

3 - TRAVELLING & SEA POST OFFICES

Some TPOs and Sea POs handled a lot of international mail & used tax marks

The first TPO to be issued identifiable tax marks was the Dublin & Cork TPO

On 14 May 1888 Mr. Anderson (Dublin PO) wrote to London:

'Two sets with the code letters 'DN' for Dublin itself

and two sets with 'D&C' for the Dublin & Cork TPO are needed.'

TPOs & Sea POs
Dublin & Cork TPO – D&C
 Date range 1888 - 1910



Type D&C-1
 Issued Jun 1888
 Used 1889-1910



Aug 1894 Mailed from Liverpool:

Taxed in the Dublin & Cork TPO
 enroute to Queenstown

2d (20ctms) short on 5d double rate

Pencil 'Fraction' $\frac{2}{20}$ double rate
 20 ctms deficiency

In USA: 2 x 20 ctms = 40 ctms (8¢)

Due stamps on back



2 Jan 1891 in Trincomalee Ceylon:

2 cents short on 5 cent UPU postcard rate

2 cent deficiency = 4 ctms (blue m/s)

Unframed 'T' tax mark applied

Route

Carried on P&O Arcadia through
 Suez Canal to Brindisi (19 Jan)

Train across Europe & Channel Ferry

Train to Holyhead & ferry to Kingstown

Across Ireland on D&C TPO

Left Queenstown

on Cunarder Etruria (22 Jan)

Arrived New York late on Sat 28 Jan

New York arrival mark of Monday 30 Jan

In D&C TPO: Tax mark applied

In New York: 2 x 4 ctms = 8 ctms = 1.6¢ Rounded to 2¢ due

Only known use of D&C tax mark on mail in transit from abroad

All 3 known marks of L&H TPO –

N American mail via rail & ferry to Queenstown

TPOs & Sea POs
London & Holyhead TPO – L&H
Date range 1895 - 1913

In L & H TPO (all): ½d short on International postcard rate

2 x ½d = 1d = 10 ctsms

In USA & Canada: 10ctms = 2¢

10 July 1911 in Yorkshire

Type L&H-1
Issued 1895
Used 1895-1911
Last known use



30 June 1909 in London

Type L&H-2
Issued 1906
Used 1907-09



1 April 1912 in Reading

Type L&H-3
Issued 1910
Used 1912-13
3 known



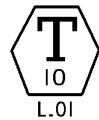
21 Jan 1907 'L.01' hexagonal tax marks issued to London to
 Queenborough Sorting Carriage connecting with Flushing Ferry
 1 May 1911 Ferry terminal moved from Queenborough to Folkestone
 Same tax marks remained in use

TPOs & Sea POs
London & Queenborough SC
London & Folkestone SC - L.01
 Date range 1907 - 1913

London & Queenborough Sorting Carriage

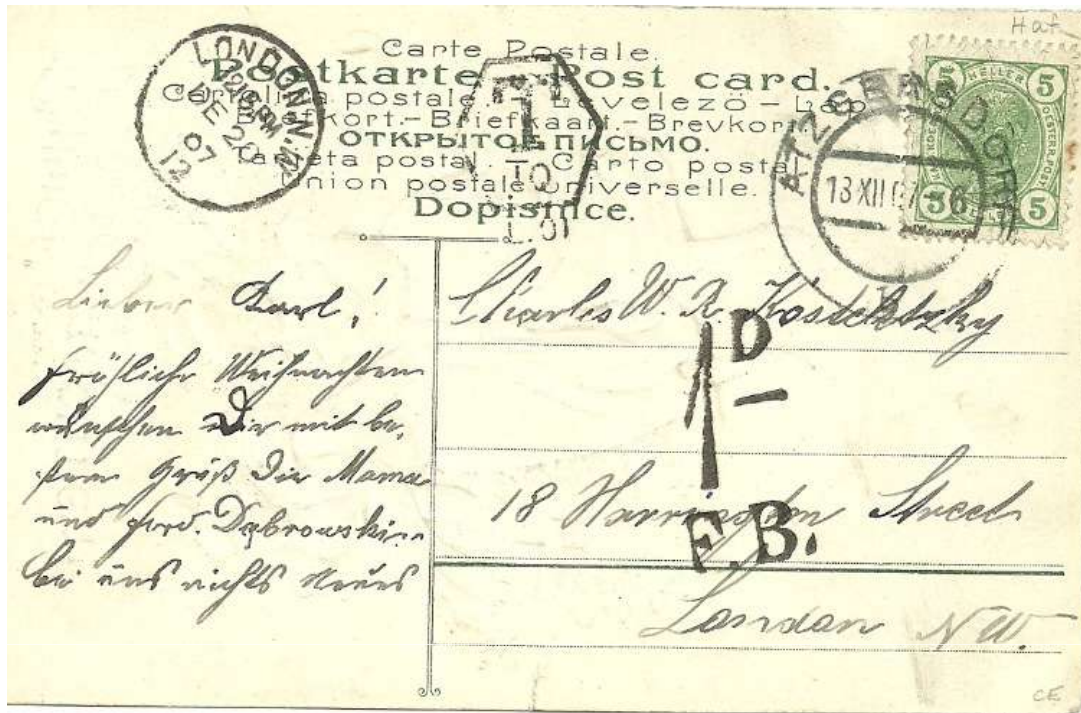
13 Dec 1907 in Austria:
 5 heller short on 10h postcard rate

In L&Q SC:
 2 x 5h = 10h = 10 ctms



Type L&Q-1-10
 Used 1907-08
Two known

In London F. B.:
 10 ctms = 1^D/₁₀
 F. B.



30 Apr 1912 in Germany:
 20 pf short on
 30 pf UPU rate for 40g

London & Folkestone Sorting Carriage

In L & F SC:
 m/s fraction
 2 for double rate
 50 ctms 2 x deficiency



T Type L&Q-1
 Used 1907-13
L.01 **5 known**

In London FB:
 50 ctms = 5^D/₁₀
 F. B.

In London SW DO (79):
 Delivery attempted
 but redirected to
 London WC with

CHARGE NOT PAID
 79

23 Jan 1906 'C.68' marks issued to London & Dover Sorting Carriage
 Not listed in 1929 survey but occasional use up to 1939

TPOs & Sea POs
London & Dover SC
Night Mail – C 68
 Date range 1906 - 1939

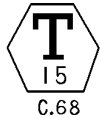


25 May 1906 in France:

Addressed to Devonport Tasmania
 10 ctms postcard rate paid by stamp on picture side
 Misdirected to UK

In London & Dover Sorting Carriage:

Treated as 15 ctms short on 25 ctms UPU letter rate



Type L&D-1-15
 Used 1906-13

In London Inland Section:
 2 x deficiency 30 ctms = 3^D
 I.S.A.

26 May in Devonport England:

Redirected in London EC:

CHARGE NOT PAID
 E.C. N° 2

In Devonport Tasmania:
 3d Postage due collected



Oct 1911 in Italy:
 10 centesimi short on
 25 centesimi UPU rate

**In London & Dover
 Sorting Carriage:**
 2 x deficiency = 20 ctms



Type L&D-1-20
 Used 1909-11
Two known

**In London
 Foreign Branch:**
 20 ctms = 2^D
 F. B.

21 Jan 1907 'C.72' marks issued to London & Dover Sorting Carriage
 Not listed in 1929 survey but occasional use up to 1937

TPOs & Sea POs
London & Dover SC
Day Mail – C 72
 Date range 1907 - 1937

11 Aug 1928 in Lisburn Northern Ireland:

1½d internal letter rate to Liverpool fully paid

13 Aug in Liverpool:

Became 1d short on 2½d UPU letter rate on redirection to Paris France

Single deficiency due

Fully paid for first transmission

M/s 'T 10' gold ctms

In Paris:

10 g ctms = 60 French ctms

Due stamp applied but cancelled because of redirection to London

1928 Multiple Redirections – Use of Due Stamps of Three Countries



In London & Dover SC:



Type L&D-2
 Used 1907-37

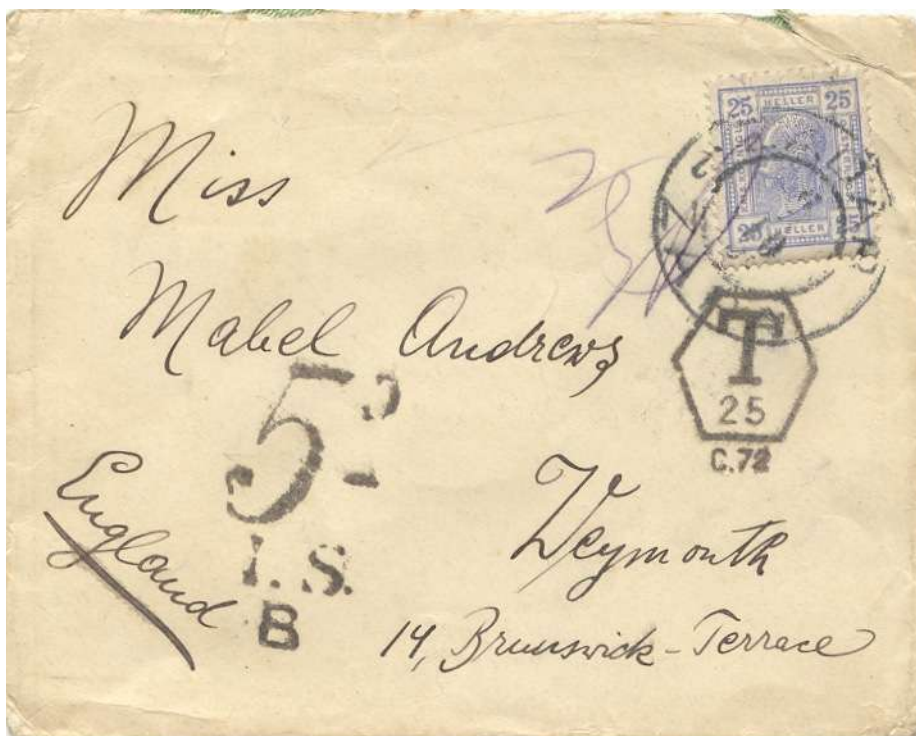
In London SW District Office:

1d/79 charge mark
 1d postage due stamp applied.
 Redirected to Montreal Canada



31 Aug in Montreal:

2 charge mark
 2¢ due stamp applied

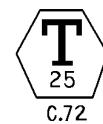


c1907 in Zadar Croatia:

25 heller UPU rate for 15 g paid

In London & Dover Sorting Carriage:

Treated as 25h short on double UPU rate
 25h deficiency = 25 ctms



Type L&D-2-25
 Used c1907
Only one known

In London Inland Section:

2 x 25 ctms = 50 ctms = 5^D
 I.S.B.

September 1913 to WWI (August 1914)

Union Castle mail ships between Southampton and South Africa
carried joint UK-SA sea post offices

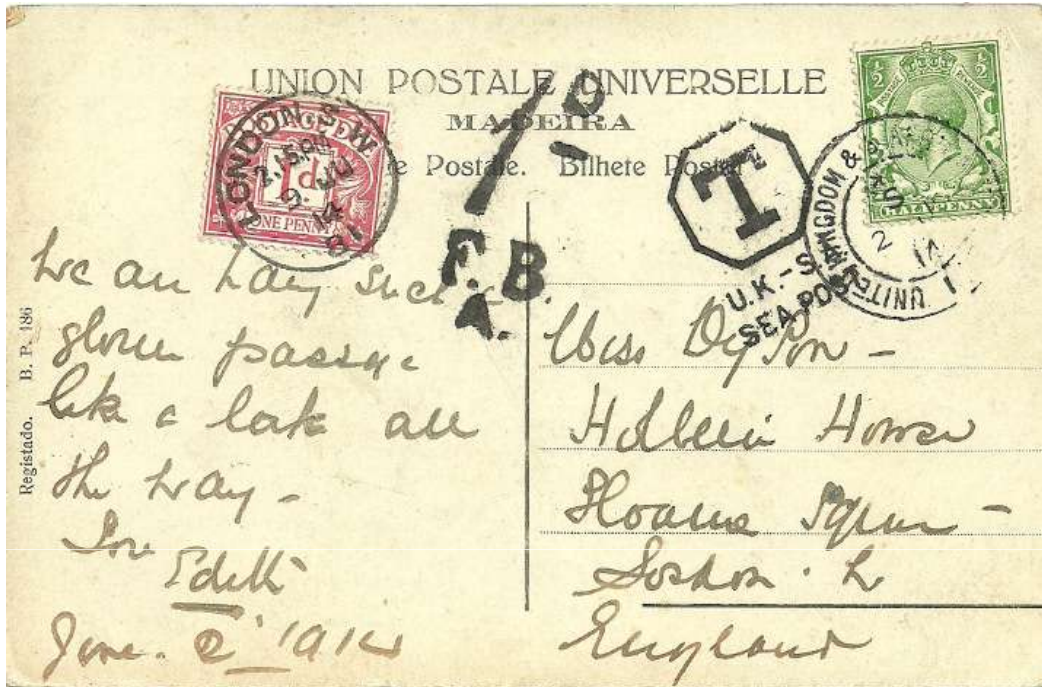
TPOs & Sea POs
UK – South Africa Sea Post Office
Date range 1913 - 1914

The service was not restored after WWI

The UK-SA sea post offices replaced sea post offices under the control of the South African Post Office
UK-SA sea post offices were under the control of the postmaster of Southampton

The stamps of each country were accepted

The rates of the country whose stamps were used applied



2 June 1914 postcard of Madeira mailed on Balmoral Castle



'S' in cancel indicates southbound

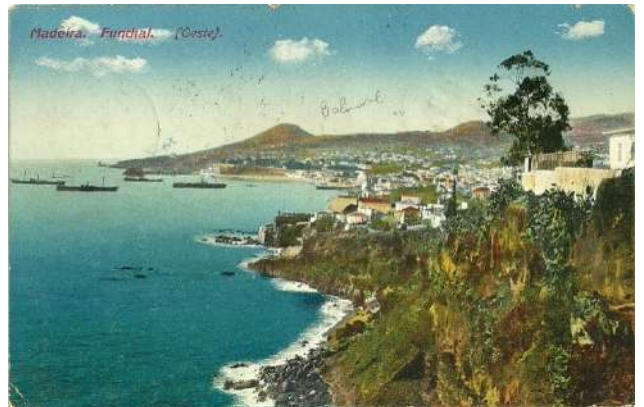
'1' indicates no 1 of 12 marks issued

The numbers identify the team of sorters and not the ship

Considered 1/2d short on 1d postcard rate



Type SP-1
Issued 22 July 1913
Used 1913-14



In London Foreign Branch: Double deficiency = 1d due