

# The Golden City Philatelist

BENDIGO PHILATELIC SOCIETY INC. A0016241J

P.O. BOX 962 BENDIGO, VIC. 3552

Now in our 88<sup>th</sup> year

August 2018



## Diary of Future Events

August	Tuesday	7th	Year of a Clean & Healthy Planet.	Please Note: The daytime meeting is on the Wednesday after the main meeting. This is not always the first Wednesday of the month
August	Wednesday	8th	Daytime Meeting.	
August	Saturday	11th	Bendigo Philatelic Society Stamp Fair	
September	Tuesday	4th	Spring, Irises & Edna.	
September	Wednesday	5th	Daytime Meeting.	

## Saturday 11th August Bendigo Philatelic Society Annual Stamp Fair

### President's Report for August 2018

My how these months churn around !!!

August and our Stamp Fair is about to arrive.

Under the expert guidance of our Vice President Bill Trew we are assured of a successful day.

Anyone with time to spare on the Friday afternoon before please assist Bill with the setup.

Well what a travelling group we are: Rumour has it that the Gold deposits in Western Australia are fast diminishing due to the advent of our Secretary Joy detecting furiously WELL DONE JOY.

Doug Pearce and Lindsay Nicholls have been travelling around Madagascar et al.

Margaret Brown is enjoying Singapore.

Our Assistant Secretary David has been ironing out all the bumps on the snowfields.

Rumour has it that Dealers in the USA are madly replenishing stock after visits By Laurie and Rae Bryant.

Now your President and Immediate Past President David are about to launch themselves on the resources of Caloundra, Nambour and Caboolture Stamp Clubs in Southern Queensland.

To you all a Happy and enjoyable August.

Happy Stamping, Libby.



The general monthly meetings of the BPS are held on the first Tuesday of every month at 7.30pm at

**Old Long Gully School (now CVGT)**

**Cnr Stanfield and Jackson Streets, Long Gully**

Extra Daytime Meeting at Golden Square on the Wednesday after the main Tuesday meeting .

**Auctions** will be held at all Tuesday meetings

**EXCEPT NOVEMBER**

**5 items per member** are allowed for auctions

**except in December** when **10 items per member**

are allowed for the Christmas bonanza auction.

Exchange sheets will be circulated at all meetings.

### CLUB CONTACTS:

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**Secretary: Joy Watters**

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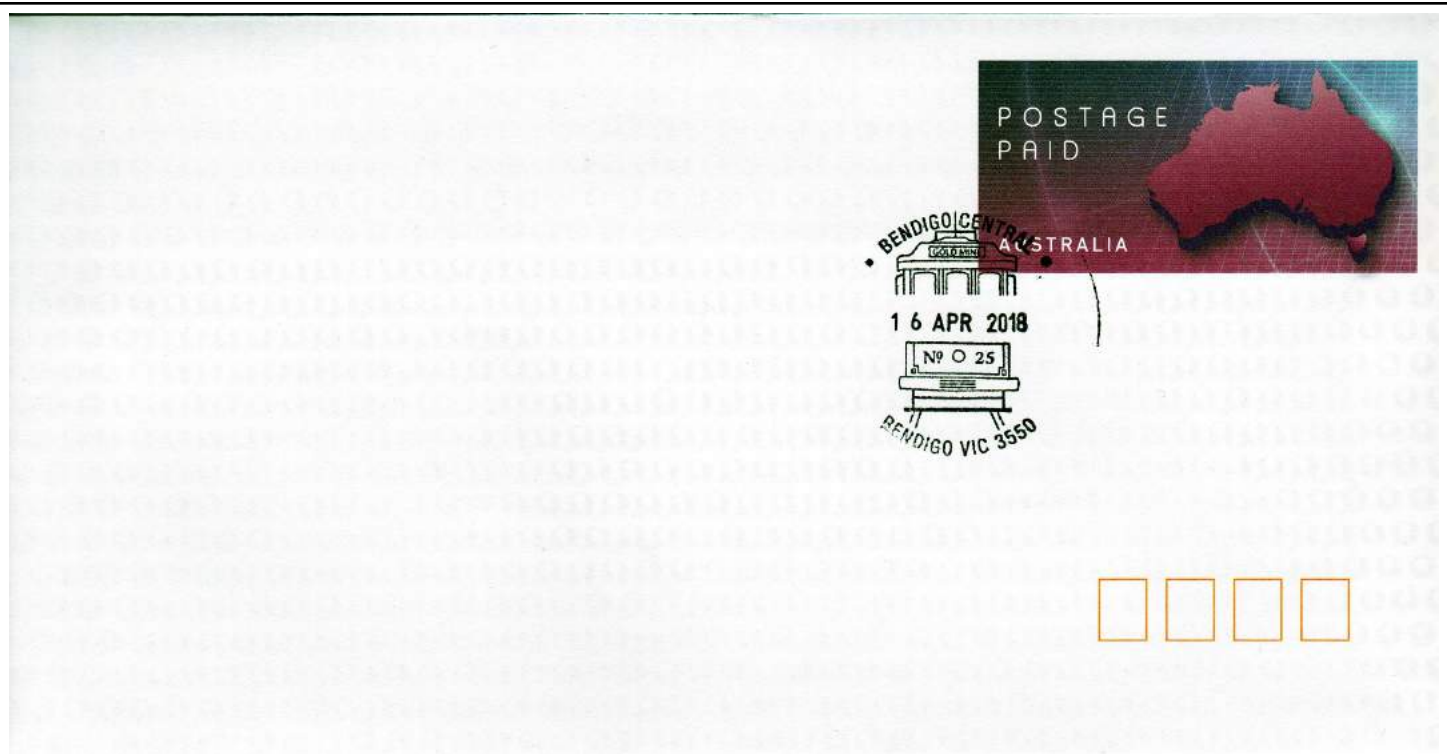
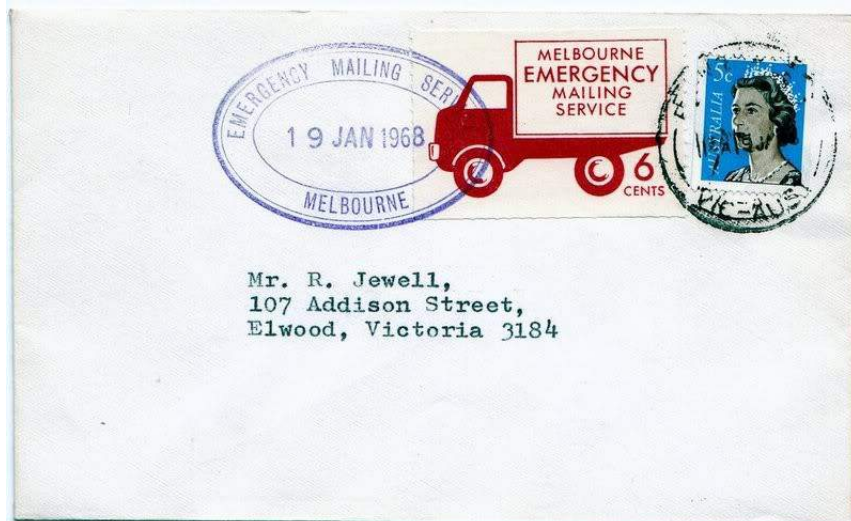
## When The Postman Stopped

BPS member Paul Brownlie mentioned that he thought others might be interested in an article about the Melbourne emergency posting labels he had seen. It reminded me that we had discussed these on Stampboards a couple of years back and after looking back at that discussion, I agreed with him that our members might find their story interesting.

In January 1968, post van workers went on a prolonged strike. At first, this only affected the main city areas but in those pre-internet days, the post was essential to the business community. The post office tried to break the strike by using volunteers and courier companies which angered the unions even more. In Melbourne, a company called Save Time Services, based in Flinders Lane, took on the coordination of these services. They worked with the transport company, H. A. Bachrach carrying letters and parcels from the post office sorting centre to Melbourne offices and out to the suburbs that were not originally affected by the strike.

Melbourne stamp dealer, Max Stern became involved producing a set of five labels to be affixed to the articles carried and these were charged over and above the normal postage. The service only lasted two days, the 18th and 19th January after which the suburban post offices joined the strike. According to the Canberra Times, terms were agreed between the unions and the post office on the 22nd and the workers returned to work on the 24th.

Although covers can be found, like the one shown above which started the conversation on Stampboards, those having been used for genuine *emergency* postage are rare as few were kept. The cover shown is to a well known coin dealer at the time and was possibly sent by Max Stern. Some others that can be seen are dated well after the strike ended and it seems that these were produced purely for the philatelic market, as were the many extra sets of mint labels that were sold in packets both by Max Stern and by Seven Seas Stamps after the event. They still crop up frequently, generally selling on eBay for under ten dollars a set.



A First Day Cover showing the new Bendigo Central postmark that features a Bendigo tram was shown at the July meeting by member Paul Brownlie. He then donated the cover to the club and it was auctioned to some spirited bidding which helped to swell the club funds. Thanks, Paul!

## Ian Kimpton's Memories of a Liberty Ship

In a club like ours it is no surprise to see the vast range of life experiences among our members and we hope Ian's story will tempt more members to share their memories here.

Our librarian, Ian Kimpton may very well be the only one of us who can claim to have sailed as a crewman on a Liberty Ship. During the Second World War, German submarines took a heavy toll on allied shipping. When the U.S. entered the conflict, their merchant navy was totally insufficient for the needs of the time and so, in 1941, the United States Maritime Commission began establishing emergency shipyards to build cargo ships for the U.S. and Britain. There were two conditions. They had to be cheap and had to be mass produced rapidly to a standard design. The reason for this was that they were to be considered expendable if sunk by enemy action.

The design was designated EC2, EC standing for Emergency Construction but they were better known as "Liberty Ships" though President Franklin Delano Roosevelt nicknamed them "the ugly ducklings". There were 250,000 parts required, some weighing more than 200 tons and these were manufactured in factories all over the U.S. then shipped to the dockyards for assembly. The first, S.S. Patrick Henry was launched on the 27th of September 1941, an amazing achievement. As the system evolved, so the efficiency increased and the S.S. Robert E. Peary was built in *four and a half days*. 2710 Liberty ships were completed with one extra having been destroyed by fire at the wharf during construction.

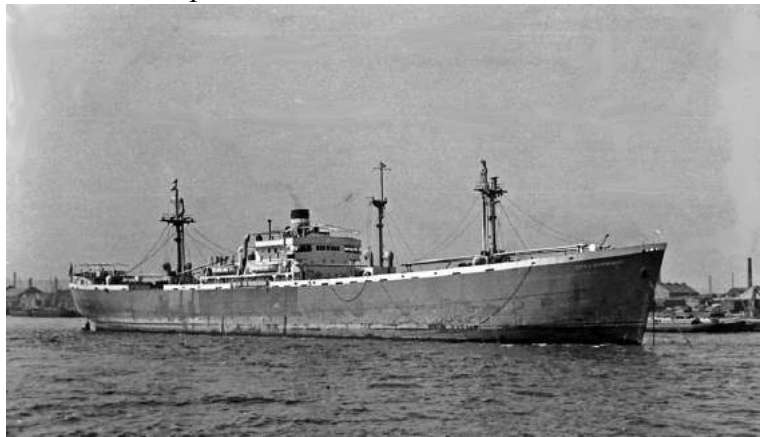
Although most Liberty Ships were almost identical and could carry 10,000 tons of cargo, some were built as tankers and others were set up to carry troops. Each ship cost two million dollars to build and many were paid for by private individuals or organizations. The two million dollar donation was rewarded with the right to name the ship. One ship was named Francis J. O'Gara in honour of a sailor who had been lost at sea. Later, it was found that he had been taken prisoner of war and he subsequently became the only person ever to visit a Liberty ship that bore his name.

Instead of rivets, many of the joints were welded which did not hold up well on those ships sent on the North Atlantic run. In such conditions, the welded construction allowed a crack to spread from one plate to the next. A number of ships broke apart giving the type a bad reputation among merchant seamen.

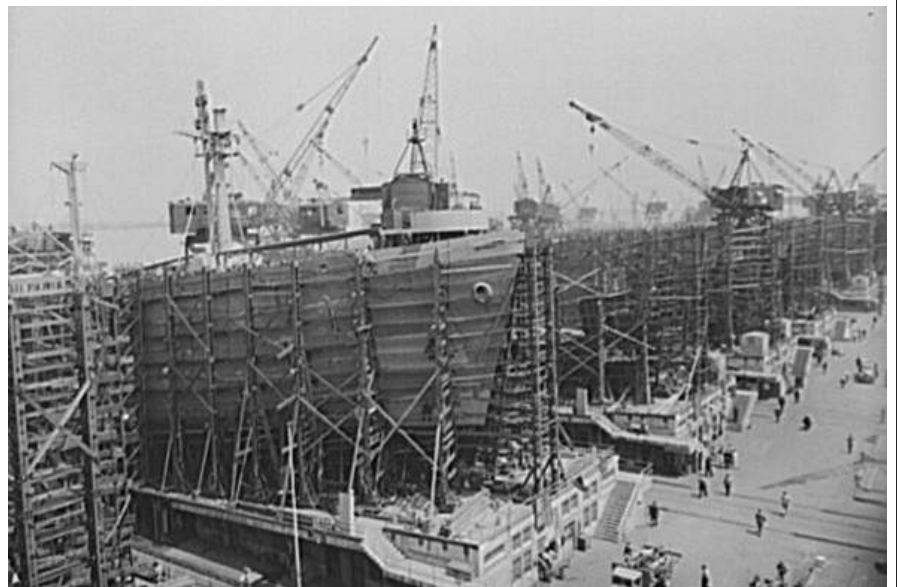
Ben H. Miller was the 1844<sup>th</sup> Liberty Ship and was built by Bethlehem-Fairfield Shipyard Inc. Baltimore, Maryland where 27,000 men and women built the ships. 384 Liberty ships were built there, along with 45 LSTs, and 94 Victory ships. Ian takes up the story on the next page.



*The U.S. honoured the part played by Liberty Ships with this 1946 stamp, SG 936.*



*Ben H. Miller*



*A line of ships at Bethlehem-Fairfield Shipyard. The one closest is almost ready.*



*These female welders in Baltimore may have helped build the ship Ian sailed on.*

“I went to sea at 17, joining Ellerman Lines. They had 88 ships carrying passengers and cargo. My first job was as a Writer. I typed letters, menus, completed Immigration and Customs forms. I started the day at 5.30am typing the news for the passengers. The Radio Officer received the latest news and Stock Exchange reports by Morse Code and then transcribed it into long hand for us to type up.

In those days, wealthy people would go by ship, home to South Africa and many more were migrating to Northern and Southern Rhodesia (now Zimbabwe). Many years later they were leaving in droves.

The owner of the line Sir John Ellerman was one of the richest men in Great Britain. He often joined his favourite ship, “the City of Oxford”, for a trip to South Africa. He was a very shy man and boarded in great secrecy. Whenever he travelled, he insisted on being the only passenger.

The Liberty ship, Ben H. Miller was launched on 10<sup>th</sup> December, 1943. The Ellerman Line bought the ship in 1947 and renamed her the S.S. City of Shrewsbury. All of their ships were named after cities. I joined the City of Shrewsbury, in Colombo on 7<sup>th</sup> July, 1957 as Purser/Chief Steward. I had flown from Calcutta where I had sailed as 2nd Steward on the M.V City of Chester.

Stating that I was a Purser/Chief Steward probably doesn't mean much to many people these days. My duties included ordering food for the voyage, setting up and typing the menus and working with the Indian cooks. I was also in charge of all the bonded stores, such as beer, spirits and cigarettes which all had to be locked up when the ship was in port. Most of the European crew members signed chits when buying beer or cigs and this was totted up at the end of the trip and deducted from their wages. Arriving at different ports, the crew could order cash.



*S.S. City of Shrewsbury*

Usually there were about 60 Indian crew and 30 European crew. Keeping tabs on the Indian Crew wages was a big job. If there was less than 100 crew, the Purser was also the doctor! My job involved lots of work with customs and immigration papers.”

It was obviously a very stressful job as Ian's wife, Christine remembers. “ For many years after he left the sea, came to Australia and we married - Ian used to have nightmares about arriving in a port and not having all the paperwork ready - which never happened but was obviously a worry for him. Everything was typed by hand of course with the dreaded carbons and skins.”

Ian adds, “The ship's gross tonnage was 7260. The top deck was full of rats and the toilets there had doors like bar doors that opened outwards just like cowboy films. One funny fact was that foolishly the stores area was right above the boilers and as you could imagine it got very hot and I had to condemn 20,000 cigarettes which had turned brown and tins of tomatoes which were affected.

The ship was again sold in 1959 and renamed the Marucla, and in May 1969 she was scrapped at Hong Kong. Ellerman Lines was one of the largest shipping companies in the world, but sadly today they do not exist. Of the Liberty ships, many were sunk during the war years and just 2 remain operational today, SS Jeremiah O'Brien and SS John W. Brown are museum ships. They are open to the public in San Francisco and Baltimore. A third ship is being restored in Greece.”



*The Richard Montgomery is still visible in the Thames estuary.*

*Photo: Clem Rutter, Rochester, Kent*

Of the other Liberty Ships, ten were sunk off the coast of Texas to create an artificial reef. Another is less environmentally friendly. The S.S. Richard Montgomery was wrecked off the Nore sandbank in the Thames Estuary, near Sheerness. Around 1400 tonnes of explosives are still aboard with successive governments trying to ignore the potential for disaster. Estimates of the danger vary from the optimistic official figure of “negligible” to other, also apparently expert opinions, that it has the explosive potential of a small nuclear bomb. All of them agree that something will need to be done soon, particularly as, lacking a dry land site, that is where the new airport is supposed to be built.

## A German Casualty Card

As I mentioned last month, I spent many years collecting the postal history of soldiers who were missing, captured or killed in Italy during world war two. Although I've decided that the time is right to move that collection on, I thought members might be interested in some of the items from it while they are still fresh in my (fast fading) memory. Sometimes I would find an item which although not from Italy, was interesting enough for me to include it in my collection.

The German government used casualty cards to inform relatives of the death of a loved one (English and American governments used telegrams). German families had "death cards" printed to send to other family members and friends (see below).

This card has retained its envelope and was sent to Frau Erna Schricker in Oberkotzau from the office at Nuremberg. She may have been the wife or mother of the soldier who had been killed. The printed signature is that of General von Cochenhausen who administered the office at Nuremberg. He also wrote several books, most of which are now banned.

Germany still expends a lot of money and energy in trying to record and, if possible, recover the remains of their war dead. This has become increasingly difficult in recent years as there is now a huge market for wartime souvenirs. There are increasing numbers of people now scouring the old battlefields for anything that can be sold on eBay. Often this includes all the items that could have identified a soldier and one wonders at the ghoulish mindset of some of those involved.

Germany maintains an online database of soldiers killed in WW2 with 4.6 million names listed. There were only three soldiers listed as killed in 1941 with the Schricker surname. All died on the Eastern Front.

Cpl. Ludwig Schricker was born in Nuremberg on 16.9.1917 and died just before his 24th birthday on 11.9.1941. He is buried in the Ukraine at Kiev.

Sgt Max Schricker was born in Michelau on 5.01.1908 and died on 3.10.1941. He is buried at Dukhovshchina in Russia

Wilhelm Schricker was born in Oberroeslo on 8.12.1913 and died at Kusolewo in Russia on 4.11.1941

I have not been able to determine which of these the card was for so perhaps now it can be for all of them.



The card reads: "May I express to you my sincere and heartfelt sympathy in regard to the painful loss you have suffered. May it be a consolation to you that the one who has returned home to his maker gave his life in the faithful fulfilment of his duties, so that the German people might live".



As the war entered its final stages, the desperate German army threw younger and younger men into the battlefields.

Hans Heinz was killed in Italy less than a month before the German surrender. He was only 19 years old.

He was the last of four brothers killed in the war following Franz, Albert and Leo to their deaths.

One can hardly imagine the effect his death would have had on his family. Perhaps due to this, but more likely due to the chaos that followed the war in Germany, his memorial mass was not held until more than three years later. It is also possible that it took that long for the news to arrive.

John Armstrong

BENDIGO  
**Collectables  
FAIR**

**28th July, 2018**

**9.00am - 3.30pm**

**Bendigo Exhibition Centre**

Prince of Wales Showgrounds  
Holmes Road, Bendigo VIC

**Collectables for sale and wanted to buy**

**Including:** coins, bank notes, militaria, swap cards, stamps, jewellery, badges, post cards, money boxes, medals/medallions, tokens, glass, china, pottery, albums, tins, dolls, ephemera, collector cards, comics, books, bottles and much more

**Lucky door prizes drawn half hourly • Raffles  
Free collector packs for kids with adults**

**Entry \$3. Under 14 FREE**

Limited tables/stalls still available

Indoors • Heated • Hot food available • Ample parking

Held by Bendigo Coin and Collectables Club Inc. A0043856U

New members are always welcome

**Phone 03 5447 7488 or 0414 956 292  
stems0204@bigpond.com**



### **New Postal System Comes To Bendigo**

In an effort to return the post office to profitability, the government announced today that they will be trialling a new postal system. In future, the tops will be removed from post boxes. Those wishing to post an article simply need to drop it into the box then text the desired recipient to come and fetch it. It is expected that this new system will be far more efficient than the current one as in future, Australia Post will not feel it necessary to send articles backwards and forwards across the country several times before delivering them.

In a similar, parallel system Australia Post will also remove the “middle man” from the bulk (junk) mail delivery system. Large garbage bins will be set up next to the new post boxes and companies will be encouraged to drop all bulk mail into these, thus saving householders the trouble of adding to their own waste collection. Anyone who genuinely wants junk mail can simply help themselves from the bins to those items that interest them.

When asked why the government had not introduced these measures before which will undoubtedly be popular, a spokesman said that they had been holding it back until an election year when it was expected to be a definite vote winner.

### **Extra Daytime Meeting of the Bendigo Philatelic Society.**

If you are unable to get to our regular evening meeting, or want more time to pursue your collecting interests, we now have a daytime meeting on the morning after our main meeting.

Members are welcome to attend both meetings. Daytime meetings will not be formal meetings.

**Venue:** Golden Square Hall, 9 Old High St.  
(Bendigo Field Naturalists Club rooms)  
(Behind the Golden Square Fire Station)

**Date and time:** Wednesday August 8th. at 10.00am  
(Then every Wednesday following the Tuesday meeting)

Coffee, Tea, biscuits etc, available throughout the meeting.

The venue has lots of free parking, has ground floor and ramp access and is close to a bus stop in High street. Further details if required can be obtained from the club secretary.



# BENDIGO Stamp Fair

Saturday

11th August 2018

9.30am - 3.30pm

Local & Melbourne  
Stamp and Coin Dealers

St Andrews

Uniting Church Hall  
24 Myers Street Bendigo

## Free Entry

Food and Drinks Available

Bendigo Philatelic Society Inc

P.O. Box 962 Bendigo Central, Vic. 3552

[www.bendigophilatelicssociety.org](http://www.bendigophilatelicssociety.org)

Enquiries to Fair Coordinator: Bill Trew

Email: [marj.trew@bigpond.com.au](mailto:marj.trew@bigpond.com.au)