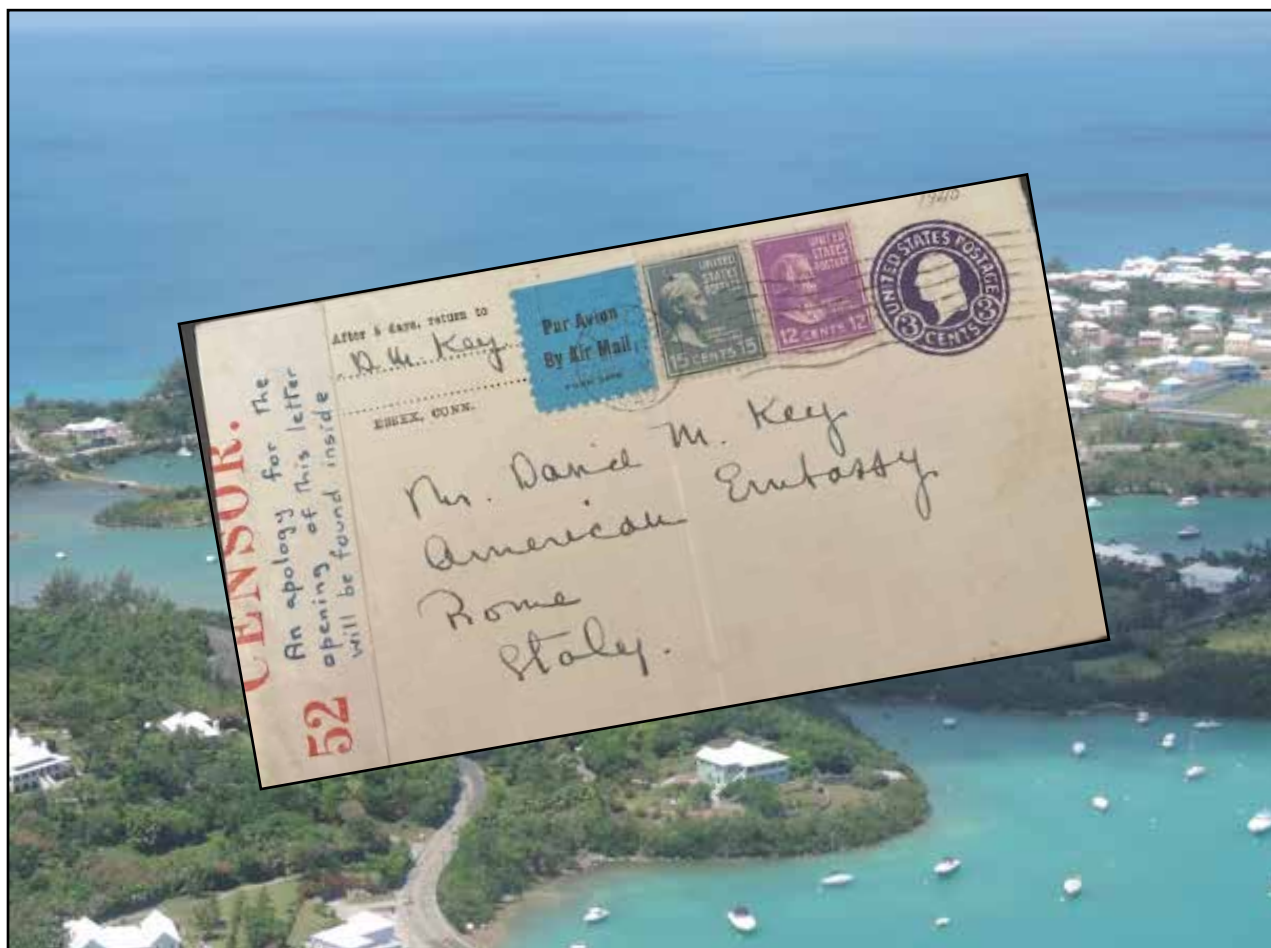


# BERMUDA POST

Vol. 39, No. 2

April - June 2025

Whole No. 156



*An interesting World War II cover from the U.S. to  
Italy with Bermuda connections.  
See David Robinson's report beginning on page 8.*

## BERMUDA COLLECTORS SOCIETY

An affiliate of the American Philatelic Society

[www.BermudaCollectorsSociety.com](http://www.BermudaCollectorsSociety.com)

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## On the cover

*World War II censored cover with aerial photograph of Bermuda by John Puzine.*

**BERMUDA POST is a quarterly publication of The Bermuda Collectors Society**

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### Deadlines

*Every publication has deadlines, and this journal is no exception.*

*Please do not wait until deadline to submit material as the issue is mostly complete by that date.*

**January issue:** Deadline is November 1, mailing date December 15

**April issue:** Deadline is February 1, mailing date March 15

**July issue:** Deadline is May 1, mailing date June 15

**October issue:** Deadline is August 1, mailing date September 15

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# PRESIDENT'S MESSAGE

By Nigel W. Shanks

By the time this reaches you, we will be well into 2025. So far there is not too much relating to Bermuda in the philatelic calendar, but the BCS will be sure to keep you updated with any news and events that come our way. The two major U.S. shows for 2025 are Westpex, held in the usual San Francisco Airport venue from April 24-26 and, of course, the GASS which will be held August 14-17 at the Renaissance Schaumburg Convention Center, 1551 North Thoreau Dr., Schaumburg, IL 60173. Please let me know if you plan to attend either (or both) and would like to meet up with other BCS members and I'll provide the introduction.



A huge thank you to those who paid their dues – it saves those who do the hard yards for the group time and energy. For those who have not resigned and yet still have not paid, an electronic version of this issue has been emailed to them with a final request for payment. Those members can mail a check to Secretary Jeff Dow or pay instantly online via our website at [www.bermudacollectorsociety.com](http://www.bermudacollectorsociety.com). Simply press the button “PAY 2025 DUES” and follow the steps. It's fast and easy. Another way to pay is to use your PayPal account and make the dues payment to [bermudacollectors@gmail.com](mailto:bermudacollectors@gmail.com).

A big thank you to Michael Blaine, who organized our first BCS survey for the membership and, of course, another big thank you to all those members who took the time to complete the online survey and give their views. Michael has compiled a summary of the survey as a YouTube movie, and this is available to watch on the website on the home page under “News and Upcoming Events.” I was heartened to see that participants rated the BCS 4.6 out of 5 and 83 percent stated that they would still consider membership of the BCS if *Bermuda Post* was only available in digital format. My personal view is that the way postage and print prices are going, a paper membership will soon be priced beyond what most would consider value for money. The BCS already is one of the more expensive groups to belong to.

A reminder that membership of the BCS entitles you to request any or all back issues as a digital file free of charge. With *Bermuda Post* going back to 1986, there is a huge wealth of information available. If you would like all or specific issues, please email me and I will get them off to you by email.

We urgently require more articles and ideally from new contributors so our group and *Bermuda Post* can prosper and be a relevant and informative source of information into the future. New contributors provide fresh, different and interesting perspectives which are of great benefit to the journal. This is not a new request; in fact, it is one that is made almost every issue and it echoes similar requests from other philatelic groups around the world. Please, please take some time to post or email your article to our editor and do feel free to run it past me first for a confidence boost. You don't have to be a great writer, you just need to have an opinion, or an interesting item or a question about some area of Bermuda.

All the best with your collecting.

## Coast Guard cutter sailor's mail from Bermuda

By John L. Puzine

I recently saw an unimpressive cover on eBay and was about to pass it by until I saw the return address was a sailor on the USCG Cutter *McCulloch* WAVP 386. The sailor was James A. Duvall, and he used the ship's name and Navy FPO #138 as part of his return address. Although he could have franked the envelope with U.S. postage and mailed it from the USN base post office, he chose to use Bermuda stamps. The two six pence definitive stamps have a very light St. George's cancel dated (?) November 1953, and the envelope has a South Houston, Texas backstamp dated November 19, 1953.

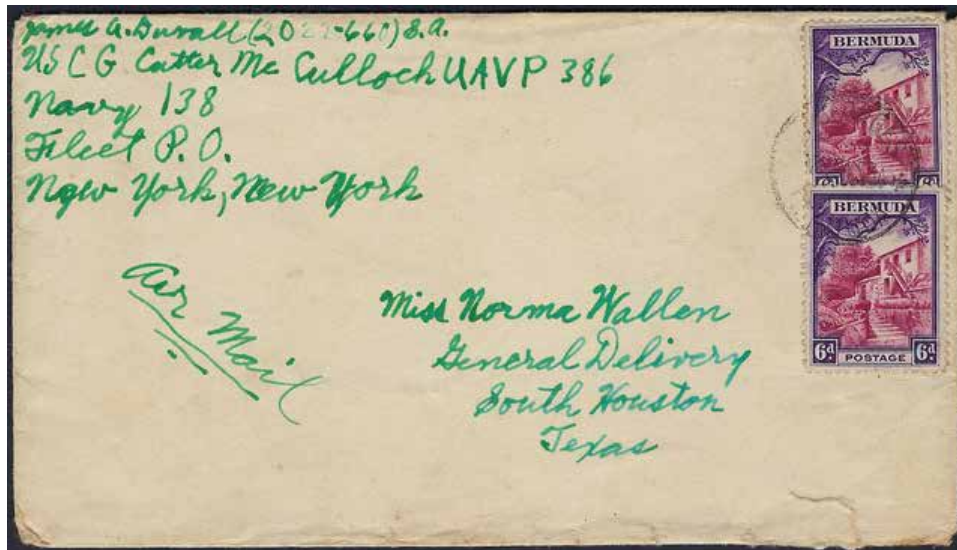


Figure 1

*This cover was postmarked at St. George's in November 1953 and sent to South Houston, Texas.*

The *McCulloch* had a long life. She was commissioned in 1944 for the U.S. Navy as a seaplane tender, but actually served as a PT boat tender during World War II, participating in numerous Pacific campaigns. After the war, she was decommissioned by the U.S. Navy and transferred to the U.S. Coast Guard. The *McCulloch* served as a Coast Guard cutter from 1946 until June 1972, with Boston, Massachusetts as her primary homeport. She then was transferred to the Republic of South Vietnam's Navy, and when the government fell in April 1975, she carried hundreds of refugees to the Philippines. The Philippine Navy took custody of the ship and after modernization she served their Navy until 1990.

I have always maintained that hundreds of warships from many countries called at Bermuda, but the only proof of a ship's visit is "sailor's mail" that obviously originated in Bermuda such as this cover. The eBay Sleuth must not have considered this cover worthy of reporting about, although I consider it a treasure. I paid just under \$5.00 for it including shipping and I have to say that I consider it a bargain.



# Private Postage Due Marking Used At The Hamilton Hotel

By Nigel W. Shanks

It is not uncommon to see pre-1920 mail from the U.S. to Bermuda with some sort of tax or postage due marking, possibly because many Americans thought of Bermuda, due to its close proximity, not as an international destination but a part of the U.S.A. However, I recently purchased something that not only have I never seen before, but which has not ever been seen by the specialist Bermuda dealer I purchased it from, nor any of the long time and extremely knowledgeable Bermuda collectors I have shown it to.

The cover, shown in Figure 1, is on its face a fairly standard hotel stationery cover from the U.S. to Bermuda with a crest and “Hotel Bon Air Augusta, GA. C G Trussel Manager” embossed on the reverse. The two-cent stamp, which was the U.S. domestic postage rate of the time, is cancelled with a Barry Machine Cancellation from Augusta, Georgia (AUGUSTA, -GA.-) and is dated March 4, 1898. The cover, sent from a guest of the Hotel Bon Air, is addressed to a guest at the Hamilton Hotel, Hamilton, Bermuda and bears the sender’s New York return address written vertically at left.



**Figure 1**

***Cover from March 1898 sent from Augusta, Georgia to the Hamilton Hotel in Bermuda.***

The correct postage rate to Bermuda at this time was five cents rather than the two cents paid and as such a 15 centimes tax handstamp was applied at New York, being double deficiency for the three-cent shortfall in postage. When the cover reached Bermuda, the post office applied the 3d postage due handstamp, being Ludington Due Type 1. This is all quite normal and what one would expect for such a short paid cover.

However, where things get interesting is that upon delivery to the Hamilton Hotel, another handstamp has been applied around and then below the 3d due mark. While the stamp is in two parts -- the top a circle and the bottom a rectangle -- I believe that it was one large handstamp rather than two separate ones. I can't be sure though.

The top part is a circle that looks like it was specifically designed to be applied around or over the deficiency amount (in this case 3d) that reads: “POSTAGE DUE / PENCE / PAID BY / HAMILTON /HOTEL” and then below it there is a rectangular box: “THE DEFICIENCY / ON FOREIGN MAIL / INSUFFICIENTLY PREPAID / IS CHARGED AT DOUBLE RATE.”

*Continued on page 6*

My hypothesis is that the Hamilton Hotel, depicted in a 1900s postcard in Figure 2, with 600 beds and which in advertising of the era was described as “the largest, finest, most complete and the best hotel in the Bermudas or in the West Indies” received a lot of deficient mail for guests and simply got tired of explaining and then collecting the deficiency postage on their mail. As a result this “unofficial” handstamp was created for its staff to apply to any deficient mail addressed to guests.



**Figure 2**  
*Postcard from 1898 showing the Hamilton Hotel.*

So far, this is the only example of this privately used handstamp that has been seen so we have no idea of its period of use.

Certainly I can't expect that it was in use long as, if it had, surely there would be far more examples in existence? Does anyone have an example in their collection? Certainly another thing to keep an eye out for when searching eBay, Delcampe, an auction catalogue or even a dealer's box.

For those interested in learning more on the Hamilton Hotel and seeing some delightful early Bermuda Hotel stationery, I'd highly recommend purchasing a copy of Horst Augustinovic's fifth monograph, *From Transportation to Accommodation*, available from our editor.

### ***Corrected information provided on article in April 2022 issue***

There is an update and correction to the article titled “Spanish ships ‘unexpectedly’ In Bermuda Waters” in *Bermuda Post* April-June 2022, beginning on page 4. The error is on page 5.

Nigel Shanks wrote: “While not disclosed by the captain or crew at the time, the *Cristobal Colon* was supposedly on her way to collect arms for the Royalists in the Spanish Civil War.” This sentence is not correct and the accurate account is as follows:

King Alfonso was forced off the Spanish throne in 1931. In 1936, the Spanish Republican government, essentially a Communist government, was in control of Spain. They were fighting Franco's army who were Nationalists. The *Cristobal Colon* was taken over by the Republican Government in August 1936. The *Cristobal Colon* was on its way to Mexico to collect arms for the Spanish Communist government.

Nigel Shanks apologizes for the error and thanks Jessie Hardy from the *Royal Gazette* of Bermuda for providing additional information.

### ***Limited time half price offer on unsold book!***

***We have three copies of Horst Augustinovic's book, The Bermuda Post Office and the Handling of Mail on hand which have not sold. The 96 page book, published in the 8.5 x 11 inch format, is comb-bound with cardstock cover. While copies remain, the price for each is \$20 post-paid in the U.S. See back page of this issue for ordering information. Don't tarry!***



# Question on Queen Elizabeth II revenue stamps

By Joseph Potts

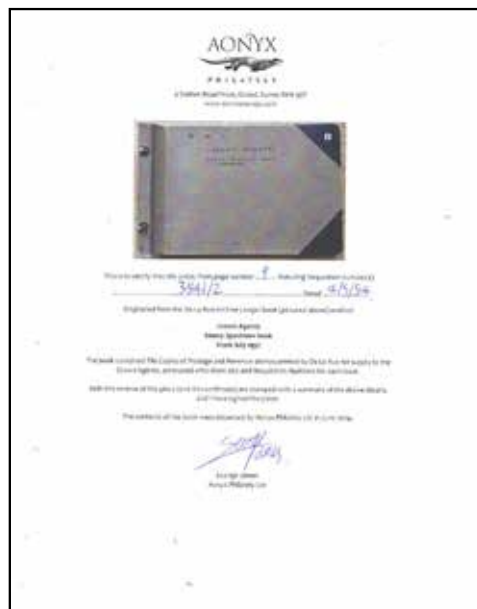
A recent eBay offering I was able to acquire contained what was described as Bermuda Revenue 1954 File stamp copies from a De La Rue Archive ledger book titled "Crown Agents Specimen Book From July 1952." The item consists of a piece of Page 9 of the ledger book "featuring Requisition Number 3841/2 dated 4/5/54" with examples of the four Revenue Stamps in the issue in £1, £5, £10, and £20 values.

I found this item to be particularly interesting, not only because it contained examples of the seldom seen £10 and £20 stamps, but also because of the July 1952 ledger book date as it was only a few months after Queen Elizabeth II ascended to the throne upon the death of her father, King George VI, in February of that year, and predated her June 1953 coronation by almost a year.

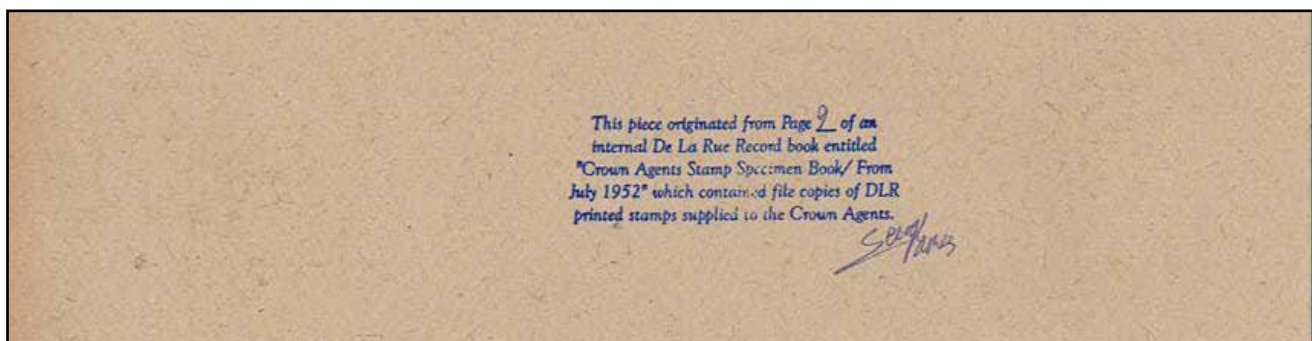
In addition, most of the literature I have seen indicates that these stamps were not issued until the early 1960s, as opposed to the stated "4/5/54" requisition date.

I wonder if any Bermuda collectors can shed some light on this apparent time gap?

*Certificate from  
AONYX Philately  
authenticating status of  
file copies.*



*Portion of De La  
Rue ledger book with  
Bermuda revenue  
stamps.*



*Part of De La Rue Record book.*



# A Bermuda Censor Apologizes: Digging Deeper into an Interesting Cover

By David Robinson

In June 2024 I was fortunate to win an eBay auction lot described as “United States - 28 Opened by Censor Letters – Not all Full Covers” for a very reasonable price. Twenty-seven of the covers were World War I censored covers to Denmark. While I’ll be asking a friend to help me identify any interesting Washington/Franklin material, the real gem of the lot that caught my eye is illustrated in Figure 1.

While I was drawn to the CL2 Censor Label #52, I was particularly excited about the commentary that was written on the label itself, presumably by the censor: “An apology for the opening of this letter will be found inside.”

Here’s where the fun of research begins. I first reached out to my BCS colleagues Horst Augustinovic and Nigel Shanks in order to get their perspective. I have done this in the past with different stamps and covers, as well as different BCS members to get their unique perspective. I have learned a lot through these interactions, and I encourage other BCS members to reach out to members in order to learn more about material that they may come across. Their responses led me to get on the internet to find out some information on the background of this cover.



**Figure 1**  
*Interesting cover with censor tape at left.*

## The Letter

The letter was sent from D.M. Key, postmarked in Essex, Connecticut on June 17, 1940 and addressed to David M. Key at the American Embassy in Rome, Italy. The sender information suggests that the letter was written by his son, David, Jr. (then 13), but the handwriting looks like an adult wrote it, likely his mother (and David, Sr.’s wife, Marjorie). There is no designation that this is an official letter, and there is no embossing to suggest anything but a private letter to a private citizen.

The letter is posted with the 30¢ transatlantic airmail rate, made up by Scott #817, #820, and #U436. The Rome arrival stamp on the reverse is dated June 25 or 26, 1940. It is likely that the letter was on eastbound Trip 143 (Atlantic Clipper, from New York arriving in Bermuda on June 18, 1940) or Trip 145 (Dixie Clipper, from New York arriving in Bermuda on June 20, 1940).

The letter was delivered to the U.S. Embassy in Rome. After Italy declared war on the United States, diplomatic relations were severed, and the American Embassy in Rome was closed on December 11, 1941. I have not been able to find out if David served in the embassy until closure, but eventually, the letter must have made its way back to the United States.



### The Key Family

The recipient of the letter, David McKendree Key, was a career Foreign Service officer. He was born in Tokyo, Japan in February 1900, where his father was a United States Navy officer. Mr. Key served in the Marine Corps during World War I. After the war, he graduated from Harvard College and studied at Cambridge University and at the Georgetown University School of Foreign Service. He entered the Foreign Service in 1925 and had assignments in Antwerp, Belgium; Berlin, Germany; London, England; Ottawa, Canada; Rome, Italy; Barcelona, Spain; and Rio de Janeiro, Brazil. He served as Ambassador Extraordinary and Plenipotentiary to Burma in 1950-1952 and finished his career as the Assistant Secretary of State for International Organization Affairs of the State Department. He retired from the Foreign Service in 1955 and lived in Florida until his death in 1988. It would have been so interesting if he had an official Bermuda connection, but unfortunately I was unable to establish anything. Most likely, he visited Bermuda as a tourist during his retirement years.

David M. Key's father was Albert L. Key, born in London in 1860. He graduated from the United States Naval Academy in 1882, and then began his naval career. He is buried at Arlington National Cemetery. From 1905 to 1907, he was naval aide to President Theodore Roosevelt. Later, he was chief of staff of the North Atlantic fleet, then he was captain of the Navy yard at Charleston, South Carolina. Commodore Key retired from active service in 1912, though he returned to service during World War I. Given his naval assignments, I would like to think that Commander Key visited Bermuda sometime in his career.

David M. Key's grandfather was David McKendree Key, who was born in Tennessee in 1824. He served in the Confederate States Army from 1861 to 1865 during the American Civil War and was promoted to lieutenant colonel of the 43rd Tennessee Infantry. He was appointed as U.S. Senator (filling the vacancy caused by the death of Senator Andrew Johnson in 1875), and served as Postmaster General of the United States in the cabinet of President Rutherford B. Hayes from 1877 to 1880. The only Democrat in Hayes' cabinet, his appointment was in part due to the terms of the Compromise of 1877. He was confirmed as a federal judge for the Eastern & Middle District of Tennessee from 1880 until his retirement in 1895. It's possible that there is some sort of Bermuda connection with Key's grandfather. Confederate gun runners were known to operate in and out of Bermuda and the United Kingdom was known to be a supporter of the Confederacy. I'd like to think that Grandfather Key went ashore in Bermuda as he was traveling home from London to serve his commission in Tennessee, but that is purely speculation. I'd also like to believe that as Postmaster General, he might have had some interactions with Postmaster James Henry Thies of Bermuda, who served from 1860-1880.

### The Act of Censorship

According to Peter Flynn, in his book *Intercepted in Bermuda*: "In general terms, postal censorship has had a dual purpose: 1) in peacetime, to prohibit or restrict severely the sending of obscene matter or, more recently, hate material through the mail; and 2) during wartime or emergency situation, to control the flow of information that might benefit enemies of the state." This purpose was controlled, in part, by the "White List" and the "Black List," which were given to the sorting staff to manage the different examination priorities.

The specific expectations of the "White List" stated that letters are to be transferred unopened: "(1) To, from or c/o Embassies, Legations, Ministries, Consulates-General, Consulates and their staffs, Official Missions or Delegations and the like." There were seven additional categories listed. It further stated that:

- Examiners should take special care not to open White List letters, as such opening might cause serious international trouble.
- Examiners must examine both sides of any envelope before opening it, to ensure that there is no crest,

embossed stamp, etc. indicating that the letter is official.

- If any official letter should be opened in error, the Examiner must refrain from any attempt to repair the mistake, and must report the matter at once to the Branch Censor.
- When the Examiner is in doubt as to the official status of writer or addressee, Special Examiners must be consulted before the letter is opened.

### **The Mistake and the Reaction (as hypothesized by the author)**

The subject letter was received within the first year of establishing censorship procedures. *The Bermuda Specialized Catalog* indicates that the earliest recorded date of any CL2 label was March 25, 1940. It is possible that the letter was incorrectly sorted and sent for censorship. Upon arrival, Censor #52 noted nothing that would indicate an official letter and it wasn't addressed to a known diplomat. As he opened the letter, he realized that he should not have done so, and immediately notified the Branch Censor. After discussion, an enclosure form was created (as noted by Horst Augustinovic, censors sometimes produced their own typewritten version when no printed enclosures were available or pertinent) and the unusual notice of the form on the outside (maybe it was the first time that Censor #52 had this happen to him).

I also wonder if the Branch Censor knew that negotiations were underway between Britain and the U.S. for what eventually became known as Lend/Lease (passed in March 1941). They hoped not to cause an international incident with this mistake. Upon receipt, Foreign Service Officer Key was likely upset that diplomatic decorum was violated. But being the diplomat that he was, as well as the impression and legacy that both his father and grandfather left him, he chuckled at the situation and kept the letter as a memento for bureaucracy at its best.

### **What Did I Learn and Take Away from Researching this Cover?**

When viewed through a lens of Bermuda philatelic history, there are a lot of possible Bermuda connections to this cover and to the recipient's family, both real and speculated. There is a high likelihood that as a Confederate officer, appointed Senator, and appointed U.S. Postmaster General, the recipient's grandfather visited and interacted with people in Bermuda. There is a high likelihood that as a Navy Commodore, the recipient's father visited the islands on official business. We know from Figure 1 that the recipient felt the impact of war-time censorship, even though he was supposed to be exempt from its oversight. What a fascinating piece to incorporate into a collection!

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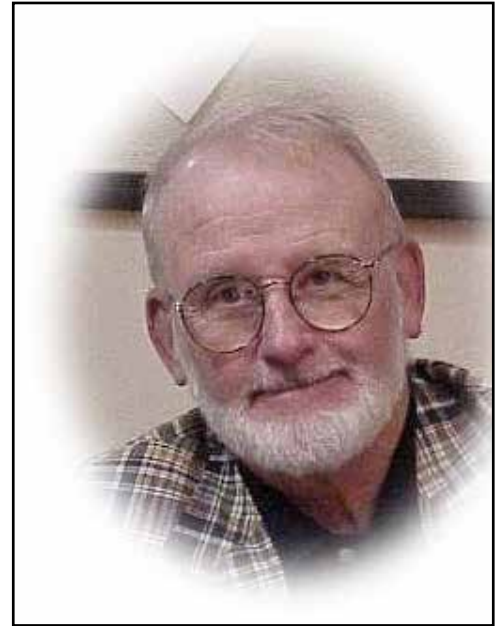
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## *Captain William S. Doxey, Sr. -- Pioneer Pilot*

**By Dr. Juan L. Riera**

**W**illiam S. Doxey (August 2, 1899 to December 3, 1944) was a pioneering pilot who can be described as very low key and a bit unconventional in how he became a pilot. Highlights of his career include having flown more than two million miles and more than 35,000 flight hours for Pan American Airways, having made more than 30 round trips across the Atlantic for PAA, classifying him as a master ocean pilot, having been based for six years at such Latin American posts as the ports of Trinidad, Cristobal in the Panama Canal Zone, and Maracaibo in Venezuela, and he was a reserve officer in the Army Air Corps for about 23 years. Doxey worked with such well known pilots as Charles Lindbergh and Basil Rowe at Pan Am and most certainly knew John Paul Riddle (Contract Airmail Pilot, founder of Riddle Airlines, and name-sake of Embry-Riddle University) who lived in his Coral Gables, Florida neighborhood as did Basil Rowe.



*Figure 1*  
*William S. Doxey, Sr.*

Doxey was born in Jackson, Mississippi on August 2, 1899, and went on to join the U.S. Army and fight in World War I, interestingly not a pilot yet. His flying career began in 1920 at Carlstrom Field near Arcadia, Florida, and at Fort Sill, Oklahoma. Carlstrom Field and the training program was unusual in that with the end of World War I and very rapid demobilization of the military, the Air Service Pilots' School was formed in January of 1920. By 1923 the program was closed at Carlstrom due to administrative difficulties of having 200 participants in the program training in Florida, Texas and California simultaneously.

Carlstrom Field, which never had a paved runway, had a caretaker unit dismantling buildings and selling them off as surplus and the land was rented out to local farmers and ranchers starting in 1926. The base was recommissioned for World War II and reopened in March 1941 under the operation of Riddle Aeronautical Institute (Embry-Riddle University) training Royal Air Force aviators. Remember the two had homes in the same Coral Gables neighborhood and even though Embry-Riddle University is currently located in Daytona Beach, Florida, it was originally based in Miami and Coral Gables. Beginning in 1921, Doxey was a reserve officer in the Army Air Corps and in mid-June 1944 gave up his position with PAA to enter active service as a Superfortress (B-29) pilot.

After getting his wings, Doxey did barnstorming in Texas and later flew for the Huff Daland Dusting Company, as a crop duster in both the U.S. and Latin America -- presumably with the change of seasons between the northern and southern hemispheres. This company was one of the precursors of Delta Airlines. He was in Peru when the airmail route between North and South America was inaugurated, and it was then on September 12, 1929, that William Sanford Doxey became connected with Pan American Air Lines. Ironically, it was about a month before the stock market crash that started the Great Depression. From that point on Doxey flew to and in every country in Central and South America, Africa and Asia.

During the Great Depression, being a pilot for Pan Am was a relatively well-paying job and in 1936

William Doxey was able to purchase six lots in Coral Gables and commission well-known architect William Shanklin, Jr. to design a two-story Colonial Revival home with five bedrooms. Doxey was an avid gardener, setting up his backyard with a slat house and greenhouse for plants he brought back from his travels. The highlight of his gardening hobby is that he brought back from Colombia White Bougainvillea which he introduced into the United States. White Bougainvillea, which he named after his wife Barbara, grew in his garden and donated it to Fairchild Tropical Botanical Gardens in Coral Gables leading to its distribution throughout the U.S.

On June 15, 1944 Doxey left PAA and reported for active military duty. He went through B-29 aircraft training at Great Bend Army Airfield in Kansas and was then stationed at Isley Field on Saipan in the Mariana Islands. He was part of the 498 Bombardment Group (Very Heavy), 873 Bombardment Squadron, with the rank of Captain and Service # 0-128801. His formation



**Figure 2**

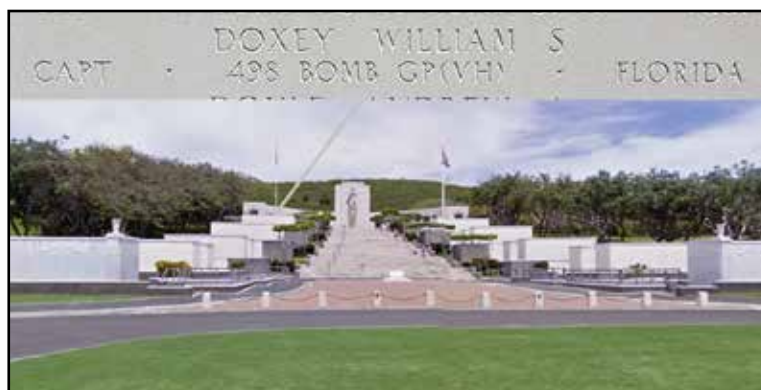
*Cover addressed to Capt. Doxey and postcard signed by flight crew.*



was bombarding the Musashino Aircraft Works and Nakajima Aircraft Engine Factory near Tokyo, Japan. He was killed on the return route home, when his battle-damaged aircraft was forced to ditch in the ocean near Hachijo Jima Island about 290 kilometers south of Tokyo. Initially he was declared Missing in Action and several months later the classification was changed to Killed in Action.

After his death, Barbara Doxey moved to Lisbon Street in Coral Gables. His young son, William Sanford Doxey, Jr., accepted citations awarded to his father. William, Jr. moved to Tallahassee upon marrying, eventually getting a Ph.D. in English and Literature and teaching in Tennessee.

William Sanford Doxey, Sr. seems to me to have been an exceptionally accomplished pilot who travelled extensively, was an avid gardener, and was very low-key. He was an airmail pilot and illustrated here (**Figure 2**) is an airmail cover mailed to himself to Bermuda signed by the pilot which sold in auction along with six postcards signed by the flight crews he was working with that he mailed home.



**Figure 3**

*Gravesite marker for William S. Doxey Sr.*



*Bermuda musings ...**Sometimes I wish they could talk*

By Horst Augustinovic

A postcard from Petrograd, Russia, and a letter from Monterrey, Mexico, sent to Mrs. J.O. Grey in Bermuda during 1917 and forwarded to New York, both have an interesting story to tell. At the start of World War I, "St. Petersburg" was renamed "Petrograd" because its original name sounded too German. Following Lenin's death in 1924, the city was renamed "Leningrad" and, following the collapse of the Soviet Union, it again became "St. Petersburg" in 1991. But back to Petrograd in 1917 where mutinous Russian Army forces joined with Revolutionaries in March, ending the Romanov dynasty. During the mass demonstrations over 1,300 people were killed, yet on April 10, a lonely stamp collector decided to write to Mrs. Grey in Bermuda, begging her to send him some Bermuda stamps. I hope that she did.

*Figure 1, left; Figure 2, right.*

The letter, mailed in Monterrey on December 28, 1916, was backstamped in Texas on January 2, 1917 and in New York five days later. Unfortunately, the Bermuda Post Office did not postmark either the postcard or the letter on arrival; however, as both were sent by registered mail and, having to be forwarded to New York, applied Bermuda registration labels and sent them on their way. The letter arrived in New York on January 16 and the postcard on June 25, 1917. It is interesting that the Bermuda Post Office did not request postage due for the registration of both items.

*Figure 3, left; Figure 4, right.*

*Bermuda musings ...***From Agar's Island to Dyer's Island and back**

By Horst Augustinovic

In cooperation with the Bermuda Natural History Society, Professor Edward Laurens Mark of Harvard University was instrumental in establishing the Bermuda Biological Station in 1903, initially located at the Frascati Hotel in Flatts. In 1906, the Bermuda Government was planning to build an aquarium and research laboratory near Flatts Bridge (now the location of the Bermuda Aquarium). However, in 1907 the British War Department withdrew from several locations in Bermuda and government decided to lease Agar's Island, which became the home of the Bermuda Biological Station until 1931.

Close to Pembroke Parish, Agar's Island was the location of a huge underground powder magazine built in 1870 by the Royal Army Ordnance Corps. In 1908 it was transformed into a public aquarium, opened

**Figure 1**

*A letter from the Bermuda Biological Station to Harvard University, while still on Agar's Island in 1917, showing Bermuda's CM15 censor mark in blue.*

**Figure 2**

*A year later the station has moved to Dyer's island, the censor mark is now black, and BERMUDA is still misspelled on the envelope.*

by none other than Mark Twain, while the rest of the island was leased to the Bermuda Biological Station. Laboratories and housing for around 20 students was built and in 1915, Dr. William John Crozier, also of



**Figure 3**  
A “Consignee Letter” addressed to Dr. Mark and Dr. Crozier, advising them that a shipment had arrived on the Quebec Steamship Line. In addition to the CM15 censor mark the letter was also stamped with the CM14 mark of the Chief Censor, William Robert Winter.

Harvard University, was appointed to manage the station on a year-round basis. In 1917 the British War Department reclaimed Agar’s Island and offered the Bermuda Biological Station nearby Dyer’s Island as a temporary location until May 1919, when the station moved back to Agar’s Island. This can be well documented with postal history.

In 1997 Agar’s Island was bought by billionaire James Martin, famous for writing *The Wired Society* in 1977, predicting computers and the Internet 25 years later. In 2005, he donated \$100 million to set up the James Martin 21st Century School at Oxford University, designed to bring together researchers to work on new ways to deal with the biggest threats to humanity. Calling it “Gunpowder Island,” Dr. Martin spent millions of dollars creating his retreat on Agar’s Island. He died in 2013.

## Old Time Bermuda

By Nigel W. Shanks



Almost every member will be aware that islands in Bermuda’s Great Sound were home to just over 4,500 Boer POWs who arrived on five different ships from South Africa from late June 1901. For most, the visit to Bermuda was brief with the great majority departing in the six months after the war ended on May 31, 1902. This period and the years following where some POWs remained behind provides an enormous amount of postal history to collect and study with photos, letters, postal markings, censor markings both in manuscript and as four different “censor” handstamps on mail to and from South Af-

rica as well as used locally, between the other camps and, of course, to destinations as far afield as Russia. The arrival of these POWs created a great deal of interest for Bermudians at the time and photographers made use of arrival and even camp scenes on postcards. While still scarce, this A. E. Bourne postcard is more frequently seen today. My question for the membership is which of the five ships is depicted on the card? And does anyone know the name of the steamer in the background and the smaller vessel in the foreground?





## Buyers on eBay should “look closely”

Prices for Bermuda items on eBay have been fluctuating recently. Sometimes we see items selling very high for no apparent reason, and other times quite the opposite. The two items I am reporting on here are examples of each case. First is a used PanAm plane ticket with a 12/6d KGVI keyplate affixed to pay Bermuda's Departure Tax. This item received 12 bids and fetched \$130. It had a low starting price, so I would expect the seller is a very happy camper. The ticket is illustrated below.



The stamp on the ticket has “Bermuda Immigration” and “PanAm” revenue cancels, and the date on the more legible handstamp is 1951. I would guess it is a perf 13 keyplate, most likely from the 1950 printing. A few years ago these “used” tickets were selling in the \$100 range, but then as more appeared on eBay, the realizations dropped. I do not remember many tickets showing upon eBay lately and that lower supply must have been the logic for bidders to push the ticket to its high of \$130.

The next example of a recent eBay sale is a King George V 12/6d keyplate with “Revenue” printed on both sides of the frame. The Flushing, New York seller lists many Bermuda stamps on eBay – always with a starting price of one cent. That seller's description usually has no text, but includes excellent pictures of the stamp he is selling. This item's listing title identified the stamp as “Bermuda Stamp #97, Mint, OG, H.”





The listing page had excellent images of both sides of the stamp, and the reverse had very tropical, dark gum, with a definite hinge mark. The front and back are illustrated on the previous page.

The starting price for this stamp was one cent, and after receiving 22 bids from nine different bidders, it ended up selling for \$229.50 plus shipping. It is obvious that some of the nine bidders realized that the stamp was a Stanley Gibbons' #F1, valued at £1,100.

There are a few interesting things to consider about this item, starting with the seller misidentifying the stamp. That said, I have to say that this is certainly not the first time a dealer failed to read the frame. Next is the low realization for a stamp with such a high catalogue value. If I had to guess I would say that the dark gum on the back turned off a few bidders.

In the case of the early KGVI printings, most have tropicalized gum, due to moisture. In almost all cases, the dark gum does not affect the front of the stamp. In the case of the "Revenue-Revenue" stamp, an example with clean, clear gum is probably an indicator of being washed and re-gummed. So this example is probably as authentic as it gets.

In conclusion the Sleuth is suggesting to eBay bidders that they "look close."

### *Nuggets from the past ...*

**I**n the July 1987 *Bermuda Post*, editor Reid L. Shaw commented on what he called "strange things" going on at the Bermuda Post Office. He said the surprise release of a 90 cent surcharged stamp the previous December caught everyone by surprise, only to be followed in April with an unheralded release of the Winslow Homer stamp booklet. Finally, at CAPEX in Toronto, first day covers of the aforementioned 90 cent surcharged stamp were released when previously no such covers were announced.

Also, Ernie Roberts wrote about Bermuda picture postcards, which, he suggested, were usually of limited interest to stamp collectors and postal historians alike.

Robert W. Dickgiesser and George H. Ulrich, Jr. teamed up to explore the background of Bermuda's "Ocean Race" issue, and A.E. "Buzz" Jehle discussed paper, shade and watermark varieties found on recent Bermuda stamps.

## *Bermuda society group meets at Sarasota stamp show*



*Dr. Juan Riera, a member of the Bermuda Collectors Society Board of Directors, led a general membership meeting for the society at the Sarasota National Stamp Exposition in Florida on January 18, 2025. He noted that although attendance was light at the show, the meeting was very informational. Shown with Dr. Riera, right, is Bruce Wasserman, editor of Airpost Journal. The photograph at right shows the municipal auditorium in Sarasota where the show was held.*

# Ruth Ellen Buchler, Maria Schiele, Arthur Hormann and the Koppel Affair

Part 3 of a four-part extract from Horst Augustinovic's book, *A Fascinating Life*

**O**f all the passengers removed from the *Marques de Comillas* on May 4, 1941, Ruth Ellen Buchler was initially considered a most dangerous Nazi agent.

She was accused of spreading Nazi propaganda when working at the German Library of Information in New York. In order to separate her from the others, she was placed on remote Nonsuch Island in the care of Arthur St. George Tucker and his wife. On August 1, 1941, she was transferred to the St. George's Barracks. She insisted that she was returning to Germany because her mother had serious health issues and because her own health had deteriorated.

In October 1943 a prisoner exchange was arranged with the German Government for 15 internees held in Bermuda, except Ruth Buchler. It was agreed that she could only be repatriated if a suitable *quid pro quo* could be found. It was also decided that Ruth Ellen Buchler would only be included in the repatriation if the group is sent by sea directly to the U.K. where she could be held until further arrangements were made for her exchange. This did not happen, and Ruth Buchler was one of the last six internees to leave Bermuda on April 13, 1944.

NAME <i>Ruth Buchler</i>	ALIAS	COLOUR <i>White</i>
SIGNATURE <i>R. E. B.</i>	ARRESTING OFFICER	
DATE OF ARREST <i>6/5/41</i>	DISTRICT <i>St. George's, Bermuda</i>	
BRIEF STATEMENT, DESCRIBING METHOD OF OPERATION, IN G.S. <i>Ex Spanish Ship "Marques de Comillas" by Naval Contraband Service.</i>		
AGE <i>31</i>	DATE OF BIRTH <i>22/10/1909</i>	BIRTH PLACE <i>Wolffenbuttel, Germany</i>
HEIGHT <i>5ft 3 in.</i>	WEIGHT <i>112 lbs.</i>	RESIDENCE <i>25 Riverside St. Brooklyn N.Y.</i>
BUILD <i>Medium</i>	SCARS	
COMPLEXION <i>Fair</i>	HAIR <i>Blonde</i>	EYES <i>Grey</i>
OCCUPATION <i>Secretary</i>		



*The intake document of Ruth Ellen Buchler.*



*Front (left) and reverse side (right) of a letter sent by Ruth Ellen Buchler to Mr. Emil Auer of the American Aid for German War Prisoners in Buffalo, New York.*

## Maria Schiele

NAME <i>Maria Johanna Schiele</i>		ALIASES		COLOUR <i>White</i>	
SIBS <i>P. J. W.</i>		ARRESTING OFFICER			
DATE OF ARREST <i>4/5/41</i>		DISTRICT <i>St. George, Bermuda</i>			
BRIEF STATEMENT, DESCRIBING METHOD OF OPERATION, OR C.I. <i>Ex-Spanish ship "Argueta de Guines" by Naval Contaband Service</i>					
AGE <i>27</i>	DATE OF BIRTH <i>7/10/1913</i>	BIRTH PLACE <i>Pforzheim, Germany</i>			
HEIGHT <i>5 ft 7 in</i>	WEIGHT <i>124 lbs</i>	RESIDENCE <i>Amer 2, 7 U.S.A.</i>			
HAIR <i>Blond</i>	SCARS				
COMPLEXION <i>Fair</i>	HAIR <i>Light Brown</i>	EYES <i>Blue</i>	OCCUPATION <i>Housewife</i>		



SPACE      GRAPH




Maria Schiele sent this letter to the Red Cross Committee in Washington on November 2, 1943. It shows the CM21 censor mark #22.

Intake document for Maria Schiele in 1941.

## Arthur Hormann

NAME <i>Arthur Hormann</i>		ALIASES		COLOUR <i>White</i>	
SIBS <i>P. J. W.</i>		ARRESTING OFFICER			
DATE OF ARREST <i>4/5/41</i>		DISTRICT <i>St. George, Bermuda</i>			
BRIEF STATEMENT, DESCRIBING METHOD OF OPERATION, OR C.I. <i>Ex-Spanish ship "Argueta de Guines" by Naval Contaband Service</i>					
AGE <i>27</i>	DATE OF BIRTH <i>7/10/1913</i>	BIRTH PLACE <i>Pforzheim, Germany</i>			
HEIGHT <i>5 ft 7 in</i>	WEIGHT <i>124 lbs</i>	RESIDENCE <i>Amer 2, 7 U.S.A.</i>			
HAIR <i>Blond</i>	SCARS				
COMPLEXION <i>Fair</i>	HAIR <i>Light Brown</i>	EYES <i>Blue</i>	OCCUPATION <i>Housewife</i>		



SPAC      GRAPH

The intake document of Arthur Hormann and a letter he sent to Mr. Emil Auer of the American Aid for German War Prisoners in Buffalo, New York.





### The Koppel Affair

When the passengers of the *Marques de Comillas* were removed from the ship for interrogation on May 4, 1941, the Koppel family was among those being detained. They included Karl Koppel, his wife, Elsbeth, and their two sons, Charles and Herbert. Their luggage included 12 large cases of blueprints, drawings, plans and precision instruments. There were also a large number of draftsman's diagrams of ground glass joints for chemical laboratory apparatus.

The conclusion was that Karl Koppel was a capable and experienced technician who appeared to have owned a factory manufacturing scientific glass apparatus and would be of obvious use in the German war effort. The family was interned. Promised that they would be able to stay together in the St. George's Barracks, they were extremely upset when the decision was made to send Karl Koppel and his older son Charles to Paget Island on July 25, 1941.

On September 27, 1941, the *Royal Gazette* summed up the incident as follows:

### AUSTRIAN INTERNEE IS CHARGED IN COURT Struck Officer of B.V.R.C. In An Internment Camp

*Karl Koppel, a native of Austria who went to the United States in 1912, and for several months has been interned at a camp in these Islands with his wife and two sons, was arraigned before the Wor. H. Martin Godet, J.P., on a charge of striking an officer of the Bermuda Volunteer Rifle Corps while the latter was carrying out his duties at the camp on July 25, 1941. The officer in question was Lieut. Harold Evans, and it was revealed that following the assault, Koppel received a bayonet wound for which he has been receiving treatment at the King Edward VII Memorial Hospital for several weeks.*

It was stated that for the last few years Koppel had been in failing health. He consulted several doctors in the United States and was told that it would be better if he returned to Austria, where he could be treated by specialists. Accordingly, Koppel sailed with his wife and two sons from New York on a neutral ship, but was interned in Bermuda. In view of the accused's ill health, Koppel was sent to prison for one month without hard labor.

On October 19, 1941, Rifleman K.F. Gibbons, BVRC, was found guilty by Court Martial of wounding Karl Koppel and Charles Koppel, prisoners of war, with intent to do them grievous bodily harm, but not guilty of the alternative charge of conduct to the prejudice of good order and military discipline. He was sentenced to four months detention. The Koppel family was among the last six internees to leave Bermuda on April 13, 1944.

NAME <i>Karl Koppel</i>		ALIAS <i>White</i>	
DATE OF ARREST <i>4/5/41</i>		DISTRICT <i>St. George's, Bermuda</i>	
CHIEF STATEMENT, BRIEFING METHOD OF INTERVIEW, OR CL <i>By Spanish ship "Marques de Comillas" by sea and land service.</i>			
AGE <i>47</i>	DATE OF BIRTH <i>7/3/1894</i>	BIRTH PLACE <i>Vienna Austria</i>	
HEIGHT <i>5'10" 11 in.</i>	WEIGHT <i>146</i>	RESIDENCE <i>Prisoner L.P. B.C.</i>	
BUILD <i>Slender</i>	HAIR <i>Dark</i>	OCCUPATION <i>Manufacturer</i>	
COMPLEXION <i>Ruddy</i>	NECK <i>Good</i>	EYES <i>Brown</i>	



SPAC      OGRAPH

*Intake document for Karl Koppel in 1941.*



# Bermuda New Issues

Information provided by the Philatelic Department, Bermuda Post Office

## BERMUDA COLLEGE

A new stamp issued on January 23, 2025 celebrates the Bermuda College's half-century anniversary and honors its history of excellence as Bermuda's only tertiary institution. For the last 50 years, it has helped countless students achieve their academic and career goals. The Bermuda College was created by the Bermuda College Act 1974. It began with the amalgamation of three institutions: the Bermuda Hotel and Catering College established in 1965; the Bermuda Technical Institute in 1956; and the Academic Sixth Form Centre in 1967.

Some of these institutions had even earlier antecedents. The Bermuda College crest depicts its antecedent institutions, and is still used as the official seal of the institution. Under the leadership of its first Chief Executive Officer, Mansfield H. Brock Jr. (1974-1977), the college upgraded and developed a curriculum for the education and training of young Bermudians.

Advisory committees, established with memberships drawn from professionals in local businesses, helped develop programs for major trade areas to ensure graduates were well-equipped for employment. University preparatory programmes were also developed to match the educational pattern of North American universities and enable students to obtain credit overseas for their work completed at the Bermuda College.

In 1974, the College utilized the facilities of its antecedent institutions. However, from its formation, the board had contemplated a single college campus for all of its programs, and to this end, acquired the Paget Stonington property in 1978. Construction began in 1979. The Stonington Beach Hotel and the building housing the training kitchens and hotel service laboratories were finished and occupied in September 1980. The Stonington Beach Hotel was built primarily to give students in hospitality programs practical experience, thus offering a unique training opportunity. The building program continued with New Hall (1988), the Student Centre (1990), the College Centre (1991), the Library (1992) and the Faculty Centre (1993). By 1996, the opening of North Hall and Technical Hall completed the campus.

In 2005 Bermuda College began its mission to become accredited by the-then New England Association of Schools and Colleges (NEASC), now the New England Commission of Higher Education (NECHE). In 2010 the College received its initial accreditation, which has opened more opportunities for students to transfer to overseas institutions with advanced standing and for the college to offer more professional certifications through its Athora Professional and Career Education (APACE) Division. The Bermuda College was re-accredited by NECHE in 2015.

Today, the Bermuda College offers a variety of academic, technical and professional programs and courses. Its 26-acre, wireless campus has 39 full-time lecturers and over 1,000 students, 552 of whom are registered in credit courses. Credit programs lead to associate degrees, diplomas or certificates, while the college's partnerships with external institutions provide on-island access to undergraduate degrees and professional certifications and designations.



*Design for new Bermuda College stamp.*

### COLLECTOR NOTES

#### Bermuda College

<b>Designer:</b>	Allana Simons
<b>Printer:</b>	Brebner Print
<b>Process:</b>	Lithography
<b>Stamp Size:</b>	31.16mm x 48.26mm
<b>Format:</b>	Sheetlet
<b>Perforation:</b>	13.33 per 2cms
<b>Pane:</b>	50 (2x25)
<b>Denominations:</b>	50¢
<b>Paper:</b>	CASCO Crown Watermarked
<b>Release date:</b>	January 23, 2025

## Did you know ...

### ... About the Bermuda Militia Artillery and the "Antioquia incident"?

By Horst Augustinovic

**B**ermuda had maintained its own militias since 1612. However, with the build-up of the British Army Garrison in Prospect and construction of the Royal Naval Dockyard, Bermuda's government stopped funding a militia and allowed the military reserve to lapse.

With Bermuda contributing nothing to her own defense -- and therefore doing little to protect the interests of U.S. citizens in Bermuda -- the U.S. Secretary of State withheld his approval of American investment in the building of the Princess Hotel and the dredging of the shipping channel into St. George's Harbour. Fearing a threat to its budding tourism industry, the Bermuda Legislature passed three acts authorizing a voluntary part-time artillery, rifle corps and engineers unit.



*Bermuda Militia Artillery insignia.*



*The Bermuda Militia Artillery manning one of their guns at the St. David's Battery.*

again in 1902 for the coronation of King Edward VII. While at the first camp in 1896, the BMA had only a single company of 10 men and three officers, its strength grew to over 200 during the next decade.

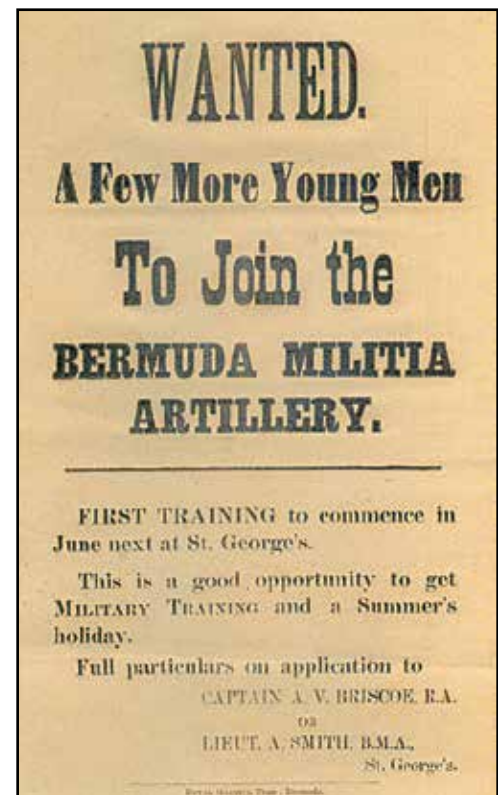
During World War I, two contingents served with the Royal Garrison Artillery on the Western Front. The first, consisting of 201 officers and men, left for France on May 31, 1916 and the second, a smaller contingent, left on May 6, 1917. Both contingents merged in France and became the Bermuda Contingent, Royal Garrison Artillery, which served at the Somme and in the battle for Vimy Ridge. At Ypres, three men were killed and several wounded.

At the death of King George V in 1936, the BMA was instruct-

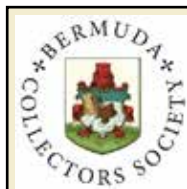
*Continued on page 23*

The Bermuda Militia Artillery was raised in 1895 essentially as a reserve for the Royal Garrison Artillery in Bermuda. While BMA recruitment was restricted to blacks, its officers were white. Recruits enlisted for six years; however, after 27 days of basic training, they only had to attend an annual camp. They wore the standard Royal Artillery uniforms and cap badge.

In 1897, a small contingent was sent to England to take part in Queen Victoria's Diamond Jubilee and



*The 1896 recruitment poster for the Bermuda Militia Artillery.*



## Secretary's Report

By Jeffrey Dow  
jmdcollectibles@yahoo.com



### NEW MEMBERS

Gerhard Peters

### ADDRESS CHANGES

*None this quarter*

### DECEASED

*None this quarter*

### REINSTATEMENTS

*None this quarter*

### RESIGNATIONS

George Fabian, Gino Gagnon, John Hallam,  
Tom Mahon, John Whelihan

### NON-RENEWALS

*None this quarter*

### DONATIONS

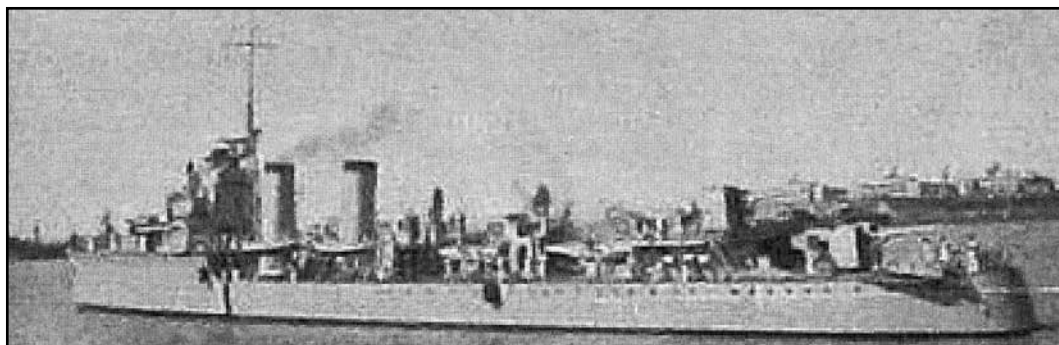
Sue Avery, Sande Bishop, Roger Brody,  
Ron Buege, Peter Coakes, O. Allen Davis,  
Carl Faulkner, Edward Harris, Frank Havnoonian,  
Wayne Henderson, Vincent Kordack,  
Denis Littlewort, Leonard Long, David Pitts,  
Joseph Potts, John Ouzine, John Seidl, Ian Sellick,  
Robert Tweedus, Ian Watson, Michael Wilson

### STATISTICAL REPORT

Membership at end of previous quarter:	117
New Members:	1
Reinstatement:	0
Loss (non renewals):	10
Resignation:	5
Deceased:	0
Current membership:	103

## ***Bermuda Military Artillery and the Antioquia incident — Continued from page 22***

ed to fire a memorial salute of 70 blank rounds at one-minute intervals from their guns at St. David's -- one for each year of the king's life. Apparently there were only 27 rounds of blank ammunition in stock and 43 live rounds had to be used. As it was thought unlikely that any ships would be in the area, the guns were elevated to their maximum range of 8,000 yards and the firing began. What the gunners were unaware of was that the *Antioquia*, a British-built destroyer of the Colombian Navy, was on its way to Dockyard for repairs and found itself on the receiving end of the artillery barrage. Fortunately, the destroyer was not hit and an international incident was narrowly averted.



*The Colombian Navy destroyer Antioquia.*

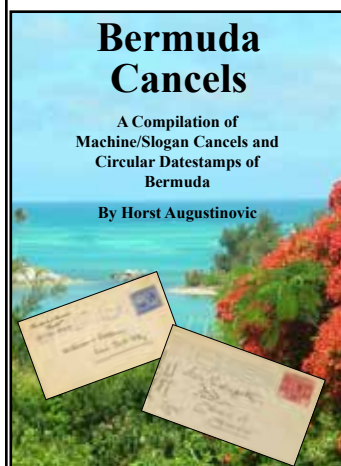
*The "Did you know ..." column is excerpted from Horst Augustinovic's three book series,  
What you may NOT know About Bermuda.*

*For information on these very informative hardcover books (with lots of philatelic information!),  
contact Horst by email at horstaugustinovic1@gmail.com*



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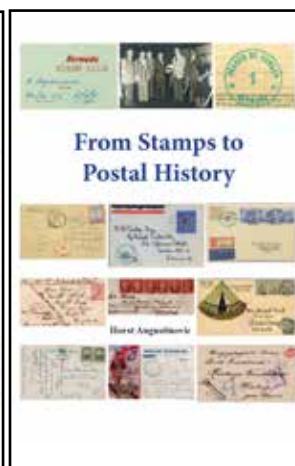
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\$40 elsewhere.



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\$40 elsewhere.



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Office and the Handling  
of Mail***  
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\$50 elsewhere.



***From Stamps to  
Postal History***  
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\$35 Canada,  
\$40 elsewhere.



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\$50 elsewhere.

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***The Bermuda Post Office and the Handling of Mail*** is an extensive look at post office history and development of the mails from 1784. Each post office is described in detail with information on rates and markings in the 96 page book.

***From Stamps to Postal History*** is a look at history of the Bermuda Stamp Club, philatelic society and eight exhibitions, as well as Horst's quest to find 50 censor markings. It's all covered in 82 pages in color!

***From Transport to Accommodation*** is an examination of how philately has played a role in transportation and public accommodations in Bermuda. The 88 page book is lavishly illustrated with both philatelic items and antiquarian photographs.

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