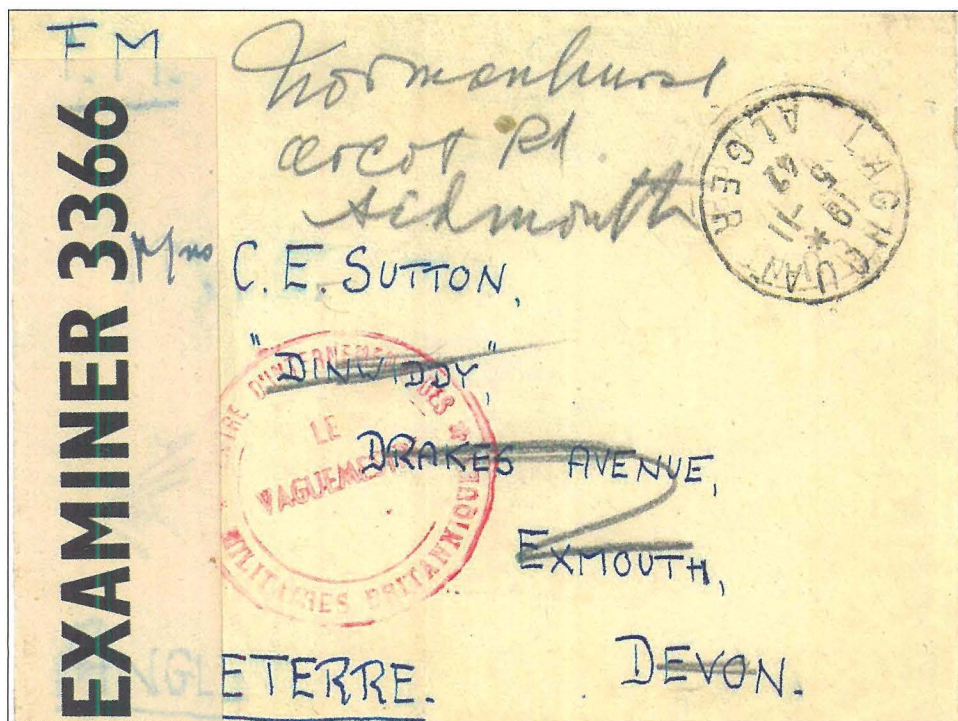
Fig.4 Inward mail to Camp Laghouat, though undelivered

We were incarcerated in a Beau Geste type fort in this large Saharan oasis. The *Manchester's* survivors were by no means the only inmates of this camp. Food was minimal, dysentery was rife and perhaps the major difference between this camp and many others was that we did not get Red Cross food parcels in the same way as those who were prisoners of the Germans and Italians. This was Camp Laghouat, Algiers. My wife tried to send me a parcel of clothing as the nights were very cold in the desert. In fact, in due course, I did get the parcel, but on arrival it contained several folded newspapers in Arabic script and two packets of Algerian dates. We were released after the Allied landings in North Africa ('Torch' landings on 8 November 1942) and so my stay in this camp was limited to three months, by which time, I, a large six feet, fifteen stone, weighed eight and a half stone.

An example of inward mail to Camp Laghouat, though undelivered *Fig. 4.*

### Sutton's Internee letters

Eric Sutton as an internee wrote a number of letters of which I have four in manuscript, dated 24 August, 26 September, 4 and 31 October 1942. Most of the news he had related to routine in the camp and the sparse clothing he had, and the frequency of inward mail and Red Cross parcels. These letters were written on scarce paper that



*Fig.5 Envelope from Eric Sutton's letter (VII) from Laghouat dated 31 October*

internees had to buy out of the £2 allocated to each man per month. The letter Eric dated 31 October was on two sides in faint pencil on very thin paper - a sheet only 11 x 18 cm. Clearly paper had become a very scarce commodity, about which the Maltese people knew well see *Fig. 5*. In that letter (No. VII) Eric wrote:

the camp at Lghouat is to be split up and 5/8 of the internees are going to a new camp at a place called Jerryville.

One can imagine how basic that could have been, more especially in the light of the name given to that camp. Eric continued his letter:

I had the choice but turned it down, it is a shot in the dark as to how it will compare with this one, but we have built so much here for ourselves and they'll probably have to start from scratch in the new one.

Anyhow we'll have more room here then and I am going to share a room with the 'Mason', a young Captain called Akam whom I like.

## **The *Ohio's* last hours**

Meanwhile blistering air raids and motor torpedo boat attacks on the convoy steadily reduced the number of serviceable vessels from the original fourteen that set out from the Clyde to five. 12 August was a day of disaster for vessels in the convoy on which the *Ohio* received her first hit by torpedo. The *Cairo* was so badly damaged that it sank while the *Ohio* burned furiously with a gaping hole in her side. After the fires had been put out the engineer managed to re-start the ship's engines and achieved a speed of 16 knots enabling her to rejoin the convoy. Among experiences on the *Ohio* a Stuka dive bomber split apart by a stream of 20mm shells fired from the *Ohio* failed to come out of its dive and crashed into the side of the ship, after bouncing off the sea like a skimming stone. Yet another German bomber that had been shot to pieces bounced into *Ohio* which blew out the boilers. Then a torpedo destroyed the steering gear and most of the ship's communications systems. Now the *Ohio* had a gaping hole in the main deck, the pump room was completely open to the sea, bulkheads were torn and tank lids buckled and open. Ships left to escort the *Ohio* into Malta Grand Harbour were two destroyers the *Penn* and the *Bramham*, the *Ledbury*, the *Brisbane Star* and three minesweepers. The *Ohio* was so badly damaged that it had to be held up from sinking by the two destroyers lashed on either side with the *Rye* towing her. The *Ledbury* was secured aft coaxing and guiding her in the right direction. Another attack developed and she was almost sunk. Barely afloat, a floating wreck with a crashed plane on her deck, her back broken, her rudder carried away, the *Ohio* had been abandoned twice, then re-boarded. She was sinking slowly by about six inches an hour. On Saturday 15 August this 'crazy little collection of ships' hobbled into Grand Harbour see *Fig. 6*.

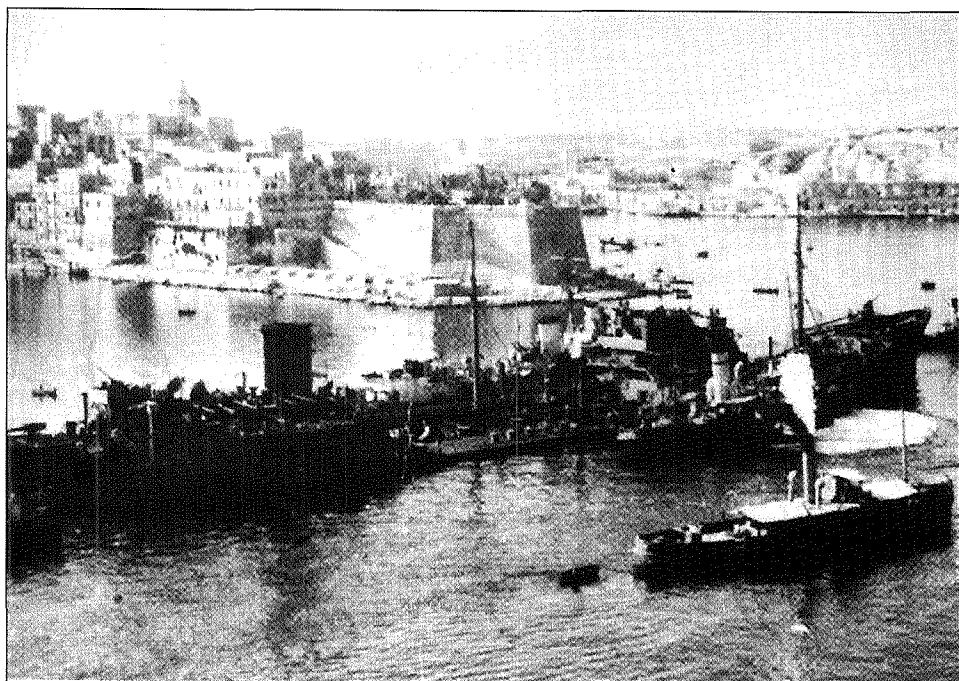


Fig.6 Entry of the *Ohio* into Grand Harbour

Vice Admiral Malta signalled<sup>4</sup>:

IAM VERY GLAD TO SEE YOU AND YOUR FINE SHIP SAFELY IN HARBOUR AFTER SUCH A HAZARDOUS AND ANXIOUS PASSAGE. YOUR CARGO WILL BE INVALUABLE IN THE WAR EFFORT.

Her cargo much depleted was discharged and the *Ohio* was later moored in Rinella Bay where she broke in two and settled in shallow water. As it proved impossible to re-join the two halves, each was made watertight and used for storage and as a base for small units of the navy. On 19 September 1946 the fore part was taken to a point ten miles off Grand Harbour and sunk by the destroyer *Virago*'s gunfire. Two weeks later the stern half was sunk by explosive charges.

## References:

- <sup>1</sup> Bishop, Chris, *The Military Atlas of World War II* pub Igloo Books 2005, 176 pp
- <sup>2</sup> Playfair, ISO, *The History of the Second World War – The Mediterranean and Middle East III* pub HMSO London 1960, 482 pp
- <sup>3</sup> Smith, Peter C, *Pedestal* pub Crécy Publishing, Bristol 1999 4<sup>th</sup> Ed 256 pp
- <sup>4</sup> Thomas, David A, *Malta Convoys* pub Leo Cooper, Barnsley 1999 1<sup>st</sup> Ed, 234 pp

# BALLOONS AND AIRSHIPS

A talk by

Mr. R. A. Rostron

Prepared for printing by Mr John Cardona

(Given to the members of the Malta Philatelic Society on 1<sup>st</sup> December, 2010)

This is a follow-up to my earlier talk titled “Early Powered Flight” given to the members of the Malta Philatelic Society on 3<sup>rd</sup> November, 2010.

My interest in the subject of “flight” came from making model aeroplanes as a schoolboy. To embrace the subject comprehensively, it is necessary to include balloons and airships, and there is an overlap with “powered flight”, particularly with regard to Airships.

General factors that restricted development and progress were:-

- the difficulty in steering,
- the sheer size of the airbags,
- the nature of the “lighter than air” gases required;
- the limitations of engine designs, and
- the major influence / uncertainty of winds and the mooring problems.

Much has been written on the subject but perhaps not so often with interpretations of a philatelic nature.

## BALLOONS

I intend to ignore the Chinese developments and concentrate on European progress. Once more, as in Powered Flight, the French were in the forefront, with people like Montgolfier.

The first couple of pictures are taken from literature to “set the scene”. They include an explanation of how hydrogen was made (Fig 1) and the Montgolfier balloon (Fig 2).

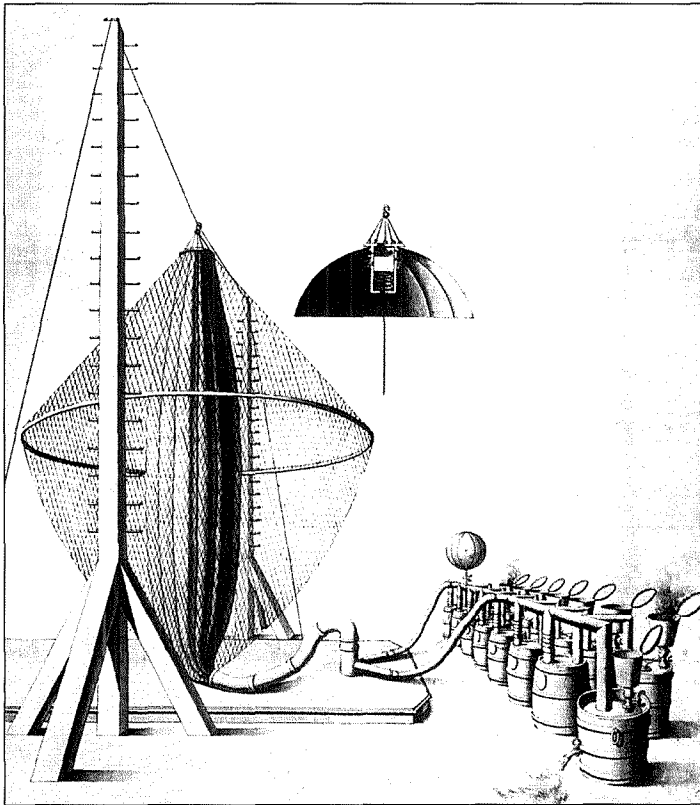
### **Fig 1 – How hydrogen was made.**

Hydrogen was far lighter and, though inherently volatile, relatively safer than hot air, which required an open fire. Nevertheless it had two drawbacks as a lifting agent for early balloons. It was expensive to produce and the process was tediously time consuming.

Originally, hydrogen was produced by the reaction of dilute sulphuric acid and such metals as iron and zinc. In arrangements like the one shown in Fig 1, sealed casks filled with dilute sulphuric acid and iron fillings were interconnected with pipes made of tin. As the acid-iron mixture bubbled away, the hydrogen thus produced was forced through the pipes into a main feeder line to the balloon.

To stabilize the balloon and make it easier for the hydrogen to enter it, the envelope was strung between two masts by a cable that ran through a ring at its top. Once the envelope was filled, a process that might take several hours or even days, the cable helped to restrain the balloon until lift-off.

By the 1790's a less expensive method, isolating the hydrogen content of water by passing steam continuously over hot iron in a tube, was in use as a way of generating the large amounts of hydrogen needed by a balloon. And in 1821 coal gas, often available at city mains, was introduced as a cheaper and less expensive alternative to hydrogen.



*Fig. 1*



An elaborate apparatus used for producing hydrogen is shown in the 1790 drawing.

**Fig 2 – Montgolfier Balloon.**

Etienne Montgolfier’s balloon is featured tugging on its mooring lines just moments before being released from the Bois de Boulogne, near Paris, on November 21, 1783. The world’s first aeronauts, d’Arlandes and Pilatre de Rozier, are saluting the crowd from opposites sides of the balloon’s circular gallery.

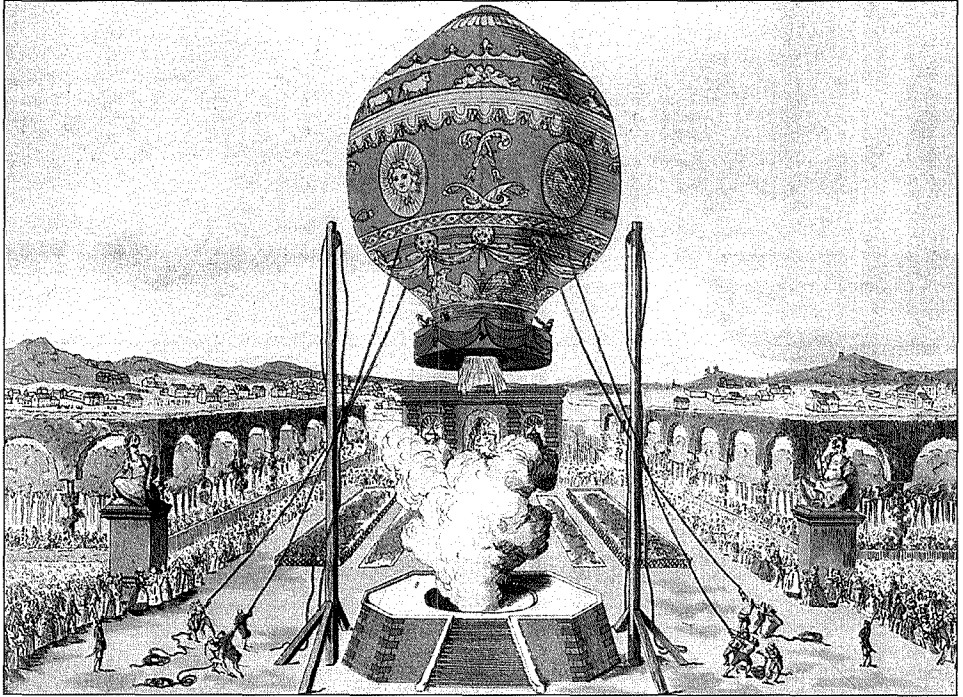
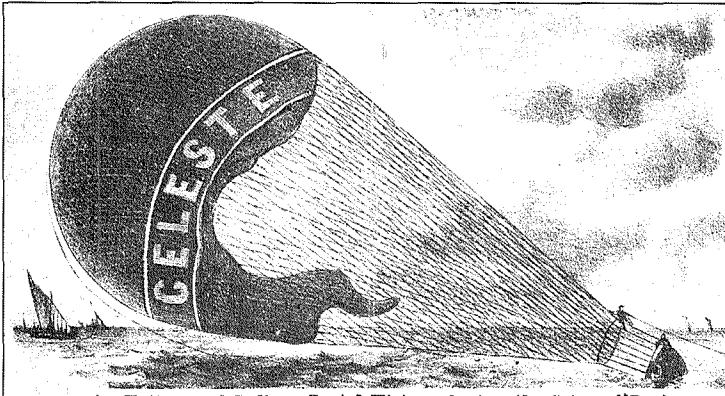


Fig.2

Often a crisis is needed to stimulate development to an idea. Balloons came into their own at the time of the Siege of Paris, 1870. Fifty-four flights carried 2½ million letters, but not many now survive. A “*ballon monte*” took passengers and letters, whereas a “*ballon libre*” letters only.

This article (Fig 3) by Letts gives an account of some of the named balloons and flights.

There is also a Goddard label (Fig 4) which is now very scarce. The well known aeronauts Goddard and Nadar superintended the manufacture of these balloons.



### An Epitome of Balloon Postal History during the Siege of Paris.

On Sept. 19th, 1870, the last letter from the correspondent of the "DAILY NEWS" left Paris in the usual way, and on the 22nd this paper recorded the entire suspension of communication with their regular correspondent. Immediately on the completion of the siege arrangements, Messrs. Goddard & Nadar, the well-known aeronauts, were employed at the terminus of the Orleans Railway, in Paris, superintending a large number of men and women in cutting and sewing the silk, impregnating it with an impermeable solution, and preparing the surrounding network for balloons, as a commercial necessity. Numbers of sailors and *douaniers* were also placed there by the Government, as pupils in the art of aërostation.

A "balloon monté" took passengers and letters; a "balloon libre," letters only.

On Sept. 23rd, M. Jules Dumot left Paris at 8.0 a.m., in the first "balloon monté" the "Nep-tune," and was shot at with cannon by the Germans, who aimed so closely that the displacement of the air made the balloon vibrate. In three-quarters of an hour Mons. D. descended near Evreux, with three mail bags, weighing 250 lbs. He had strict orders from the Postmaster to give his letters only to a prefect or general, or destroy them.

Sept. 24.—The balloon mail brought copies of the "JOURNAL OFFICIEL," of 20th, 21st and 22nd, from Paris to Tours.

Sept. 26th.—On this day a service of post balloons was appointed to carry letters from Paris. Frenchmen picking them up were requested to carry the letter packet to the Post Office of the nearest unoccupied town.

At this date, also, appeared the first letter from the "besieged resident," attached to the paper already named, with news dated Sept. 20th.

Sept. 30th.—The letter we have fac-similed was sent per the "Celeste."

Oct. 7th.—The "Armand Barbès" took M. Gambetta out of Paris, and the first carrier pigeons.

Oct. 14.—The "Godefroy Cavaignac" took out M. de Kératry.

Oct. 27th.—The "Vauban" fell near Verdun, in the German lines.

Nov. 4th.—The "Galilée" was captured by the Germans.

Nov. 12th.—The "Daguerre" was also captured.

Nov. 21st.—The "Archimède" fell in Holland.

Nov. 24th.—The "Ville d'Orléans," (balloon monté), fell in Norway, after a most extraordinary voyage, both for speed and adventure.

Nov. 30th.—The "Jules Favre" lost at sea.

Dec. 15th.—The "Ville de Paris" fell in Nassau.

Jan. 28th, 1871.—The "Général Cambronne" was the last officially despatched balloon.

In all, 54 official balloons (conveying 2,500,000 letters), were sent out during the siege; besides many private ones, of which there is no record.

*The above epitome has been prepared to accompany a fac-simile of a REAL BALLOON LETTER, as sent from Paris by the "Celeste" on Sept. 30, wherein the handwriting, Republican stamps, post-marks, and even the size and weight of the paper are identical with the original, the names only being fictitious. As a lasting memento of the great war just closed, and the gigantic and novel enterprises connected with it, this letter will fairly claim a place in every one's album or scrap book.*

Price 6d.]

LETTS, SON AND CO. (LIMITED), LONDON.

[Price 6d.]

Fig.3



Fig.4

The item in (Fig 5) shows a genuine example of a “Par Ballon monte” letter-sheet. Very lightweight, it measured only 4” x 2.75” folded.



Fig.5

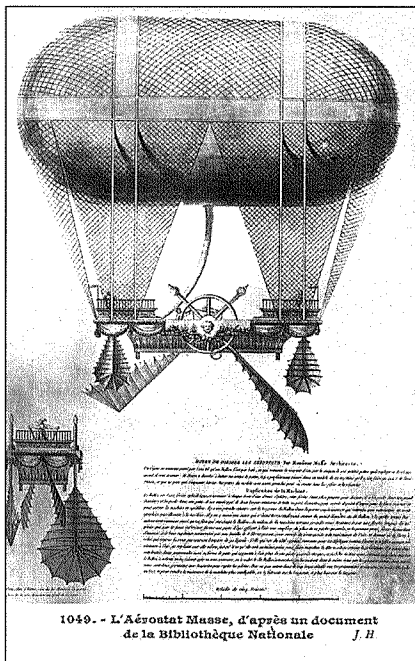


Fig 6 shows an unused postcard as held in the National French library, depicting a design of a balloon with much detail about a steering system. Below it (Fig 7) is an amusing modern British Airletter showing Father Christmas eliminating the need for a reindeer by using a steerable Balloon.

Fig.6

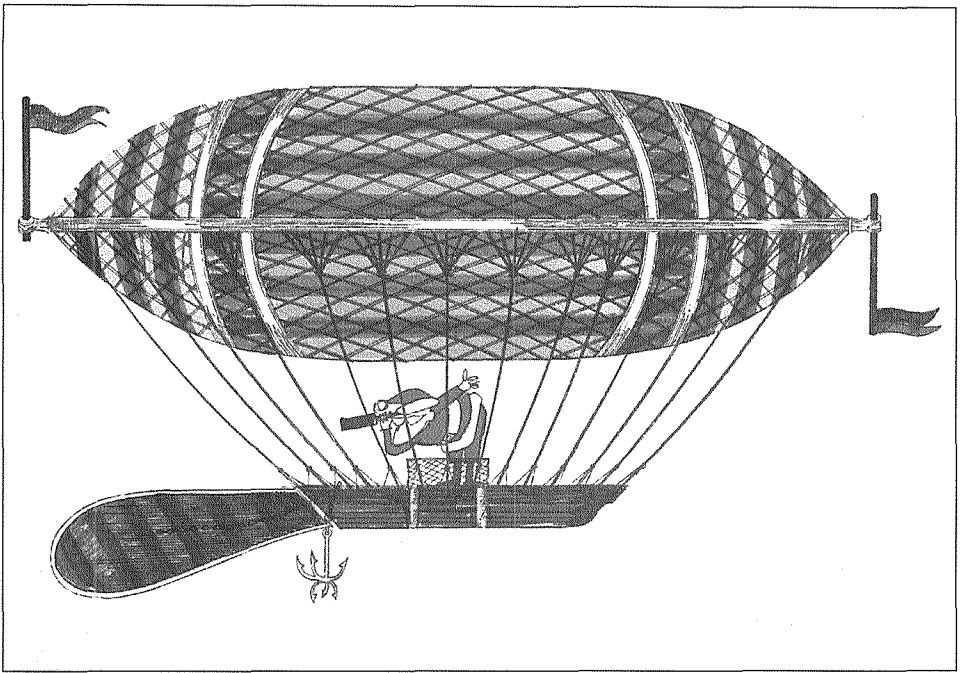


Fig.7

The postcard in Fig 8 shows the use of a balloon before WW I whereas Fig 9 shows a powered steerable version at the end of WW II.

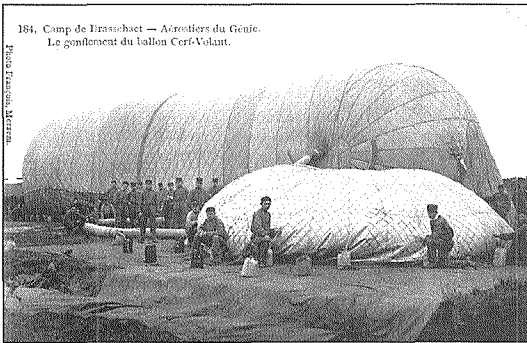


Fig.8



Fig.9

Comparisons of design over 200 years and a first flight commemorative card is shown in Fig 10.

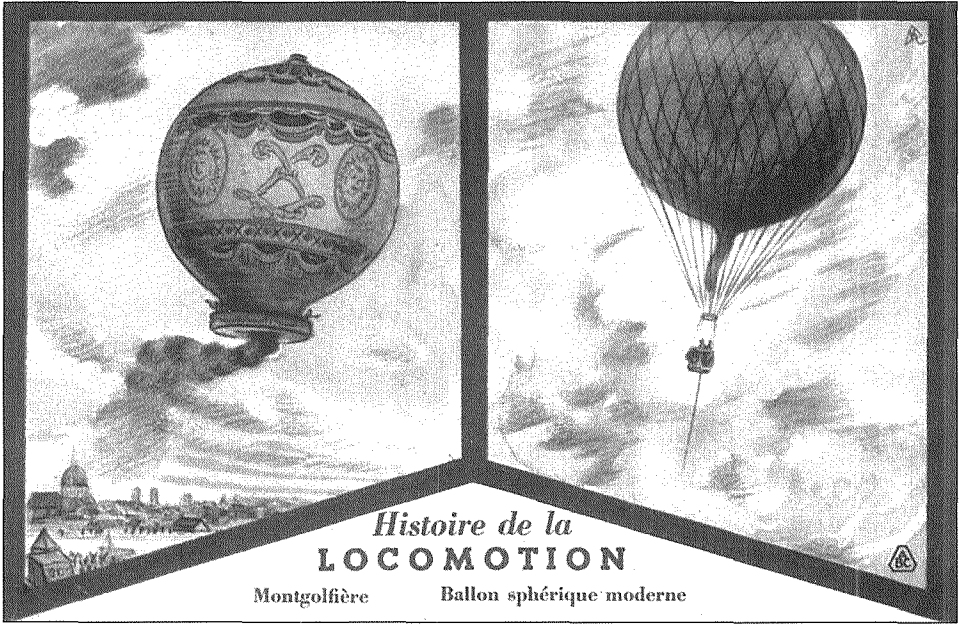


Fig.10

Greetings card manufacturers soon took advantage of public interest in the subject. Early examples are shown in Figs 11 and 12.

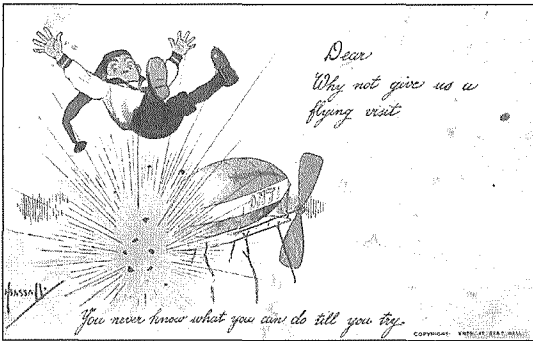


Fig.11

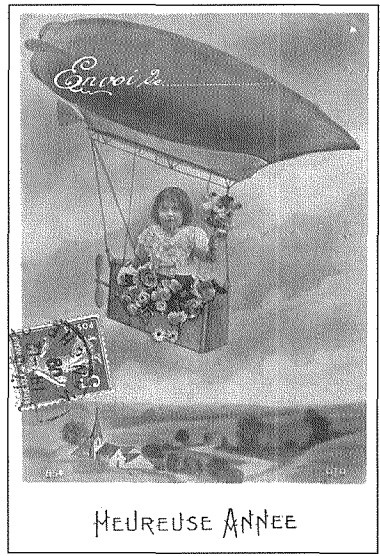


Fig.12

Early Punch Magazine humorous sketches illustrate how travel by balloons and Airships was exercising the minds of artists and the public. One is shown in Fig 13. Along similar, but more realistic lines, a coloured postcard (Fig 14) envisages the forthcoming Tercentenary Celebrations of the discovery of the Hudson River in 1609.

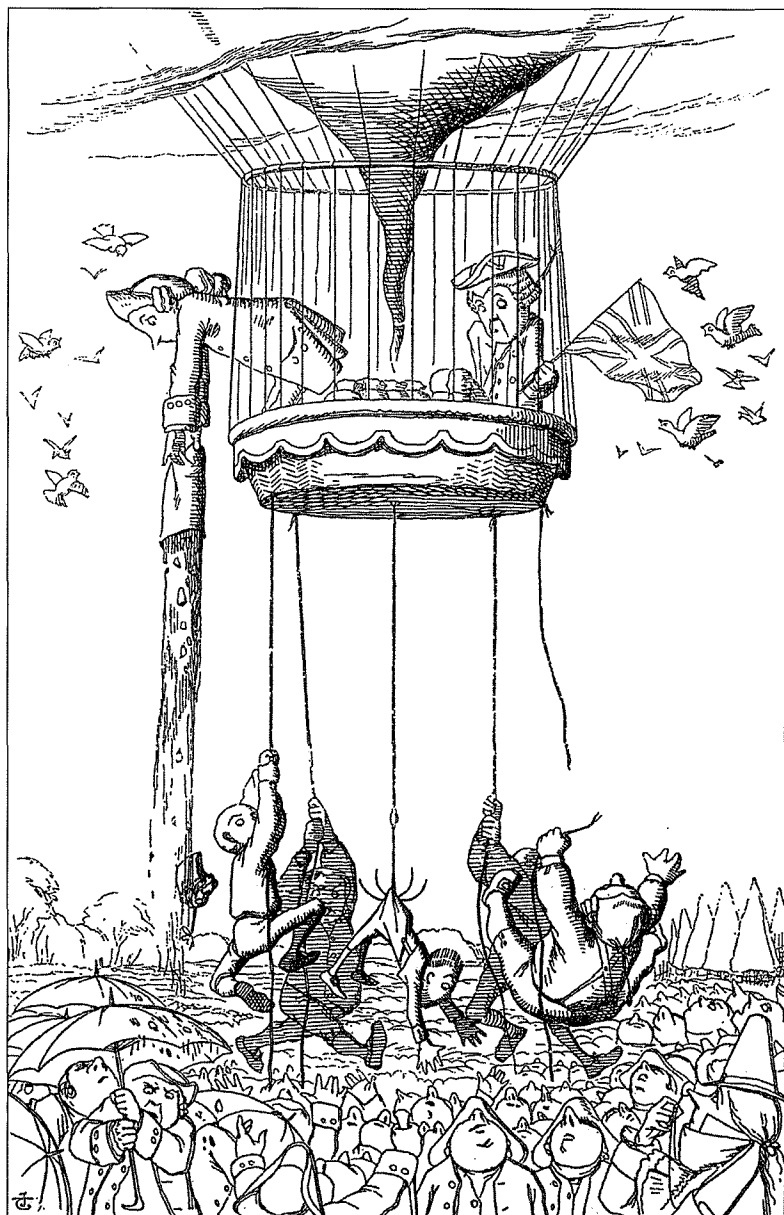
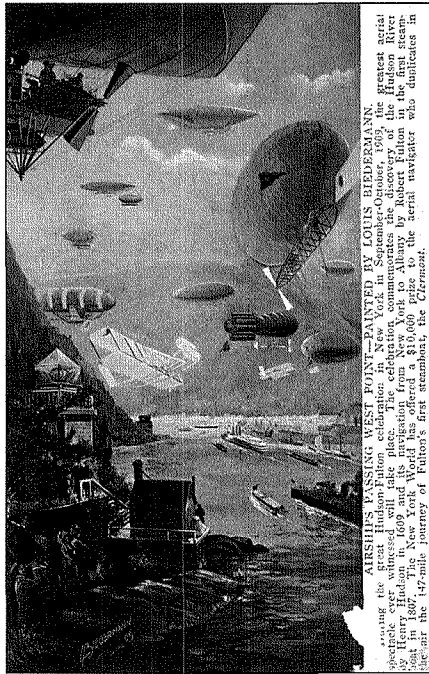


Fig.13



AIRSHIPS PASSING WEST POINT—PAINTED BY LOUIS BIEDERMANN. The artist's greatest achievement is the airship. The celebration commemorates the discovery of the Hudson River by Henry Hudson in 1609, and its navigation from New York to Albany by Robert Fulton in the first steamship in 1807. The artist also depicts the aerial navigation of the first steamship, the Clermont, in 1807.

Fig.14

## AIRSHIPS

From here on Airships are concentrated upon.

The two postcards that follow show a British airship flying over St. Paul's Cathedral (Fig 15) in October 1907; and a French one, the "Republique", flying over the Seine, Paris (Fig 16). This card was used in England, February 1914. The following postcards show the "Republic" (Fig 17), "Patrie" (Fig 18) and "Ville de Paris" (Fig 19).

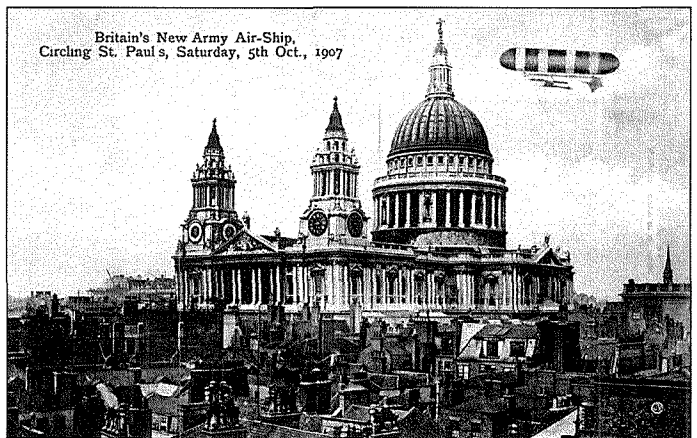


Fig.15

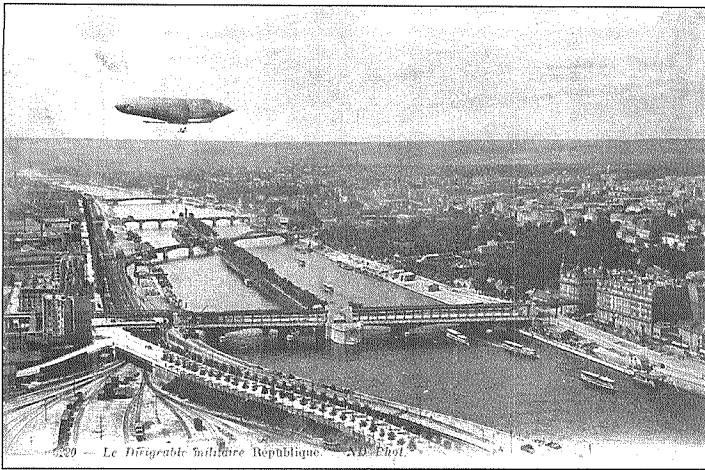


Fig.16

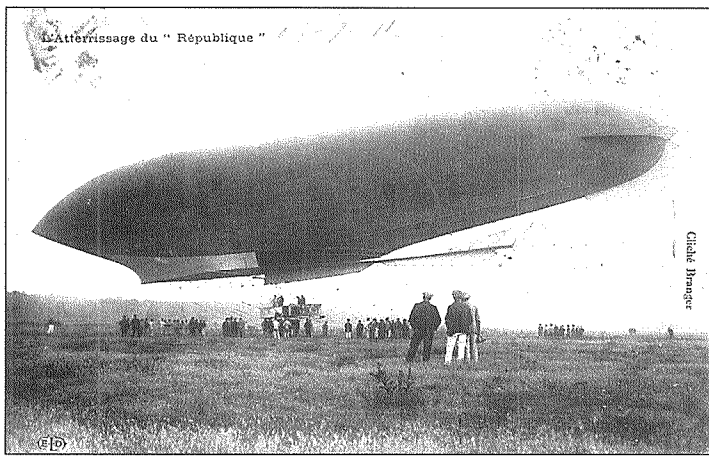


Fig.17

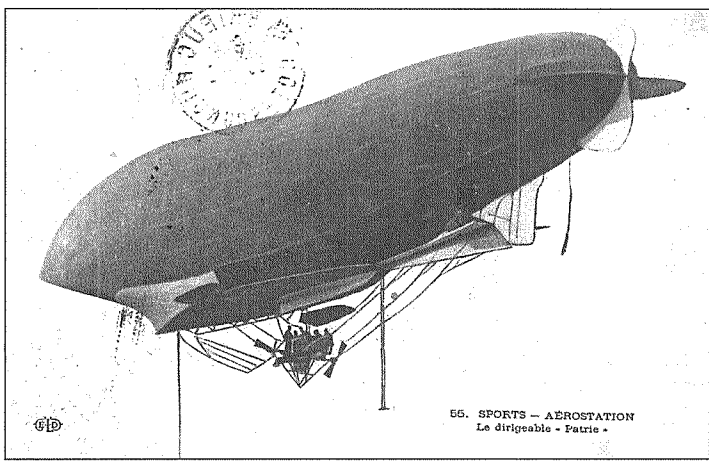


Fig.18



956. - Le Dirigeable "Ville de Paris", appartenant à M. Henri Deutsch, construit par M. Surcouff avec la collaboration de M. H. Kapferer. - Le Lâchez tout  
 Longueur 62<sup>m</sup>, diamètre au maître couple 10.50. - Volume 3.000 mètres cubes - Moteur de 70 Chevaux

J. H

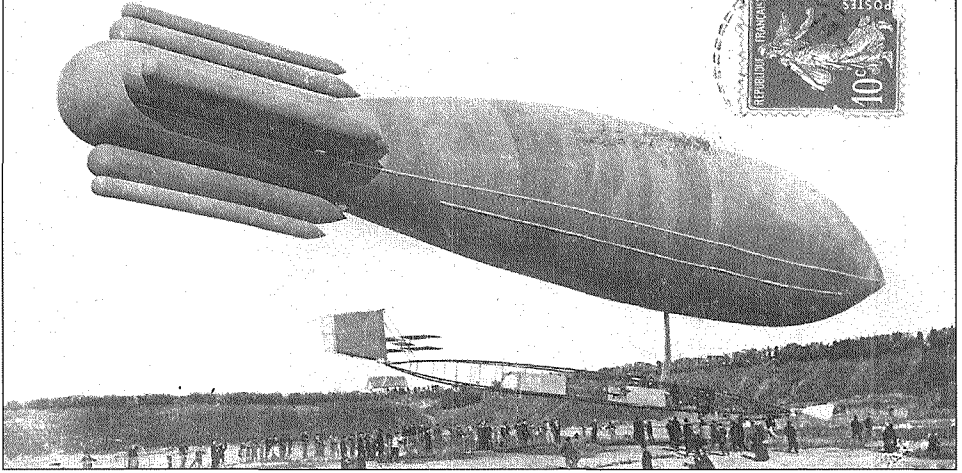


Fig.19

Two unused postcards show (Fig 20) a biplane and a powered airship flying over Stonehenge and (Fig 21) an airship, probably a Zeppelin flying over an English Pier, the location is uncertain. Clues lie in the Hancock's advert and the "Hawneleys Lighthouse Helter Skelter".

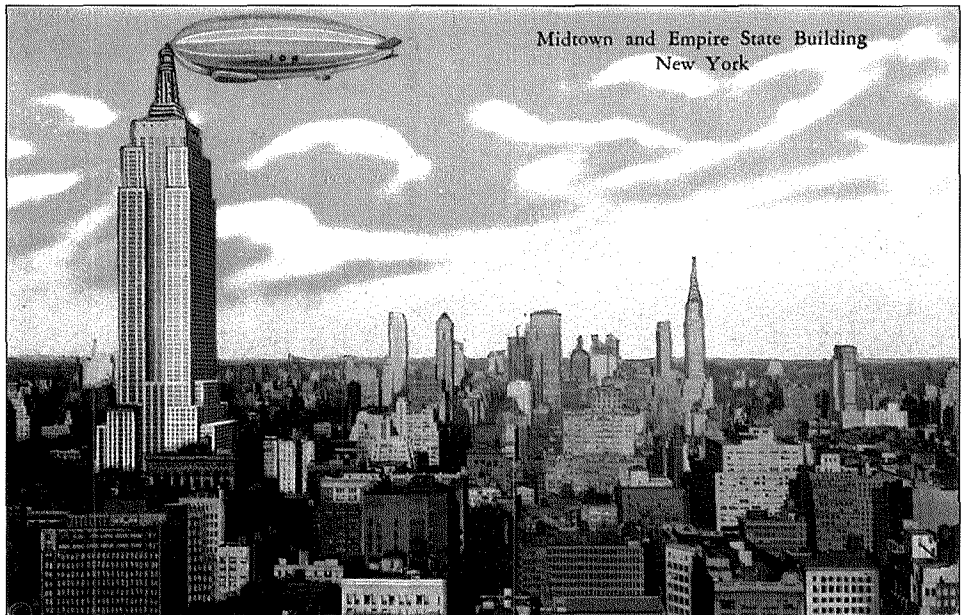


Fig.20



*Fig.21*

Fig 22 shows an unused American postcard which appears to be an artist's impression of an airship flying over New York.



*Fig.22*

The "Baby" (Fig 23) was noted as being Britain's fastest airship at the time. In the background can be observed another similar airship, the 'Beta'.

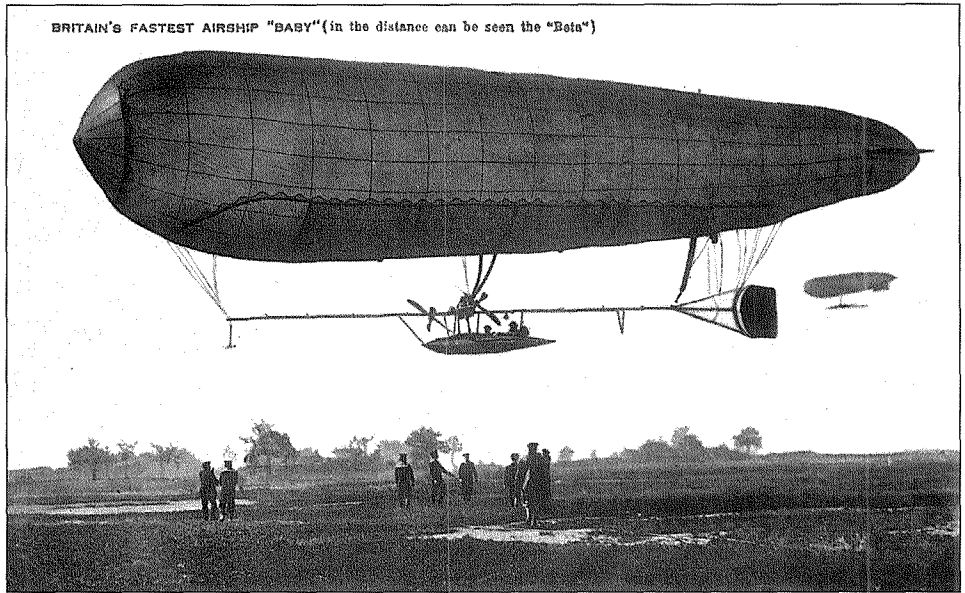


Fig.23

The British Airship R 101 (Fig 24) is shown at its mast. This American used postcard provides considerable detail about the R 101. It was apparently designed to carry 100 passengers and 48 crew. Launched in 1929, it crashed in France in 1930 with the loss of 48 lives. This accident started the demise of the British Rigid Airship programme.

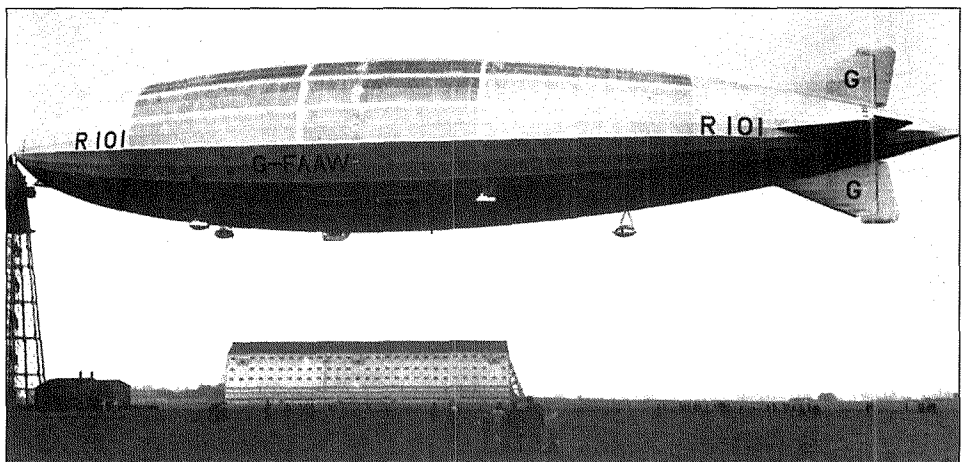


Fig.24

The next five postcards (Fig 25 to 29) feature photo reproductions of British Airships R33, R34 and R36 and their huge hangers at the Norfolk Base of Pulham.

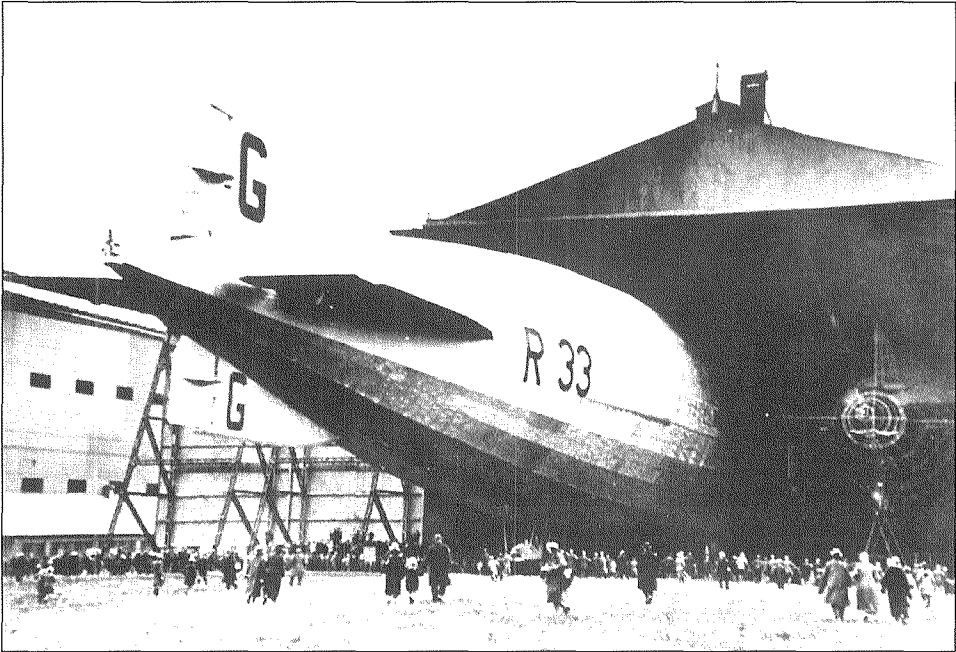


Fig.25

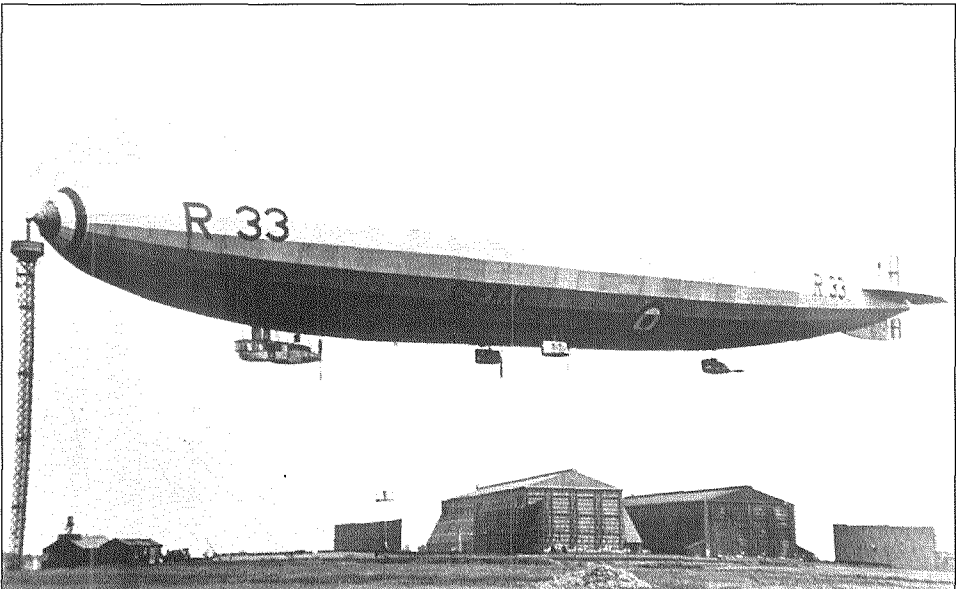
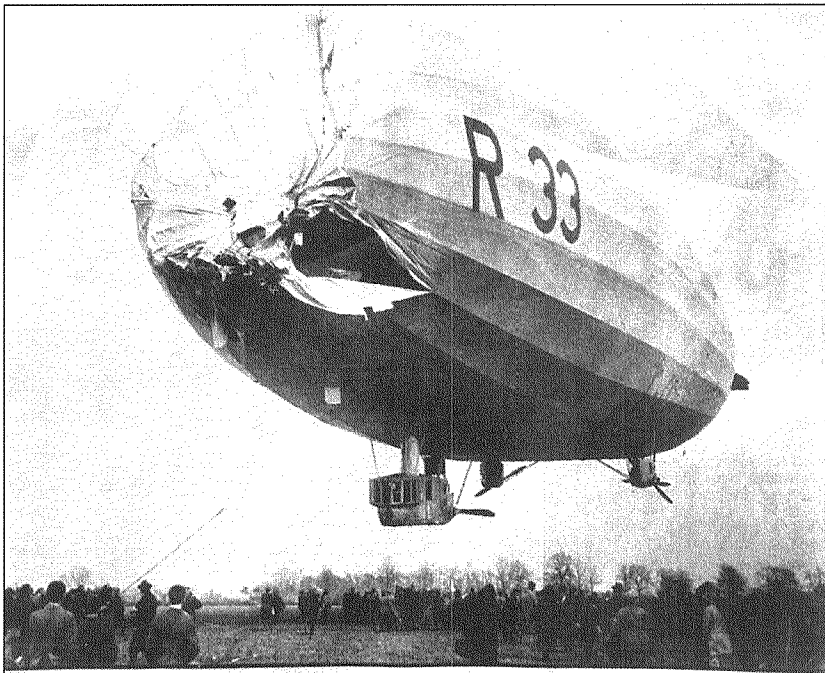


Fig.26



★ The R33 on her return to Pulham after being blown over the North Sea with her nose badly damaged.

Fig.27

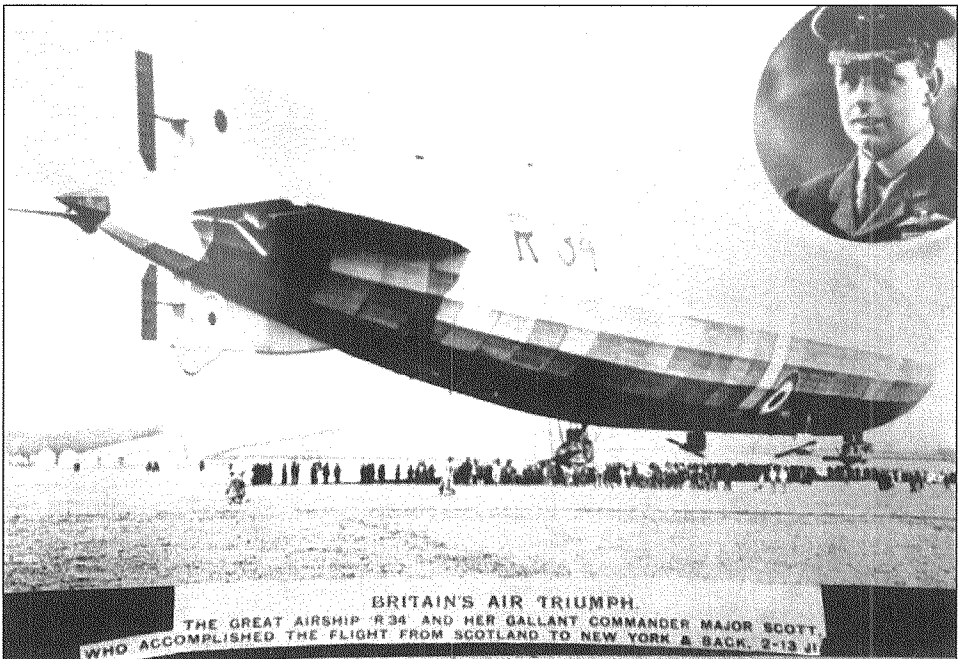


Fig.28

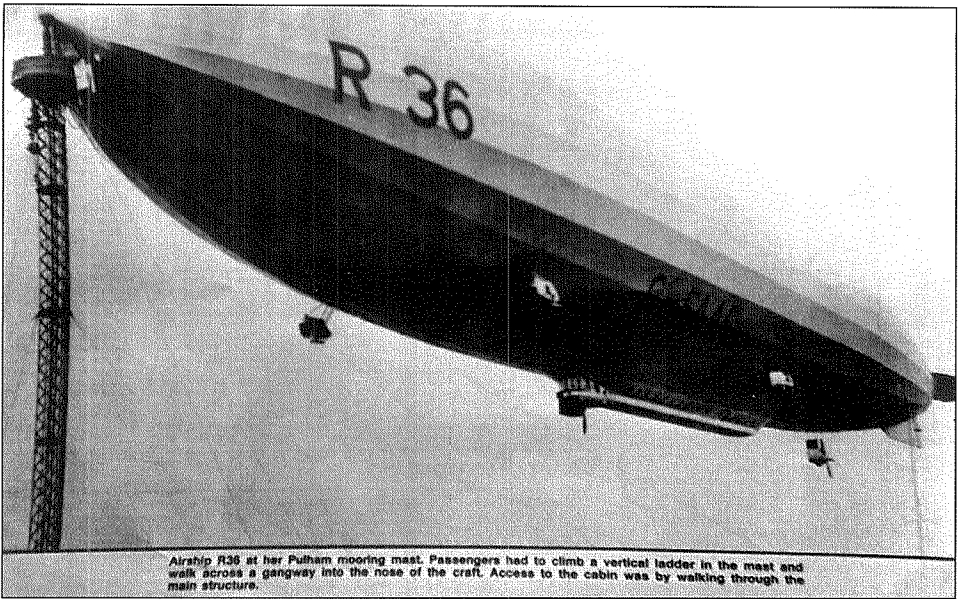


Fig.29

Further photo reproductions show the “Pulham Pig” (Fig 30) as it fondly became known, at its mooring mast and the “Norge” (Fig 31), used by Captain Amundsen but piloted by Major Scott. They landed at Pulham en-route from Italy in an attempt to fly to the North Pole.

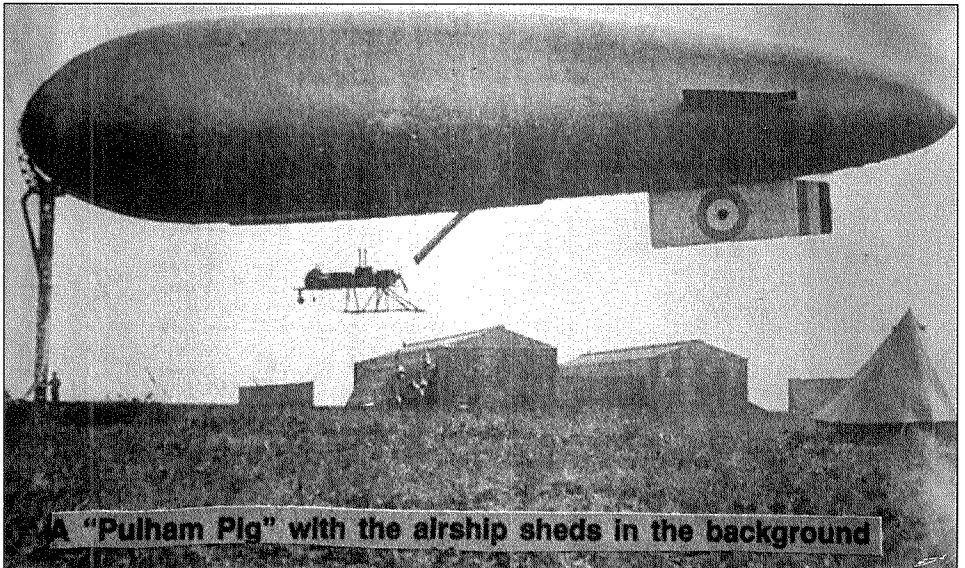


Fig.30



Fig.31

The next (Fig 32) is of a nice coloured postcard showing a Zeppelin possibly racing a train. The card was sent from Switzerland on 1<sup>st</sup> October 1908 to Malta with two receiving datestamps for 5<sup>th</sup> October 1908.

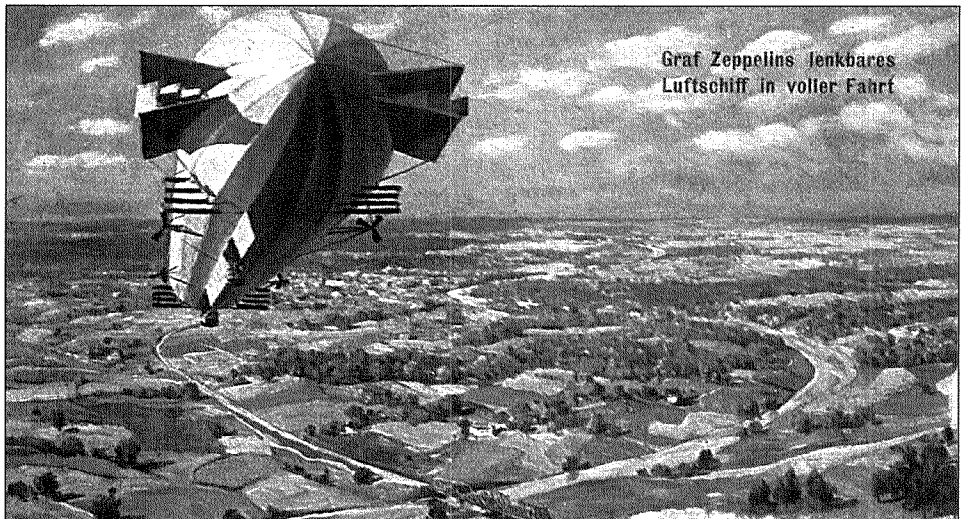


Fig.32

The Zeppelin 1936 cover (Fig 33) bears the red Airship LZ 129 cachet. The stamp is the 2 Marks Blue Zeppelin "over the world" SG 444. It is postmarked Friedrichshafen (Bodensee) 23<sup>rd</sup> March 1936. For space reasons, several zeppelin reproductions and 1<sup>st</sup> Flight Covers have been omitted.



Fig.33

Fig 34 is a card of the Graf Zeppelin near its base in Friedrichshafen, its hanger can be seen in the distance. The card has a red Zeppelin cachet on reverse. It was sent from Germany to England on 9<sup>th</sup> August 1933. Below is the 3 Marks stamp (Fig 35) of the Airship's Designer, Count von Zeppelin.

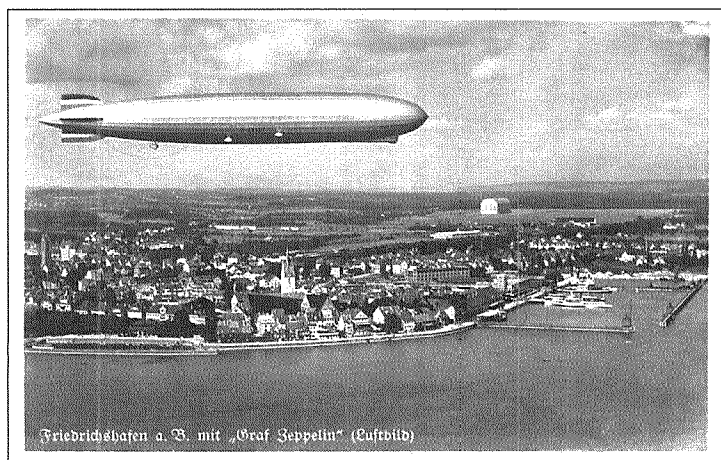


Fig.35

Fig.34



The 2 Marks and 4 Marks (Figs 36 and 37 respectively) “Zeppelin over the world” stamps were issued in 1928 and the 1 Mark was overprinted for the ‘Polar Flight 1931’.

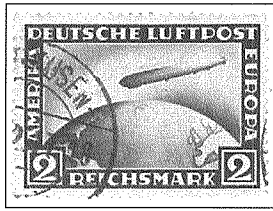


Fig.36

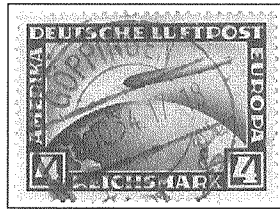


Fig.37

The Figs in 38 to 46 are mainly of real photo postcards of Zeppelins over England in WW I, caught by searchlights, shot down in flames, wreckage pictures etc.



Fig.38

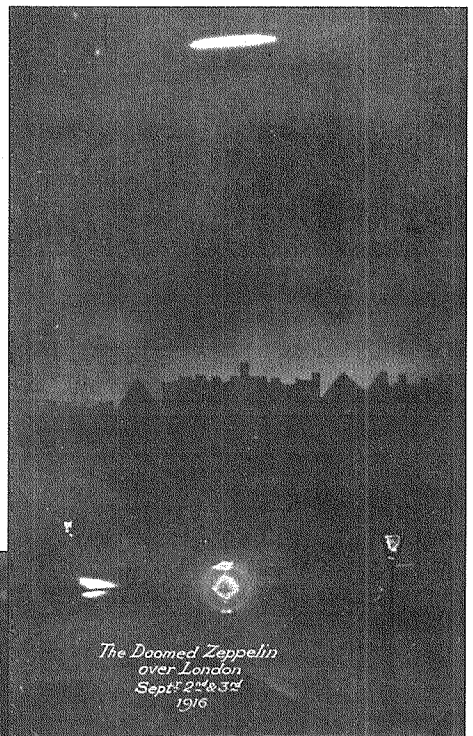


Fig.39



Fig.40

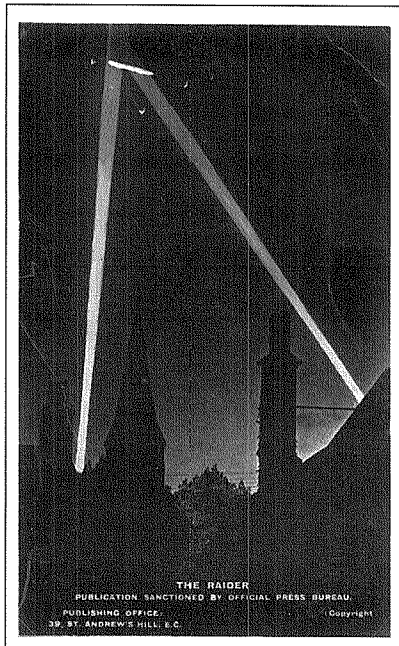


Fig.41

The postcard (Fig 42) shown below features the Zeppelin Z48 shot down on 17<sup>th</sup> June, 1917, and four pictures of its wreckage. The moment of its coming down in flames is recorded as 3.21 a.m. and is shown in the central insert.

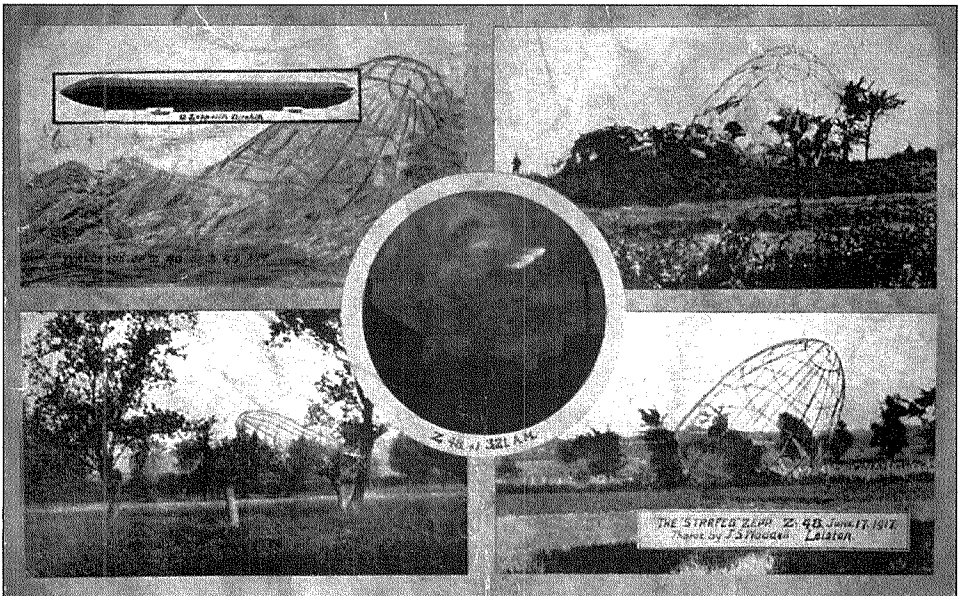


Fig.42



"THE FOURTH"!!!!

Super-Zeppelin brought down in Flames at Potters Bar, Oct. 1st, 1916  
 Reproduced by permission of "THE DAILY SKETCH."

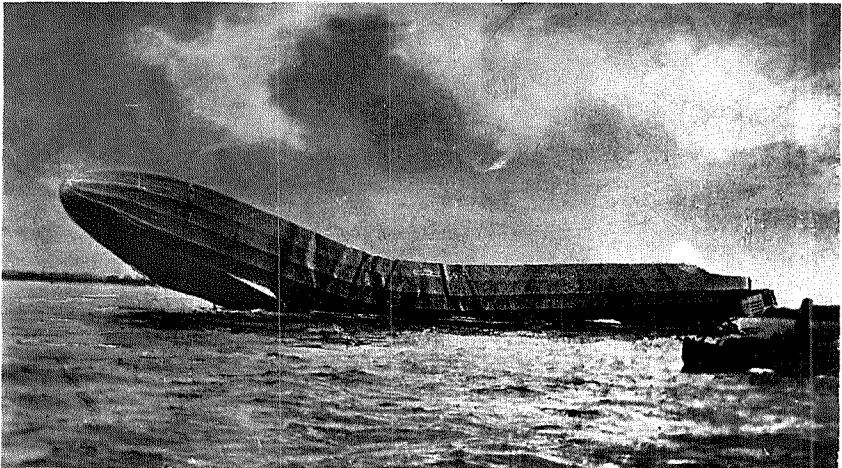
### The Zeppelin's Fight, Fright & Flight.

Twas on a Wednesday evening,  
 The crescent moon shone bright,  
 When Commander of . . . L (number guess)  
 To England came to fight?  
 He took the old familiar track  
 To the town he so well knew,  
 Where he'd slain the aged, the women folk,  
 And suckling babies too.  
 He sailed quietly to the outskirts,  
 About to make a dash;  
 But terror seized on his black heart,  
 As he met the search lights flash.  
 Just then the guns began to bark,  
 And he fairly lost his head—  
 "O, Kaiser, dear! what shall I do?"  
 In agony, he said.  
 "Two times, before, I bravely came,  
 In the witching hour of night,  
 Killed some women and children,  
 And put the rest to flight,  
 It cannot be the babies  
 Or the women man that gun;  
 They must have got some soldiers here;  
 It's time for me to run.  
 I thought all the men were soldiers,  
 And the soldiers were away;  
 And that with the women and the babes  
 I could the devil play.  
 They're cowardly, inhuman,  
 For they want to take my life—  
 These wicked, cruel Englishmen  
 Are always starting strife.  
 Mine Gott! who ruleth over hell,  
 How can I get away?  
 If I get safely home again,  
 I'll do my best to stay.

Copyright,

Fig.43

Fig.44



THE LOW DOWN ONE NEXT MORNING.  
 SANCTIONED BY THE OFFICIAL PRESS BUREAU.

Copyright.

39. St. Andrew's Hill, E.C.

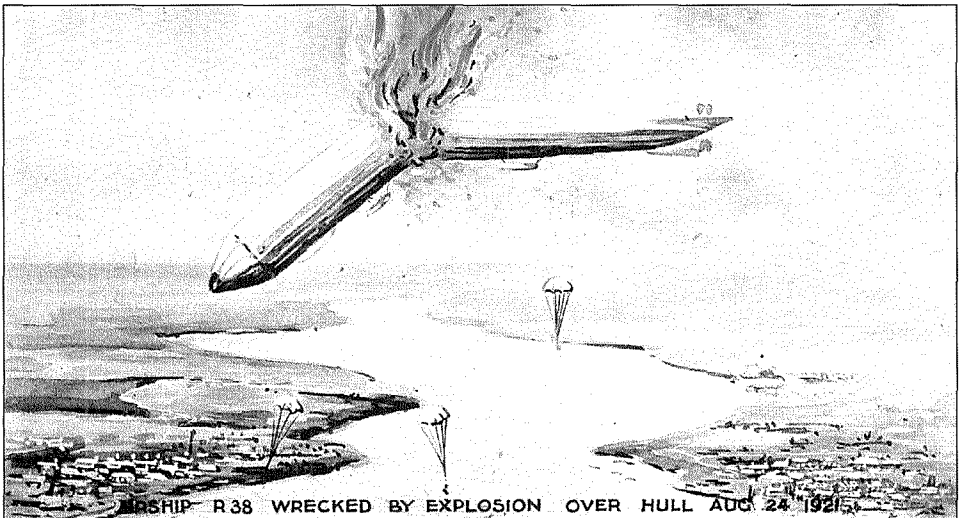
Fig.45

The following unused real photocard (Fig 46) shows Zeppelin LZ85 shot down on 5<sup>th</sup> May between 2 and 3 p.m. as stated on reverse, but no year; it was probably 1917.



*Fig.46*

A 1921 postcard (Fig 47) shows the British Airship 38 wrecked by explosion over Hull 24<sup>th</sup> August, 1921. It looks like an artist's impression. It should be noted that parachutes were carried and used.



*Fig.47*

A real photo taken of Zeppelin LZ 1 at Ueckingen, Germany dated 21<sup>st</sup> July, 1909 is shown in Fig 48. It is accompanied by an 80<sup>th</sup> Anniversary Cover (Fig 49) of the 1<sup>st</sup> flight Zeppelin LZ 1 on 2<sup>nd</sup> July, 1900.

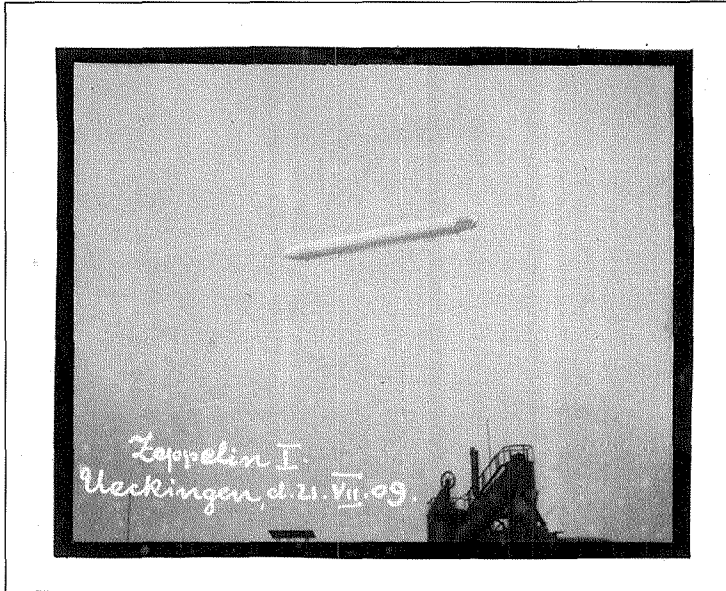
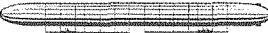


Fig.48


RAF FF18

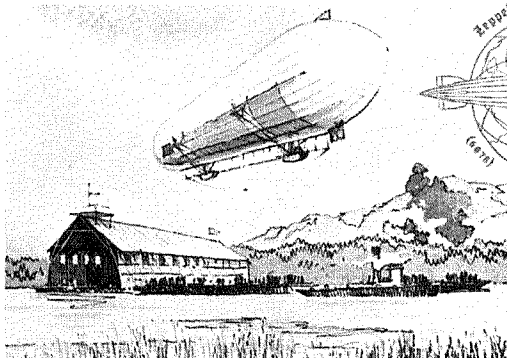
**80th ANNIVERSARY of the  
FIRST FLIGHT of the ZEPPELIN  
2 JULY 1900**

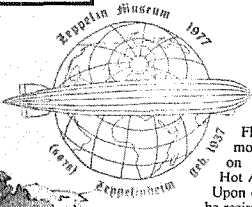
**Count Ferdinand von Zeppelin 1838-1917**



**Luftschiff Zeppelin 1 (LZ1) Lake Constance 2 July 1900**







Flown from Ashton Court Bristol on the morning of Monday, 8th December 1980 on a local test flight in Cameron D96 Hot Air Airship 'Cimarron' c/n 675. Upon completion of the tests 'Cimarron' will be registered and based in Spain. Time up 9.27, time down 9.37.

*Pilot 1, Don Cameron. Pilot 2, Vincente Marzal Company. Crew, Maggie Tobin, Nick Purvis, David Boxall, Pat Edwards.*

**CAMERON AIRSHIPS**

Royal Air Force Museum  
Aerodrome Road  
Hendon  
NW9 5LL

Fig.49

A Greek set of stamps (Fig 50) depicts a Zeppelin over the Acropolis 29<sup>th</sup> May, 1933.



Fig.50a



Fig.50b



Fig.50c

Fig 51 shows the front view of the Zeppelin LZ 129, known as the “Hindenberg”. On reverse is a 75pf green, part of the Hindenberg set, issued for the planned North American flight. The card which was sent to England is postmarked Frankfurt Main 17<sup>th</sup> September 1936.

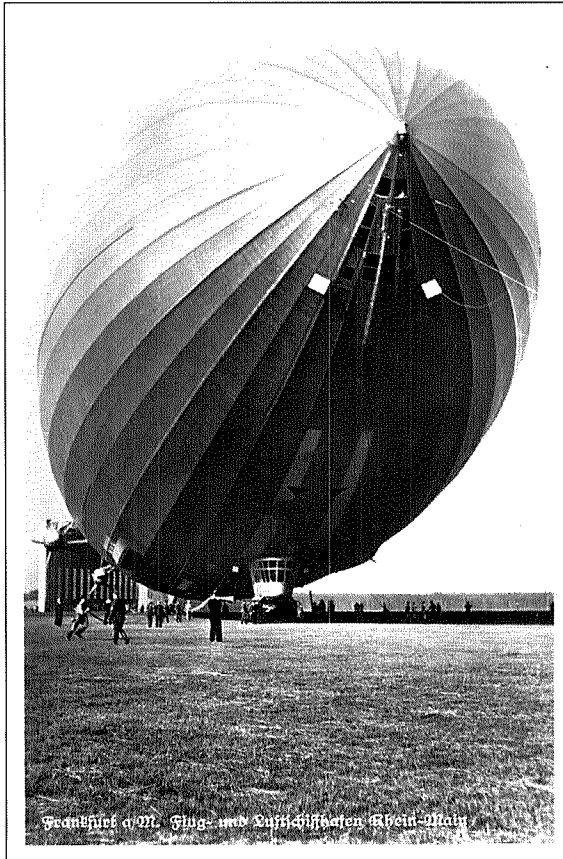
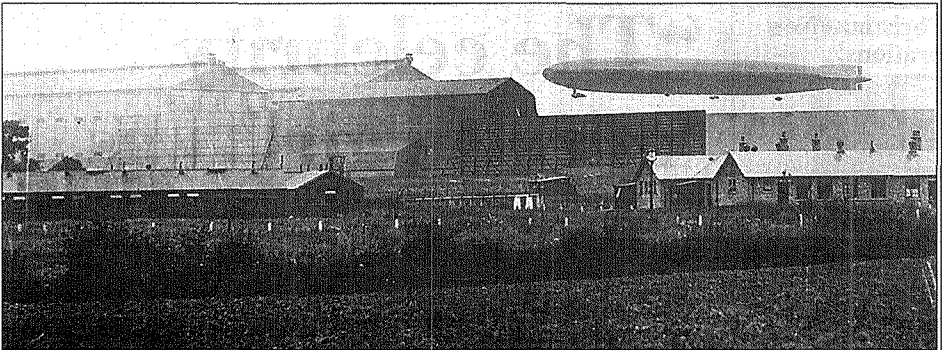


Fig.51

Some while after WW I hostilities ended a Zeppelin turned up at a Pulham, in East Anglia. The 1996 Eastern Daily Press cutting of an article which, first appeared in the daily paper in July 1920, is shown in Fig 52. The LZ 71 was originally built in August 1918 for planned bombing attacks on New York. The war having finished did not stop the Zeppelin's technical secrets being of great interest to British Engineers at Pulham.

Eastern Daily Press, Friday, October 4, 1996

OPINION



## Zeppelin's arrival took everyone by surprise

It was a picture that the authorities hoped the public would never see. In July 1920, the German Zeppelin LZ 71 descended on Pulham air station to provide a bizarre echo of the recently ended conflict. No warning had been given of the aerial leviathan's arrival as part of the terms of the Treaty of Versailles to avoid Press coverage and the risk of anti-German sentiment spilling over.

The only problem was that no one even at Pulham was informed.

The first the station commander knew of the airship's imminent landing was when it roared overhead at 6.45am - shaking him out of his slumbers!

Apparently, he rushed out in his pyjamas to be greeted by a loaf of bread, dropped from

### ▼ DOWN MEMORY LANE

one of the airship's gondolas, with a message attached asking for a landing crew.

Any hope of keeping news of the airship - more than twice as long as Norwich Cathedral's 313ft spire is tall - a secret vanished as the Zeppelin crew were compelled to spend six hours cruising over the county while a force of soldiers was hastily assembled to help haul her down. Inevitably word spread with the result that the EDP, not for the first time nor the last time in its history, was able to pull off a newspaper scoop by publishing the first shot of the LZ 71 as it passed low over the massive airship sheds where she was to be

housed while British engineers dissected the Zeppelin's technological secrets. Built in August 1918, only three months before the end of the war, the huge airship had been designed to carry out bombing attacks against New York.

In the event, she played little or no part in the conflict - her greatest contribution to aviation history being the assistance she gave to her former rivals.

As for the concern about things turning nasty when local people realised that a German "Zepp" crew was in their midst, it proved to be wholly unfounded.

No such incidents took place, and the report of the surrender stated that the airmen were met with "that camaraderie characteristic of the air services".

Fig.52

The Daily Mirror Newspaper dated 20<sup>th</sup> June 1919 shows the R 33 Airship (Fig 53) setting off to monitor the implementation of peace terms. It was the sister 'ship' to the R 34 which was also taking part. The caption above 'The Daily Mirror' is misleading as it refers to R 34 although the picture is of the R 33.

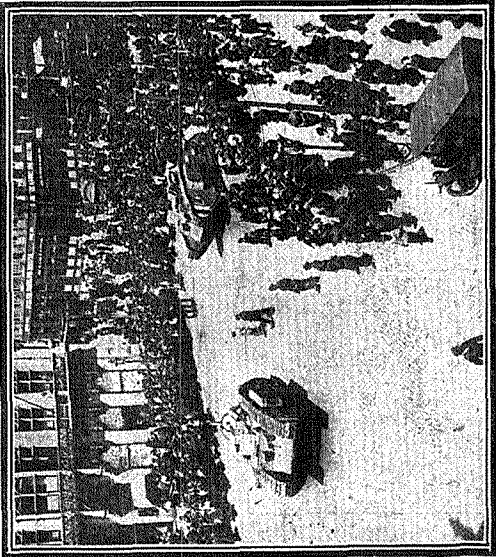
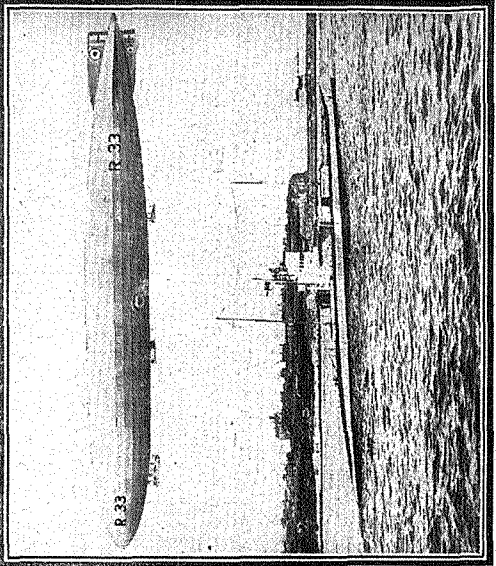
THE DAILY MIRROR, Friday, June 20, 1919.  
**BIG AIRSHIP R 34 OVER COPENHAGEN ROADS**

# The Daily Mirror

**CERTIFIED CIRCULATION LARGER THAN THAT OF ANY OTHER DAILY PICTURE PAPER**

No. 4,882. Registered at the G.P.O. as a Newspaper. **FRIDAY, JUNE 20, 1919** One Penny.

**EVERYTHING READY FOR THE ALLIES' MARCH TO BERLIN**

Two British tanks on the move through the streets of Cologne.

The R 34, provisioned for several days, starting off for Heligoland and Kiel Canal.

Fig.53



Finally in Fig 54 are two examples of various stamps, which were shown on stockcards. They were issued around the world to commemorate Count von Zeppelin and his Airship achievements. He was by far and away the most successful designer of them all.



Fig.54a

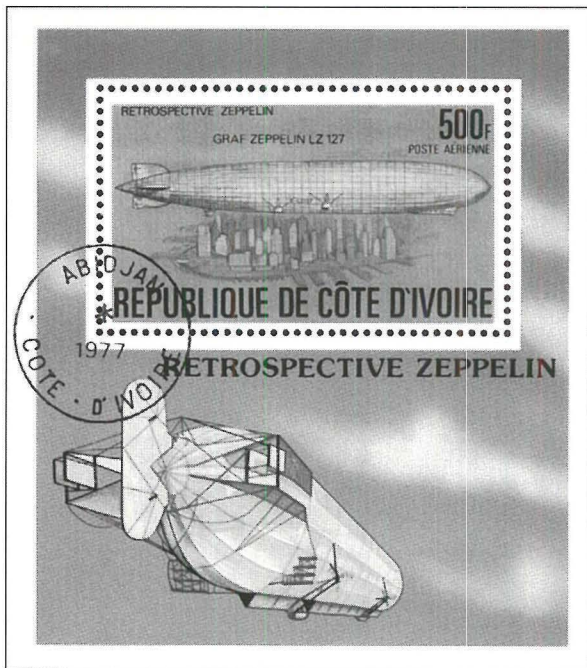


Fig.54b

Once again it was a pleasure to present my material and talk to an appreciative Malta Philatelic Society audience.

# PAQUEBOT MAIL

by

Dr. A. Bonnici

Paquebot is a French word for packet boat, and postal administrations use paquebot hand stamps to mark mail received from a seagoing vessel, that has no, on board post office.

At the Vienna conference in 1891 the Universal Postal Union established special handling regulations for mail posted on the high seas abroad ocean going vessels.

The rules were further clarified at the Wahington DC conference of the UPU in 1897

It was used first in Great Britain in 1894, and the term was adopted for general use by the Universal Postal Union in 1896

In the Mediterranean hand written "Paquebot a vapeur" have been recorded as early as the 1844 period fig.1 and fig.2.



Fig 1



Fig.2

The earliest recorded date found in the London GPO records is the issue of a "PAQUEBOT" hand stamp to Malta on 30<sup>th</sup> January 1894 measuring 33x4mm fig.3



Fig.3

At a later date a larger hand stamp bearing this inscription (46x 6 mm) fig 4 was adopted.

In 1930 a circular date stamp bearing the caption "PAQUEBOT MALTA with Maltese crosses fig.5 was introduced, and six years later a circular hand stamp consisting of "PAQUEBOT MALTA with Maltese crosses and killer blocks" was introduced fig.6



Fig.4



Fig.5

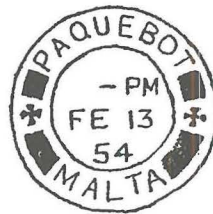


Fig.6

Unrecorded letter sent from Malta to Hungary dated February 1898 showing two different hand stamps fig.7



Fig.7

The concept is based on the fact that a merchant ship on the high seas, is sovereign national territory of the country whose flag she flies (similar to an embassy) and therefore mail posted aboard a ship in international waters is entitled to be franked with stamps of, and in accordance with the postal rates of the country of the ship's registry.

It can be seen that when the ship reaches its next port and mail posted by passengers and crew is handed to local postal authorities that difficulties will arise and for this reason, back in 1896 rules were laid down by the UPU as stated in Mr John De Battista article p.40, Vol. 41/1

These rules have been regularly up dated, the last time being in Lausanne in 1974.

Such mail might originate with passengers or crew, or it might be picked up at a port of call lacking postal facilities for onward transportation to the next port having postal facilities.

Mail posted at sea used to be generally held by the ship's purser or postal officer, if it had one, until the next port with postal facilities was reached.

When the ship reaches the next port, the purser or postal officer delivers all mail received during the voyage to the post office serving the port. The mail is then marked "Paquebot" and is postmarked by the post office and entered into the mail stream for delivery.

Covers and cards mailed at sea are generally referred to as "paquebot" covers.

In the 1930 the Knight of Malta operated a service to Syracuse and Tunis fig.8

Other Maritime postal hand stamps will be featured in future articles.

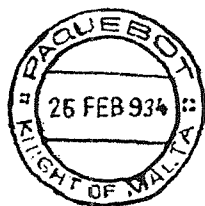
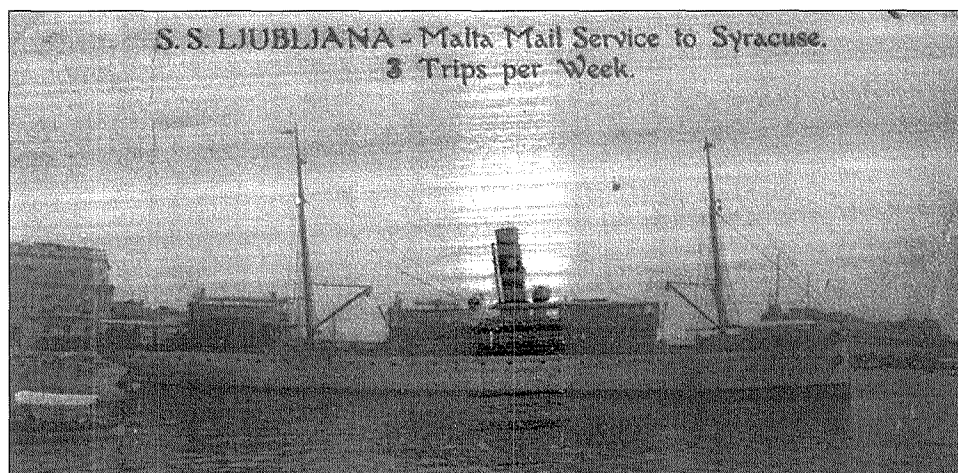


Fig.8



# Postal Diary

## 23 July – 6 September 2011

by  
Joseph Fenech

### 23 July

On the occasion of the 35<sup>th</sup> anniversary of the establishment of MCE Limited, a special hand postmark was used on Saturday, 23 July 2011, at the Qormi MaltaPost Branch. The postmark was inscribed “MaltaPost – Qormi – MCE LIMITED – 23 July 2011” in the outer rim and “CELEBRATING/35/YEARS OF SERVICE/TO OUR CLIENTS” in the centre.



### 29 July

The Sub-Post Office at Drago Stationery Shop, 6, Dawret it-Torri, Santa Luċija SLĊ 1019, was closed for business between the 29 July and 1 August 2011, both days included.

### 30 July

The Sub-Post Office at 16, Triq il-Kbira, Xewkija XWK 2216, Gozo, ceased operating as a Sub-Post Office as from the 30 July 2011.

### 5 August

The Sub-Post Office at ‘Louis Stationery’, 49, Pjazza San Nikola, Siġġiewi SGW 1070, was closed for business between the 5 and 15 August 2011, both days included.

### 5 August

On 5 August 2011, the Malta Communications Authority (MCA) issued an update to its series of Data Report Sheet publications with a report on key market indicators for electronic communications and post, covering the period Quarter 1 2005 to Quarter 1 2011. The purpose of this publication is to inform the general public on the main trends and developments in Malta for electronic communications and post. The annual figures for the period 2006 – 2010 show that the postal mail volumes for 2006 amounted to 59,778,023, those for 2007 amounted to 51,097,740, those for 2008 amounted to 47,439,753, those for 2009 amounted to 44,710,245, while those for 2010 amounted to 44,486,951.

## 8 August

A new metal hand date-stamp inscribed with the words “MaltaPost p.l.c. – BUĠIBBA – MALTA” started to be used at the Buġibba MaltaPost branch as from Monday, 8 August 2011.



## 10 August

On Wednesday, 10 August 2011, MaltaPost plc issued a set of four stamps themed ‘Maritime Malta’, depicting four vessels connected with maritime activities in Malta’s economic development and security. The stamps feature the M.V. Ta’ Pinu of the Gozo Channel Company (€0.26 stamp), the M.V. Jean De La Valette of Virtu’ Ferries (€0.37 stamp), patrol boat P23 of the Armed Forces of Malta (€0.67 stamp), and the M.V. Spinola of Tug Malta (€0.91 stamp). The print-run of this set produced 100,000 stamps of face value €0.26, 400,000 copies of the €0.37 stamp, 80,000 copies of the €0.67 stamp, and 60,000 copies of the €0.91 stamp. The stamps, which were designed in-house by MaltaPost plc, measure 44.0mm x 31.0mm, with a perforation of 13.9 x 14.0 (comb). All the stamps were offset printed on Maltese Crosses watermarked paper by Printex Limited, and are available in sheets of ten. MaltaPost plc prepared a special commemorative hand-stamp to cancel the stamps on the first day of issue (on FDC No. 5/2011). The hand-stamp was inscribed “MALTAPOST----- - MALTA/MARITIME MALTA/JUM IL-HRUĠ/10-08-11”, and also featured an outline image of patrol boat P23 in the centre. The MaltaPost Philatelic Bureau featured these stamps in the stamp bulletin No. 293.



A set of 4 maximum cards was also issued to complement this stamp set. Maximum Card No. 38 (also marked Card No. 1 of a set of 4) depicts the M.V. Ta’ Pinu, Maximum Card No. 39 (Card No. 2 of a set of 4) shows the M.V. Jean De La Valette, Maximum Card No. 40 (Card No. 3 of a set of 4) depicts patrol boat P23, while Maximum Card No. 41 (Card No. 4 of a set of 4) shows the M.V. Spinola.

## 13 August

On the occasion of the blessing of eight new bells for the Parish of Our Lady of Loreto in Ġhajnsielem, Gozo, a special hand postmark was used on Saturday, 13 August 2011, at the Ġhajnsielem, Gozo MaltaPost Branch. The hand-stamp was inscribed “MaltaPost/13.08.11/Parroċċa/Madonna ta’ Loreto/Ġhajnsielem – Ġhawdex”, and included a design showing an outline of the church and church bells in the centre. The bells, which carry the notes of FA LA DO FA SOL LA SIB DO, were produced in the Cornille-Havard bell foundry in Normandy, France. These

bells were given the names Maria Loreta, Maria Ġużeppina, Maria Antonia, Maria Silvana, Maria Dolora, Maria Carmela, Maria Filomena and Maria Francesca.



## **18 August**

On 18 August 2011, MaltaPost plc issued a Company Announcement (Interim Directors' Statement) pursuant to the Malta Financial Services Authority Listing Rules. In its statement, MaltaPost said that during the period 1 April 2011 up to the date of the announcement, no material events and/or transactions had taken place that would have an impact on the financial performance of the company, such that would require specific mention, disclosure or announcement pursuant to the applicable Listing Rules.

## **19 August**

The post office situated at Triq Antonio Sciortino, Żebbuġ ŻBG 1962, was relocated to temporary premises next door, within the local public library. This change took effect on the 19 August 2011, and was done so that the post office could be refurbished.

## **22 August**

The Sub-Post Office at 'Welcome Bazaar', 1, Misraħ Frenċ Abela, Dingli DGL 1081, was closed for business between the 22 and 24 August 2011, both days included.

## **25 August**

The Sub-Post Office at 'Oreana Stationery', 94, Triq L. Casolani, Ta' Paris, B'kara BKR 4532, was closed for business between the 25 and 31 August 2011, both days included.

## **29 August**

MaltaPost plc notified that on Monday, 29 August 2011 between 12.00 noon and 16.00 hours, due to works that had to be carried out by Enemalta Corporation, a power outage was to affect MaltaPost's computer servers, making it impossible to provide most services including those dependent on telephone and the company website. The situation would also affect Post Offices. All services were expected to return to normal after 16.00 hours.

## **29 August**

The Sub-Post Office at 'Paul's Arcade', Triq il-Kaħli, San Pawl il-Baħar SPB 3015,

was closed for business between the 29 August and 5 September 2011, both days included.

### **31 August**

MaltaPost plc announced that a new public letterbox was installed in Triq l-Imdina corner with Triq Għarram (near the bus stop) in Żebbuġ. The letterbox which was located in Triq il-Kbira in the same village was closed permanently.

### **1 September**

MaltaPost plc announced that the letterbox situated in Triq Depiro, Sliema, was closed indefinitely.

### **3 September**

The Sub-Post Office at 'Aquavel', Triq San Bartilmew, Hal Għargħur GHR 1014, was closed for business between the 3 and 10 September 2011, both days included.

### **5 September**

On 5 September 2011, the National Statistics Office issued News Release 169/2011 highlighting the post and telecommunications statistics for the second quarter (April – June) 2011. According to these statistics, in the quarter under review, total postal traffic stood at around 10.9 million items, a decrease of 15.2% when compared to the corresponding period in 2010. The total number of parcels and other items sent through the national post in the period under review was 15,588, a decrease of 39.3% over the same quarter of 2010 (25,683 parcels/other items sent then).

### **6 September**

The Sub-Post Office at 'D Spiral', Triq il-Vitorja, B'kara BKR 2691, was closed for business on Tuesday, 6 September 2011.

Aquavel, Triq San Bartilmew, Għargħur;

**MALTEX 2012**  
**12, 13, 14th October**  
**Prepare NOW!!**





**Security printers since 1971,  
producing stamps for Maltapost and the  
Vatican Philatelic Bureau, amongst others.**

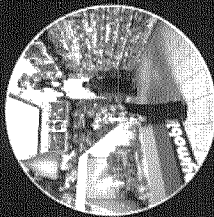
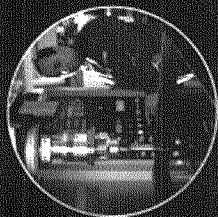
The Brandstätter Group - Malta has been producing Playmobil locally for over two decades. The global success of this product has resulted in significant growth and diversification of the Group: which now consists of seven companies. With each specialising in its own field and producing a comprehensive range of diverse products from steel moulds to system software. Of course the same high levels of quality and service that has come to be expected of Playmobil are offered by all of the companies that form the Brandstätter Group - Malta.

*For further information contact:*

**BRANDSTÄTTER  
GROUP - MALTA**

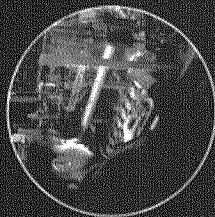
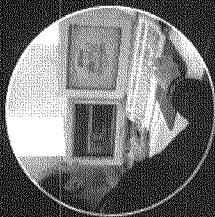
HF 80 Industrial Estate, Hal Far BEG 06

Tel: 2224 0000 Fax: 2165 8258



**BRANDSTÄTTER  
GROUP - MALTA**

Proudly representing Malta  
**AROUND THE WORLD**



Lombard Bank - Palazzo Spinola Ammeve, Frederick Street, Valletta



**LOMBARD**  
Lombard Bank Malta p.l.c.

Head Office: 67 Republic Street Valletta Malta • PO Box 584 Valletta VLT 1000 Malta  
Tel: +356 25581117 • Fax: +356 25581151 • e-mail: mail@lombardmalta.com • www.lombardmalta.com • SWIFT Code: LBMAMTMT  
Licensed to conduct Investment Services Business by the Malta Financial Services Authority  
Regulated by the Malta Financial Services Authority & listed on the Malta Stock Exchange



Stamp Catalogue



Shop



News

Welcome



### Welcome to MaltaPost Philately

The islands of Malta, which include sister islands Gozo and Comino, are situated in the Mediterranean Sea, 60 miles south of Sicily. With a history spanning over 7000 years, and at the crossroads of strategic maritime routes, Malta has been a home, stronghold, trading post and refuge to many civilizations.

The Islands have been described as a melting pot of cultures: Neolithic temple builders, seafaring Phoenicians, the traveller Apostle Paul, the Knights of St. John, Napoleon and the British royalty – all have left their indelible mark. Malta is now an independent sovereign nation and a member of both the EU and the Commonwealth.

Malta's philatelic history goes back to 1860 and, with access to such a rich source of material, Maltese stamps are renowned around the world for their unique depiction of a wide variety of popular themes: history, architecture, art, maritime, flora and fauna to name but a few. Many Maltese stamps are mini reproductions of artwork produced by local artists, and are much sought after by collectors and philatelists, both locally and internationally.

committed to deliver

Visit [www.maltaphilately.com](http://www.maltaphilately.com)  
and discover the art of Maltese philately...

- Shop online
- Browse a comprehensive stamp catalogue
- Open and manage an account
- Learn about the latest stamp issues and news

T: (+356) 2596 1740 E: [info@maltaphilately.com](mailto:info@maltaphilately.com)  
W: [www.maltaphilately.com](http://www.maltaphilately.com)