Shipping increased, men and materials inbound or whale products, mainly oil outbound. Mail was also carried by Salvesen’s ships, and the Falkland Government contracted SS Fleurus for inter-island mail duties from December 1924. More stations, more men, more mail. Some rates raised in 1922. Stamp shortages occur in 1923 and 1928.

**BRITISH IMPERIAL TRANS-ANTARCTIC EXPEDITION**

Sir Ernest Shackleton, his Weddell Sea party and crew arrived on 5 November 1914 aboard Endurance (built at Framnæs shipyard in Sandefjord, Norway; completed 17 December 1912). The Expedition set sail on 5 December 1914, heading South for the ice and the Antarctic continent.

**1914 (December 4) Postcard - Sent at 1d rate, cancelled by datestamp SG2**

Written by Len Hussey to his parents at home in London at the last opportunity for mail, just before the Expedition’s departure the next day aboard Endurance, destination Weddel Sea. Overseas mail taken on 23 December 1914 by Coronda northbound via Las Palmas.

**Endurance in London (Wharton NB-1) at 70% full size**

Leonard Hussey (1891 - 1964) was a meteorologist, one of six scientific staff accompanying Endurance. He would eventually edit Shackleton’s Expedition account “South”, and was with Shackleton at his death on South Georgia.
After departing Grytviken, Coats Land was sighted on 10 January 1915 but ice conditions prevented landing.

On 27 October 1915, *Endurance*, trapped by ice near the Antarctic Peninsula, was crushed and sank.

After an epic journey, Shackleton, Worsley and Crean reached Stromness whaling station on 20 May 1916.

**BRITISH IMPERIAL TRANS-ANTARCTIC EXPEDITION**

1915 Inward Cover, and letter dated 11 Feb, to Expedition Seaman Tom McLeod

Sent from family in Poplar, East London, posted 11 March 1915; routed via Brazil.

*Mail for the Expedition and crew was held on South Georgia to await their return from Antarctica*
2. A Time of Development

2.2: POSTCARDS

Postcard rates during the reign of King George V for those sent overseas outside of the Empire were:
firstly at 1d Rate applying from 25 December 1898 to 31 December 1921
and then uplifted to a 1½d Rate applying from 1 January 1922 to 31 August 1940

1922 (January 6) - Postal Stationery Postcard, QV 1d, under franked by ½d, cancelled by datestamp SG1

Sent by a young whaler to his father in Tønsberg, Norway, reporting his arrival in Grytviken and death of Shackleton

Scan of the message side at 80 % full size

“Dear Father, Thank you very much for your last letter. We arrived here on 3rd of January and will leave about the 10th so I’ll be home in March. Yesterday died here Ernest Shackleton, the leader of an English Antarctic Expedition. I feel very well and the same I hope you do. Your son Abarens”.

Shackleton died on 5 January 1922 on board his expedition ship Quest
He was buried in the small cemetery situated just outside the Grytviken whaling station
Despatch of mail was an enduring headache for the Postmaster. Pesca ships returning to Argentina provided most opportunities but ships with suitable schedules, operated by the other whaling companies, were used. SS Pentaur and SS Ravenstone were transport/support ships owned by Christian Salvesen,

1919 (January 7) - Postcard sent at UPU 1d Postcard rate, datestamp SG2 to New Jersey

Taken on 14 January 1919 by Christian Salvesen’s SS Pentaur to England, for onward transmission across the Atlantic

Empire 1d Rate, 1892 - 13 February 1966

1929 (February 16) - Postcard (HMS Despatch) at Empire 1d rate, tied by datestamp SG2

Sent by Acting Postmaster Arthur G Nelson Jones, taken by SS Ravenstone bound for ‘River Plate’ with six bags of mail. HMS Despatch visited 4-9 February 1929 and anchored in Cumberland Bay
In all, seven whaling stations were established, operating on or off shore, at Grytviken, Stromness, Husvik, Godthul, Leith Harbour, Ocean Harbour, New Fortuna Bay and Prince Olav Harbour in order of their opening.

**PRINCE OLAF HARBOUR STATION**

1915 (April) Postcard - at 1d UPU rate dated 5/4/15 to Norway, datestamped SG2

Sent by Henrik Thorstad, Company Secretary of Southern Whaling & Sealing C, on board FF *Restitution*, anchored in Prince Olav Harbour deployed as an off-shore whaling factory until the shore station was built.

**STROMNESS STATION**

1915 (November 15) Postcard - from “Stromness, 10/11 1915” to Norway, datestamped by SG2

With Christmas and New Year messages from “Peder” and taken by Pesca’s SS *Harpon*, cleared Grytviken customs for Buenos Aires, 4 December 1915.
2. A Time of Development

2.3 : INTERNAL & EMPIRE MAIL

The 1d rates set on 25 December 1898 lasted years: Empire to 30 April 1948 & Internal to February 1966

1926 (October 28) Cover - Internal 1d rate, tied by datestamp SG2.

Carried by SS *Fleurus* leaving next day for Stanley, receiving there arrival marking date stamp PS.1A, 4 NO 26

1927 (15 November) Cover- Empire 1d rate, tied by datestamp SG1

Sent by Lieutenant-Commander FB Alison, South Georgia’s Magistrate and Postmaster, to his Mother, Georgina Lady Alison. Taken that day by SS *Fleurus* bound for Stanley, and thence to Montevideo, for onward shipment to England.
Censorship of mail was authorised throughout the British Empire for the duration of the First World War; South Georgia, no exception, appointing a local censor. The few German whalers were seen as a risk.

FIRST WORLD WAR
SOUTH GEORGIA CENSOR, 1917

1917 (May 13) WWI Whaling Cover - Censored at South Georgia to Argentina datestamp SG2

UPU Registered (label type SG2) rate (2d + 2½d) taken next day by SS Harpon, arriving Buenos Aires, MAY 23 1917
Sender, per flap, “O Kraul [German, per PESCA], Grytvicken (sic), South Georgia”

Germany's first whaling expedition with FF Jan Wellem was in 1936, managed by Otto Kraul who had gained ship experience as a gunner at South Georgia

Whaling cover, uniquely receiving the attention of a South Georgia WWI censor, sent to Argentina
Censorship of mail was authorised across the British Empire; regulations applied equally to mail in transit.

FIRST WORLD WAR - UK CENSORED, 1915 & 1916

1915 Cover to a well regarded Norwegian shipping magnate - Censored en route in England, datestamp SG2

1915 Cover to a well regarded Norwegian shipping magnate - Censored en route in England, datestamp SG2

Sent at UPU rate by H Carlsen (Salvesen whale catcher Semla) resealed by “OPENED BY/CENSOR/4598” label.

1916 (May 16) Cover - Censored in England in transit to Norway, datestamp SG2

Resealed by “OPENED BY/CENSOR/286” label; received Tønsberg, 20. VII.15; Haraldsen noted “Replied (on) 22/7”
Norwegians, the largest national contingent of SG’s whaling community, generated most mail, all UPU rated

**Postcard UPU 1½d Rate applied 1 January 1922 ~ 31 August 1940**

**1928 (14 November) Postcard - at 1½d UPU rate datestamp SG2**

“I am sending you a small Christmas Greeting from the southernmost church (at Grytviken)” sent to his Aunt in Norway. Taken by SS *Fleurus* on 15 November 1928 returning to Stanley with mail.

**Letter UPU rate 2½d for first 1 oz, applied 1 October 1907~31 December 1921**

**1915 (March 7) Cover - at 2½d UPU rate to Norway, datestamp SG2**

Kristen Løken was the first Pastor (April 1912 - June 1914) of Grytviken Church, shown above. Taken that day by SS *Harpon* to Buenos Aires with whale oil and mail; arrived Kristiania [Oslo] 24.IV.15
2. A Time of Development  

2.5 : UPU MAIL

For the four year period, 1 January 1922 - 31 December 1925, a higher rate of 3d applied for the first ounce

1922 (October 3) Cover - at the short lived 3d UPU rate to Norway; datestamp SG2

With letter dated 25/9 22 from the Mate, Stromness whale catcher Pagodroma, overwintered on board May to October 1922 between seasons; on back (TØNSBE)RG 11.XI.22 arrival datestamp

1924 (December 10) Cover - at 3d UPU rate to Norway, datestamp SG2

Sender “Johan Johansen” (endorsed on flap). Taken by SS Perth bound for Rio de Janeiro later that day with 8,000 bags of guano and mail. On reverse, TØNSBERG, 30.I.25 arrival datestamp
For the UPU 3d rate, 4 year period, 1 January 1922 - 31 December 1925, the second ounce 1½d rate was kept DOUBLE RATE (2 oz)

1920 (December 10) Cover - at UPU, 1907 - 21 double rate, 2½d + 1½d (second ounce) to Norway, datestamp SG1

Carried by SS Orwell, a tanker, bound for Durban departing on 16 December 1920 with 4 bags of mail

1924 (January 5) Cover - at UPU, 1922 - 25 double rate, 3d + 1½d (second ounce) to USA, datestamp SG2

Taken with 4 mail bags by Tijuca on 4 February making for Buenos Aires, transit marked there, 23 FEB 1924
2. A Time of Development

2.5 : UPU MAIL

UPU letter rate of 2½d for the first ounce was re-established on 1 January 1926, in force to 31 August 1940.

1928 (February 19) Cover - datestamped during the short SG 2½d Provisional surcharge period by SG2

Sent by whaler Einar Palmer (deceased and buried at Grytviken) to his fiancée in Norway. Taken by SS *Skaraas*, leaving that day for Montevideo with 10 mail bags.

1928 (October 29) Cover - at UPU 2½d rate, datestamp SG1

Sent from Johansen, SS *Southern Wave* [whale catcher], Prince Olav Harbour. Taken next day by SS *Tijuca* to Buenos Aires.
Late in January 1928, stocks of ½d and 2½d stamps at the sole South Georgia Post Office were exhausted. Authority from Stanley Post Office was granted by telegram to surcharge sheets of current Falkland Islands 2d definitive stamps individually with “2½D” by employing a locally produced stamp.

1928 SURCHARGE
The 2½d UPU, 1 oz surface letter rate, was re-introduced on 1 January 1926

1928 (7 February) Cover to Sandefjord, Norway sent at 2½d UPU rate, datestamped SG1

Headed “Leith Harbour, 7/2 - 28” the letter declares “the whole island has run short of stamps but only a few have been printed over”

Mail was collected on 8 February 1928 and taken by SS Albuera, a cargo ship, to Buenos Aires for onward transmission by ship via England. At Sandefjord, an arrival marking for 15 III 28 was applied

Surcharged stamps were on sale available between 7 and 22 February 1928; 1,179 were sold

Commercial covers are rare; this (at UPU rate to Norway) is one of only four known, franked correctly.
A Hodson was the first Governor to visit SG (6 - 13 August 1927) and again in 1928 (22 - 26 February) on both cases aboard SS *Fleurus* under contract 1924 to 1933 to FI Government for inter-island mail services

### 1928 SURCHARGE - REGISTERED MAIL

**1929 (February 14) Registered Cover to Government House, Stanley, datestamped SG2**

Addressed to HE Governor of Falkland Islands, (later Sir) Arnold Hodson, in post 1927 - 31. The cover franked at double internal registered (label type SG4) rate was delayed pending a vessel for Stanley. SS *Fleurus* arrived c20 March 1929 inbound with mail from Stanley and on 27 April was back home.

**Receipt, dated 14.2.29, signed by W Barlas [Postmaster 1928 – 1941] for a Registered Postal Package,**

Believed to be the only known usage of 1928 Provisional on a REGISTERED COVER.
During March 1923, Grytviken Post Office suffered a shortage of ½d, 1d and 2d stamp resolved by the initiative of the Postmaster who authorised the bisecting of 2½d and 6d stamps to mitigate this emergency.

**1923 SURCHARGE**

*Two, or more, stamps were required for the 3d UPU, 1 oz surface letter rate, introduced 1 January 1922*

1923 (March 7) Cover with the bisected 2½d stamp paying 3d UPU rate datestamp SG1

The letter headed “Leith Harbour, 2 Mars (19)23” was written by a member of the whaling community.

1923 Cover with the bisected 2½d stamp which, as the ½d supplement, has been used with a 2½d stamp to pay the 3d UPU rate to USA, both tied by datestamp SG1. Taken by SS *Velloy* making for Barry, South Wales, the steamer departed 7 March to Rio de Janeiro, Brazil where local transit marking for 18 MAR 1923 was applied.

The only known genuine cover with a bisected 2½d stamp paying ½d, tied to the cover, unique.
2. A Time of Development

2.6 : PROVISIONALS

The cover below, and the 2½d bisect on the prior page, first come to light within the world of South Georgia postal history some 64 years after being written, when a number of covers from the Lundeby correspondence were offered for sale by auction by Christie Robson Lowe in New York on 25 June 1987

1923 SURCHARGE
Two, or more, stamps were required for the 3d UPU, 1 oz surface letter rate, introduced 1 January 1922

1923 (March 30) Cover with a bisected 6d stamp paying the 3d UPU rate, datestamp SG1

The letter, sent by a member of the whaling community, was headed “Leith Harbour, Good Friday 1923”

The bisected half of a 6d stamp was used to pay the 3d UPU letter rate to Brooklyn, United States
Taken by SS Elevenes, departing Grytviken on 30 March 1923 bound for Buenos Aires

Only two covers are known franked with a bisected 6d, both datestamped by SG1 on MR 30 23 (30 March 1923); the other to a bank in Norway
2. A Time of Development

2.7: REGISTERED MAIL

Registered service began in July 1910, mail identified by the first registration label type SG1. In 1913 the second type SG2 entered service, but both stocks ran out by 1914. SG 2 reappeared in the late 1920s.

Registration fee 2d per mail item until 31 December 1921

1913 (April 12) Cover - Registered 2oz Empire rate (1d x2 + 2d Registration, label type SG1) datestamp SG

Taken by Pesca’s Cachalote II departing 3, or 4, May 1913 for Buenos Aires and routed via London, 4 JU 13 to Dublin

1921 (March 1) Cover - Registered UPU 2½d + 2d rate (Registration, label type N1) datestamp SG1

Taken with four bags of mail on 12 March by Salvesen’s SS Sellasia to Montevideo, transit Plymouth, 13 AP 21, en route to Paris. New Island Post Office shut 1917

Rare, very few known SG covers expediently registered with un-corrected New Island label, type N1
2. A Time of Development

Between 1913 and 1924, SG PO had no SG registration labels, so introduced some expedient alternatives, the group known as SG3, in order to maintain the service. Initially redundant New Island followed by current Stanley labels were used. UPU rules require labels to identify source PO, but not always achieved.

1920 Cover Registered, label type SG3A (“South Georgia” added in red manuscript), Empire 2x1d + 2d rate

Sent to Trowbridge, taken by tanker Alburra returning 27 September 1920 to England with four bags of mail, Liverpool arrival datestamp 16 OC 20

**Rare, very few covers, registered with New Island label, known with manuscript correction for SG use**

*Registration fee 3d per mail item from 1 January 1922 to June 1970*

1927 (December 4) Cover at Empire 1d + 3d Registered, label type SG4 rate, datestamp SG2

Addressed to Bristol; SS Tijuca set sail on 5 December 1927 for Buenos Aires with mail
COMPAÑIA ARGENTINA DE PESCA SOCIEDAD ANÓNIMA of Buenos Aires, otherwise known as ‘PESCA’, built, owned and operated the Grytviken whaling station, first to be established on South Georgia.

Registration fee 2d per mail item until 31 December 1921

**GRYTIVKEN WHALING STATION, 1904 ~ 1965**

1920 (October 7) Cover - Registered UPU 2½d + 2d rate (Reg label type N1 deleted), datestamp SG1

Franked 5d [½d excess], with a provisional ‘New Island’ registration label, duly amended to substitute for a South Georgia label since proper ones were not available. Taken on 23 October by Salvesen’s cargo ship, *Sellasia*, outbound via Capetown with five bags of mail for London, transit marked 3 DE 20 [New Island PO was shut down in 1917]

Flap, a part shown at 80% linear, bears a complete impression of PESCA’s corporate seal and sender’s address

Part of a ‘PESCA Grytviken, South Georgia’ label / wrapper, franked to pay 1d for the Imperial letter rate or 1d for the Printed Matter double rate (weight band 2 to 4 ozs) and datestamped by SG2 on November 8 in 1928, or 1929.
2. A Time of Development  2.7: REGISTERED MAIL

The Registered premium service, accounted for less than 10% by volume of mail. ‘Insured Mail’, a higher cost service was available but no such South Georgia cover is known during the time-span of this exhibit.

Registration fee 3d per mail item from 1 January 1922 to June 1970

1928 (September 12) Internal Registered (late use label SG2) 2oz Cover, 1d $2 +3d rate, datestamp SG1

Addressed to Arthur G Bennett, FI Naturalist, Stanley; taken by SS Fleurus on 14 October returning to Stanley

1923 (August 1) Empire Registered (label SG3C) 2 oz Cover, 1d $2 +3d rate, datestamp SG1

Sent to Bedford, England; taken by SS Tijuca sailing that day with 3 bags of mail for Buenos Aires.

Rare, one of three known SG3C Registered covers
2. A Time of Development  2.7 : REGISTERED MAIL

The stock of “New Island” labels was limited and apparently supplemented by some from Stanley PO. Two types have been recorded: Stanley type 5A (when amended - SG3C) and Stanley type 5C becoming SG3D. The size of “No.” aids separation of the Stanley labels, larger and more serifed on type 5C compared to 5A.

Registration fee 3d per mail item from 1 January 1922 to June 1970

1924 (January 20) Cover - at Empire Registered (label SG3D) rate, datestamp SG1

<table>
<thead>
<tr>
<th>Registered</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Georgia</td>
</tr>
<tr>
<td>Falkland Islands (Stanley)</td>
</tr>
<tr>
<td>No. 97</td>
</tr>
</tbody>
</table>

| Mr. |
| Hill Road, |
| Bedford, |
| ENGLAND |

Franked ½d over 1oz registered rate (1d + 3d) to Bedford; taken by SS Harpon II departing with 5 bags of mail on 28 January 1924 for Rio de Janeiro, Brazil. Transit stamped Registered London, 5 M(Y) 24

During the local registration label shortage, this cover was registered with an expedient alternative Stanley label type 5C, with “Falkland Islands (Stanley)” deleted together with “South Georgia” added in manuscript. In this revised format, it is known as SG type 3D.

Rare, believed unique, SG3D Registered cover with “Stanley” deleted “South Georgia” added manually
2. A Time of Development

2.7: REGISTERED MAIL

Registration label SG4 was exhausted during 1929 and a further period of expedient labels ensued, firstly a few type SG3C followed by SG4A, a manuscript marking, in use until replaced by type SG5, August 1930.

1927 (October 26) Cover - at UPU Registered (label type SG4), 2½d + 3d rate, datestamp SG2

From August F Sundby, Grytviken to Hamburg, taken that day by SS Southern King, Salvesen’s Tanker/transporter, bound for Montevideo with four bags of mail. Routed via Liverpool, 27 NOV 27, to Hamburg receiver, 29.11 27

REGISTERED PARCEL

1929 (December 24) Part of a Registered [label type SG3C] parcel wrapper, datestamp SG1 to Devon

Rare, One of three known SG3C Registered items with “Stanley” deleted + “South Georgia” added by handstamp
2. A Time of Development  2.8 : TRANSIT MAIL

Like South Georgia, the small island of Tristan da Cunha was remote, visiting ships few and far between with long periods neither receiving nor sending mail. A few whaling ships did call, en route to Grytviken.

FROM TRISTAN DA CUNHA, VIA SOUTH GEORGIA

1918 Cover with type 1 cachet left 24 April, aboard oil tanker SS Perth en route Liverpool to South Georgia.

Entering the mail system at Grytviken on 11 May, SG1 transit backstamped, the cover was carried by Salvesen whale catcher Subra outbound that day in ballast for Buenos Aires for onward shipment thence to Capetown.

Tristan mail with South Georgia transit cancels known 1918 to 1922 and in 1931, this May 1918 the earliest.

1920 Cover, with type II cachet, taken on 25 May by Salvesen’s supply ship Pentaur to South Georgia.

Transit datestamp SG1, JU 4 20 struck on arrival. Onward by SS Karl, sailed 9 June for Buenos Aires with one bag mail. Taxed “1½d FB” at Edinburgh, Foreign Branch, paid by GB dues, tied by 23 JY 20 datestamp.
2. A Time of Development

2.8 : TRANSIT MAIL

The whalers’ basic Post Office at Deception Bay, South Shetlands accepted Registered Mail but registration completed later elsewhere en route at South Georgia or Stanley dependent on the route chosen for that mail.

FROM SOUTH SHETLANDS REGISTERED IN TRANSIT AT SOUTH GEORGIA EMPIRE REGISTERED MAIL, SINGLE RATE

1928 (November 4) Cover - rated 1d + 3d (Registration, label type SG4) datestamped SS.2

Taken from Grytviken by SS Fleurus on 21 November 1928 to Montevideo for onward transhipment  
Transit marked at Plymouth, 31 December 1928

EMPIRE REGISTERED MAIL, DOUBLE RATE

1929 (April 3) Cover rated, 1d x 2 + 3d, datestamp SS.2 to Scotland

Registered at Grytviken Post Office with SG label type 4, London transit 28 MY 29
2. A Time of Development

2.9: POSTAL STATIONERY

‘Falkland Islands’ Postal Stationery first appeared in 1884 - the Victorian postcard. The range expanded to Envelopes, Registered Envelopes and Letter Cards, in some cases few, if any, posted from Grytviken PO.

QV 1d POSTCARD

Since neither King Edward VII nor George V postal stationery cards were produced, Queen Victoria cards remained in service until the stock was exhausted early 1930s.

1925 (25 December) Postal Stationery postcard, QV 1d, with datestamp SG1, with Christmas greetings

Sent by Walter W Stuart, appointed SG Assistant Customs Officer in 1923 and Customs Officer in 1926

KG V 2d REGISTERED ENVELOPE

1914 (February 20) Registered Letter Used within South Georgia, tied by SG1 datestamp

Captain P McLaren was the Master of SS North Sands, a tanker owned by Christian Salvesen
Logged inbound 4 February 1914 and outbound 25 March 1914 to St Vincent with one bag of mail
2. A Time of Development

The KGV Registered Envelope with pre-printed 2d franking, released in Stanley April 1913, was in use sparingly on South Georgia, in both 2d and 3d registration fee periods thereby generating a variety of rates.

**KG V 2d REGISTERED ENVELOPE**

3d Registration fee from 1 January 1922 to 30 June 1970

1925 (17 November) Registered Letter at Empire registered (label type SG4) rate of 1d + 3d

Tied by datestamp SG1; taken by SS Whale, laden with oil and carrying two bags of mail, departing 19 November 1925 from Grytviken bound for Las Palmas *en route* to Europe.

3d UPU Letter Rate from 1 January 1922 to 31 December 1925

1924 (November 15) Registered Letter at UPU registered (label type SG4) rate of 3d + 3d

Addressed to SEM Sparebank in Tønsberg, Norway and tied by datestamp SG1,

Taken by SS Coronda, departing in ballast with three bags of mail on 19 November for Durban.