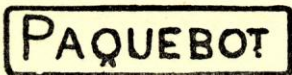


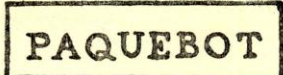
The PAQUBOT Mark # 4035

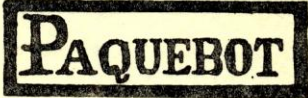
„Mysterious“ named the author of the Cavendish Catalogue the above mentioned mark when he offered one piece in a batch of worldwide unidentified Paquebot marks in December 2014 at page 216 of the Roger Hosking Collection Auction Catalogue. But there is nothing mysterious about this mark without the “E”.

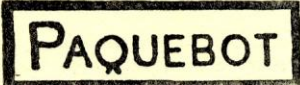
Already M.A. Studd described this stamp in his 1953 published book on page 26 as “Used by Shipping Lines plying in Asiatic waters” and gave the mark the number A 217, see below.:


Index No.	Illust. No.	Port	Measurements in millimetres	Dates	Valuation	Remarks
Used by Shipping Lines plying in Asiatic waters						
A209	A209	NIPPON-YUSHEN	31½	—	B to C	
A210	A210	KAISHA Line	Frame 37½×9½	—	B to C	“O.M.” Not seen. Similar to A203 but smaller letters.
A211	A211	“	Frame 37×9½	1925/1929	B to C	Violet.
A212	A212	“	Frame 40×12	1936	B	Red. Similar to A209 but higher frame.
A213	A213	“	Frame 38×11½	1939	B	
A214	A214	“	Frame 40½×8½	1939	B	Like A210 but larger.
A215	A215	“	Frame 38½×10½	1941	B to C	Violet.
A216	A216	OSAKA-SHOSHEN	25½	—	B to C	
A217	A217	KAISHA Line P. and O.	Frame 33×7	1898-1908	C	Note “E” omitted. Often on P. & O. stationery, with Colombo date-stamp. A p.c. written at Vigo (Spain), which reached London 3 days later indicates P. & O. marking and not Colombo.

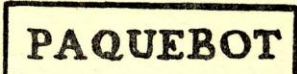

A209

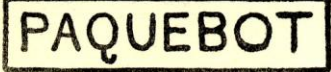

A210

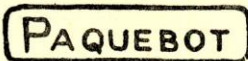

A211

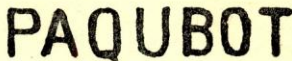

A212


A213


A214


A215


A216


A217

E. Drechsekl mentions this stamp in his 1984 published catalogue “The Paquebot Marks of Asia” on page 14 and assigned it to the port of Colombo limiting that the mark was also used by P&O ships in Europe. He gave it the catalogue no. Colombo 2. See figure below.:

CEYLON						
Port & Number	Mark	Size Frame	From: To: Before * After	Other Ports	Number Studd Joesten	Remarks
Colombo	2	37	*1898—1908		A217	PAQUEBOT. Usually with Colombo cds as AU 16 00, but also off P & O ships in European waters.

PAQUBOT
Colombo 2

R. Hosking assigns this mark to the Miscellaneous Paquebot Markings section on page 288 of his 1987 catalogue and gave it the number 3035. He wrote about it:

“Type 3035 was originally thought to have been used at the post office at Colombo, but the irrefutable laws of time and space now conduce to the notion that it was wielded by the purser of an (unknown) P&O liner: period of use approximately 1898 to 1908.”

philatelic inspiration. Type 3035 was originally thought to have been used in the post office at Colombo, but the irrefutable laws of time and space now conduce to the notion that it was wielded by the purser of an (unknown) P&O liner: period of use approximately 1898 to 1908.

Paquebot.

3034

PAQUBOT

3035

In the 3rd edition of his catalogue “Paquebot Cancellations of the World” of 2000, the mark now has the number 4035.

cachets for good measure. Many, but not all, are clearly of philatelic inspiration. Type 4035 was originally thought to have been used in the post office at Colombo, but the irrefutable laws of time and space now conduce to the notion that it was wielded by the purser of an (unknown) P&O liner: period of use approximately 1898 to 1908.

Paquebot.

4034

PAQUBOT

4035

M. Dovey and K. Morris kept the number for the “ominous” mark in their catalogue “Paquebot Cancellations of the World and more ...” of 2010 but explain the use of the mark slightly different from R. Hosking due to newer findings as follow: **“Type 4035 was definitely used on the Orient Line ship S.S.”OPHIR” and is also known on a number of PPC’s from Royal Mail Line (GB) as well which bears out the argument that it was a private mark held by a Purser who maybe worked on the joint Orient Line – Royal Mail Line service to Australia at some time, but definitely not P&O as first thought.”**

Paquebot.

4034 Studd A115 & 116

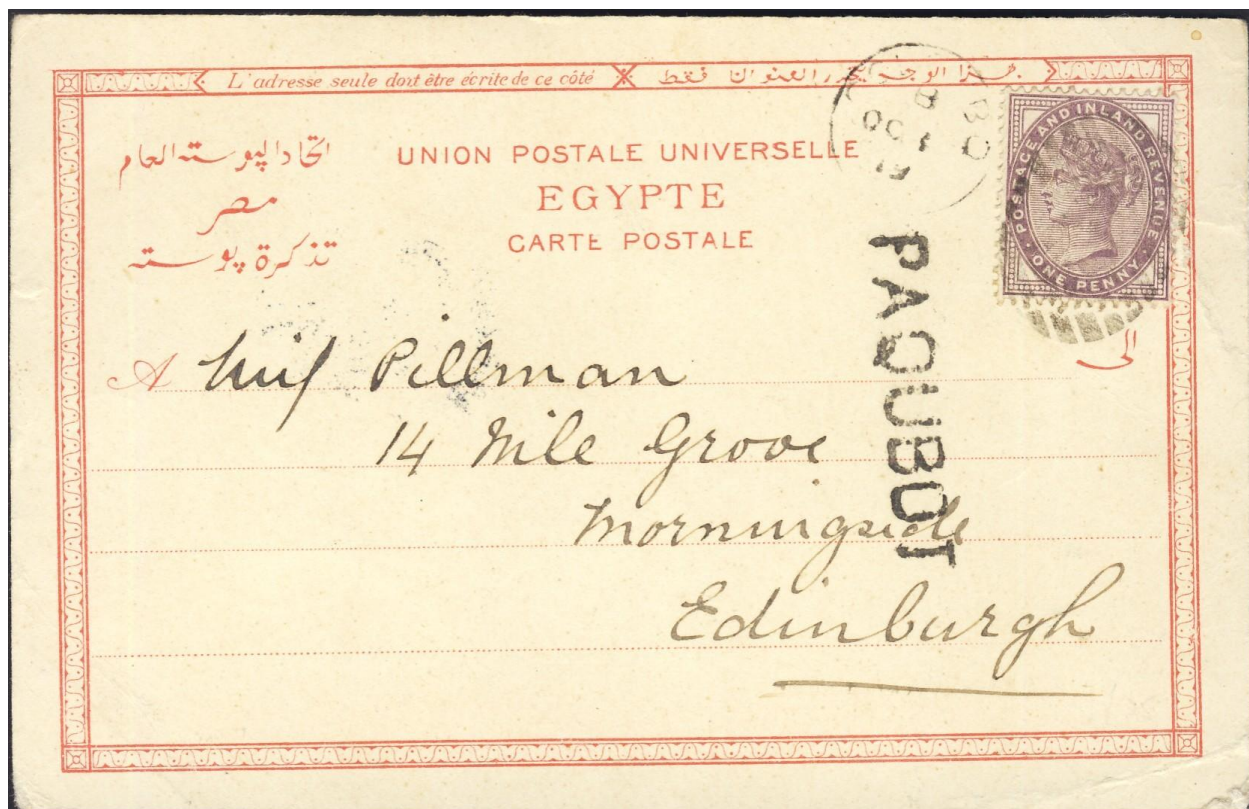
PAQUBOT

4035 Studd A217

Type 4035 was definitely used on the Orient Line ship S.S OPHIR and is also known on a number of PPC’s from Royal Mail Line (GB) as well which bears out the argument that it was a private mark held by a Purser who maybe worked on the joint Orient Line – Royal Mail Line service to Australia at some time, but definitely not P&O as first thought.

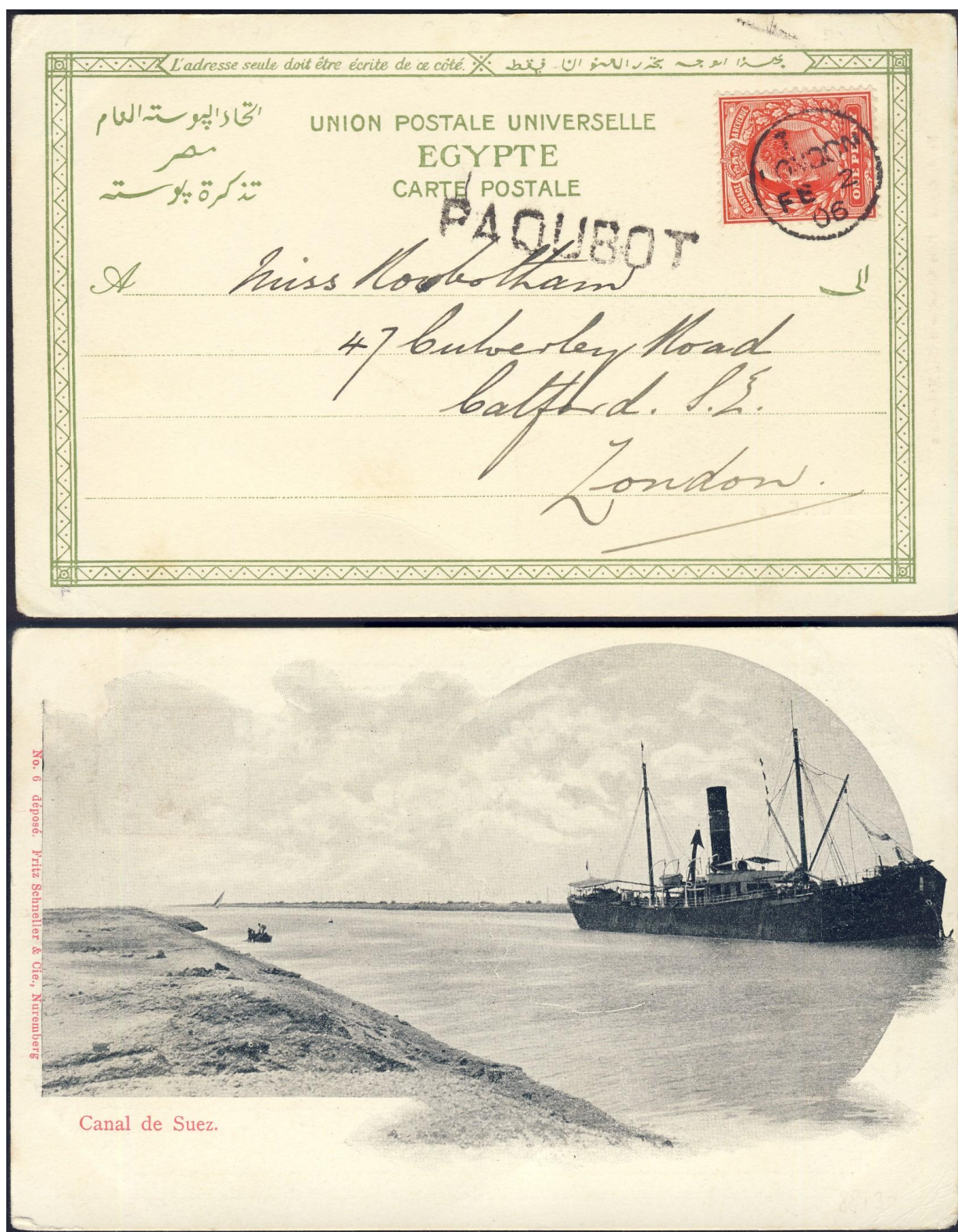
So that the interested reader gets a small insight into the probably various manifestations of this mark, 5 items are illustrated in the following.



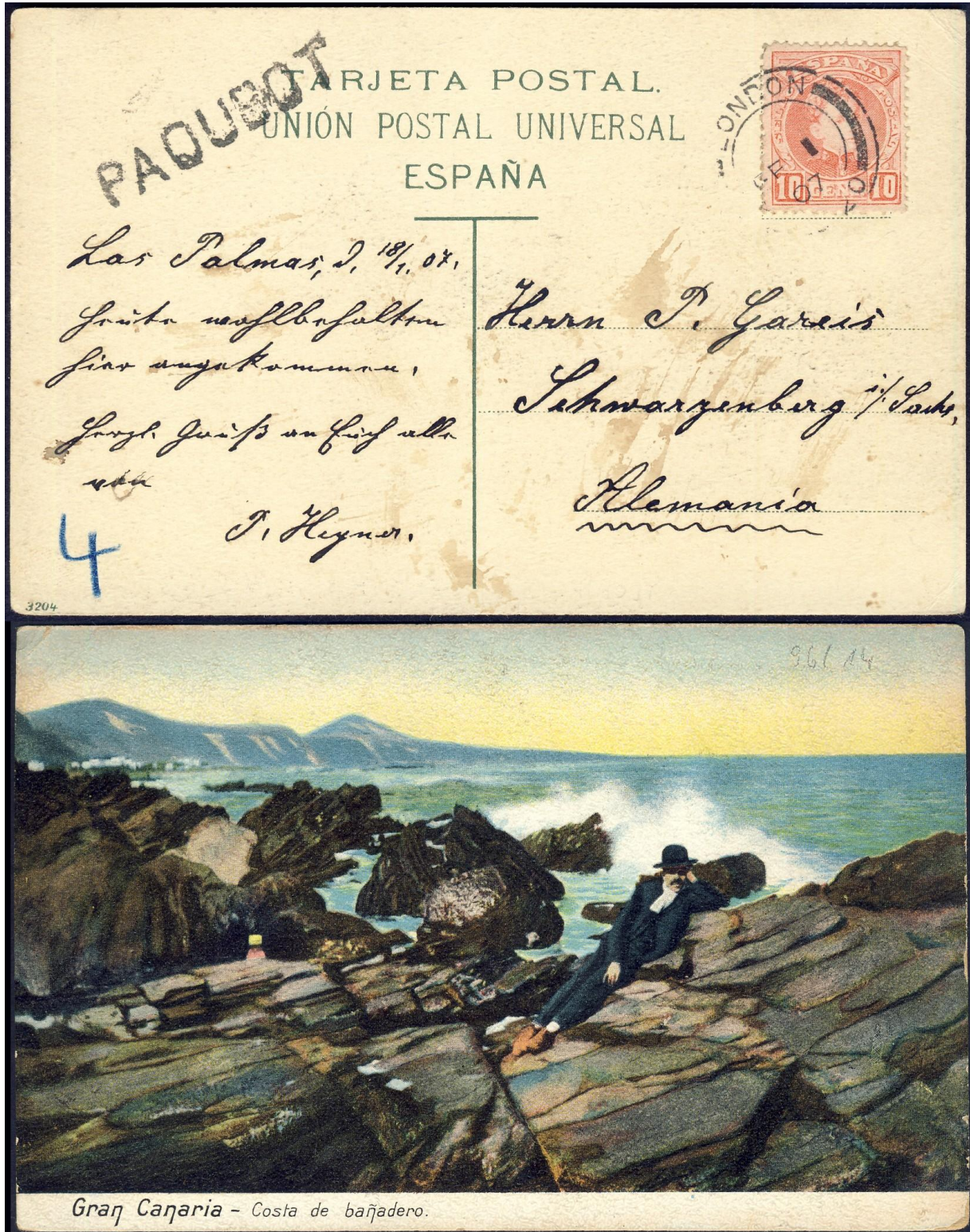


The first two cards were each stamped in Colombo with the date 8 OCT 1900. Apparently they are from the same sender, since the recipients have the same surname and live in Edinburgh. The second card bears the inscription "Indian Ocean Oct. 5 1900". From this one can conclude that the ship was eastbound.

The next document is not so meaningful. Since the card shows a picture of the Suez Canal and was stamped FE 2 06 in London, one can assume that the ship was westbound on the way.



On the text page of the fourth card a traveler reports in German language that he "arrived safely here (Las Palmas) today (18.1.07)". The card has a Spanish stamp and went via London (FE ?? 07) to Schwarzenberg in Saxony.



The fifth cover is the size of a lady's letter, franked with a French stamp and stamped with an illegible date in Colombo. The date 28 AVR 00 can be seen on the back of the arrival stamp from the destination Marseille. On the somewhat weakly chipped ship's stamp the inscription "PAQUEBOT OCEANIA" can be deciphered. The MV "OCEANIA" was used in the Far East liner service from 1892 to 1900.



If a reader of this small description of stamp # 4035 has additions or improvements or new information I would be happy to add them here. I would also be very happy about pictures of other covers/cards that bear this mark.

Please send contact mails to: upload@paquebot.info

Captain P. Schulz

September 2020