





SCS

Folio 1

2. You might try to find out from Mr. Smith what his reaction has been: is he going to prepare anything?

2 ~~2/11~~

Phone 2 13/6/78. He will reply tomorrow

~~DM~~  
13/6

3

Mr Smith agrees to serve on Design Committee

~~DM~~  
3/10/78

4

Bu 2/11/78 (Stamp meeting)

Pr

(19) See yr comments. £200 is more than the rates quoted by Crown Agents and possibly more than we will be paying Sheldon/Strange? Are the Smiths "paintings" finished artwork acceptable to Crown Agents? Case will be needed about this. DM 12/5/80



5

*[Handwritten signature]*

D.C.S.,

f. (19) and Minute 4 above.

I have now seen Smith's designs and we are arranging a meeting of the design committee on which it has been agreed that I shall sit in place of Owen McPhee. We will then be making recommendations to the Stamp Co-ordinating Committee.

Only very exceptionally would I consider paying an artist more than the CAS recommended scale - the maximum of which is, at present, £130 for roughs and final design. I would therefore resist paying Mr. Smith £200 even if the designs were to CAs final artwork standard, which I consider they are not. Indeed I think they fall far short of final designs and if we do adopt them as subjects for the issue we will have to pay out quite a bit more to another artist to finalise them before they are suitable for presentation to the printers. Thus the maximum payment which I would readily consider authorising, £150, would be reduced to perhaps half to take into account payment to another artist to 'finish' the designs, for which the CAs pay between £50 and £100.

If Mr. Smith wishes to appear as the designer he will have to complete the designs.

If he is commissioned to produce the final designs he will presumably be told the stamp sizes the Administration requires. Perhaps this should have been made clear earlier.

I can understand Mr. Smith's apparent sensitivity over this matter when I recall the unsatisfactory aspects of his previous major stamp design commission - the present definitive issue. Doubtless he will respond to argument.

The concept of the issue and, indeed, Mr Smith's paintings are attractive and should be an issue with a wide appeal. I like them.

*[Handwritten signature]*  
PM 14.5.80.

6

*CS*  
To see Smith's minute above. I haven't seen the "finished" paintings yet.

*DSM*  
15/5/80

7

10

D.C.S. Noted, thank you. *[Handwritten signature]* 16/5.



C.S.

(25). The Committee felt that we should ask the Crown Agents advice on the artwork produced by Mr Smith. It is not final artwork; the overlays are not complete.

The Crown Agents standard rate is £180 for final artwork if the research involved and difficulty of the subject warrants £180; if not a lesser sum is paid.

Mr Smith now seems to think that we just pay him £200 for each piece of artwork and that is that. I disagree with this and think we must seek the advice of the Crown Agents.

If Mr Smith does not like this then presumably we do not have a Wrecks issue, unless Crown Agents advise that they are worth £200 each. We will probably find that we have to pay a Crown Agents artist additional money to complete the artwork. We are offering Sheridan and Strange £180 for each piece of final artwork so I cannot see how we can pay Mr Smith £200 for each piece he has produced.

Draft letter to Mr Smith sfc pl.

*DCM 4/6/80*

9

DCS we agree to agree the drafts shld. issue  
*7/3 4/11*

10.

Postmaster,

Mr Smith seems to have had a change of heart!

I don't agree with para 7 which implies that Mr Smith spent a year researching the subject to enable him to produce the artwork which differs little, if any, from that mentioned at (16).

Your views pl.

*DCM 4/8/80*

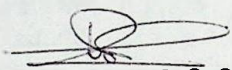


D.C.S.,

This is what I hoped would happen once JS had time to cool down, indeed, I have agonised as to whether I should write to him personally and try to smooth things - I would have suggested that he went to see CAs.

I go along with Penry's suggestions and would approve the payment of £180 per design on the basis that John finishes them under CAs guidance. This also hopefully overcomes the problem of giving proper credit to the artist/designer. Doubtless John will learn a good deal about the requirements for final artwork and complete design and this could be very useful for the future as I feel he is a useful artist whose services I would like to think we ~~will~~ could call upon from time to time, particularly in connection with "nautical" stamps.

Penry's remarks about design seem to make sense and I go along too with these assuming that we will see the finished artwork in the normal way in due course.

  
P.M. 5.8.80

C.S.

(30) Despite the attitude of Smith I am prepared, with some reluctance, to agree that we go along with the Crown Agents provided that we do not pay more than £180. We pay Ian Strange this and so far have had nothing but co-operation and understanding.

2. I am not convinced of the correctness of para 7. We could, if we wanted to, get transparencies taken of the wrecks and commission an artist to produce this issue without too much trouble.

*DSM 7/8/80*

D.C.S.

*I agree and suggest you write to Chris Penry on those lines.  
J.S. obviously had second thoughts.*

*DSM 8/8/80*

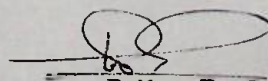
*DSM*

*To see (36) pl*

*Most illuminating - para 6 of the <sup>end.</sup>  
DSM 16/8/80*

D.C.S.,

Noted thank you. JS seems intent in alienating all his friends!

  
P.M. 17.10.80



16

Ph

(39) Pl obtain from Mr Smith the dates requested by Crown Agents

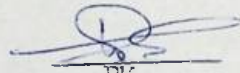
Ph 14/11/80

17

Ag. C.S.,

The information requested is as follows:

Lady Elizabeth	1879-1913
Capricorn	1859-1882
Jhelum	1849-1870
Snowsquall	1851-1864
St. Mary	1890-1890



PI:  
21.11.80

18

Ag. C.S.,

(44) I have discussed with Mr. Smith. Work is progressing and he promised rough designs for viewing by the Committee as soon as he has certain information which he is awaiting from the New York Museum.

.....  
This issue was originally scheduled for April/May 1982 but will now be displaced by the Charles Darwin issue and probably appear about August 1982. It is rather early to decide on stamp quantities and above all to specify values which I see we have already done. Can we again ask CAs to hold printing as almost all postage rates will probably have changed by August, 1982 - certainly the local ones will have to go up within this year.



Postmaster  
26.1.81



19

PM

(51) PL advise early.

DM 16/3/81

20

SP+T

You asked for them pls. to show John Smith the proofs.

off  
9/6/81

21

D.C.S.,

20... thank you.

Everyone who has seen the proofs seem to like them. The only comment in addition to those of Mrs. Smith refers to the 26p value on which there are several horizontal lines just to the right of the main structure. They may have been part of the beach in the background in the original artwork but the top two, at least, seem unconnected to the drawing and I think CAs should be asked to consider whether they are sufficiently obtrusive to warrant removal if indeed they are part of the original artwork.

I am uncertain exactly what they mean in para 2. If they imply that there is a possibility of the little rope surrounded cameo containing the silhouette disappearing and leaving only "the portrait..... printed as a silhouette, in solid yellow." both the designer, John Smith, and I at least would be reluctant to see this disappear. I think we would want to see the result and have a say in the final decision. This little patch of the border colour appearing in the top right hand corner of the stamp seems quite effective in the design to me.

On second thoughts I think I may understand what has gone wrong with the royal portrait. I think they may have tried to print it as a portrait but it has come out as a silhouette - i.e. not enough colour contrast. If it turns out similarly using the "half-tone of black" then they will go for the yellow silhouette which is substantially what we have now and the rope-surrounded cameo-like background reflecting the border colour will remain.



22

S.P.T.

To see letter from C/A's at folio 60.  
Do you have any comments to make?

*off*  
Ag CS  
24.7.81

Ag. C. S.,

23.

(60).... No comments really - seems entirely acceptable. My second thoughts (last para of 21) seem to have got it right although earlier I had been afraid the 20 memo affect might disappear.

*[Signature]*  
SPT  
27.7.81.

24

*[Signature]*  
S.P.T.

To note 68 for necessary action in due course.

Can you give a selling price for the First Day Covers yet?

*off*  
DCS  
25.9.81

25

DCS

*off*  
No invoices are to hand regarding costs of folio's or indeed lines. Selling prices of folio's are advised to C/A as matter of course when we despatch their supplies.

*off*  
29.9.81.  
S.M.

26

*[Signature]*  
SPT 29.11.82.

To note (701) please

*off*  
29/11/82



Ref: P&T/2/13

9 May

78

Mr John Smith  
Stanley

I was in touch with you recently to ask whether you might be interested in designing an additional stamp for the current definitive issue to feature the "Annette Danielsen".

- 2. This project has now been carefully considered by the Stamp Advisory Committee and I am sorry to have to tell you that the idea has been abandoned. That news will, I know, be a disappointment to you so I am sorry to have to tell you also that the Crown Agents have offered compelling and cogent reasons for our not changing the basic design of the definitives by improving the titling and values.
- 3. Your own reservations about these points of design are, I think, widely held but to make any change at such an early stage would, at best, suggest a serious oversight by everyone concerned in the long planning of the issue. Even more important, it would, we are led to understand, also invoke considerable (and justified criticism from philatelists. In the circumstances the Committee felt bound to accept the advice of our professional Consultants and leave the issue unchanged.
- 4. But now for some more positive news. The Committee are interested in the possibility of building upon the undoubted success of these fine stamps, and your own contribution to that success, by issuing some stamps featuring the wrecks that are such a notable feature of the Islands. At this stage it is no more than a germ of an idea, and I wonder how it might strike you.
- 5. If you agree that it is an idea worth pursuing and if you yourself would eventually like to prepare designs for it, may I first invite you to subscribe some ideas both on how the stamps could be presented; what ships they might feature; and how many there might be? Once these proposals have been submitted, a policy decision could be taken on the project. But at this stage I ought to emphasise that the Committee is making a purely exploratory approach entirely without commitment.
- 6. Nevertheless, I will not conceal that I very much hope that you will feel able to put forward some proposals.

JOHN MASSINGHAM  
CHIEF SECRETARY.

cc File P&T/2/46

R + R  
(new file)  
9/1/5

JB

Now by two weeks  
10/1/5

But two weeks more  
25/1/5



WRECKS 9/7/2/6. Extract from EA letter of 9/5/78 - original in P7/115/1 (96)

2

We await your committee's advice before making comment.

I hope my observations prove to be useful to you and your stamp committees in determining your stamp issuing programme. Meanwhile, I will continue to research material for those themes discussed in recent previous communications.

Yours sincerely  
Brian Hawthorne

B J HAWTHORNE

SU/PR/9



**Extract of Minutes of Stamp Co-Ordinating Committee Held at the Secretariat**

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7. WRECKS ISSUE On 5th May 1978

It was agreed to request Mr John Smith to submit, without commitment, his views and suitable subjects to form the basis of a suggested issue depicting Historical Wrecks in the Falklands.



P+T/46

EXTRACT FROM MINUTES OF STAMP COMMITTEE MEETING OF 8TH JUNE 1978

4

1.6

Wrecks Issue

It was noted that the Crown Agents advised favourably regarding this issue. Mr John Smith should be asked if he is prepared to submit material.



EXTRACT FROM MINUTES OF BOARD CO-ORDINATING COMMITTEE HELD AT

THE SECRETARIAT ON MONDAY 24 JUNE 1970

5

- 1.6 Wrecks: Nothing received from Mr John Smith regarding this issue. Postmaster to enquire from Mr Smith the present position. It was thought that "Wrecks" could possibly form the basis of two future issues:
- a) British Wrecks
  - b) American Wrecks





6

CARTERS COTTAGE  
John Street  
Stanley

15 September 1978

The Chief Secretary  
The Secretariat  
Stanley

Dear Sir,

I refer to your letter of May 9th ref P&T/2/13 and apologise for the long delay in making a reply. F 114 July

The idea of Stamps featuring Wrecks appeals to me very much indeed-especially the eventual preparation of designs, should the idea come to fruition.

2. The presentation of such a theme on Stamps is not easy as the majority of our Falkland wrecks are either totally submerged or broken up; those which remain with perhaps two exceptions, are most uninspiring to look at. I have given the matter of presentation a great deal of thought and offer the following proposal for your consideration:-

3. That the vessels are portrayed in a 'Then and Now' situation. That is to say a drawing of the portion of the wreck or what little remains are presently visible, with a backdrop showing an impression of the vessel in her former glory emerging though what might be poetically described as the mists of time. This would afford us a certain amount of protection inasmuch as the mists would cut down the clarity of detail shown on the vessel. This is important as the majority of the vessels would have to be created from contemporary drawings and prints.

~~XXXXXXXXXX~~

4. The following list of Wrecks are worthy of consideration by the Committee from which they may draw sufficient subjects to cover whatever number of stamps it is decided that the set should comprise of.

5. a. JHELUM: At Packes Jetty; historically very important as the last surviving example in the world of an East Indiaman type of vessel. Pictorially by far the most attractive of the Wrecks.

b. SAINT MARY:

At Kelp Lagoon near Fitzroy: the historical importance of this vessel has increased by the recent removal of a section of her ~~to~~ for permanent exhibition at Maine U.S.A.

c. VICAR OF BRAY: Forms part of the jetty at Goose Green. Historically important as being the last survivor of the great fleet of vessels which took part in the Californian Gold Rush. Has been presented to the American people by the Falkland Islands Company for the sum of 5p and the promise of a new jetty if she is ever taken away.

d. CHARLES COOPER: Opposite the West Store at Stanley. The last surviving example in the world of an American



~~CHARLES COOPER~~

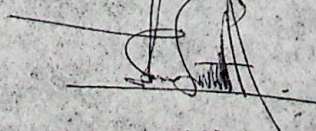
CHARLES COOPER: contd.. Packet ship. The wonderful work on the carving and decorative work of the transom of this vessel would in it'sself provide the subject for a stamp.

- e. SNOWSQUALL: Forms part of the FIC East Jetty. Bows still visible and fairly intact. Again is ~~xxxxxxx~~ historically important as the last remnant of an American Clipper Ship left in the world today.
- f. LADY ELIZABETH: A fine example of a small iron three masted barque of one hundred years ago. Not historically important but part of Stanley, helping to create the ethos of the Falklands especially as she is the first glimpse of the past caught by the visitor en route from Cape Pembroke Airfield to Stanley.
- g. CAPRICORN: Lies near the ~~xi~~ FICAS hanger. What little remains of her could be incorporated into a fine and deep picture. Was employed in the Swansea -West Coast of South America Copper Ore trade; coal outward bound, copper homeward bound.
- h. EGERIA: The Stern is remarkably intact forming part of the FIC East jetty. She has the distinction of being the longest hulk in Stanley harbour being 10ft longer than CHARLES COOPER. There is considerable interest in this ship in Canada as she was built at New Brunswick.
- i. CITY OF PHILADELPHIA: Totally lost on the Billy Rock with all hands during the night of May 15th 1896. Nothing remains save sufficient information to create a vivid reconstruction of the dreadful events on that wild and fearful night. I have an extremely fine photograph of the ship taken in the United States.
- j. GLENGOWAN: ~~xxxxxx~~ Lost by fire at the eastern end of ~~Stan~~ Stanley Harbour: burned for nearly a week, her cargo of best Welsh coal having become overheated on what was unfortunately her maiden voyage from England in 1895. Eventually the hulk was towed to the whaling station at New Island where a part of it is still visible.

Should you require any further information on any of the above vessels I will be pleased To provide it: I have given here only the ~~xxxxxxx~~ details.  
merest

I look forward to recieving your comments.

Yours faithfully,



John Smith



Mr/2/66

EXTRACT FROM MEETING OF THE STAMP CO-ORDINATING COMMITTEE HELD ON 18th SEPTEMBER 1978

(7)

2.5

WRECKS ISSUE: The Chairman read a letter recently received from Mr John Smith containing various suggestions relating to a possible "Wrecks Issue". It was agreed to seek telegraphic approval from FCO for the issue and to appoint a Design Committee with Mr Smith as a member. Mr Smith to be asked to prepare the art work.

21st September

78

Mr. Hohn Smith,  
Stanley.

Dear Sir,

Thank you for your letter of 15th September which was considered by the Stamp Committee.

We take your point that it may not be an easy issue to produce but, given your skill and knowledge, we are confident that you will be able to produce a good issue. From my opening remarks you will deduce that we would naturally like you to prepare the art work. First of all though, we must obtain the permission of the FCO to include the Wrecks issue in our stamp programme which I am going to do by telegram.

This letter, therefore, is merely to acknowledge your letter and to let you know what the position is. As soon as I have something definitive from the FCO I shall write to you again.

Yours faithfully,

AG. CHIEF SECRETARY

us



GA

9

Ag CS [scribble] 25/9

FIFO 004/22

RR FCO

GR 75

EN CLAIR



ACTION COPY

FM PORT STANLEY 221300Z

UNCLASSIFIED

TO ROUTINE FCO TELNO 250 OF 22 SEPTEMBER

ORIGINAL ON P17/115

MORRISON'S LETTER P+T/1/5 OF 14 NOVEMBER 1977 TO HICKSON STAMP PROGRAMME

1. WE NOW WISH TO REPLACE MEDICAL SERVICES SET IN OUR PROVISIONAL STAMP PROGRAMME FOR 1982 WITH A SHORT SET FEATURING THE WRECKS THAT LIE AROUND THE COASTS OF THE FALKLANDS AND FORM PART OF OUR MARITIME HISTORY. AS WE WISH TO PROCEED WITH PRELIMINARY DESIGNS AT AN EARLY DATE GRATEFUL YOUR EARLY APPROVAL IN PRINCIPLE TO THIS ISSUE.

2. A REVISED PROGRAMME FOLLOWS BY BAG.

MASSINGHAM

NNNN

SENT AT 221520Z DJM

RECD AT 221520Z ERW

Ag CS      Ref 26/9  
Good: all clear  
26/9

FOFI 003/26

RR PORT STANLEY

GR 20

EN CLAIR

FM FCO 251545Z

**ACTION  
COPY**

UNCLASSIFIED

TO ROUTINE PORT STANLEY TELNO 122 OF 25 SEPTEMBER  
YOUR TELNO 250: STAMP PROGRAMME.  
PROPOSAL IS APPROVED IN PRINCIPLE. CROWN AGENTS INFORMED.

OWEN

NNNN

Kiv Design Committee  
P. Master  
John Smith  
Ann Carey



P&T/2/46

29th September 1978

10

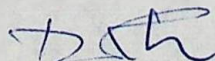
Acting Chief Secretary

Postmaster

Wrecks Stamp Issue

As agreed, we shall need a Design Committee to co-ordinate thoughts on how best to present the Wrecks Issue which is to appear in 1982. I should be grateful if you would be Chairman of the Design Committee with John Smith and Tony Carey as members.

I attach two copies of Mr. Smith's letter <sup>(b)</sup> giving his preliminary thoughts on how the Issue should be tackled.



AG. CHIEF SECRETARY

us

12

# MEMORANDUM

Reference P&T/2/46

Date 24th October, 1978

It is requested that this number and date should be quoted.



From Postmaster

To Chief Secretary

Subject:- Wrecks Stamp Issue

Your Memorandum dated 29th September refers.

The design committee agree that Mr. Smith's suggestion regarding the basic design should be accepted. The following five wrecks are suggested as most suitable.

- "Saint Mary" (USA) "Jhelum" (British) "Snow Squall" (USA)
- "Lady Elizabeth" (British) "City of Philadelphia" (USA)

In choosing the above five vessels the committee took into account the possible American interest in such an issue. They also noted that although ~~the~~ all may have originally resembled each other their present day appearances are all very disimilar. With regard to the "City of Philadelphia" it was appreciated that some artistic licence would be necessary to portray her on the Billy Rocks. By definition all five are wrecks but the "City of Philadelphia" is perhaps the only true or natural wreck.

Mr. Smith offered to prepare some rough art work.

Postmaster



1.5 WRECKS ISSUE

A basis for this issue has now been set out by the sub-committee depicting the 'Saint Mary', 'Jhelum', 'Snow Squall', Lady Elizabeth' and 'City of Philadelphia'. Mr. John Smith had not yet prepared the rough artwork and asked for more time to search for information. As no part of the City of Philadelphia is above water the portrayal of this wreck would require a fair amount of artistic licence.

14

1.5  
146  
146

WRECKS ISSUE

A basis for this issue has now been set out by the sub-committee depicting the 'Saint Mary', 'Jhelum', 'Snow Squall', Lady Elizabeth' and 'City of Philadelphia'. Mr. John Smith had not yet prepared the rough artwork and asked for more time to search for information. As part of the City of Philadelphia is above water the portrayal of this wreck would require a fair amount of artistic licence.



1.5 Wrecks Issue

No progress was reported with this Issue. It was agreed that the Chairman of the Design Committee should be asked to see if he could initiate some action in respect of designs from Mr. Smith.

EXTRACT FROM MINUTES OF STAMP CO-ORDINATING COMMITTEE MEETING HELD

TUESDAY 9TH OCTOBER 1979

9. Wrecks Issue

Four unfinished designs of this issue, prepared by John Smith were viewed by members. As the Design Committee had not had the opportunity to consider the designs it was considered advisable that they should view them and submit their recommendations.

P47/2/46



1.14. Wrecks Issue

P&T/2/46 Nothing further was received from the Design Committee.

# MEMORANDUM

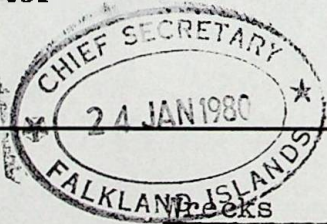
Reference P&T/2/46

Date 23rd January, 1980

It is requested that this number and date should be quoted.

From Ag Postmaster

To Deputy Chief Secretary



Subject:-

Weeks Issue

I attach the minutes of a recent meeting of the design committee for this issue.

We are hopeful that the amended designs will be viewed by the design committee within the next few weeks.

*DM*  
24/1/80

*[Signature]*  
Ag Postmaster



WRECKS ISSUE

Minutes of a Meeting of the Design Committee held in the Postmasters Office on Monday 21st January, 1980

Present:- Ag Postmaster (Mr O H McPhee)  
Mr J Smith  
Mr A M Carey  
Mr D L Clifton

Agenda

Consideration of five watercolour designs prepared by Mr J Smith on the following subjects:-

- a Jhelum
- b Capricorn
- c Snowsquall
- d St Mary
- e Lady Elizabeth

.....

With the exception of the Capricorn, all designs were considered to be of adequate substance for a stamp issue. The Capricorn lacked appearance which was due to the limited pieces of the vessel now visible. It was thought a little foreground material in the form of water, kelp etc would bring out the design.

The designs, it was agreed, would look more appealing if left on a white or natural background.

The words 'Falkland Islands' would be set at the bottom of the stamp in tablet form in a design and lettering form which would be in keeping with ships name plates and the decorative carving on ships transoms during this particular era. Colours for the background panelling would be in black, blue, green, brown and red respectively.

The Queen's profile to be set in an oval medallion at the top right hand corner with background colouring the same as the respective colouring on the panelling of each design. It was thought the medallions perimeter could be roped or plated in to give a more maritime appearance. Mr Smith thought some guidelines were set as to the type of profiles permitted on stamps, and this it was agreed should be looked into.

The stamp values would be situated in the top left hand corner.

The meeting agreed that a brief history of the vessels and respective names be attached to each design where space permitted between the top of the design and the profile.

Consideration was given to the availability of suitable FDC material for this issue in view of the appropriate subject (maps) having been used extensively in the past. It was suggested that a design featuring the ships bells could be used and Mr Smith agreed to prepare a rough sketch.

Mr Smith asked that if the designs be accepted, he be given the credit for them and not another artist as had happened with the current mailships definitive series.

A further meeting of the design committee would be necessary to view the artwork amendments and additions.



P-11/2/26

19



May 5th 1980

CARTERS COTTAGE  
32 John Street  
Stanley

The Chief Secretary  
The Secretariat  
Stanley

Dear Sir,

SHIPWRECKS - STAMP ISSUE

The paintings for the above issue are now finished, including a proposed overlay in a style complementary to the subject based on the lettering and decoration used during the last century for the carving of ships names. The work has been carried out bearing in mind a suggested stamp size of 1.5 x 2.5 inches which lends itself ideally to the subject.

The background of each painting has been deliberately left blank-off white. The wrecks are such that the inclusion of any background detail or colour tends to absorb the subject. Attractive presentation can only be achieved by the portrayal of the wreck itself without any other details to distract from it.

I have not included any titles or lettering, apart from the name of the Colony on the overlays. My calligraphy is not good. I therefore suggest that the titles and lettering should be inserted ~~at~~ within the upper right hand canton of each overlay, with the possible exception of the LADY ELIZABETH which being the only vessel with masts still extant, does not have as much space as the others in the upper RH canton.

Should these paintings and overlays be acceptable to Government, I offer them on the following conditions:-

- a. The price for each painting with overlay is £200.00
- b. That the stamps appear under my name as the designer.
- c. That each painting is used exactly as presented, with no alteration in any respect either to the subject matter or the colour.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "John Smith", with a horizontal line underneath.

John Smith

NB

Mr Lewis Clifton will have the paintings at his office during the next few days.

for.



May 5th 1980

CARTERS COTTAGE  
32 John Street  
Stanley

Lewis Clifton Esq  
Philatelic Desk  
Post Office  
Stanley

Dear Lewis,

SHIPWRECKS - STAMP ISSUE

Herewith notes on the above issue paintings.

- a. The denominations shown only represent the position on the overlay and achieve some degree of balance for the Queens head.
- b. The overlay is complementary to the paintings. It is based on the lettering and decoration used during the last century for the carving of ships names.
- c. The painting and design of the overlays has been carried out bearing in mind a suggested stamp size of 1.5 x 2.5 inches.
- d. The background of each painting has been deliberately left blank off white. The wrecks are such that the inclusion of any background detail or colour tends to absorb the subject. Attractive presentation can only be achieved by the portrayal of the wreck itself, without any other details to distract from it.
- e. I have not included any details of titles or lettering apart from the name of the Colony on the overlays. My calligraphy is not good. I therefore suggest that the titles and lettering should be inserted within the upper right hand canton of each overlay, with the possible exception of the LADY ELIZABETH which, being the only vessel with masts still extant, does not have as much space as the others in the upper RH canton.

f. Details of the wrecks:

<u>NAME</u>	<u>LAUNCHED</u>	<u>WRECKED</u>	<u>TYPE</u>	<u>FLAG</u>	<u>TONS</u>	<u>BUILT AT</u>
ST MARY	1890	1890	Ship	US	1942	MAINE
JHELUM	1849	1870		BR	428	LIVERPOOL
CAPRICORN	1859	1882	BARQUE	BR	390	BIDEFORD
LADY ELIZABETH	1879	1913	BARQUE	BR	1208	SUNDERLAND
SNOWSQUALL	1851	1864	CLIPPER	US		MAINE

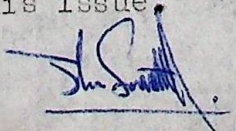
Missing details can hopefully be filled in from the Shipping Registers held at the Harbour masters office.

LADY ELIZABETH although built at Sunderland arrived in the Colony under the Norwegian flag.

More details on the above wrecks can be provided. I would here suggest that the FDCs should have a card insert upon which is printed details of the wrecks shown on the stamps.

- g. I hope shortly to be able to hand you the proposed design for the FDC for this issue.

Yours faithfully,



John Smith



## WRECKS ISSUE

Minutes of a Meeting of the Design Committee, held in the Postmasters Office on Thursday 22nd May 1980

Present:                                   The Postmaster       (Mr W A Etheridge)  
  Mr A M Carey  
  Mr J Smith  
  Mr O H McPhee  
  Mr D L Clifton

Agenda

Consideration of the artwork of the five watercolour designs prepared by Mr J Smith.

1. The artwork was considered in context with the artists comments on the designs of the issue.
2. The artwork was accepted as presented, although members realised the overlays were only partially complete, in that details of the ships and subsequent wreckings would need to be shown on the left hand side of each design.
3. It was agreed that the background colouring should be left blank - an off white colour - so as not to unbalance the distinct and sharp appearance of the wrecks.
4. Consideration was given to replacing or lightening the colours of the overlays on the 'Jhelum' and St Mary due to the closeness of the colours, but it was felt there was adequate distinction between the two designs so as not to be unduly similar for the Post Office counter clerks.
5. The artist commented that the designs had been prepared with a suggested stamp size of  $1\frac{1}{2}$  x  $2\frac{1}{2}$  inches in mind, but as this size would be larger than the Capt Cook Issue of South Georgia members thought this stamp size would be overlarge.
6. Mr Smith had not yet completed the design for the FDC but he was hopeful this would be available shortly. He also commented upon the possibility of a card insert being available with each FDC so as to give the purchaser some indication of the history of the vessels portrayed. Members thought this a sound idea which should be pursued.
7. Members agreed that the Postal Authority should consider allocating the higher postage rates to the St Mary and Snowsquall designs because of the now popular interest in America of its maritime history and connections with the Falkland Islands.
8. It was noted that a release of this issue in 1982 could coincide with the opening of the Maine Maritime Museum in the United States where there may be possibilities of increased sales or cover projects.



P&T/2/46

23dr May 1980

22

Postmaster

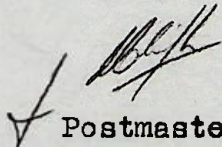


Chief Secretary

Wrecks Issue

I attach with the artwork of this issue a copy of the minutes of a recent meeting of the design committee.

A covering letter from Mr Smith on the designs is also enclosed.

  
Postmaster

29 May

80

Mr John Smith  
Stanley

Dear

The Stamp Committee has seen your meticulously prepared designs for the Wrecks stamp issue and considered the recommendations of the Design Committee.

The Committee note and share your concern about credit as designer, and are only too well aware of the outcome of the Mail Ships issue which resulted in another artist being credited with designing the issue.

Your proposal for a larger than normal stamp size did not find favour with the Stamp Committee, nor was your suggestion for a full description of the wreck to be printed on the stamp approved, as we try, whenever possible, to avoid cluttering stamps with too much descriptive writing, unless the subject is not self-explanatory. It was, however, decided to publish the name of the ship and the years of her life, and to provide a descriptive insert for the FDC which should enlighten buyers of the stamps.

The Committee decided - provided you have no objection - to send the artwork to the Crown Agents for their advice on all the points you have raised, which will enable them to hold discussions with you as necessary. Alternatively, you may prefer to take your paintings with you when you go on leave and call at the Stamp Bureau.

Your contact in the Crown Agents will be Mr Chris Penry, Crown Agents Stamp Bureau, St Nicholas House, Sutton, Surrey SM1 1EL, telephone: 01-643 3311, who deals with our stamp issues. If you let me have your address and the dates you will be in the UK I shall write to Mr Penry so that he may contact you. If you have a telephone so much the better.

D R Morrison

*for* Chairman, Stamp Co-ordinating Committee



24

EXTRACT FROM THE MINUTES OF THE STAMP CO-ORDINATING  
MEETING HELD IN THE SECRETARIAT ON 26th MAY 1980.

2. WRECKS ISSUE

The artwork of this 5-stamp set was considered along with a covering letter from the artist, Mr J Smith, and the recent minutes of the Design Committee.

- i) It was agreed that the designs were not of the required artwork size or standard and would therefore probably require alteration;
- ii) The suggested stamp size by the artist was totally out of keeping with Falklands' stamp sizes and was considered far too large;
- iii) only the ship's name and years of life should be shown on the stamp. It was also noted that the overlays were incomplete;
- iv) due to the unfinished state of the artwork the five designs should be passed to the Crown Agents for advice and discussion with the artist whilst on leave in Britain;
- v) the print about credit for designing the stamps would need to be considered;
- vi) members were unsure what payment should be made and it was decided to ask the Crown Agents to advise;
- vii) a card with details of the wrecks should be inserted in the FDCs

25



May 30th 1980

CARTERS COTTAGE  
32 John Street  
Stanley

The Chairman  
Stamp Co-ordinating Committee  
The Secretariat  
Stanley

Dear Sir,

SHIPWRECKS STAMP ISSUE

Thank you for your letter of May 29th ref P&T/2/46.  
Reference your para. 3. I agree with the views of the Stamp  
Committee on the size of the Stamps. The Crown Agents will have  
no difficulty in adapting the size of the painting and the  
overlay to the size of the stamp selected, as was done with  
the Definitive Mail Ship Issue.

With regard to the lettering on the Stamps. I fully agree that  
the less cluttering we have on the stamp the better. Names  
and Dates on the face of the Stamps with the rest of the  
details on a card insert is exactly what I had in mind.

19

I note that you have made no reference to the Terms and Cond-  
itions set out in my letter of May 5th. I have fulfilled my  
part in producing the paintings and overlays; the buisness  
of the production of the Stamps is between the Government and  
the Crown Agents. I would therefore appreciate a swift settle-  
ment of the matter so that I put my affairs in order before  
leaving the Colony. With respect, I do not wish to involved  
in a repetition of the fiasco of the payment for the First Day  
Cover of the Mail Ship issue which took nearly four years to  
settle.

Yours faithfully

John Smith



Ref: P&T/2/46

5 June 1980

Mr John Smith  
Stanley

Dear Sir,

SHIPWRECKS ISSUE

Thank you for your letter of 30th May in which you ask for an early settlement before you depart on 18th June.

I note from your letter of 5th May that your terms are £200 for each piece of artwork. In this connection I must point out that the maximum fee payable by the Crown Agents for roughs and finished artwork is £180 for each design; but the sum paid depends on the amount of work involved, the research necessary, and the difficulty of the subject. Finished artwork means complete to an acceptable size (4 times up) and with overlays complete in every detail.

As your artwork would not appear to come within the definition of finished artwork, it was the opinion of the Stamp Committee that the advice of the Crown Agents be sought on all aspects of your artwork, including a fair price for your work.

If you are in agreement that we proceed along these lines as recommended by the Committee, I shall send the designs to the Crown Agents and seek their advice. If you are not agreeable to this proposal, I am sure you will realise that the Postmaster has no authority to make payment from public funds in excess of the amount laid down by the Crown Agents and paid to other local artists.

Yours faithfully,

D R Morrison  
for CHIEF SECRETARY

JCS

I thought you would  
like to see this early  
or Feb - (+27)

  
6/6/80



June 5th 1980

CARTERS COTTAGE  
32 John Street  
Stanley

17/2/46

27

The Chief Secretary  
The Secretariat  
Stanley



Dear Sir,

SHIPWRECKS STAMP ISSUE

Thank you for your letter of today's date. I am surprised that you did not explain in your letter of June 5th that the Terms and Conditions on the above subject were unacceptable.

- b. The Price was based and structured on advice given to me by persons, who by nature of their professional abilities were qualified to give sound judgement.
- c. I have no desire to become involved in bargaining or haggling over the matter of payment.
- d. I trust that Government will consider nominal reimbursement for the considerable amount of work which was put into the preparation and completion of the Paintings and Overlays.
- e. In view of the above comments would you kindly arrange for the Paintings with the Overlays to be returned to me by noon tomorrow-June 6th. Should this be inconvenient please telephone my office and collection will be arranged.

Yours faithfully,

A handwritten signature in dark ink, appearing to read "John Smith", written over a horizontal line.

John Smith

P4T/2146

3. WRECKS ISSUE

The meeting was advised that Mr Smith had withdrawn his artwork because we were unable to meet his price of £200 for each design. As he is away on leave members hoped that Mr Smith would approach the Crown Agents whilst in Britain to discuss the matter. Members agreed that no decision on the issue should be taken for three months and that, failing a response from Mr Smith at the end of that time, the committee should either put out to tender, or photograph the subjects for the Wrecks issue for inclusion in the 1982 programme.



REF: P&T/2/46

THE SECRETARIAT,

STANLEY, FALKLAND ISLANDS,

SOUTH ATLANTIC.

It is requested that the number and date should be quoted.

.....6 June.....19.80

Mr John Smith  
Stanley

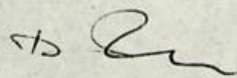
Dear Sir,

Thank you for your letter of 5th June.

I am sorry that you have decided not to let your artwork go to the Crown Agents for professional advice.

I would point out that your artwork has not been rejected, it is simply that we need the advice on all the aspects of the artwork; but as you are not prepared to agree to this, I return your artwork as requested.

Yours faithfully,



D R Morrison  
for Chief Secretary

30



St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton

**Crown Agents**

*P+T/2/41*

Mr D R Morrison  
The Secretariat  
Stanley  
Falkland Islands  
South Atlantic

Our Ref. PH1N/FALK IS 8/19567



23 July 1980

*Dear Doug,*

SHIPWRECKS

As I expect you know, Mr John Smith is in England at the moment, and during my recent vacation he contacted Richard Nash regarding the artwork he produced for the above stamp issue.

2 Richard agreed to have a look at the designs, to satisfy John's curiosity, and as a result we now have the artwork, together with copies of the correspondence between you and John. It would seem that everyone is in agreement on all matters except fees. John seems, in his letter of 5 June, to have taken offence at the resonable stand taken in your letter of the same date, and my comments are as follows.

27  
26

3 Firstly, I agree with all your comments in your letters of 29 May, 5 June, and 6 June. Everyone here liked the designs to some extent, some people more so than others. Our sales side think the designs have considerable potential, and all in all it would be a terrible shame if the designs did not go through. As a set, they evoke a quite definite atmosphere, which few stamp issues possess.

4 As to the fee, as you know we currently offer up to £180 per stamp design, and since we would pay this fee to Ian Strange if appropriate, I see no reason why we should not extend it to John Smith. However, as you say in your letters, these designs are not quite finished, for the reasons given below.

5 A stamp size of 1.5 inches x 2.5 inches can be produced only by Questa or Format, and for this reason we would recommend 1.25 inches x 1.9 inches (31.75 x 48.26mm). By their nature, the designs are very adaptable, and since new overlays must be produced anyway, there will be no extra work involved in changing the stamp size.

6 As John himself says, the present overlays are only a guide. Apart from the value tablets and change of colour, the overlays on each of the five designs are the same. Therefore, John could

/produce



Mr D R Morrison

Date: 23 July 1980

produce one separate artwork, bearing five colour swatches, which will enable the printer to produce the appropriate border and text, If the issue does in fact go ahead, we would prefer to guide John step-by-step on this aspect. If we were to commission an artist separately for this extra work, it would cost about £60. For this reason I certainly do not consider that John should be paid £200 per design. If I were "making a case" to him, I would say that our fee of £180 is a maximum amount we would pay for rough and finished combined, for an issue involving research.

7 However, in mitigation, John's designs appear to have captured the unique, desolate atmosphere of the wrecks; he told Richard that he has spent about a year, on and off, on research, so presumably the authentic atmosphere comes from visiting the sites of the wrecks. This of course is more than we would consider "normal" research.

8 In addition, although we have not told either Ian or John, we will shortly be raising our artwork fees by some £10-£15 for each item. As an aside, I trust that John did not get to hear of the fee paid to Patrick Oxenham for the "Farm Animals" issue!

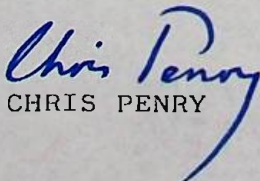
9 My final recommendation therefore is that we should offer £180 per design, provided that John produces, under our supervision, one common border-design incorporating the Queen's silhouette, and colour swatches. I am not sure whether John would accept this, but I would like your permission to try, if only to keep open the communications which were so abruptly terminated by John's letter of 5 June.

10 I will finish this rather complex letter with a few design comments.

- a) I would persuade John to modify some of the rather garish colours used on his overlays, which detract from the atmosphere of the designs themselves. In fact, in the opinion of some here, the border is unnecessary and intrusive - all that is needed is lettering (in a non-garish colour) plus the Queen's portrait which we would provide (minus the "rope" border) plus value tablets.
- b) In order to preserve the "old" look of the designs, the white stamp-paper could be printed overall in a very pale yellow-brown to give a parchment effect, similar to the watercolour board actually used for John's paintings.

11 I look forward to hearing your thoughts on this matter, hopefully well before John leaves England, so that if this issue goes ahead we will have plenty of time to discuss the designs.

Yours sincerely

  
CHRIS PENRY

PH1N/FALK IS 8/19567

11th August

80

Mr. C. Penry,  
Crown Agents Stamp Bureau,  
St. Nicholas House,  
Sutton,  
Surrey, SM1 1EL.

Dear Chris,

SHIPWRECKS ISSUE

30

Thank you for your letter of 23rd July from which I see that Mr. Smith has changed his mind and is doing what the Stamp Committee recommended.

I agree that you should proceed along the lines you suggest with a maximum of £180 for each piece of finished artwork.

I do not think anyone here would be convinced that Smith spent a year, on and off, on researching the issue. We could, without too much trouble obtain transparencies of the wrecks and get someone to produce artwork.

Yours faithfully,

CHIEF SECRETARY

uw



32

Ref: P&T/2/46

12 August

80

Mr C Penry  
Crown Agents Stamp Bureau  
St Nicholas House  
Sutton  
Surrey SM1 1EL

Dear Chris,

SHIPWRECKS ISBE - PHIN/FALK IS B/19567

Further to my letter of 11th August, I should have made it clear that, if Smith agrees to the line of action proposed, we will make payment in the Falklands.

Yours sincerely,

D R Morrison  
for CHIEF SECRETARY

DCS

26m 19/8/80

Boasted with you  
I think JS

File pl (33)

CS  
AP  
15/8

214 GOVERNOR FK#  
214 GOVERNOR FK#  
214 GOVERNOR FKQQTIXIP QWMWE T 985  
FOR ATTN MR. DOUG MORRISON

**ACTION  
COPY**

PLEASE QUOTE OUR REFERENCE PH1N/FALK IS 8/19567

PLEASE ADVISE WHETHER MYLET 23 JULY RECEIVED  
CONCERNING SHIPWRECKS. IF YOU WISH US TO PROCEED, I WOULD LIKE  
TO DISCUSS ARTWORK WITH SMITH AT SUTTON IF HE IS WILLING.

REGARDS - CHRIS PENRY PH1 CROWN SUTTON  
JS

Shd receive our  
letter tomorrow.

26m  
19.8.80

214 GOVERNOR FK  
267103 CASUTN G



8 Shipwrecks

P+T/2/46  
...  
Release date May 1982. Following receipt of your letters of 11 and 12 August, Richard wrote to John Smith in the hope of persuading him to let this issue go through. I am enclosing a copy of Richard's letter to John, which is the best way of bringing you up-to-date.

P+T/2/46

- 1.5 Wrecks Issue: The meeting was advised that Mr Smith had presented his artwork to the Crown Agents. The Committee accepted the recommendation from the Crown Agents that they would help Mr Smith take the artwork to the final stage for a maximum of £170 for each finished piece of work. The overlays would be provided from another source at a total cost of £50. The issue is still scheduled for release during 1982.





Crown Agents

36  
St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton



Mr D R Morrison  
Secretariat  
STANLEY  
FALKLAND ISLANDS  
South Atlantic

Our Ref: PH1N/FALK IS 8/19567

Your Ref: P&T/2/46

30 September 1980

Dear Doug,  
SHIPWRECKS

I refer the Postmaster's telex No.349 of 24 September, which replied to my telex to you of 16 September. I note that my proposals are acceptable, and that you will commission and pay John Smith locally. Smith has been advised accordingly (a copy of Richard Nash's letter is enclosed herewith), and I have little doubt, judging by his recent cavalier attempts to hurry us along, that he will be unhappy at not being paid in the UK.

2 As you can see from Richard Nash's letter, we have set out design details, and (provided that Smith does not take umbrage at payment locally and refuse further design work) all you need do in commissioning him is to pick out the important details and confirm the fee. Paragraph 9 of Richard's letter of 5 September (copied to you with my recent programme letter) gave the kind of fees we would normally pay, but you will have to wait until Smith has settled the design before you can pay your fee for FDC and liner. We would pay roughly the same amount for each.

Yours sincerely

*Chris Penry*  
CHRIS PENRY

Mr J Smith  
3 Landgate Square  
Rye  
Sussex

PH1N/FALK IS 8/19567

30 September 1980

Dear John

FALKLAND ISLANDS "SHIPWRECKS"

The Postmaster of Falkland Islands has replied to a telex which Chris Penry sent immediately following your visit to Sutton. Chris's telex requested approval of the fee we discussed (£170 per stamp design) and asked whether we could pay you in the UK.

2 The Postmaster's reply confirmed approval of the fee, but he prefers to arrange commissioning and payment locally, and suggests that you contact him regarding this matter. This leaves open the question of fee for the FDC and liner, but I shall advise the Secretariat of the range of fees we would recommend. I shall now go ahead with production of the stamp overlays as we discussed; I would hope that you could begin work on the remaining items fairly soon, although you may now wish to contact the Secretariat before hand.

3 To summarize our discussion on the FDC design, this is to be printed on an envelope size 110 x 220 mm, which may be coloured (there is a range of about six colours available, but please contact me if you wish to use one of these). The design area at the left-hand side of the envelope should allow sufficient room for all five stamps to be affixed in one row of four plus a single stamp underneath on the right-hand side. We agreed a stamp size of 27.94 x 44.45 mm, and you should allow a bare minimum of 3 mm spacing between adjacent stamps, and 3 mm spacing between the stamps and the edges of the FDC. Also, unless your FDC design "bleeds off" the edge of the envelope, you should allow at least 3 mm from your design area to any edge of the FDC.

4 Your idea of depicting the lifebelts of the appropriate vessels on the FDC design is fine, especially since this should be possible using only two or three colours. If possible, you should colour-separate your design, since this makes printing easier and less expensive. Your design should contain the territory name "Falkland Islands", the issue title "Shipwrecks" and the words "Official First Day Cover".

/I



to Mr J Smith

30 September 1980

5 I understand you are happy with the idea of depicting a map on one side of the liner; this map would show the locations of the wrecks depicted on the stamps. I seem to remember from our talk that you would prefer to produce the artwork for this when you return to Falkland Islands, as all your reference material is there. A very simplified version of the large map which you gave us would be ideal. Again, two or three colours should be sufficient. The liner should be designed to be printed on standard A4 size paper (297 x 210 mm approx), which can be virtually any colour you choose. This size, when folded into three sections, fits perfectly into the FDC.

6 Finally, I was somewhat surprised at your letter of 23 September in which you noted that a week had passed since your visit but you had not received any word from us regarding this issue; you yourself warned me that these things could take time. I was considerably more surprised, and a little perturbed, to receive a telegram from you addressed to The Director of Crown Agents, which could have caused considerable unnecessary inconvenience and delay. !!

Yours sincerely

*Richard Nash*

RICHARD NASH

cc Mr D R Morrison

16.10.80

14.44

TLX NO. 339

P+T/12/46

DCS

P+T/11/5

ACTION  
COPY

37

FOR ATTENTION OF MR DOUG MORRISON

OUR REF PH1/1618P

PLEASE ADVISE WHETHER MYLET 2/10 CONCERNING FARM ANIMALS  
YET RECD. PLEASE TELEX YOUR VERDICT.  
33P ARTWORK RECD SAFELY.

17/10

YRTLX NO 365 OF 13/10 REF DARWIN APOLOGIES FOR  
ERROR IN MY EARLIER TELEX, CONFIRM PROPOSING  
RELEASE APRIL 1982, WILL ADVISE FURTHER IF AND WHEN  
MINIBUS IS CONFIRMED.

MYTLX 1/10 REF EARLY SETTLEMENTS, DIRECTOR OF BRUDER  
ROSENBAUM VISITING SUTTON 30/10 INTEND DISCUSSING  
COLOUR VARIATIONS AND MISREGISTER. PLEASE ADVISE  
IF YOU FOUND SIMILAR FAULTS.

ANY THOUGHTS YET ON THE NUMEROUS QUESTIONS IN MYLET 6 OCT REF  
MAPS AND CHARTS ?  
PARAS 2 3 5 AND 9 ARE PARTICULARLY PRESSING.

UNDERSTAND THINGS NOW GOING SMOOTHLY REGARDING SHIPWRECKS.  
WE ADAPTING STAMP DESIGNS, PLEASE ADVISE WHETHER YOU CAN  
PROVIDE DENOMINATIONS BEFORE WE SENT ARTWORK TO YOU.

FISH ARTWORK ARRIVED SAFELY WILL SUBMIT TO SUITABLE EXPERT  
FOR OPINION. OBVIOUSLY CANNOT PROCEED FURTHER WITHOUT VALUES.  
WILL WRITE SOON WITH DETAILED VERDICT. IS ISSUE TITLE STILL  
'FISHES'? TITLE AT HEAD OF YRLET 29/9 UNDERSTOOD, BUT  
BOUND TO BE MISTAKEN FOR 'SHELLFISHES'.

PARA 27 OF MY PROGRAMME LETTER 8/9 MENTIONED  
DUKE OF EDINBURGH AWARD SCHEME. THIS NOW DEVELOPING INTO VERY  
BIG OMNIBUS WITH ACCOMPANYING PUBLICITY, HENCE PLEASE  
ADVISE SOONEST WHETHER INTERESTED.  
IF SO, WILL WRITE AT LENGTH.

REGARDS  
CHRIS PENRY DEPT PH1  
CROWN SUTTON





# CABLE AND WIRELESS

## CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5147
OFFICE STAMP AND DATE		NO. OF WORDS		DATE	TIME	<span style="border: 1px solid red; border-radius: 50%; padding: 5px;">38</span>	
				22-10-80			
		INSTRUCTIONS					
<b>VIA CW</b>							

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS

AND

ADDRESS **LTF CROWN SUTTON**

No. \_\_\_\_\_

YRTLX 839 PH1/1618P SHIPWRECKS: VALUES 3p LADY ELIZABETH; 13p CAPRICORN; 15p JHELMUM;  
25p SNOWSQUALL; 26p ST. MARY

*See (32) CHIEFSEC  
in P1/2/48 (fish) for Post-Office recommendation  
for above rates*

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER *DB* TELEPHONE \_\_\_\_\_  
NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

11-11-30 1156 TLX 393  
FOR ATTENTION OF DOUG MORRIS

~~ASSTANT~~

File pl. <sup>14/11</sup> (39)

PLEASE QUOTE OUR REFERENCE PH1N/FALK IS 3/19567

FURTHER YR TLX NO. 379 OF 22/10 CONCERNING  
SHIPWRECKS PLEASE ADVISE WHETHER JOHN SMITH  
CAN NOW PROVIDE DATES WHEN SHIPS WERE IN  
SERVICE. AGREE WITH HIM THAT IT WILL ENHANCE  
STAMPS IF WE CAN INCLUDE DATES  
UNDERNEATH TITLE OF EACH SHIP, WILL SAVE  
MONEY IF WE RECEIVE THIS INFORMATION NOW

**ACTION  
COPY**

Az C.S.

Paul 12/11

REGARDS - CHRIS PENRY PH1 CROWN SUTTON  
JS

214 GOVERNOR FK  
267103 CASUTN G

267103 CASUTN G





# CABLE AND WIRELESS

## CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5147
OFFICE STAMP AND DATE		NO. OF WORDS		DATE	TIME		40
				24.11.80			
		INSTRUCTIONS					
<b>VIA CW</b>							

**NOTICE:** In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS  
AND  
ADDRESS

**LTF CROWN SUTTON**

**VRTLX 393 11 NOV REF PHIN/FALK IS 8/19567 SHIPWRECKS ISSUE**

**LADY ELIZABETH 1879-1913**

**CAPRICORN 1859-1882**

**JHELUM 1849-1870**

**SNOWSQUALL 1851-1864**

**ST. MARY 1890-1890**

**CHIEFSEC**

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER \_\_\_\_\_ TELEPHONE \_\_\_\_\_

NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

MINUTES OF A MEETING OF THE STAMP CO-ORDINATING COMMITTEE HELD AT THE SECRETARIAT ON MONDAY 1ST DECEMBER 1980.

---

P8T/2/46 9. 20/14 9V. Wreckers' Issue 1982 This issue is well in hand but as with the Maps and Charts Issue, confirmation of stamp values is awaited pending a decision on postage rates by Executive Council.

---

CONFIDENTIAL





**Crown Agents**

42  
St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton

Mr D R Morrison  
The Secretariat  
Stanley  
FALKLAND ISLANDS  
SOUTH ATLANTIC

CA Ref PHLN/FALK IS 8/19567

11 December 1980

*Dear Doug,*

SHIPWRECKS

... Please find enclosed the finished artwork for the above stamp issue. As you are aware, this artwork is very unusual and complex, and it has taken a considerable degree of consultation and consideration to decide the best way to depict the border design which John Smith wants. In fact, the overlays which John produced are useless for the actual production of the stamps, and will be discarded before sending the artwork to the printer. I have left them on only as a guide to show you what John wanted in the first place.

2 The artist who produced the additional overlays has been paid £100.00 for his work. You will see that there are three common overlays, which will all be used on each of the stamps. In addition, each stamp will have its own separate overlay, printed in black, containing the value tablet and the ship's name. The stamp-size originally contemplated by John (judging by the overlay) does not in fact exist, and the artwork has been adapted to be printed in a size 27.94 x 44.45mm, which suits the designs nicely.

3 These overlays may appear complex, but they are unfortunately necessary if we are to get the effect which John Smith requires. As a result, I imagine that these stamps will look particularly striking and that the colour-separation which we have carried out will make a difficult task slightly easier when printing. Please treat these overlays with the utmost care, as they have been very carefully drawn to a fine register.

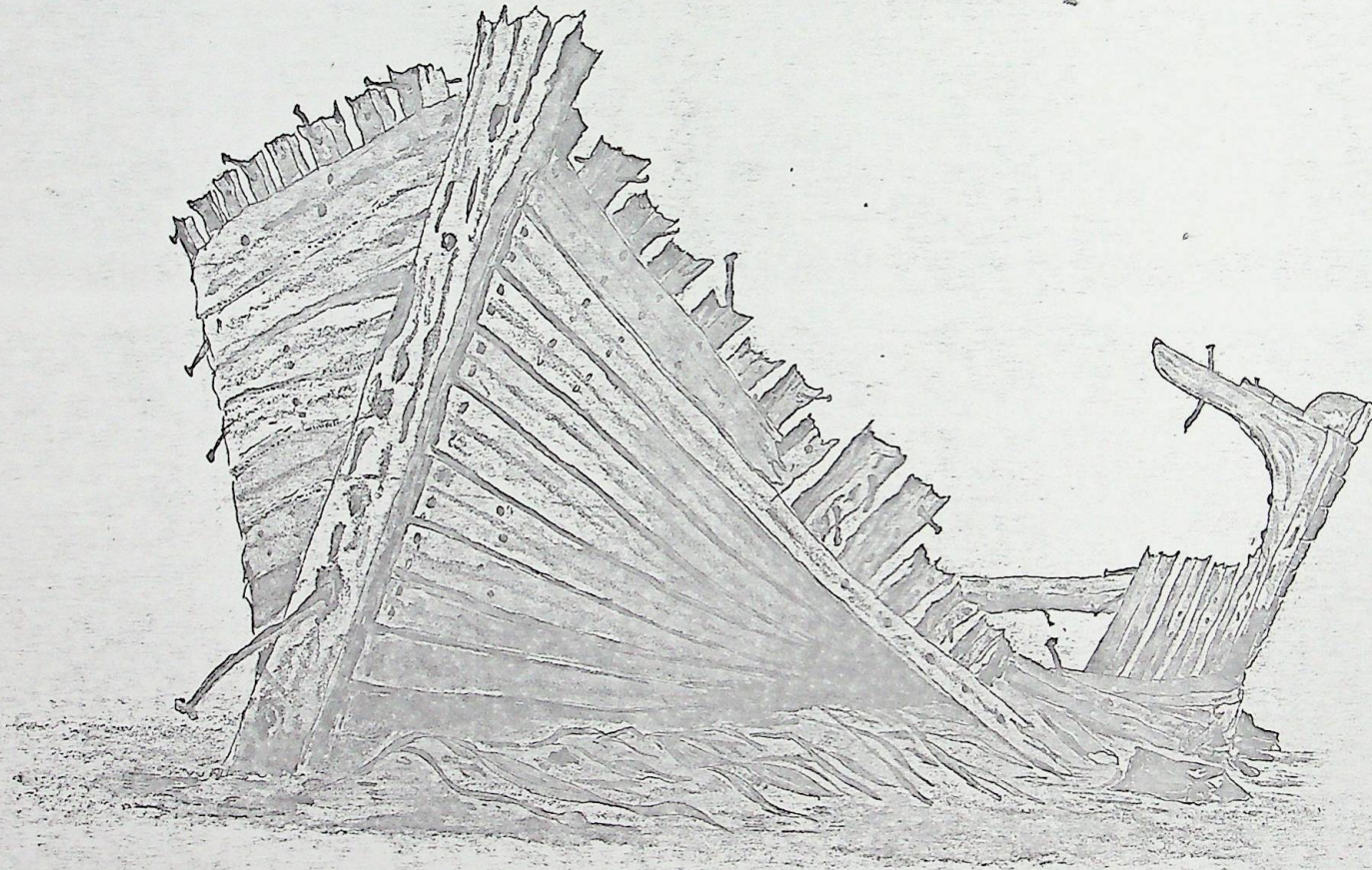
4 I trust that you will be able to return this artwork to me, approved, in the fairly near future. I would also welcome any news on the First Day Cover and FDC-liner artwork. If you can advise me of the quantities of stamps etc you will require, so much the better.

Yours sincerely

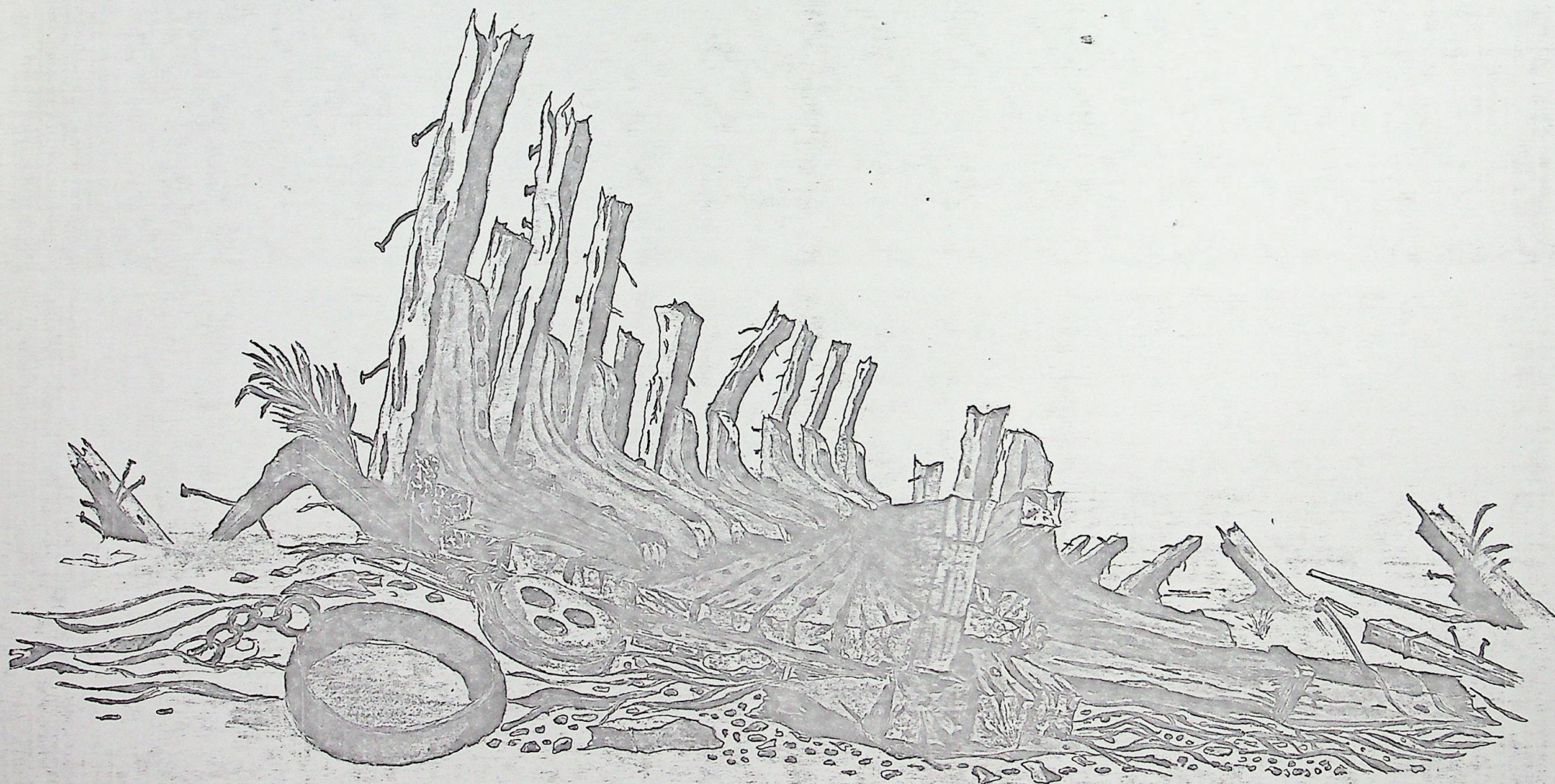
*Chris Penry*

CHRIS PENRY

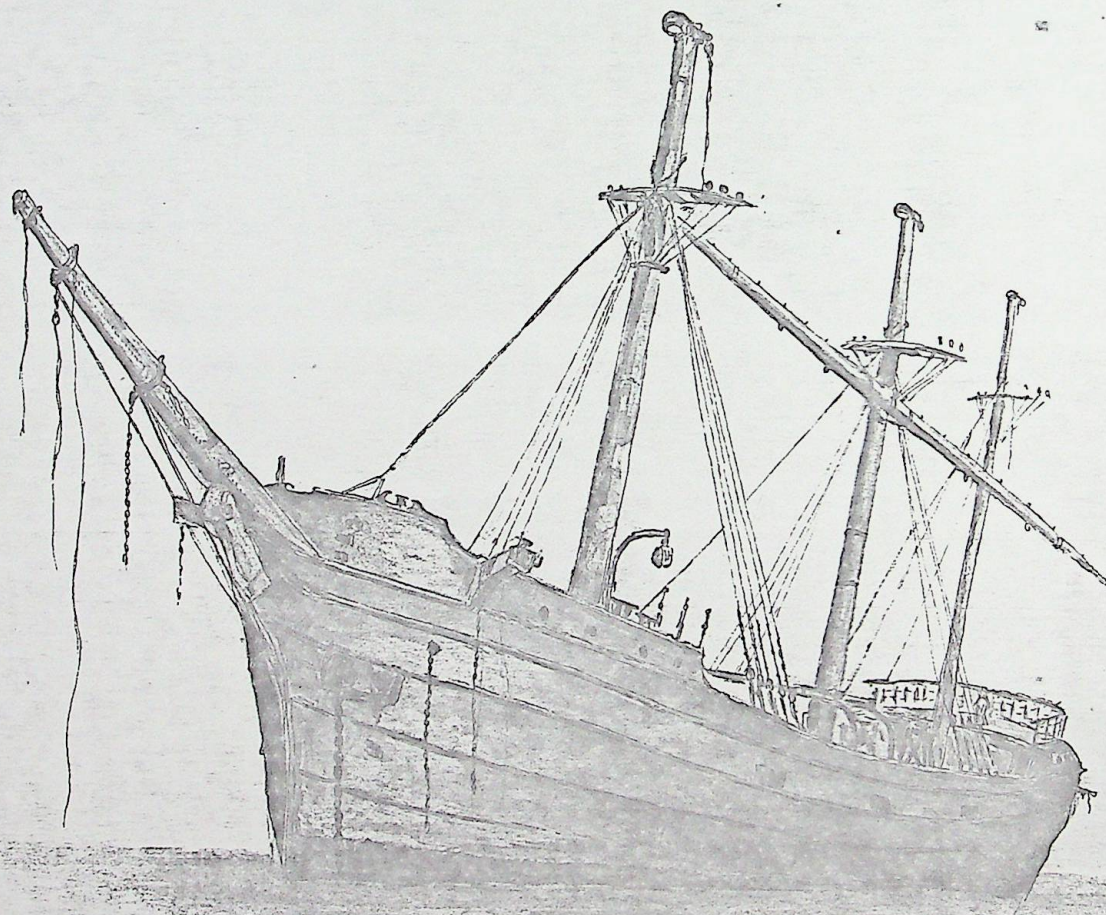








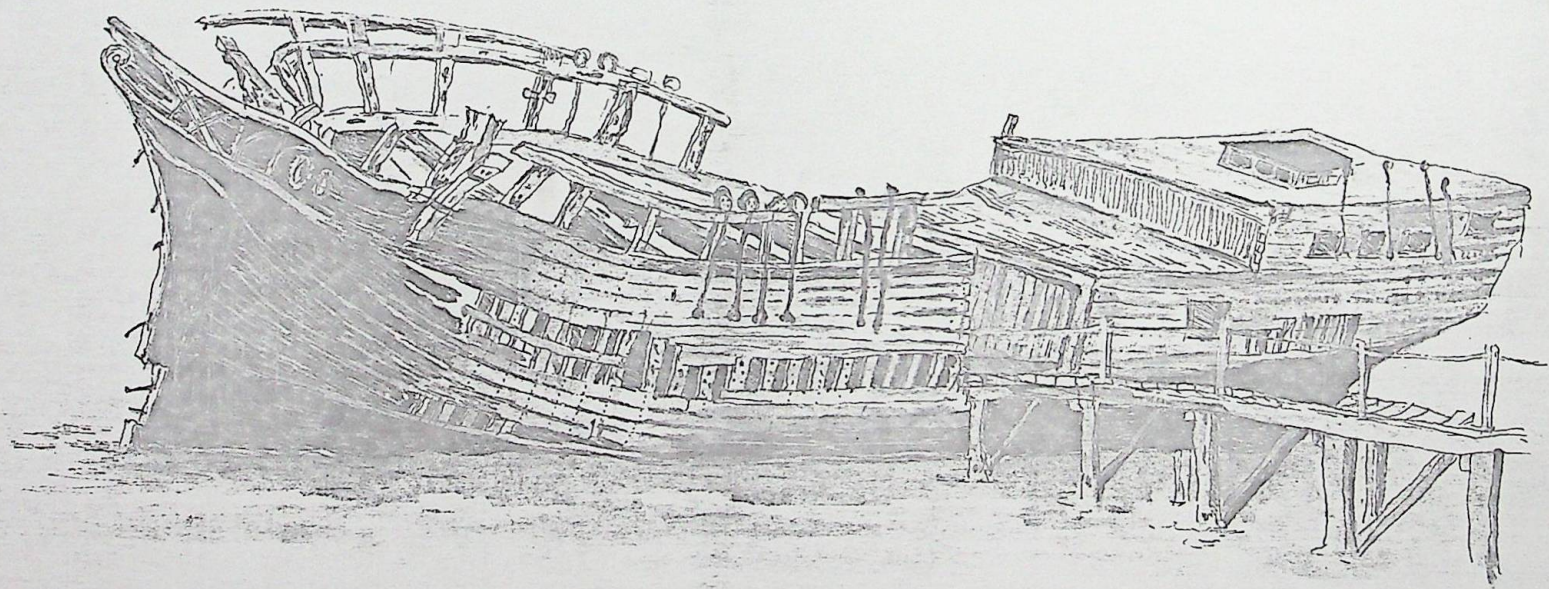












+

+



P&T/2/46

43

23rd December

80

Mr. C. Penry,  
Crown Agents Stamp Bureau,  
St. Nicholas House,  
Sutton,  
Surrey, SM1 1EL.

Dear Chris,

SHIPWRECKS

In order not to delay matters, I enclose the Shipwrecks art work with which we agree.

F.D.C. and liner - I shall let you know about these in due course as well as the number of stamps we need.

Yours sincerely,

ACTING CHIEF SECRETARY

uw

P&T/2/46

24th December 1980

44

Acting Chief Secretary

Postmaster

SHIPWRECKS

<sup>42</sup>  
In his letter of 11th December ~~Ch~~his Penry asked for news of the First Day Cover and First Day Cover liner artwork and the number of stamps etc. you require.

I should be grateful if you would pursue these questions and let me know what to tell the Crown Agents.

ACTING CHIEF SECRETARY



28th January

81

Mrs. Janice Smith,  
Crown Agents Stamp Bureau,  
St. Nicholas House,  
Sutton,  
Surrey, SM1 1EL.

Dear Mrs. Smith,

Ship Wrecks Stamp Issue

Please refer to my telegram <sup>28</sup> of 22nd October giving you the values for the Ship Wrecks Issue.

This issue was originally scheduled for April or May 1982 but as we have to release the Charles Darwin Issue about that time it will be necessary to postpone the Ship Wrecks Issue until August 1982. It seems certain that by that time our postage rates will have changed, and I must therefore ask you if it is at all possible to hold the printing of this issue until the position about rates is clearer. I would be grateful if you would let me know if you are able to do this.

Mr. John Smith, the artist, is going ahead with the preparation of a First Day Cover and liner art work.

Yours sincerely,

ACTING CHIEF SECRETARY

uw

EXTRACT FROM MINUTES OF A MEETING OF THE STAMP CO-ORDINATING COMMITTEE HELD

AT THE SECRETARIAT ON MONDAY 23RD DECEMBER 1980



46

P8T/2/25

No

1. Wrecks Issue

P1/2/46

The artwork prepared by Mr. John Smith, together with the redrawn overlays were seen and accepted without comment. It was noted that Mr. Smith had not completed the design for the insert for the first day cover.



(47)

DCS

T

214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G

**ACTION  
COPY**

✓  
18/11  
DCS  
Ref  
18/2

13/2/81 15.23 TLX NR 354

Postmaster

FOR ATTENTION OF MR DOUG MORRISON

YOUR REF P AND T/2/46

OUR REF PH1N/FALK IS 8/19567

THANKS YRTLX NO 41 OF 17/2/81  
PLEASE ADVISE QUANTITIES WRECKS ISSUE ASAP TO ENABLE  
PRINTER TO BE SELECTED.

REGARDS  
JANICE SMITH DEPT PH1  
CROWN SUTTON

19.2.81

PMB

DCS

214 GOVERNOR FK  
267103 CASUTN G

At this early stage recommend we  
need 76,000 each denomination.  
We also require 6,000 fdc's stamps  
for which are included in above qty.

Scpb  
SCPB

T



# CABLE AND WIRELESS

## CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5147
OFFICE STAMP AND DATE		NO. OF WORDS		DATE		48 <hr/>	
				20.2.81			
		INSTRUCTIONS					
<b>VIA CW</b>							

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS

AND

ADDRESS

LTF CROWN SUTTON

NO. 49 YRTLX 854 8/19567 WRECKS

REQUIRE 76,000 STAMPS EACH DENOMINATION AND 6,000 FDC'S STAMPS FOR WHICH INCLUDED IN TOTAL

CHIEFSEC

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER \_\_\_\_\_ TELEPHONE \_\_\_\_\_

NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.



EXTRACT FROM MINUTES OF A MEETING OF THE STAMP CO-ORDINATING COMMITTEE

HELD AT THE SECRETARIAT ON TUESDAY 27TH JANUARY 1981

49

P&T/2/46

4. Wrecks Issue Mr. Smith has advised that he is progressing with the first day cover artwork and liner.





(ST)

T

DCS  
EM

PH/2/46

ONG

13/3

214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G

214 GOVERNOR FK  
267103 CASUTN G

# ACTION COPY

13/3/81 12.18 TLX NR 632

FOR THE ATTENTION OF MR DOUG MORRISON

OUR REF PHIN/FALK IS 3/19567

RESULTS OF TENDERS FOR PRINTING 'SHIPWRECKS' STAMP  
ISSUE AS FOLLOWS :-

FORMAT	26062	DESPATCH	26 MAY
HARRISON	26568	DESPATCH	5 JUNE
QUESTA	25379	DESPATCH	26 MAY
WALSALL	25390	DESPATCH	26 MAY
WADDINGTON	26137-53	DESPATCH	12 JUNE

ALL ABOVE PRICES IN POUNDS STERLING INCLUDE ESTIMATED  
PAPER COST BUT EXCLUDE FREIGHT AND CA CHARGES.  
SUGGEST WALSALL, BUT IN VIEW OF TIME AVAILABLE  
WOULD LIKE YOUR VIEWS BEFORE PLACING CONTRACT.  
PLEASE ADVISE SOONEST.

'DOG' PRINTS SELLING QUITE WELL (110 SO FAR)  
INTERESTED SALES YOUR END.

REGARDS  
MRS JANICE SMITH DEPT PH1  
CROWN SUTTON

PMB

*Phd Ann Clark*  
*Ph B 16/3/81*

214 GOVERNOR FK  
267103 CASUTN G

DCS  
ACTION  
COPY

PH1/2/46

52

CS ✓

DCS

Paul

19/3

214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G  
19-3-31 1206TLX 385  
AVFCR ATTN MR. DOUG MORRISON

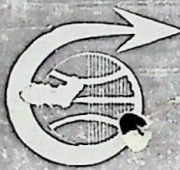
PLEASE QUOTE OUR REFERENCE PH1N/FALK IS 8/19567

PLEASE NOTE NO REPLY YET RECEIVED TO MYTLX 13/3 REQUESTING ANY  
PREFERENCE FOR PRINTER OF "SHIPWRECKS"

REGARDS - MRS JANICE SMITH PH1 CROWN SUTTON  
JS

214 GOVERNOR FK  
267103 CASUTN G





# CABLE AND WIRELESS

CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5/47
OFFICE STAMP AND DATE		NO. OF WORDS		DATE	TIME	cc Postmaster	SB
				27/3/81			
		INSTRUCTIONS					

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS  
AND  
ADDRESS LTF CROWN SUTTON

No 95 Yrlet PHIN/FALK stamps 1/40257 Prince Charles. Agree release date 22 July and also other points.

Yrtlx 632 13 March Shipwreck 8/19567 Prefer Questa at £5879.

CHIEF SEC



I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE REVERSE OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER \_\_\_\_\_ TELEPHONE \_\_\_\_\_  
NOT TO BE TELEGRAPHED

214 GOVERNOR FK  
267103 CASUTN G  
2-4-81 1404 TLX 55

DCS DM  
PM for early recommendation  
DSTM  
2/4/81  
154  
1004

FOR ATTN MR. DOUG MORRISON

**ACTION  
COPY**

YOUR REFERENCE P AND T/2/46  
PLEASE QUOTE OUR REFERENCE PH1N/FALK IS 8/19567

QUESTA CURRENTLY PHOTOGRAPHING ARTWORK FOR  
"SHIPWRECKS" AND STRONGLY CONSIDER THAT BUFF  
COLOUR SHOULD BE RUN AS BACKGROUND (SIMILAR  
COLOUR TO BOARD ON WHICH SMITH PAINTED  
THE SHIPS). HOWEVER, TO ACHIEVE THIS EFFECT  
QUESTA MUST USE AN EXTRA "SPECIAL" COLOUR.  
EFFECT WILL BE SIMILAR TO THE "MAPS AND CHARTS"  
PROOFS RECENTLY SENT TO YOU. HOWEVER, THIS  
WILL COST ESTIMATED PDSTG750 EXTRA, THEREFORE  
MUST HAVE YOUR PERMISSION TO PROCEED. I AGREE  
WITH QUESTA THAT IF WHITE BACKGROUND USED IT  
WOULD LOOK RATHER STARK. PLEASE REPLY BY  
RETURN AS QUESTA RETAINING DESIGNS ON CAMERA  
PENDING DECISION.


this  
to the  
action?  
B

REGARDS - MRS J. SMITH PH1 CROWN SUTTON  
JS

214 GOVERNOR FK  
267103 CASUTN G

D.C.S.,

Like CS I thought this had been the general idea all along. I wouldn't want to suggest alterations at this stage and accordingly recommend that we authorise Questa to go ahead even at the additional cost of £750.

  
Postmaster  
6.4.81.



P4712/48

55

7/4/81

CC POSTMASTER



LTF CROWN SUTTON

No 99 FOR Janice Smith. Yrtlx 55 8/19567 Shipwrecks Agree additional £750.

Chief Sec

*bsu*



**Crown Agents**

(56)  
St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton

Mr F E Baker  
Chief Secretary  
The Secretariat  
Stanley  
Falkland Islands  
South Atlantic

Our Ref. PH1N/FALK IS 8/19567/1

Your Ref. P&T/2/46

26 May 1981



*Dear Mr Baker,*

SHIPWRECKS

I have recently received the proofs of your above stamp issue from Questa, and subject to the comments below, I think the designs have come out beautifully, and they have already attracted much interest in the office, owing to their unusual and attractive appearance. I have approved these proofs on your behalf, subject to the following:-

3p

1. Make background colour slightly lighter.
2. Produce amended version of royal portrait.
3. Correct misregister of yellow plate, especially at top left-hand corner of stamp.

13p

1. Make background colour slightly lighter.
2. Produce amended version of royal portrait.
3. Correct misregister of yellow plate, especially at top left-hand corner of stamp.

15p

1. Make background colour slightly lighter.
2. Produce amended version of royal portrait.
3. Remove white spotting at right-hand side of bottom decorative panel.
4. Correct colours of boat to match artwork.

25p

1. Make background colour slightly lighter.
2. Produce amended version of royal portrait.
3. Remove green smudge to the left of ship.
4. Correct colours of ship to match artwork.

/26p



Mr F E Baker

Date: 26 May 1981

26p

1. Make background colour slightly lighter.
2. Produce amended version of royal portrait.

2 As you can see, the royal portrait just hasn't worked at all, and Questa are going to have another go at it, using half-tone of black (therefore the portrait will appear as pale grey). If this doesn't work out (especially on the 15p denomination) then the portrait will be printed as a silhouette, in solid yellow.

... 3 I enclose one set of colour proofs for your information. —

Yours sincerely

*Jance Smith*

MRS J SMITH

*OCS  
safe  
14/7/81*

15th June 81

Mrs Janice Smith,  
The Crown Agents Stamp Bureau,  
St. Nicholas House,  
Sutton,  
Surrey SM1 1EL.

Dear Mrs Smith,

Ship Wrecks Stamp Issue

Your letter PHIN/FALK IS 8/19567/1 of 26 May, 1981 refers.

Everyone who has seen the proofs seems to like them. The only comment we have in addition to yours refers to the 26p stamp on which there are several horizontal lines just to the right of the main structure. They may have been part of the beach in the background in the original artwork but the top two, at least, seem unconnected to the drawing and we recommend that you consider whether they are sufficiently obstructive to warrant removal if indeed they are part of the original artwork.

It is uncertain exactly what is meant in para. 2. Does this mean that there is a possibility of the little rope surrounding the cameo containing the silhouette disappearing and leaving only "the portrait.....printed as a silhouette, in solid yellow." both we and the designer, John Smith would be reluctant to see this disappear and we would want to see the result and have a say in the final decision. The little patch of the border colour appearing in the top right hand corner of the stamp seems quite effective.

We look forward to hearing from you further on this matter.

Yours sincerely,

P.G.Summers.

for CHIEF SECRETARY.



Ascs We mentioned this  
a few days ago. JB 14/11

214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G

14/7/31 12.33 TKX NR 401

**ACTION  
COPY**

FOR THE ATTENTION OF CHIEF SECRETARY

OUR REF PH1N/FALK IS 9/19567

RE SHIPWRECKS FDC AND FDC LINERS.

HAS JOHN SMITH COMPLETED ARTWORK FOR THESE MENTIONED  
IN FINAL PARA DOUG MORRISONS LETTER 28/1/31.

WOULD APPRECIATE THEIR EARLY RECEIPT AS ISSUE FOR  
FEBRUARY 1932.  
PLEASE ADVISE POSITION.

REGARDS  
JANICE SMITH DEPT PH1  
CROWN SUTTON

PMB

214 GOVERNOR FK  
267103 CASUTN G

PJT 1/2/46

Ag CS

copy sent to SPT eff 2/17

SPT.

**ACTION  
COPY**

~~AG~~ JS 21/5/11  
~~AG~~  
2/1

214 GOVERNOR FK  
TKSPAL  
267103 CASUTN G  
214 GOVERNOR FK  
267103 CASUTN G

21-7-31 1220 TLX 667

FOR THE ATN OF CHIEF SECRETARY

OUR REF PH1 FALK STAMP 3/19567

RE WRECK ISSUE FOR 1932 RELEASE.  
CONFIRM CHANGING 3P STAMP TO 5P AS REQUESTED  
BY LEWIS CLIFTON AND ADVISED TO POSTMASTER DURING  
PHONE CALL 20/7/31  
THIS CHANGE IN VIEW REVISED POSTAL RATES AS ADVISED ON FISH ISSUE  
REGARDS JANICE SMITH DEPT PH1 CROWN SUTTON

+  
JM  
+

214 GOVERNOR FK  
267103 CASUTN G





**Crown Agents**

PH12/46

60  
St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton

Mr P G Summers  
Chief Secretary's Office  
The Secretariat  
Stanley  
FALKLAND ISLANDS  
SOUTH ATLANTIC

CA Ref PH1/FALK IS 8/19567

14 July 1981

*Dear Mr Summers,*

SHIPWRECKS STAMP ISSUE

Thank you for your letter of the 15 June concerning two aspects of the proofs which were sent to you in May. With reference to the 26p stamp on which there were several horizontal lines just to the right of the main structure, these were in fact part of the artwork and I believe were probably to indicate either the beach or the sea in the background. However, on looking again at the proof I agree that aesthetically the stamp design could benefit from their removal and I have therefore, asked Questa to arrange for the removal of the lines from the proofs. Unfortunately, since the lines were on the original artwork it means that they have to be removed by hand from the film used to make the printing plates and this will involve a cost of £75.00. However, I feel that it is worth paying this small charge and have therefore advised Questa that they should proceed. I trust that you agree.

2 With reference to paragraph 2 of your letter, I am sorry that I did not make myself clear in paragraph 2 of my letter of the 26 May. If you look again at the proofs which are in your possession you will notice that the Queen's portrait within the cameo is in two tones. However, we felt that this was not successfully achieved. Since the colour used for the Queen's portrait in each case is a very pale pastel colour, the white highlighting (meant to illustrate the Queen's features) tended to appear rather as white blotches. We asked Questa whether the contrast between light and dark on the Queen's features could be increased but unfortunately in view of the paleness of the actual colour, they could do nothing to improve the contrast. It has therefore been decided that the silhouette of the Queen should be printed in a full, flat colour in each case, but of course it will be still be printed within the coloured oval and the rope surround will still be maintained. The final result will appear similar to that on the proof and certainly the basic design of the cameo and the colours used will be maintained.

/3 I

JS/MR/14

Crown Agents for Oversea Governments and Administrations incorporated in the United Kingdom by Act of Parliament

From THE CROWN AGENTS

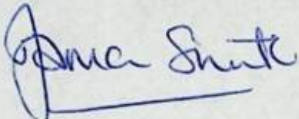
Page 2

Date 14 July 1981

Mr P G Summers

3 I trust that I have been able to clarify the position concerning the cameo portrait. These are now proceeding with the printing of these stamps and running proofs should be available towards the end of August/beginning of September.

Yours sincerely



JANICE SMITH



PJT/2/46

AgCS

SPT

(61)

**ACTION**

⊕  
214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G

24/8/

A-G  
\$ 27/100

⊕  
214 GOVERNOR FK  
267103 CASUTN G  
24/7/81 16.35 842

HAD ANOTHER MEETING WITH LEWIS CLIFTON  
TODAY AND WISH TO ADVISE FOLLOWING AGREED/  
DISCUSSED.

1) TO IMPROVE APPEARANCE OF FDC SOLD TO COLLECTORS  
WISHES TO INCLUDE LINER ON ALL FUTURE  
ISSUES. ONLY EXCEPTION WILL BE DUKE EDINBURGH  
WHERE TIME NOW TOO SHORT. THE INCLUSION  
OF LINERS WILL CUT DOWN OTHER PACKING  
REQUIRED IN FALKS BUREAU.

PJT/2/29

2) PLEASE ASK IAN STRANGE TO PROVIDE URGENTLY  
IN MAIL ON 28 JULY DETAILS FOR SHELF  
FISH LINER. LEWIS THINKS HE ALREADY HAS INFORMATION  
WHICH HE SUBMITTED WITH DESIGNS.  
FEW HUNDRED WORDS REQUIRED.

PJT/2/48

3) RE WRECKS FDC AND LINER. PLEASE CHASE  
UP BOTH THESE ITEMS FROM JOHN SMITH AS  
LEWIS WOULD LIKE THESE SHIPPED AES END  
SEPTEMBER WITH FISH LINERS AND THUS  
ARTWORK VERY URGENTLY REQUIRED.

PJT/2/46.

4) DARWIN. ORDERING 6000 FDC AND LINERS FOR YOU.  
AIMING TO DESPATCH FDC ON AES END SEPT. BUT  
AS VALUES FOR STAMPS WILL NOT BE  
ADVISED UNTIL END SEPTEMBER (YR LET 9/6/81)  
LIKELY THESE WILL NEED TO BE AIRFREIGHTED.

PJT/2/49

TRUST ALL AGREED AND INFORMATION FOR LINERS WILL  
ARRIVE SOON

REGARDS - JANICE SMITH PH1 CROWN SUTTON  
JS

⊕  
214 GOVERNOR FK  
267103 CASUTN G

30th July

81

Mrs Janice Smith,  
Crown Agents Stamp Bureau,  
St. Nicholas House,  
Sutton,  
Surrey SM1 1EL.

Dear Mrs Smith,

Shipwrecks Stamp Issue

Thank you for your letter PHI/Falk Is 8/19567 of 14th July.

1. Your action regarding the removal of the horizontal lines on the 26p stamp is approved.
2. Your clarification on the cameo portrait is much appreciated and we now look forward to receiving the running proofs.

Yours sincerely,



P.G. SUMMERS

Ag. Chief Secretary.





# CABLE AND WIRELESS

## CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER <i>File</i>	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS <i>63</i>	5147
OFFICE STAMP AND DATE <i>PX 12/46</i>		NO. OF WORDS		DATE <i>30.7.81</i>	TIME		
		INSTRUCTIONS					
<b>VIA CW</b>							

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS

AND

ADDRESS

TELEX TO CROWN AGENTS 267103 CASUTN G.

NO. *198*.....

FOR ATTENTION MRS JANICE SMITH

YOUR TELEX 842 24JULY

1. INCLUSION OF LINERS IN FDC OF FUTURE ISSUES IS AGREED.
2. POSTMASTER DESPATCHING BY MAIL 29TH DETAILS FROM IAN STRANGE FOR SHELF FISH LINER.
3. FDC AND LINER FOR SHIPWRECKS NOT YET RECEIVED FROM JOHN SMITH HOPEFULLY THESE WILL BE DESPATCHED BY MAIL LEAVING 5TH AUGUST. REGARDS

CHIEF SECRETARY

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER

NOT TO BE TELEGRAPHED

TELEPHONE

*28*



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.



# CABLE AND WIRELESS

## CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS
OFFICE STAMP AND DATE		NO. OF WORDS	DATE	TIME	64	
		INSTRUCTIONS				
<b>VIA CW</b>						

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS  
AND

ADDRESS TELEX TO CROWN AGENTS 267103 CASUTN G.

NO. 291.000

FOR ATTENTION MRS JANICE SMITH

MY TELEX 198 30 JULY - SHIPWRECKS ISSUE.

FDC DESIGN AND LINER RECEIVED FROM JOHN SMITH AND WILL BE FORWARDED BY MAIL LEAVING  
19TH AUGUST.

REGRET FINAL RESULT IS DISAPPOINTING AND WILL NEED A FAIR AMOUNT OF TIDYING UP BY YOU  
BEFORE PRINTING. REGARDS

CHIEF SECRETARY.



I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM  
BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER  
NOT TO BE TELEGRAPHED

TELEPHONE 28



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP



12 August

81

Mrs Janice Smith  
Crown Agents Stamp Bureau  
St Nicholas House  
Sutton Surrey SM1 1EL

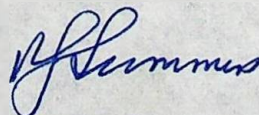
Dear Mrs Smith,

SHIPWRECKS STAMP ISSUE

With reference to my telegram No 201 of 11 August I enclose the First Day Cover design and also the liner and details.

2. As was mentioned in my telegram you will note that the final result submitted by John Smith is somewhat disappointing, the design for the FDC being little more than a sketch. He has made some notes on the design re colour, lettering etc.
3. Reference the details for the Liner, here again John Smith has submitted details for a possible introduction as well as information on the wrecks depicted on the stamps for printing on the reverse of the Liner. He has also provided some suggestions about printing of the map on the Liner to enable it to be used for framing. We have no objection to this proposal but would welcome your views.
4. We would be very grateful if you will arrange for the production of the FDC to be finalised and also the Liner tidied up as necessary. It is regretted that a more finished design could not have been submitted but as time is now running short we considered it best that you be asked to arrange the final details.
5. No payment has been made to John Smith for the FDC design or the Liner and we would suggest that we pay him the balance due after you have deducted your fees for finalising the designs. If you are agreeable to this, please advise the amount due to Mr Smith in due course and we will then arrange payment.

Yours sincerely,



P G Summers  
Ag Chief Secretary

Copy for Bureau.  
28-9-81  
*[Signature]*



The shipwrecks of the Falkland Islands are quite unique. At the Capital, Port Stanley, in the space of a mile along the seafront can be seen living essays of ship construction of the 19th century, from England, the United States and Canada, not small ships but big deepwatermen remarkably preserved by the air of the Falklands, crisp and cold, which with the wind bleaches and smooths old timbers to a remarkable degree.. However, as with most things, nothing lasts forever and the days of these hulks are numbered. Each year the deterioration advances more quickly than the last. Slowly but inexorably these hulks, some of them the only remaining examples of their type in the world today, are going to crumble and break up. There are over 200 known wrecks on and around the Falklands and it is hoped that those depicted on these stamps will serve as a permanent memorial to those great days of sail.

It is suggested that the wider left hand margin on the chart side of the liner be headed with a smaller version of the FDC badge with sufficient space left below in which actual stamps of the issue may be fixed so that the liner then becomes an attractive subject for framing. The reverse may be more attractive - ie with the badge at the bottom with the stamps set out vertically above it. Whichever way may be chosen this idea should prove financially beneficial as the liner can only be obtained with the FDC and another set of stamps will have to be purchased to place on chart for framing. The reverse of the liner should bear details of the ships depicted along with the technical details of the stamps. Please see that when the liner is printed the chart portion has the very faint colouring of the sea as depicted and not the bare white of the surrounding paper.

#### SHIPWRECKS STAMP ISSUE

Capricorn: All that now remains of this little 390-ton British barque, built at Bideford in Devon during 1859 by George Cox for Madge & Co of Swansea for the copper ore trade to the west coast of South America, can be seen a mile or so to the west of Stanley. Of all the hulks that remain in the harbour she is the least recognisable.

In the closing months of 1881 she sailed from Swansea with a cargo of coal bound for the west coast of South America and early in 1882 was off Cape Horn in very heavy weather. It was at this time that her cargo was discovered to be on fire. Her Master, Captain Thomas, sailed her up under the lee of Staten Island, by which time the fire had taken such a hold that the only way of extinguishing it was to scuttle the vessel in shallow water. This they did: she was then pumped out and re-floated. The severe damage caused by the seas off the Horn, the fire and the scuttling compelled the Master to make for the Falklands for repairs. Sadly, however, shortly after her arrival in Stanley CAPRICORN was surveyed and condemned.

For many years she remained afloat as a storage hulk and lighter. In 1942 she was moved to the place where she now lies and was again scuttled, this time for good. She did useful service for a few years by forming the head of a small jetty used by troops stationed at Stanley during the war years. Her capstan is in the Stanley Museum.

*Copy extracted  
for Bureau files  
AB/ta  
28-9-77.*



Jhelum: The hulk of this fine vessel lies at the head of Packes' Jetty in Stanley Harbour.

JHELUM was a British 428-ton wooden barque 123 ft in length with a beam of 27 ft. She was built at Liverpool in 1849 by Messrs Steele and is typical of the East Indiaman type, bluff-bowed and full-bodied, closely resembling a frigate of that period. A great deal of mahogany was used in her construction, this being fastened with copper bolts and treenails below the waterline.

She started her last voyage from Callao, bound for Dunkirk, on 13 July 1870, in a very much overloaded state which caused very heavy going while rounding Cape Horn. She put into Stanley in a sinking condition on 18 August of that year, her condition being such that her crew refused to put to sea in her again. After a survey she was condemned and scuttled. Her Master on her last voyage was Captain Beaglehome and she was owned by Widdicome & Bell.

Today we watch her crumble, a sad but inevitable end for what is the most intact British-built merchant vessel for her age left in the world today.

Lady Elizabeth: The Lady Elizabeth lies beached at the eastern end of Stanley Harbour in Whalebone Cove. She arrived at the Falklands on 13 March 1913 under the Norwegian flag on a voyage from Vancouver to Delagoa Bay with a cargo of lumber. She struck the Uranie Rock in the entrance to Berkeley Sound to the north-east of Stanley and was so damaged that after examination it was decided to dispose of her in the Falklands rather than stand the heavy cost of repairs. For many years she served as a floating warehouse in the harbour until she was put ashore in Whalebone Cove in February 1936.

She was built in 1879 at Sunderland by R Thompson Jr, her registered tonnage being 1208, her length 223 ft with a beam of 35 ft. During her life she changed hands several times, at one period being owned by G C Carran and registered at Castletown in the Isle of Man.

Today she lies listing slightly to port with her lower masts and bowsprit still standing, by far the most complete hulk in the Falklands. Many of her deck fittings are still in place, eg winches, bits, capstans. Under her forecastle are still the berths for the seamen and apprentices, midships there is the galley, and aft there are still traces of the rather splendid Officers' and Master's accommodation with two spiral stairways leading from the maindeck to the poop.

Snow Squall: The American clipper SNOW SQUALL put into Stanley on 2 March 1864 after suffering much damage trying to battle her way round Cape Horn. She had been driven ashore in the Straits of Le Maire, which caused severe straining to her planking and damage to her rudder. She was 59 days out on a voyage from New York to San Francisco with general cargo. Captain J Dillingham was in command with a crew of 14.

She was built in 1851 by Alfred Butler at Cape Elizabeth, Maine, for Charles R Green of New York who still owned her when she arrived at Stanley. Today she forms part of a jetty, her forward section lying heeled over on her port side showing clearly her beams, ribs, a little tweendeck planking and her outer hull planking pierced with thousands of tiny holes made by the nails securing her copper sheathing which has long since gone. Each year the seas take an ever-increasing toll on her remains. She is becoming very fragile and tragically will break up and disappear within the next decade. Thus the world will lose the last surviving remnant of a true American Clipper ship.



St Mary: This big American Down-easter - 1941 tons - had a tragically brief career. Launched in March 1890 at Phippsburg, Maine, she was wrecked on the wild and lonely coast of the Falklands less than six months later. Designed by William Potter Pattee the ST MARY was built by Charles V Minott of the very best materials and, although she has been pounded by the South Atlantic for nearly 90 years she has still not been beaten, for in 1978 a 40 ft section of her hull was recovered and shipped back home to its building place for display in the Maine State Museum.

Her one and only voyage was plagued by disasters. Shortly before going aground in the Falklands she was in collision with the American ship MAGELLAN of Boston which later sank. Then, on the morning of her grounding, her Master, Captain Jesse T Carver, was found dead in his cabin.

Today large chunks of the ship still remain strewn over a large area of the beach not far from the settlement at Fitzroy - masts, spars, knees, bits of bulwark and sections of decking. It is also possible to find part of her cargo which included some toy locomotives. These are often found lodged in her timbers, well rusted but still recognisable.

Like many of the wrecks in the Falklands the ST MARY is unique in being one of the last two remnants of American Down-easters left in the world.



62

St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton



**Crown Agents**

Mr P G Summers  
The Secretariat  
Stanley  
FALKLAND ISLANDS  
South Atlantic

Our Ref: PHIN/FALK IS 8/19567/1

Your Ref: P&T/2/46

20 August 1981

*Dear Phil,*

SHIPWRECKS

I have now received the running proofs for the above stamp issue from Questa, and having examined them on your behalf, I consider them to be satisfactory. One set is enclosed herewith, which I trust you find attractive.

...  
DCS's  
safe

Yours sincerely

MRS J SMITH

CONQUEROR  
III



**Crown Agents**

St Nicholas House, Sutton,  
Surrey SM1 1EL  
Telephone 01-643 3311  
Telex 267103  
Telegrams Crown Sutton

*PT/2/46*

Mr P G Summers  
The Secretariat  
Stanley  
FALKLAND ISLANDS  
SOUTH ATLANTIC

CA Ref PH1N/FALK IS 8/19567

7 September 1981

*Dear Phil*

SHIPWRECKS

The printing of the First Day Covers for your above stamp issue will be going ahead fairly shortly. 7,000 will be ordered, of which 6,000 are required by yourselves.

2 The balance of 1,000 covers will be required by the Crown Agents Stamp Bureau.

3 In due course I would be grateful if you would arrange despatch of these covers by airfreight to:

Crown Agents Stamp Bureau  
c/o C04S  
4 Millbank  
LONDON  
SW1P 3JD  
United Kingdom

4 International Customs Forms should be attached to the outside of the parcel, and the Crown Agents' VAT number (340-0464-03) should be clearly shown. Please advise us of the selling price of the First Day Cover in due course.

Yours sincerely

*Richard Nash*

*Per*

MRS JANICE SMITH

*Copy extracted  
for Bureau  
28-9-81  
[Signature]*





1st 2/46

214 GOVERNOR FK  
267103 CASUTN G  
25/9/31 15.00

DCS *copy sent*  
839 to SPT & LC.

*off 29/9*

(69)

*283*  
*CS 28/15*  
**COP**  
*25/4*

FOR THE ATTENTION OF LEWIS CLIFTON

OUR REF PH1N/FALK IS 3/19567

HAVE YOU DECIDED RELEASE DATE FOR 'SHIPWRECKS' YET ?

I CANNOT PLACE CONTRACT FOR FDC-LINER UNTIL I KNOW.  
I INCIDENTALLY WE LIKED SMITH'S  
MAP VERY MUCH. NO TIDYING-UP NEEDED (IT LOOKS LIKE  
AN 'OLD' MAP WITH ALL THE

BAQRLETTERING ETC).

E E E

HAND-LETTERING ETC).

OUR JOHN SMITH HAS INTERESTING PLAN FOR THIS LINER.  
AT THE BOTTOM OF THE TECHNICAL DETAILS WE WILL  
INCLUDE A PARAGRAPH TO THE EFFECT THAT UNFOLDED  
LEAFLETS ARE AVAILABLE. AT 25 PENCE A GO, OUR  
BUREAU CAN SELL A COUPLE OF THOUSAND UNFOLDED (KIND OF A 'POOR MAN'S  
LIMITED-EDITION PRINT'). OBVIOUSLY YOU'D HAVE A SUPPLY.  
D'YOU LIKE IT ? AGREE WITH ARTIST THAT WE SHOULD LEAVE  
A SPACE FOR AFFIXING STAMPS.

REGARDS

RICHARD NASH DEPT PH1  
CROWN SUTTON

PMB

CCN

6 LINES DOWN PSE READ  
HAND-LETTERING ETC).

214 GOVERNOR FK  
267103 CASUTN G

T

DCS  
SPT  
LC.

70

ACTION  
COPY

214 GOVERNOR FK TATAR  
2GOVERNOR FKDWYULPE CASUTN GPE2a CASUTN G

5-10-81 1612 TLX 36

FOR THE ATTN OF CHIEF SECRETARY

YOUR REF "WRECKS" ISSUE  
OUR REF PHIN FALKSTAMP 3/10567

*JS*  
*6/2* *Ref*  
*6/10*

RE ABOVE ISSUE- AM ADVISED BY OUR SHIPPING BRANCH THAT NEXT VESSEL FROM UK IS NOT DUE UNTIL DECEMBER AND BEARING MIN MIND THAT THIS ISSUE IS DUE FOR RELEASE IN FEBRUARY STRONGLY SUGGEST AIRFREIGHT DESPATCH. PLEASE REPLY SOONEST.

YOUR REF : KRISTAL BAGS  
OUR REF : PHIN FALKSTAMP 1/40552

THANKS TELEX CLIFTON TO NASH-ON 2/10/81 RE KRISTAL BAGS.  
5000 EACH 9 X 6 INS AND 10 X 7 INS DUE FOR DESPATCH  
NEXT WEEK- 6000 EACH 2.1/4 X 2.1/4 INS 4.5/8 X 3.1/2 INS  
AND 2.1/2 X 5 INS WILL BE READY IN 2 TO 3 WEEKS  
REGARDS JANICE SMITH DEPT PHIL CROWN SUTTON

+

JM

+S

214 GOVERNOR FK  
267105 CASUTN G

T



Pat / 2/46 JCS  
SPT  
LL

71

ACTION  
COPY

214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G  
13/10/31 12.35 331

FOR ATTN LEWIS CLIFTON

CLB 13/10  
Rel 13/10

PLEASE QUOTE OUR REFERENCE PH1N/FALK IS

JUST BACK FROM VACATION, SEE MYTLX 25/9 REF SHIPWRECKS  
LINER CAUSED CONCERN. I OMITTED TO SAY THAT  
THE UNFOLDED (SALEABLE) LINERS WOULD BE PRINTED  
ON SPECIAL VELLUM-LOCK PAPER. HOWEVER, HAVE HELD  
UP PRODUCTION PENDING YOUR FINAL DECISION.  
HAVE REQUESTED QUOTATION FOR LINER BASED ON FOLLOWING  
FIGURES:-

7250 FOLDED TO FALKLANDS (7000 FDC PLUS 250 PUBLICITY).  
500 FOLDED TO PH2 FOR PUBLICITY.  
2000 UNFOLDED TO PH3 FOR SALE.  
500 TO FALKLANDS FOR SALE.

IF YOU LET THIS PROJECT GO AHEAD WOULD NEED  
CONFIRMATION OF FIGURES. SEEMS A WASTE OF SMITH'S  
EFFORTS IF MAP AND TEXT NOT UTILISED.  
REF. YRTLX NO. 243 OF 30/9. LETTER MENTIONED IN  
PARA 3 HAS ARRIVED. QUOTATIONS DUE 23/10. ARE YOU  
CONTEMPLATING SCRAPPING LINERS AS STANDARD ITEMS?  
SUSPECT COLOUR BROCHURES EXPENSIVE IN SMALL QUANTITIES.  
SEEMS THERE HAS BEEN A FAILURE OF COMMUNICATION  
THIS END REGARDING DESPATCH OF "SHIPWRECKS" STAMPS.  
JANICE'S TELEX 5/10 WAS ABSOLUTELY  
CORRECT, BUT WHAT SHE WAS NOT TOLD WAS THAT  
YOUR STAMPS WERE ALREADY EN ROUTE ON THE  
PREVIOUS VESSEL. AES SAILED 13/9. ETA 10/10.  
SO YOU'LL GET YOUR STAMPS QUICKER THAN AIRFREIGHT.

REGARDS - RICHARD NASH PH1 CROWN SUTTON  
JS

214 GOVERNOR FK  
267103 CASUTN G

PJT/2/46

DCS  
SPT  
LC

ACTION  
COPY

92

214 GOVERNOR FK  
267103 CASUTN G

22/10/81 15.30 TLX NR 620

as 23/10  
Ref  
22/10

FOR THE ATTENTION OF LEWIS CLIFTON PHILATELIC BUREAU MANAGER

1. MAURICE GALES WIFE IS KITTY
2. SARAH MATHEWS ADDRESS 40 KINGS HALL ROAD, BECKENHAM, KENT.
3. SHIPWRECKS LINER - I SUGGEST SELLING PRICE 25 P. IS THAT OK?
4. CHRISTMAS - SIEGER HAS INCREASED ORDER TO 103000 X 3P AND 15000 COMPLETE SETS WITH A FURTHER RESERVE OF 5000 SETS. HE IS DEVOTING FRONT PAGE IN COLOUR OF HIS MAGAZINE TO THIS ISSUE.

HE WOULD LIKE 10 FDC MAILED REGISTERED TO HIM AT THE FOLLOWING ADDRESS

MESSRS HERMANN E SIEGER  
7073 LORCH/WURTTBG  
VENUSBERG 32-34  
POSTFACH 1160  
GERMANY.

FOR ATTENTION MR H W SIEGER

AND 10 FDC MAILED REGISTERED TO MRS GISELA SIEGER  
WETZGAUER STR.68  
D-7070 SCHWAEBISCH GMUEND - GROSSDEINBACH  
GERMANY.

TRUST YOU CAN ARRANGE THIS FOR ME.

5. PASSERINES - STILL CHASING SALE TO AMERICA ON 10P VALUE. IT LOOKS FIFTY/FIFTY TO ME BUT WILL KEEP YOU INFORMED.

JOHN SMITH DEPT PH3  
CROWN SUTTON

PMB

214 GOVERNOR FK  
267103 CASUTN G



P&T/2/46

73

Telex 267103 Casutn G

No 277

Attention Mrs Janice Smith Dept PH1

Reference PH1/Falkstamps Shipwrecks Issue



John Smith (artist) is pressing for payment for production of liner and fdc. Grateful if you can advise urgently by telex your recommendations on amount we should offer, bearing in mind Smiths poor response to have the artwork submitted quickly and the very poor production of the fdc.

Thanks

Regards

Lewis Clifton

Bureau Manager

HELD ON THURSDAY 29TH OCTOBER 1981

74

5

Shipwrecks Issue

Members were briefed on recent developments regarding the production of the liner and first day cover. It was noted that superior quality liners in an unfolded condition would be available to the collector as an additional item.

PIT/2/46



part/ub

214 GOVERNOR FK  
214 GOVERNOR FK  
267103 CASUTN G  
13/11/31 14.07 430

DCS  
SPT  
LC  
*off copy to SAT*

DCS 

FOR PHILSUMMERS

OUR REFERENCE PH1N/FALK IS 8/19567/2

**ACTION  
COPY**

''SHIPWRECKS'' FDC  
BOOKED ON FLIGHT BR661  
DATED 12/11/31  
AWB NO. 14535533  
IN 2 CASES  
GROSS WT 50 KILOS  
PLEASE ADVISE IF GOODS NOT RECEIVED

*Q10*  
*13/11*

REGARDS - RICHARD NASH CROWN SUTTON  
JS

214 GOVERNOR FK  
267103 CASUTN G

214 GOVERNOR FK  
267103 CASUTN G

pat/2/46

(76)

Telex 267103 Casutn G

No 8

Attention Joan Cousins Dept PH3

Your ref PH3/Falklands Shipwrecks

1. Agree your proposal but you will need to supply the liners.
2. Presume on the vellum type paper. You should pack very securely and send app asap.
3. Anticipate sale at \$1.20 which should cover all costs

Greetings reciprocated



Clifton  
Bureau Manager



P25/2/46

77



Telex 267103 Casutn G

No 14

Attention Mr Nigel Fordham Dept PH3

Your ref PH3/Shipwrecks. Vellum unfolded liners

Early indications are that the unfolded liner is going to be popular, more so in view of affixed stamps with first day of cancellation.

Grateful if you can let me have whatever stocks you think you might have surplus, otherwise it looks like my pro-rate exercise.

Regards

Lewis Clifton

Bureau Manager

P 27/2/82

78



Telex 267103 Casutn G  
No 19

Attention Mr Nigel Fordham Dept PH3

Shipwreck liners.

Grateful for supply up to 200. Please pack  
securely. Royal Navy have taken 200 for  
ships personnel on HMS Endurance.

Awkardly yours

Clifton

Bureau Manager

W



**Stamp and Note Control Branch.**

Crown Agents' Reference  
**PHI 8/19567/1 FALKLAND ISLANDS.**



CHIEF SECRETARY  
STANLEY  
FALKLAND ISLANDS

Date 19/11/82

Dear Sirs,

The following Certificate of Destruction is submitted for your information and retention.

Yours faithfully

*[Signature]*  
for the Crown Agents

CERTIFICATE OF DESTRUCTION

We hereby certify that the following obsolete printing material has this day been destroyed in our presence:—

SHIPWRECKS.

Printing Material.

- 29 Multi Positives.
- 29 Unit Negatives.
- 29 Unit Positives.

Inter Material.

Progressive Sheets.

- 5p. 6 x 100 Set.
- 13p. 6 x 100 Set.
- 15p. 3 x 100 Set.
- 25p. 6 x 100 Set.
- 26p. 6 x 100 Set.

Printing Plates.

- 5p. 5 x 100 Set.
- 13p. 5 x 100 Set.
- 15p. 5 x 100 Set.
- 25p. 5 x 100 Set.
- 26p. 5 x 100 Set.
- 3 Borders / 1 O/Print.
- 3 Proofing Plates.

*[Signature]*  
.....  
(Security Control Manager) S.C.O.

*[Signature]*  
.....  
Security Officer  
Date 19/11/82

Your Ref : .....

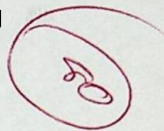
PIA

PHILATELIC BUREAU

Post Office

Port Stanley

Falkland Islands



In reply please quote :

P+T/2/46

PHI/1/1

Telephone 159

Telex 219 FISTAMPS FK

11th May 1983

The Chief Secretary  
The Secretariat  
STANLEY

Dear Sir

Isle of Man Postal Authority

I attach the abovefile relating to the interest of the Isle of Man Postal Authority in reproducing the 5p Falkland Islands Shipwreck stamp as part of their Karran Fleet series to be released in February 1984.

I mentioned this project some time ago and as both Bill Etheridge and myself believe their is nothing to be lost through this cooperation with the Isle of Man, we have pursued this project as far as circumstances will allow.

The last telex (copy of the letter to Bill Etheridge) sets out the details for the issue and a souvenir sheetlet design. A copy of the latter is unfortunately not yet to hand although Bill Etheridge has viewed it. During a telephone conversation with Bill Etheridge yesterday morning we have now tidied up the remaining loose ends and all that remains now is for the Isle of Man to be given formal permission to reproduce the shipwreck design and for the Falkland Islands official crest to be used on the sheetlet.

arrived  
4/5/83

I would be grateful therefore for your agreement to this request so as to enable me to advise the Isle of Man Postal Authority when I reply to the many points raised by them.

As a matter of course, I have advised John Smith (artist for the Shipwrecks Issue) of the Isle of Man proposals.

Yours faithfully

D L CLIFTON  
Manager

Note given with D.L.C.  
& authority given. Written  
confirmation to follow  
8/5/83



16 May

83

Mr D L Clifton  
Manager  
Philatelic Bureau  
Post Office  
Stanley

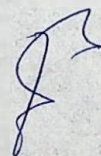
DLO

ISLE OF MAN POSTAL AUTHORITY

Thank you for your letter ref PHI/1/1 of the 11th May concerning the Isle of Man Postal Authority's request to reproduce our 5p Shipwreck stamp as part of their Karran Fleet series to be released in February 1984.

2. This is simply to confirm our telephone conversation in which I said that I was happy to give formal permission to the Isle of Man Postal Authority for them to reproduce the shipwreck design as proposed, and for the Falkland Islands official crest to be used on the sheetlet. No doubt you have already passed on this authorisation by telex.

3. I <sup>note</sup> know also that you have advised Mr John Smith, who was the artist responsible for the Shipwrecks design, and I trust that he is pleased with this development.



F E Baker

AG CIVIL COMMISSIONER

GIBRALTAR  
SILVER JUBILEE

