

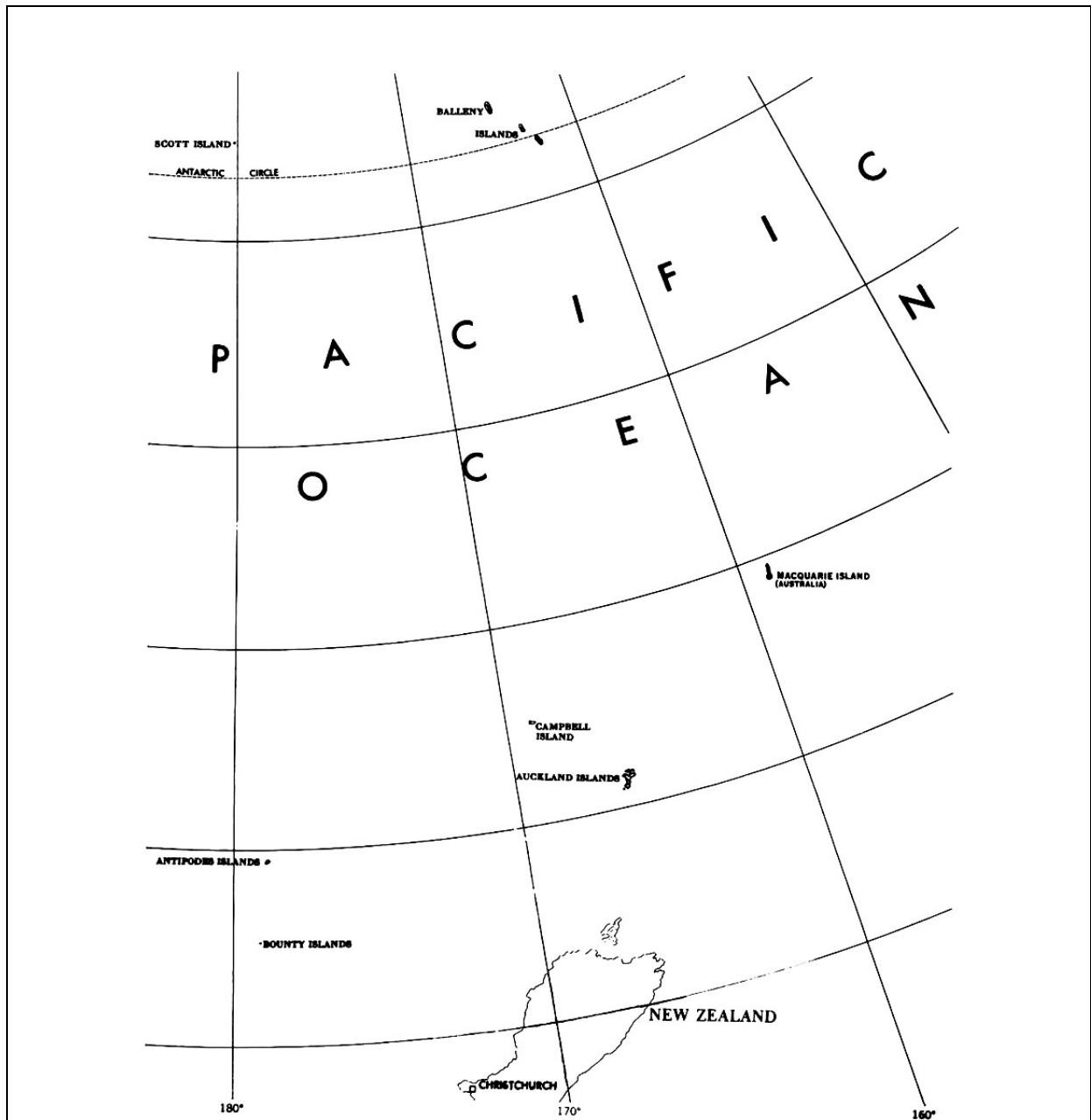
A Postal History of Campbell Island/Motu Ihupuku (NZ)



Mark Jurisich FRPSNZ

4th Edition update

May 2018



The Sub-Antarctic Territory of New Zealand

**A Postal History of
Campbell Island/Motu Ihupuku (NZ)**



Mark Jurisich FRPSNZ

Introduction and Acknowledgements

Campbell Island had its post office between 1952-1995. During that period, only four datestamps were used, with limited cancellation usage (see Appendix 2). The small number of New Zealand Meteorological Service staff stationed on the island each year produced only a few cachets (see Appendix 5). The ships that carried mail to and from the island were few, with even fewer air mail drops (see Appendices 3 & 4). Generally, the island maintained its geographic isolation - apart from occasional letters, a quarterly insert in the Journal of the New Zealand Antarctic Society appears to have been the only external report on island activities.

This revised and reformatted 4th edition includes additional material since publication of my earlier monographs of 1996, 2002 and 2004. I am grateful to Paul Wales of Classic Stamps New Zealand, Prof. Niels Bruhn of Germany, Andrew Fitzhardinge of Australia and many, many others for access to their collections. Images of covers are scaled for consistency in presentation. Campbell Island postal rates are the same as those of New Zealand.

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May 2018

Contents

	Page
Early History	7
1895 Sheep Farming	7
1907 Canterbury Philosophical Institute Expedition	7
1909 Sheep & Whaling	8
Post WWI	9
1941-45 Cape Expedition	9
1945 Stations revert to civilian status	9
1948 Met Station new location alternatives	11
1950-52 Second Galathea Expedition	12
1952 Opening of the Post Office	12
1952-53 season	13
1953-54 season	14
1954-55 season	15
1955-56 season	15
1956-57 season	16
1957-58 season	17
1958-59 season	18
1959-60 season	18
1960-61 season	19
1961-62 season	20
1962-63 season	22
1963-64 season	22
1964-65 season	27
1965-66 season	29
1966-67 season	30
1967-68 season	30
1968-69 season	31
1969-70 season	33
1970-71 season	34
1971-72 season	35
1972-73 season	36
1973-74 season	36
1974-75 season	38
1975-76, 1976-77 seasons	39
1977-78, 1978-79, 1979-80, 1980-81 seasons	40
1981-82, 1982-83 seasons	41
1983-84, 1984-85 seasons	42
1985-86 season	43
1986-87, 1987-88 seasons	44
1988-89 season	45
1989-90 season	46
1990-91, 1991-1992, 1992-93, 1993-94 seasons	47
1994-95 season	48
 Post 1995 Visits	
1999 The Kermadec DX Association	49
2001 Rat Eradication Campaign	50
 Select Bibliography	 51
 APPENDIX 1	 52
APPENDIX 2	63
APPENDIX 3	68
APPENDIX 4	70
APPENDIX 5	71

Early History

Situated 660km south of New Zealand at 55°5'S, 169°2'E, Campbell Island was discovered in January 1810 by Captain Frederick Hasselburgh who named it after Robert Campbell of Campbell & Co., Sydney in whose ship, the *Perseverance*, he was sailing. D'Urville (1839), Wilkes (1839), Balleny (1839), Biscoe (1839), Ross (1840) and Bull (1894), all called at the island. On 12 November 1863, The *Grafton* sailed from Sydney and a party of four spent a month prospecting for a supposed vein of tin; they found none and ended up shipwrecked on Auckland Island. Other shipwrecks occurred later so a castaway depot site was built in Perseverance Harbour around 1868. From 1882 to 1906, depots were gradually improved, and buildings erected. In 1874, the French Transit of Venus Expedition stayed for three and a half months in Perseverance Harbour. In December 1900, F.W. Hutton visited and reported on his work in the *Transactions of the New Zealand Institute* for 1901. Later, L. Cockayne collected plants in the winter of 1903 (Kerr 1976).

1895 Sheep farming

In 1895 the Government leased, for 21 years, 11,400ha of the island to a syndicate led by James Gordon. He, with three staff, sailed for the island aboard the ketch *Gratitude* on 26 April 1895 with 300-400 sheep and 12 months' stores. They set up a small station in Tucker Cove, but it was soon abandoned, and the animals left to run wild. In March 1900 Captain W.H. Tucker took over the lease. Tucker, with Gordon as manager and several assistants, sailed on the *Rimu* on 3 January 1901 with a thousand sheep. Another thousand were shipped later that month and a third thousand in March 1902. Gordon withdrew in July 1902. Tucker then hired Shetland Islanders Andrew Nicholson, Adam Adamson, Peter Williamson and Bill Manson, but even they could not handle the isolation and bad weather and left in 1906 (Kerr 1976).



Captain Tucker and party about 1905 (photo IS Kerr)

1907 Canterbury Philosophical Institute Expedition

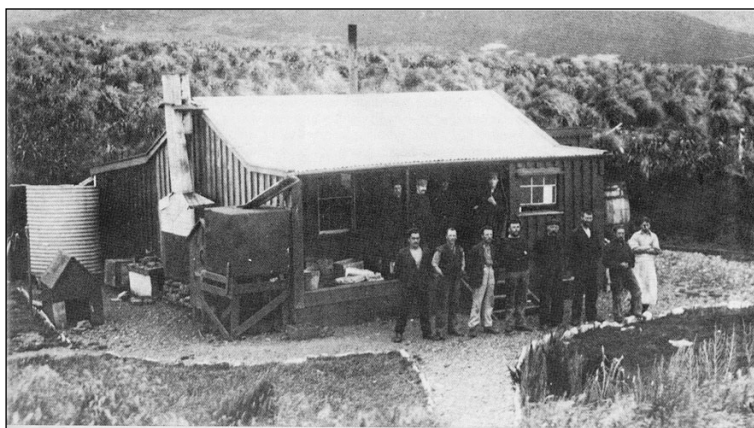
In 1907, a party of 22 scientists, from the Philosophical Institute of Canterbury NZ, visited the Auckland Islands and Campbell Island.



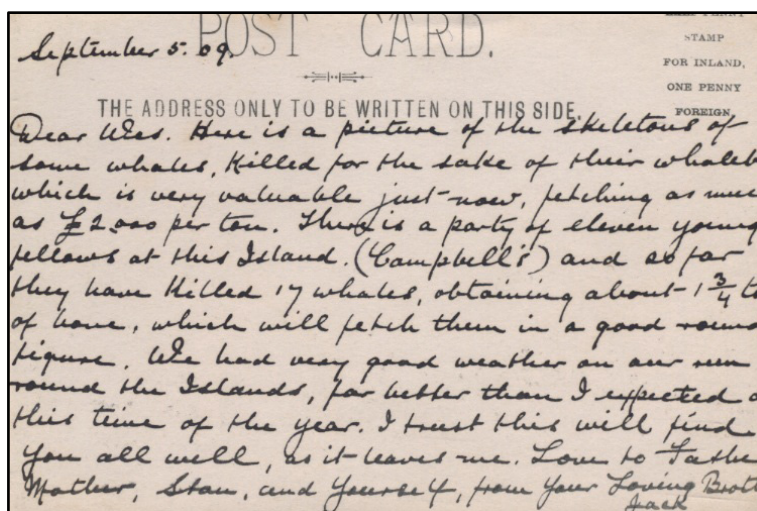
E. Kidson, H.B. Kirk, J.B. Marshall and C. Chilton comprised the Campbell Island Party. The expedition team travelled on the government steamer *Hinemoa* that left Bluff on 14 November 1907 while she was making her annual inspection tour of the sub-Antarctic Islands. When they reached the Auckland Islands, the expedition found C. Eyre who had been shipwrecked, so he joined the Campbell Island Party who stayed eight days on Campbell Island from 17 November 1907.

1909 Sheep & Whaling

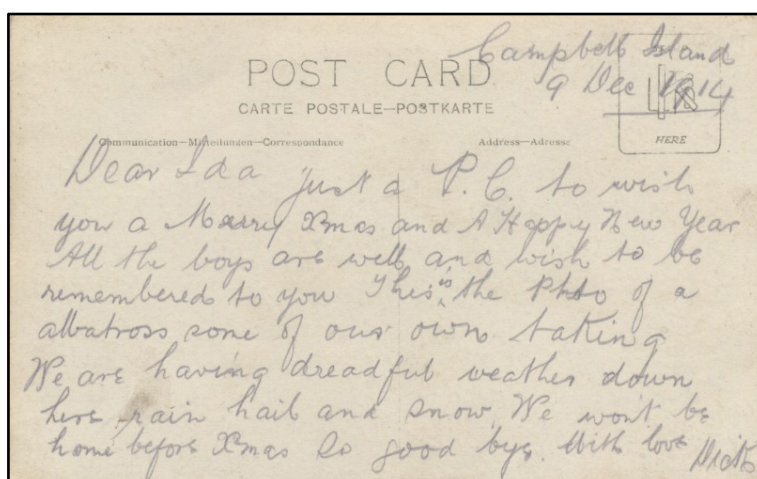
Tucker then contracted a group of Tory Channel whalers from Marlborough, known as the Te Awaiti Group, to combine whaling and sheep tending on the island. Dick Norton and his four brothers, joined by six others from Te Awaiti, went to Campbell Island in the *Hinemoa* early in 1909 to hunt whales and seals and to tend sheep.



The Te Awaiti Group on Campbell Island in 1906 (photo IS Kerr)



5 September 1909, written by a visitor to Campbell Island



9 December 1914, written by Dick Norton on Campbell Island

The group remained on the island until February 1916 when they returned to New Zealand on the *Rachel Cohen* to enlist, following the outbreak of World War I.

Post WWI

Government steamers on their regular inspection tours provided passage for explorers until the late 1920s. Hawea Thomson, Bill Manson, Don Mackay and Charles Green spent 18 months from November 1921 (arrived per SS *Karamu*) to May 1923 (departed per *Tutanekai*) running the sheep farm on the island. Among the latter visitors to the island were W.R. Oliver and H.S. Guthrie-Smith in March 1927. Shortly after, inspection tours and scientific exploration came to an end. From 1938 onwards, Royal New Zealand Navy ships regularly patrolled the sub-Antarctic islands.

1941-1945 Cape Expedition

The Cape Expedition was the name given to a secret five-year wartime program of establishing coastwatching stations on NZ's sub-Antarctic islands. The Public Works Department, Aerodrome Services Branch, managed the Cape Expedition program. Auxiliary schooner *Tagua*, carrying the first contingent of coastwatchers, sailed from Wellington on 5 March 1941, with the first field party of four:



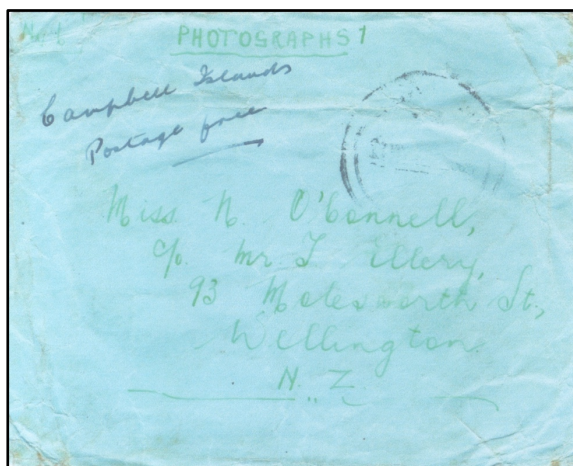
N. Trustum, L.J. Stanaway, R. F. Wilson, E. W. Mitchell (photo I.S. Kerr)

- 1941 L.J. Stanaway (leader), E. W. Mitchell, R. F. Wilson and N. Trustum
- 1942 L. Clifton (leader), J. H. Sorensen, W. S. McDougall, T. Cameron and E. Cahill
- 1943 D. G. Knowles (leader), J. H. Sorensen, J. H. Trigger, A. L. Duthie and W. Ineson
- 1944 L. H. Pollock (leader), R. W. Balham, A. Stanbury, R. Oliver and J. Carlyle
- 1945 J. H. Sorensen (leader), H. Atkinson, J. Copp, L. Sharman and E. Clinker. The party arrived on the island in January and did not get picked up until the following Christmas.

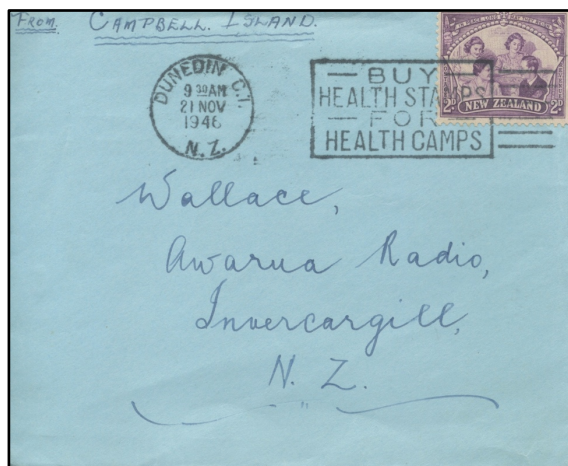
Three stations (portable prefabricated huts) were established, at Ranui Cove and at Carnley Harbour on the Auckland Islands, and at Tucker Camp in Perseverance Harbour on Campbell Island. The 57-ton MV *Ranui* with a crew of four was based at Auckland Island to serve as a link between the stations and, in an emergency, the outside world. The stations were in wireless contact with NZ through Awarua Radio. From June 1942, the stations began reporting weather conditions daily; the reports were so valuable that in the third year of the program trained meteorologists joined the relief parties. Surveyors, geologists and naturalists were part of the program, during the fourth and fifth years of which a special party of three completed the survey of the island groups.

1945 Stations revert to civilian status

When the coastwatchers were demobilized on 15 October 1945 and withdrawn, the stations reverted to civilian status under direct control of the Public Works and Post and Telegraph Departments (*Kerr 1976*).



DUNEDIN 09 MAY 1946
on reverse: signed by H.F. Ellery



DUNEDIN 21 NOV 1946
contains letter from H.F. Ellery dated 15 November

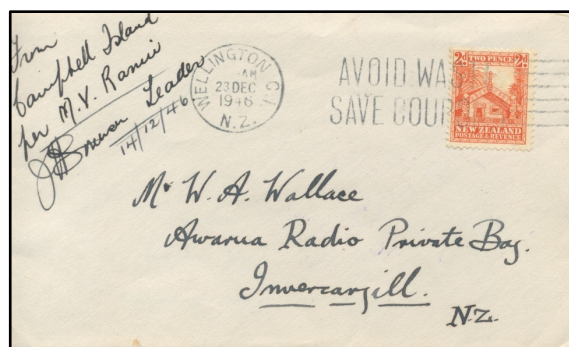
1945-46: A.B. Newson (Survey Expedition Leader)?

1946-47: J.H. Sorensen, E.I. White, others

E.I. White came down with appendicitis on 29 April 1946. A Catalina flying boat, piloted by Flight Lieutenant Tuckett, with Dr L.M. Berry, nurse G.L. Hammond and L. Clifton aboard, flew from Wellington to Bluff on 30 April then to Campbell Island the next day. After circling the island, the aircraft landed near Davis Point, taxied up the harbour and anchored in Tucker Cove. The patient was taken aboard, and the Catalina returned to Bluff.



Tucker Camp [1946 (photo Les Attwood)]

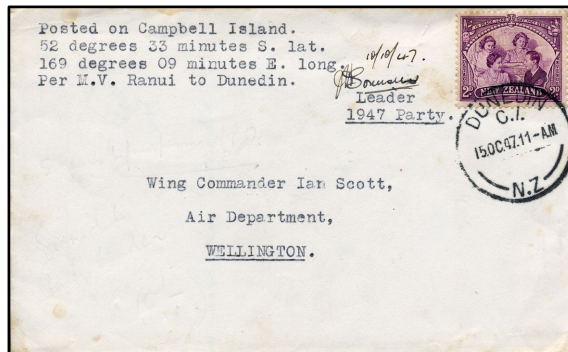


WELLINGTON 23 DEC 1946; per MV *Ranui*
signed by J.H. Sorensen 14/12/46

By early 1947, views were being exchanged about the layout and siting of a new weather station.



DUNEDIN 28 FEB 1947; per MV *Ranui*
signed by J.H. Sorensen 24/2/47



DUNEDIN 15 OCT 1947; per MV *Ranui*
signed by J.H. Sorensen 10/10/47

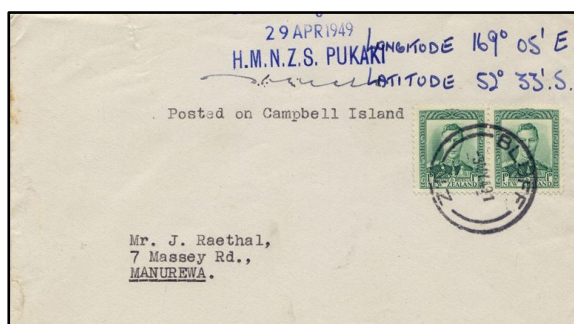
1948 Meteorological Station new location alternatives

The wartime buildings were unable to accommodate increased activity. In 1948, the Government Architect was asked to draw up sketch plans of new buildings and in November 1949 L. Clifton & R.A. Ewing of the Meteorological Service visited the island and initially recommended a new location near the old farm homestead in Tucker Cove, Perseverance Harbour. Further consideration continued.

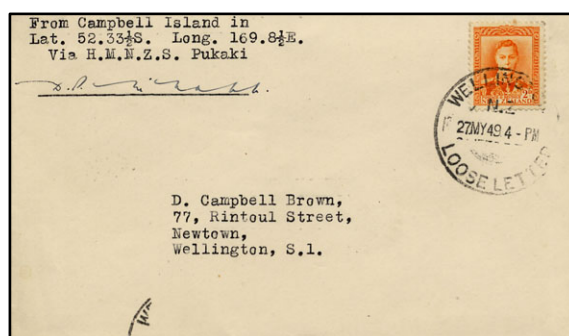
In 1948, the Royal New Zealand Navy was asked to assist with servicing the island. HMNZS *Kiwi* made the first trip in November 1948. Frigates HMNZS *Pukaki* and HMNZS *Tutira* covered for 1949.



WELLINGTON LOOSE LETTER 7 DE 48; per HMNZS *Kiwi*
signed by D.P. McNabb

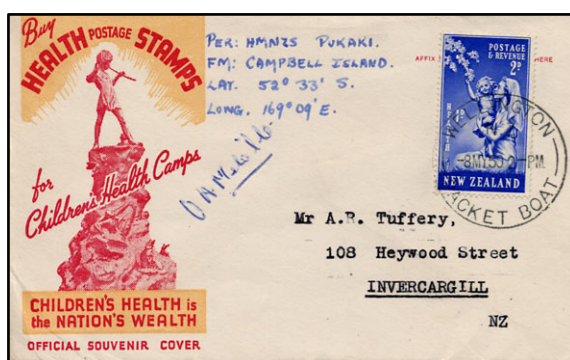


BLUFF -3 MY 49.1; per HMNZS *Pukaki*
signed by D.P. McNabb



WELLINGTON 27 MY 49; per HMNZS *Pukaki*
signed by D.P. McNabb

In 1950 HMNZS *Pukaki* made one more trip, with HMS *Veryan Bay* making the second trip that year.



WELLINGTON PACKET BOAT 8 MY 50 2-PM; per HMNZS *Pukaki*
signed by O.H. Melville

In October 1951, T.P. Hammond, leader of the party on the island became seriously ill with an abscess in his neck. The Royal New Zealand Air Force organised a Catalina flying boat from No.5 Squadron in Fiji to fly 2,270 miles to Wellington and then fly to the island to pick him up. Carrying two crews, the Catalina landed in Wellington on 5 October. Later that day it spent 70 minutes over the island without sighting land due to severe rain-squalls, so it returned to Wellington. The aircraft was refueled and a second attempt made the following morning. This time the crew sighted the island but after circling it another squall hit as it approached Perseverance Harbour. A sudden down-draught dropped the aircraft 400ft, then air currents pushed it violently upwards, injuring several members of the crew. For the

second time the flying boat was forced to turn back. Shortly after, the RNZ Navy sent HMNZS *Kiwi* to take Mr Hammond off the island.

In November 1951, there was a change in administration; control of the Campbell Island and Raoul Island weather stations transferred from the Public Works Dept to the Civil Aviation Branch of the Air Department (the NZ Meteorological Service was also a branch of this department). HMNZS *Kanieri* serviced the islands in September and HMNZS *Lachlan* in November 1951. Thereafter the RNZ Navy advised they could not guarantee continuing regular service to the islands, so the Meteorological Service contracted the Holm Shipping Company of Wellington to resupply the islands.

1950-52 Second Galathea Expedition

The Galathea Expedition comprised a series of three Danish scientific research expeditions in the 19th, 20th and 21st centuries, carried out with material assistance from the Royal Danish Navy. All three expeditions circumnavigated the world from west to east and followed similar routes.

The second expedition's main purpose was deep-sea oceanography. For the expedition, HMS *Leith* was acquired and renamed HDMS *Galathea*. The vessel left Copenhagen in October 1950 carrying a crew of about 100 seamen and scientists, visiting many of the same places the original *Galathea* had visited over a century earlier.

The expedition returned to Copenhagen in June 1952 (*Brunn, 1956*). The members of this expedition, with R.A. Falla, Director of the Dominion Museum and J. Moreland representing the NZ Government, visited Campbell Island during January 1952.

1952 Opening of the Post Office

It is not widely known that a post office service was originally applied for, unsuccessfully, in 1895 (*Redwood 1950*). On 16 September 1952, the older 'internal' Aerodrome Branch radio-telegraph (morse) office was replaced by a radio-telephone (voice) connection to handle public telegrams and telephone calls. In association with this the New Zealand Post and Telegraph Dept decided to also make it a post office. The first postmark proof impression was dated -1 FE 52 indicating planning for the post office had been underway during the 1951-52 summer.

In July 1952 stamp collectors were invited to send first day covers to Campbell Island, with dispatch details advertised in capital city newspapers. About 15,000 covers were sent to Campbell Island for first date cancellation. As the newspaper article confusingly referred in part to the 'Civil Aviation Branch of the Air Department...in the Invercargill Postal District', a few incoming covers were airmail addressed to Campbell Island via Invercargill; an example is shown below:



AUCKLAND C.I. NOON 17 JULY 1952
backstamped CAMPBELL ISLAND -1 SP 52.12

All mail was eventually redirected to Dunedin Post Office and forwarded to nearby Port Chalmers for loading aboard *MV Holmburn*.

1952-53 season

Pat Sewell (Officer-In-Charge), Ralph Hayes, Colin Capper, Rob Stanley, Trevor Talbot, Terry Bannister.

MV Holmburn sailed from Port Chalmers late in August 1952 with men and supplies to establish the new station and associated post office at the original Tucker Camp site in Perseverance Harbour.



Perseverance Harbor. Tucker Cove site at center right

The Post office was opened on 1 September 1952, with Pat Sewell as first postmaster. Other staff also helped with mail processing; there were reputedly 15,000 first day covers dispatched (*The Islander Newsletter*, Vol.3, No.1, September 1975)



CAMPBELL ISLAND -1 SP 52.12
signed P.B. Sewell. Postmaster



CAMPBELL ISLAND -1 SP 52.12
signed on reverse 'Postmaster Ralph Hayes'



CAMPBELL ISLAND -1 SP 52.12

Cancelled covers were initially returned with the inbound cover enclosed, but this practice was soon stopped as the postmaster, even with the assistance of other station members, eventually ran out of time with MV *Holmburn* about to sail. In the same year communication with New Zealand was greatly improved by the installation of radio-telephone equipment. Opened on 16 September 1952, the new circuit not only provided a channel for more effective consultation with Wellington but banished much of the sense of isolation. It also freed the Post Office of the need to supply trained radio operators.

Campbell Island was quickly forgotten by the outside world and for the next few years, mail from the island is quite scarce.

1953

The Hon. T.L. Macdonald M.P., Minister for Defence and Minister of Civil Aviation, visited Campbell Island aboard MV *Holmburn* in March 1953. Vessel initially departed Port Chalmers 13 March 1953 with a party of six aboard - Assistant Director Meteorological Services R. Simmers, E. Garlich and V. Gerard from the DSIR, J. Dunn and G. Neville from Civil Aviation, and architect B. Marshall from the Ministry of Works. Bad weather forced the vessel to return to Port Chalmers until 15 March. They finally arrived at the island on 18 March.



CAMPBELL ISLAND 20 MR 53.12



CAMPBELL ISLAND 20 MY 53.12
signed by P.B. Sewell

"The main camp, a short distance in from the head of Tucker Cove, is partly a legacy from the Cape Expedition days, but is reasonably comfortable. It will not last indefinitely, of course, and its replacement is even now under consideration."

(T.L. Macdonald; *Antarctic New Bulletin*, No.10, June 1953)

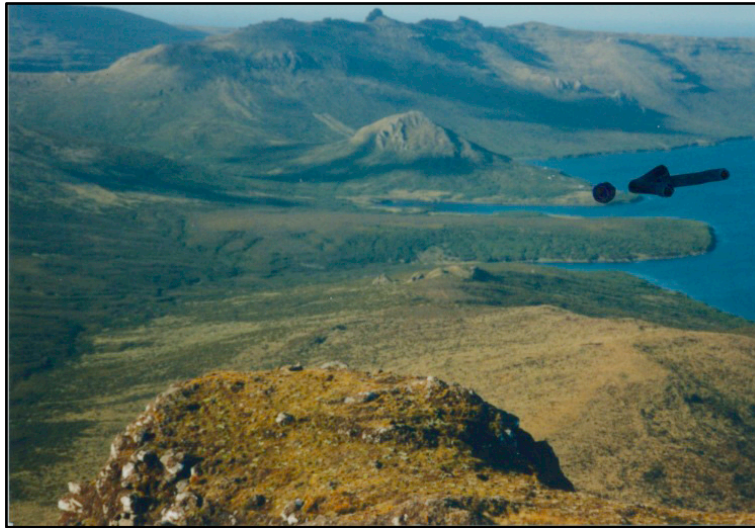
1953-54 season

Laurie McManus (O.I.C.), Trevor Talbot, Ralph Hayes, Brian Norton, Colin Capper, Murray Randall.



CAMPBELL ISLAND 20 NO 53.12

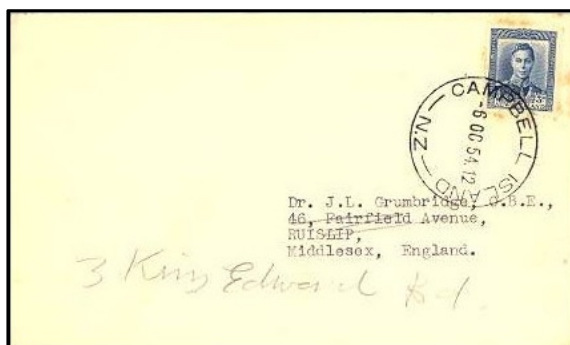
Following the visit to the island by Macdonald and party in 1953, the site on the promontory in Beeman Cove beneath Beeman Hill was finally chosen for the new meteorological station. In view of the distance from the old station, it was also recommended that a completely new camp should be built there. On 8 September 1954, the Minister of Lands declared "a reserve for the preservation of flora and fauna...all that group of islands containing by estimation 28,000 acres, more or less, known as Campbell Islands, excluding therefrom the radio meteorological station" (Kerr 1976).



Perseverance Harbor. Beeman Cove site

1954-55 season

Ian Clark (O.I.C.), Geoff P. Kape, Byron Hart, Frank Collyer, Glen Clear.



CAMPBELL ISLAND -5 OC 54.12



CAMPBELL ISLAND 29 NO 54.12
signed by R. Hayes

Work on the jetty and shed on Beeman Point began in 1954.

1955-56 season

P.G. Poppleton (O.I.C.), Vern Petty, Forrester Davidson, Dave Harrison, Harry Coleman, Dave Jamieson, Bryan Perkinson (later replaced by Bill Whitely).

B.J. Perkinson met with an accident on 7 July which caused internal injury and immediate repatriation was considered necessary. The Union Steamship Company's *Karamu* was at Bluff; she left with an Invercargill doctor aboard on 9 July and returned with the patient on 12 July.



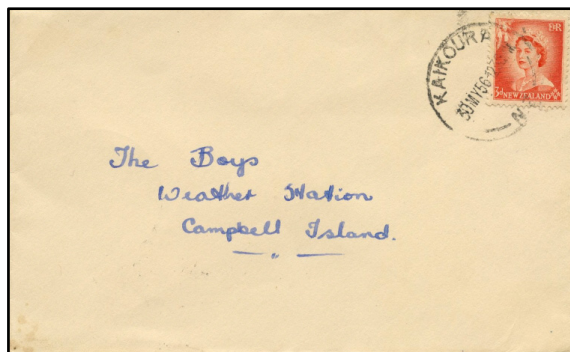
CAMPBELL ISLAND 18 NO 55.12



CAMPBELL ISLAND 18 DE 55.8
per USNS *Greenville Victory*

In November 1955, a Sunderland flying boat made the second of only two successive landings ever made on Perseverance Harbour; it carried officials involved in the planning for the new station.

MV *Holmlea* and USNS *Greenville Victory* took the bulk of the building materials down in December 1955 for its construction. In February 1956 USS *Glacier* brought in a further 6-7 tonnes of supplies.



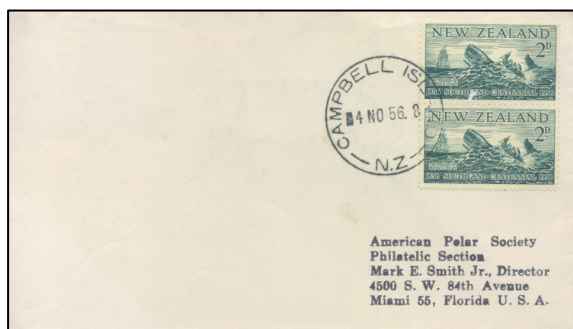
KAIKOURA 30 MY 56; bs CAMPBELL ISLAND -6 AU 56.8 8

1956-57 season

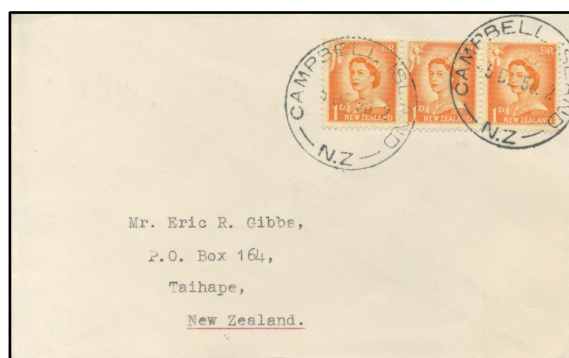
Geoff P Kape (O.I.C.), Ray Smith, Ted Mitchener, John Caskey, W. (Bill) Stern, Geoff Thompson, Doug Farmer, Keith Brown, Dave Jamieson, Wally West, W. (Bill) Whitely.



CAMPBELL ISLAND 10 OC 56.8
per HMNZS *Tui*



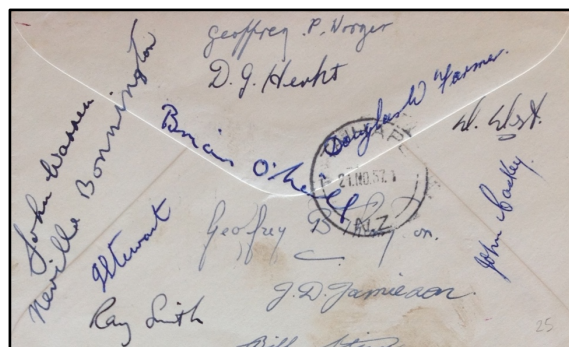
CAMPBELL ISLAND -4 NO 56.8



CAMPBELL ISLAND -5 DE 56.2
per MV *Holmglen*



CAMPBELL ISLAND 12 AU 57.12
signed by O.I.C. Geoff Kape



reverse: signed by expedition members

Extra construction workers were sent to help build the new base camp: Ian Stewart, Brien O'Neill, John Warren, Doug Herkt, Neville Bonnington, Geoff Worger. MV *Holmglen* took down the main construction party and 450 tonnes of prefabricated buildings and equipment in November 1956. The buildings were completed in time for the 1957-58 IGY and officially opened in November 1958. Mail was first dispatched from the new meteorological station in August 1957. The station, with several improvements in facilities over the years, remained in that location until it closed in October 1995.

1957-58 season

George (Scott) Timpson (O.I.C.), Doug Farmer, Kingsley Thower, Ian Stewart, Tom Chalmers, Alf Flahive, John Warren, Eric L. Clague, Roy Crawford, Geoff Thompson.



CAMPBELL ISLAND 21 JE 58.12



reverse: signed by expedition members

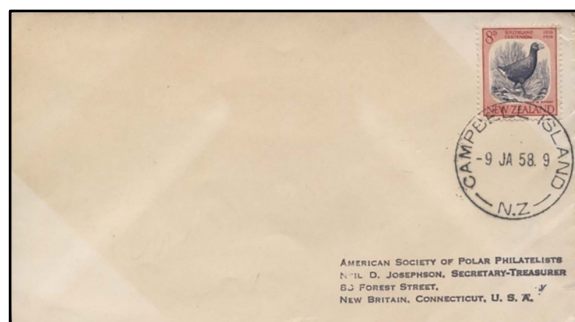
1958 Denver Museum of Natural History Expedition

In January 1958, the Denver Museum of Natural History sent a field party of five, Alfred Bailey, Henry Wichers, Jack Putnam, Jack Murphy and William Traher, accompanied by two New Zealanders, Kaj Westerskov from the Wildlife Division Department of Internal Affairs and Robert Street, a Fisheries Officer, to Campbell Island. The seven men remained there about six weeks.

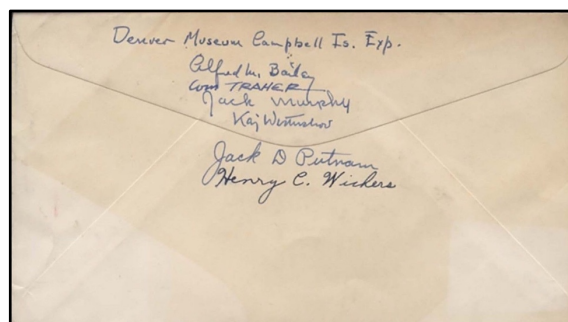
They collected a few of the common species of birds and mammals to be used for display in two large habitat groups with painted backgrounds showing the interesting terrain of the subantarctic island. The party left Dunedin per USS *Brough* on 6 January 1958 and arrived at Campbell Island on 7 January.



Murphy, Timpson, Westerskov, Traher, Putnam, Wichers and Street



CAMPBELL ISLAND -9 JA 58.9



reverse

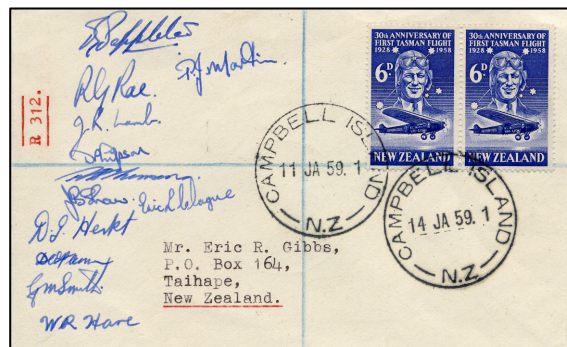
After six weeks of effort, the specimens needed for museum displays were collected; Artist Traher had done his background studies, and occasional hours of sunshine had given opportunities to secure unusual motion film footage. The party returned also on the USS *Brough*, which left Campbell Island 19 February and returned to Dunedin 20 February 1958.

1958-59 season

P. George Poppleton (O.I.C.), Eric L. Clague, D. Phipson, J.B. Shaw, J.R. Lamb, W.R. Hare, R.B. Thomson, R.G. Rae, J. Martin, D.G. Herkt. G. Smith later replaced Eric Clague.



CAMPBELL ISLAND -2 NO 58.3
signed by P.G. Poppleton (O.I.C.)



CAMPBELL ISLAND 11 JA 59.1 & 14 JA 59.1
signed by 12 members

1959-60 season

P. George Poppleton (O.I.C.), D.M. Suter, Eric L. Clague, J.P. Squibb, G.H. Cousins, R.G. Rae, Ian P. Johnson. Allen Dodds was repatriated sick in February 1960 by HMNZS *Endeavour* and C.G. Roobeck replaced Alan Doran after he left Campbell Island per USS *Peterson* on 8 Dec 1959 for New Zealand. Roobeck arrived on Campbell Island on 9 Feb 1960 per USS *Peterson*.



CAMPBELL ISLAND 19 JA 60.12
signed by six members



CAMPBELL ISLAND 20 FE 60.12
per HMNZS *Endeavour*

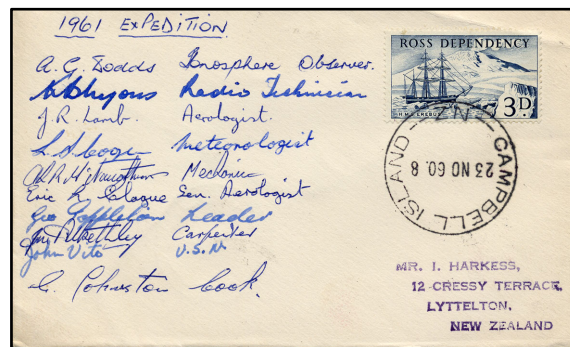


CAMPBELL ISLAND 18 JL 60.12

On 8 March 1960, a new milestone in communication was reached. A helicopter from USS *Atka* flew in mail and stores, took a man off to the ship for minor dental attention and then flew back to camp.

1960-61 season

V. O'Neill (O.I.C.), Ian G. Fisher, Allen G. Dodds, J.R. (Bob) Lamb, K.B. Lyons, Eric L. Clague, Edmund de Ste. Croix, Laurie S. Cooper, K.P. Rennell, A.L. McNaughton, J.M. Pitkethley, G. Johnston, Dean J. Polson



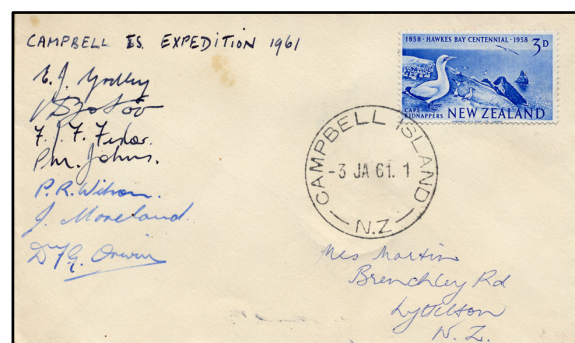
CAMPBELL ISLAND 23 NO 60.8

1960-61 Campbell Island Expedition

On 27 December 1960 HMNZ *Endeavour* sailed out of Wellington harbour with two scientific parties aboard. There were seven men: E.J. Godley, F.J. Fisher, P.M. Johns, P.R. Wilson, V. Zotov, J. Moreland and D. Orwin. The three botanists were concerned mainly with the mapping of predominant vegetation types on the island and also collecting and preserving plants. The two marine biologists were concerned with collecting specimens from both fresh and salt water, and also studying intertidal relationships in the harbours and on the open coast. The youngest member, a Canterbury University student, also did some skin-diving. The remaining two members, a wool biologist from Massey University, and P.R. Wilson, a science student from Victoria University of Wellington who was working at the Animal Ecology Division DSIR, attempted to census the feral sheep population, and also to study interrelationships between vegetation, sheep and nesting birds.

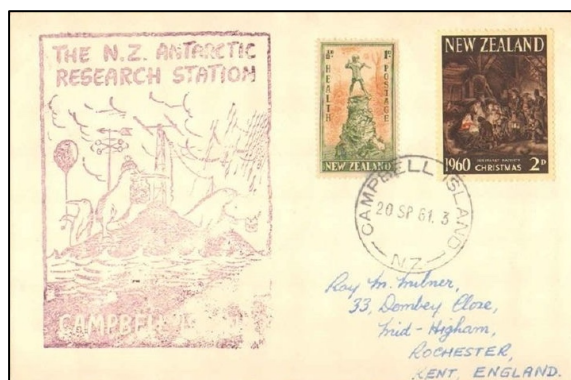


CAMPBELL ISLAND 3 JA 61.1

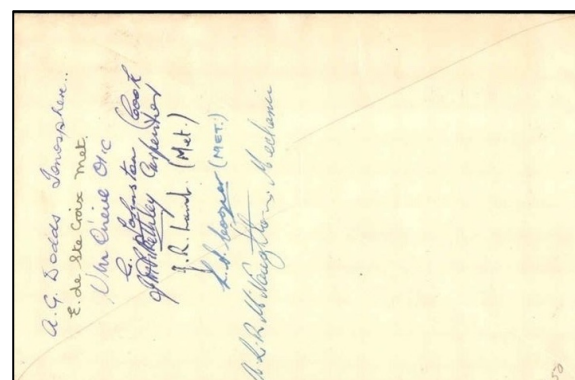


CAMPBELL ISLAND -3 JA 61.1
signed by expedition members

Five days after leaving Wellington they sailed up Perseverance Harbour at Campbell Island. The party spent a month on the island, then shipped out on USS *Wilhoite* that left on 31 January and arrived at Dunedin on 1 February 1961.



CAMPBELL ISLAND 20 SP 61



reverse

1961-62 season

Colin Clark (O.I.C.), Leo P. Rush, G.W. Voigt, S.J. Smith, R.B. Goffin, Ian Fisher, Ian Johnson, Dean J. Polson, Kelly P. Rennell. Bob Lamb and Laurie S. Cooper departed in March 1962.



Rear left to right: Bruce Goffin, Leo Rush, Kelly Rennell, Colin Clark, Laurie Cooper.
Front left to right: (Cook?), Ian Fisher, (Tech?) Dean Polson, Bob Lamb, (Mech?)
(*Raoul & Campbell Island Assn Newsletter Vol 3, No 7, Feb 1979*)



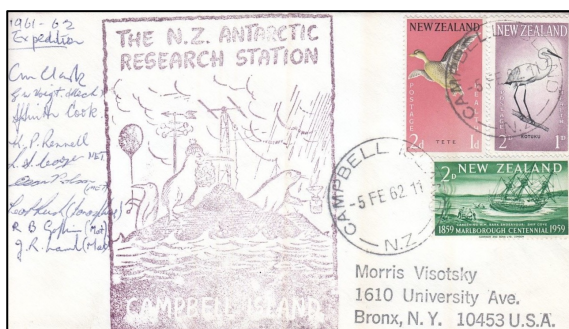
CAMPBELL ISLAND 11 OCT 61
per HMNZS Rotoiti



CAMPBELL ISLAND 16 NOV 61
per MV Holmburn



LYTTELTON 29 NOV 61
per HMNZS Rotoiti



CAMPBELL ISLAND-5 FEB 62
signed by 9 members

NZ Met Service staff correspondence

During the 1960s, Met Service staff corresponded with Melbourne meteorologist Bruno Sipols, providing useful social and philatelic information. In November 1961, meteorologist Edmund De Ste Croix detailed mail deliveries that season.



CAMPBELL ISLAND 29 SP 62.1

1962-63 season

Alan Wright (O.I.C.), Bill Groenestein, John D. Hall, A. Peter Fox, Case Roobeck, Ian Fisher, Allan Dodds, John Washer, and John Squibb. Kelly P. Rennell and Dean J. Polson departed in March 1963.



CAMPBELL ISLAND -5 NO 62.11
signed by seven members

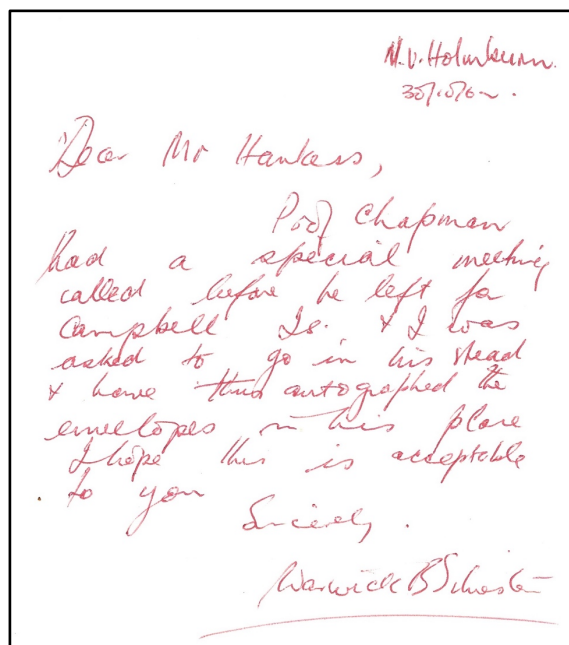


CAMPBELL ISLAND -6 JA 63.1
per HMNZS Endeavour?

Professor Chapman from the University of Auckland had planned to visit the island this season, but was unable to go, so Warwick Silvester went in his place.



CAMPBELL ISLAND -1 NO 62.11
signed by W. Silvester



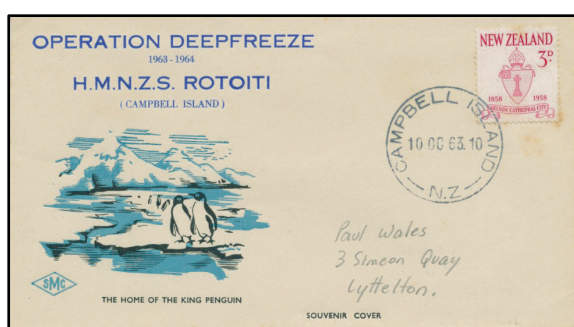
letter 30 Oct 1962 from Warwick Silvester

1963-64 season

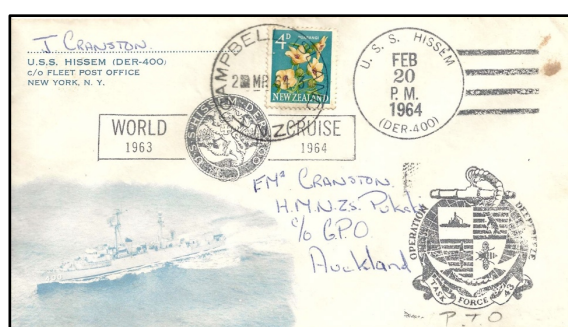
James E. Judd (O.I.C.), M.J. Davison, Peter M. Ingram, W.G. (Bill) Cousins, C.D. Dowe, Robert G. Rae, Edmund de Ste. Croix, E.H. Matheson. Ron Craig was repatriated in April 1964 and replaced by Cliff Farr. John Squibb, John Washer and D.G. Herkt departed in March 1964.



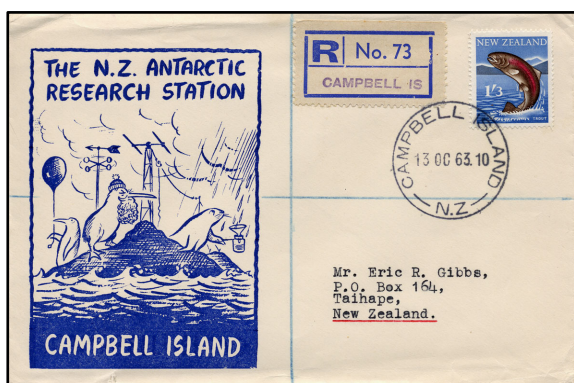
Peter Ingram and Eddie De St Croix



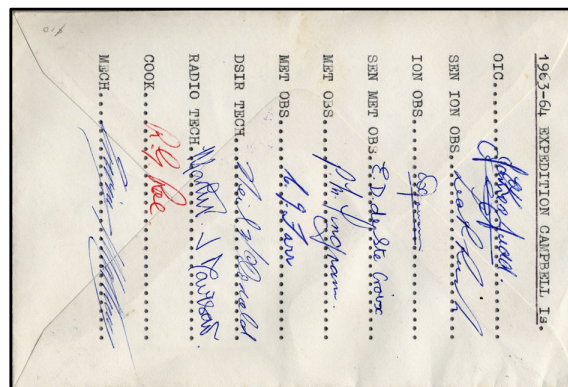
CAMPBELL ISLAND 10 OC.63.10



U.S.S. HISSEM FEB 20 1964
CAMPBELL ISLAND -2 MR 64.3



CAMPBELL ISLAND 13 OC 63.10



reverse



CAMPBELL ISLAND 22 DE 63.12



CAMPBELL ISLAND 20 FE 64.2
HMNZS Pukaki on picket duty

James Judd, O.I.C. for the 1963 season, wrote a description of Campbell Island and the activities of its station members as a reference for incoming members and to send to correspondents. He sent a copy (in the cover above left) to Melbourne based Meteorologist Bruno Sipols who regularly corresponded with station members.

63/2/11

CAMPBELL ISLAND

Campbell Island, situated approximately 400 miles South of New Zealand, is in the main a tussock covered island with steep rugged cliffs, covering an area of 42 square miles. It was discovered about the middle of 1810 by a Captain Hasselburg who was searching for new sealing grounds. The island was named after Campbell & Co. of Sydney, in whose ship, the Perseverance, Capt. Hasselburg was sailing. The main harbour was named Perseverance Harbour after the ship. The island became a whaling and sealing station for a short while, but the indiscriminate killing of these mammals led to their becoming almost extinct.

Just before the turn of the century, sheep were run on the island, but, presumably due to the development of sheep farming in New Zealand, this project was abandoned in 1927. During the second World War, the New Zealand Government maintained a party of coast watchers on the island. This party included scientists who were able to collect data on the island and its wild life.

Until this time, little research into the biology, geology, and wild life of the island had been undertaken. In 1874, a party of French scientists set up camp in Perseverance Harbour to study the transit of Venus and the site of their camp became known as Venus Cove. Many landmarks are named after members of this expedition, who found time to map the island and compile some of the first reports on the place. In 1907, a scientific party from New Zealand visited the island for about a fortnight, and HMS Terror charted the surrounding waters. During the course of this operation the vessel ran aground on a shoal in Perseverance Harbour which was then given the somewhat misleading name, Terror Shoal. It is interesting to note that the chart of the area, prepared by the 2nd. Master of the Terror, together with some of the observations of the earlier French party, is still the standard chart used by visiting ships, though a further survey of the island itself was made by the New Zealand Government in 1943-44.

Apart from the resident staff, who are relieved annually, the latest scientific party to visit the island was a party of Americans from Denver Museum, Colorado, who stayed for six weeks in January and February 1957. Whilst on the island they collected specimens of animals and birds for display in their museum, as well as photographing most of the station life, both wild and human. They were accompanied by a member of the New Zealand Marine Department investigating the marine life, and a representative from the Wild Life Division of the Internal Affairs Department, who made a comprehensive study of the Royal Albatross.

The weather at Campbell Island, whilst not comparing favourably with that of New Zealand, is not in any way extreme, its two worst features being its strong winds and lack of sunshine. The prevailing winds are from the westerly quarter, and are often in the region of thirty to forty knots, whilst gusts of 130 knots have been recorded. The average sunshine hours for a year are 710 hours whilst annual rainfall is in the order of 60 inches. Persistent low Stratus robs the island of a lot of its sunshine, and also incidentally, curtails tramping on the ridges quite frequently. The amount of snow is very small and, in the camp area at least, rarely, stays for more than a day. Frosts are not very frequent, and are rarely more than six to eight degrees.

The weather statistics give a far gloomier picture of the weather than is actually experienced. It is a fact that the fine clear days, if not actually better than those experienced in New Zealand are certainly more appreciated. There is a cleanness about them which one would never experience in a town. This clarity of atmosphere also lends a soft beauty to what is otherwise a rather sombre landscape. The delicate colouring and shading of the hills on a bright summer evening is a beautiful sight, which unfortunately cannot be captured by the slow colour films in use at the present time. The landscape is one of mainly one of tussock covered hills, with patches of Dracaphyllum, a type of coarse bush, growing to a height of 10ft. in places.

There is only one tree on the island and even this grows more in the nature of a bush. Some areas around the harbour are remarkable for the growth of lush grass, where the sea elephants have had their wallows. For a few short months in summer, the island is brightened by the appearance of flowers more or less confined to this part of the world. The most prolific of these is Bulbinella, a yellow flower, somewhat resembling the Hyacinth. It is to be found all over the island and some areas give the impression of a bright yellow carpet. Perhaps the most beautiful flower is Pleurophyllum Speciosum, one of the three varieties of this flower to be found. It has a large flat leaf and the tall stalks support numbers of mauve Astor-like flowers.

As has already been stated the principle feature of the island is the tall tussock grass, which is possibly the main difficulty encountered when tramping. The going is for the most part very soft, on springy peat, but there is very little flat walking. Experience has shown that short cuts are not to be recommended and walking on top of the ridges is the only way to avoid the tall tussock and Dracaphyllum. Nevertheless, the imposing cliff faces around the island, and a very pleasant bay on the North West coast make tramping worthwhile. Also tramping is the only way to reach the penguins and mollymawks, and the sea lions which abound in North West Bay.

Perhaps the island's most interesting feature, and certainly that for which it is best known, is its wild life. This takes the form of sea birds and mammals which visit the island in large numbers and use it as a breeding ground. Most of these leave the island in the winter and start returning from the end of August onward. The return of each species is keenly awaited by the expedition members. The lean months are enlivened by occasional visits from whales, which, whilst mainly to be seen off the NW coast, do come right into Perseverance Harbour. Sea lions and bears are to be seen all the year round and the Albatross chicks are not ready to fly before the end of October.

Firstly, considering the sea birds, the Royal Albatross is always the first to come to mind. The chicks, hatched in February, take nine months before they are ready to fly, and in this time grow very large, sometimes weighing up to 30 lbs. During this time, they sit on their nests facing the elements. Whilst impressive through its size, the Royal is not as beautiful, or as graceful in the air, as the Sooty Albatross. The sight of two Sooties twisting and banking, without a movement of the wings, in perfect formation, is as beautiful as one could wish. 'Sooties' arrive early in October and the chicks leave late in May. There are usually three nests to be found on Beeman, just behind the camp. This is very convenient for studying their progress. The third member of the Albatross family is the mollymawk of which two species are to be found. Unfortunately, they nest on Courejolles Point, a long way from the camp, but a visit is well worth while.

Apart from the usual gulls and terns, two other birds worth mentioning are the Nelly, or Giant Petrel, and the Skua. The latter is the bold buccaneer of the sea birds, and no egg left unguarded for even a minute is safe when he is around. The Nelly on the other hand, is a nervous character which nevertheless cleans up all the rubbish, including any dead seals. When feeding on an elephant, for example, they will gorge themselves to such an extent that they are unable to take off when disturbed and will run vomiting until they have disposed of enough food to be light enough to become airborne. Of the penguins, the Rockhopper is the main type. They nest in their thousands around the coast, in fact, some of the largest colonies of this penguin in the world are to be found on the island. Another, very nervous type, is the Yellow Eye, some of which nest in the Dracaphyllum very close to the camp.

The sea elephants visit the harbour in large numbers, and the beach masters, some of them weighing three or four tons, have harems in the coves in Perseverance Harbour. As well as having their young, the elephants return to shed their coats, and even in the winter there are usually one or two about. The sea lions mostly reside in NW bay, but they are to be found elsewhere including near the camp. It is a common sight to see the bears playing with the two dogs in the water, too. They also leap out of the water as they follow the boat in the harbour.

The main camp area is situated below Beeman, a 600-foot hill which effectively protects the hostel from the West. It offers quite an imposing view looking straight down Perseverance Harbour, with Lyall Ridge to the North, and Mount Honey across the harbour to the South West. The latter is the highest point on the island, rising to 1800 feet. The new camp was constructed in 1957, and at the time of writing (1958) certain outside work, such as the building of a railway from the wharf, and the removal of the

boat shed from its old site, is still in progress. The main structures are the domestic buildings, technical buildings, ionosphere building, and hydrogen building together with the generator shed and various store sheds. The generator building, by the wharf and the technical building are connected to the domestic building by means of Marsden matting roads.

The domestic building is constructed of aluminium with glass wool insulation, and this, together with a central heating system, keeps it comfortably warm at all times. Heating is by means of a convector system with thermostatic control. Each of the eight bedrooms has a built-in cupboard, bookcase and set of drawers, as well as the luxury of a foam rubber mattress. Each room is fitted with earth and aerial leads for use with personal radios, these can be plugged into either of two power plugs. As well as toilets, bathroom and shower, there is a good laundry complete with electric washing machine and iron. The stainless-steel sink in the kitchen and the formica-topped tables in the dining room, facilitate cleaning. Cooking is done on a range burning solid fuel conveniently stored just outside the back door. Leisure time is catered for by the provision of a very large lounge with wall to wall carpet, a billiard table, and the equipment for table tennis and darts. There is a large selection of books, but the 'mysterious' arrival of magazines following a visit from any ship, is always appreciated. The OIC's office, a well-supplied sick bay, and one or two store rooms complete the facilities of the main domestic building.

Two other buildings similar to the domestic building in construction are the ionosphere building and the technical building, spaced a convenient distance on either side of the domestic building. The ionosphere building is small and houses the various electronic devices with which the observers conduct their mysterious investigations into the upper reaches. The only effect this equipment has on the rest of the staff arises from a machine referred to as the monster. It makes noises on the radio resembling racing motor cycles at the most inconvenient times. In the other direction, the technical building houses the meteorological equipment, the radio telephone equipment, and a very good photographic dark room. The 230-volt electricity supply is derived from diesel driven engines in a shed by the wharf. One's introduction to the island is, naturally enough, with the unloading of the supplies from the relief vessel. Being a good harbour, the ship, usually the MV Holmglen, can anchor quite closely to the jetty. Supplies are unloaded into the ship's boat, and the island's own boat, and ferried to the wharf where they are unloaded by means of a winch driven derrick. From here they are removed either by a winch drawn trolley on a railway line to the domestic building area, or by means of the Oliver tractor, which is the general workhorse on the island. On the subject of transport, the island's boat, Perseverance, is a most useful asset. An 18-foot carvel-built surf boat, it is powered by an 8hp engine. Apart from going out to visiting ships it is useful for voyaging in the harbour and saves an awful lot of walking.

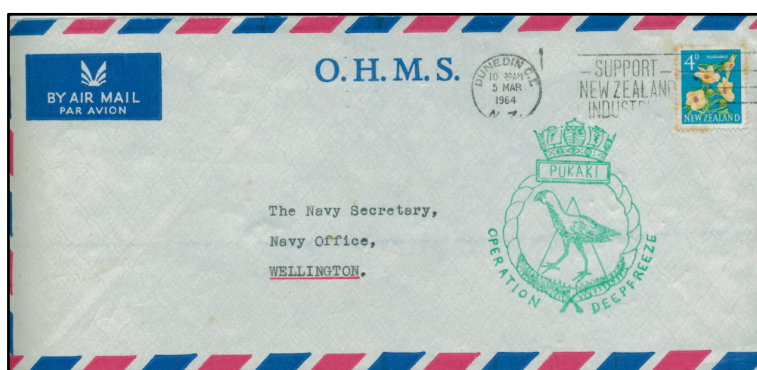
Once settled on the island, the routine is governed by one's specific job and also the weather. There are always maintenance jobs to be done around the camp and everyone gives a hand with these. Such chores as cleaning, usually on Saturday, and washing up, every day! are usually worked on a roster system, whilst the catching of sheep, the main source of fresh meat, is done by any willing and capable member. Two willing, though only one efficient, assistants in this task, are the two dogs, Hans and Flash. Hans, a terrier is a very efficient sheep catcher, but Flash, a type of Collie, treats the whole affair as an excuse for some very fine exercise with no tangible results. Most of the food on the island is tinned, but advantage is taken of procuring fresh food from any ship which might visit the island, whilst the hens provide a fairly plentiful supply of eggs, as well as an occasional tasty meal. Most staff are off duty on Sunday, and unless one has the misfortune to be cook that day, advantage is usually taken, weather permitting, to visit other parts of the island. There are very few Sundays when there is nothing of interest to see, but of course it is during the summer months that interest is at its peak. It is quite a business to cover everything. As already mentioned, it is best to keep to the ridges until forced to descend to the objective, for easier tramping. The two main personal requirements when tramping are a Parka and a camera. Members soon get into the habit of taking a camera everywhere.

Photography is the main hobby and facilities for its practice are excellent. Firstly of course, there is a range of subjects which would be difficult to find elsewhere. Fortunately, due to the rarity of human contact, most of the subjects can be closely approached with very little trouble, in fact some of the birds give the impression of being quite used to being photographed and are only too pleased to oblige. Possibly due to the clarity of the atmosphere, photographs can be taken on quite dull days, even in colour, with surprisingly bright and clear results. In fact, most people find that colour is an essential

and the results are very satisfying. A light meter is a very useful item. A good supply of both black and white and colour film is recommended. As has already been mentioned, excellent facilities exist for the development and printing of films. There is an enlarger on the island, and all members really need is paper, chemicals, and a developing tank, although developing trays should be checked before departure as these are liable to be broken from time to time.

The clothing supplied to each member of the party, together with most of the items on the recommended list, will be found to be ample for all needs. In fact, there is a tendency to bring too many extra pullovers, for example, which one never uses. One small item which would prove useful is coat hangers. These seem to disappear. Any electrical appliances, such as a radio, or record player, can be operated from the 230-volt supply on the island, and aerial and earth fittings are provided in each room. Electric razors can be used, but rather obviously are not. There is plenty of space and opportunity for the practice of individual hobbies, which range from model making to the playing of bagpipes. Hair cutting equipment is available and the success of this operation depends solely on the enthusiasm of the appointed barber, the victim having little say in the affair. It is hoped that these notes will give ingoing members an idea of life at Campbell Island. Although it has the reputation of being a bleak and desolate place, a year on the island is a worthwhile experience. It has a beauty and an interest which members soon learn to appreciate, and any idea that members will become bored should be dispelled. A year passes incredibly quickly, and the main complaint is that members have not accomplished half their intended projects. Perhaps one of the main discoveries, in a time when science is the predominant factor in life, is the fact that in matters both of interest and beauty, nature still has the upper hand.

*Hope this is satisfactory,
James Judd. O.I.C*



DUNEDIN 5 MAR 64
HMNZS Pukaki after picket duty off Campbell Island

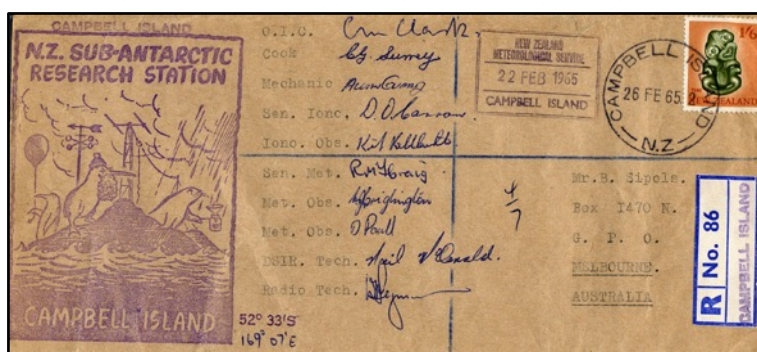
1964-65 season

Colin M. Clark (O.I.C.), Mike J. Criglington, Ron Craig, Allan Guard, Dave Paull, Dale Carron, Kip Kibblewhite, Gordon Surrey, Warwick Fergusson, Neil McDonald.

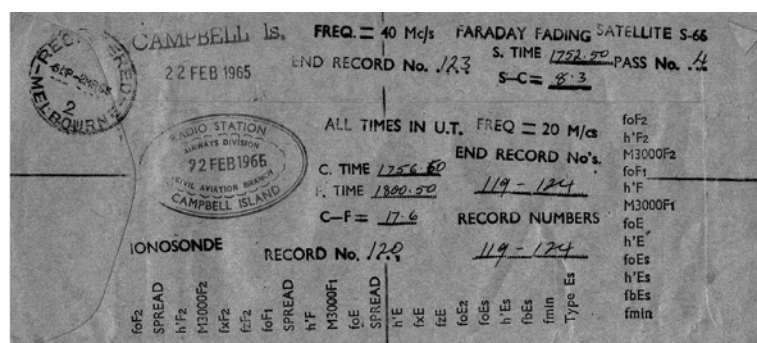


Kip Kibblewhite, Mike Criglington, Alan Guard, Peggy (dog) and Warwick Fergusson

Ron Craig, meteorologist for the 1964-65 season, also wrote to Bruno Sipols, on one occasion sending a cover showing all NZ Met Service cachets in use at that time, creating probably the one and only philatelic appearance of many of these cachets.

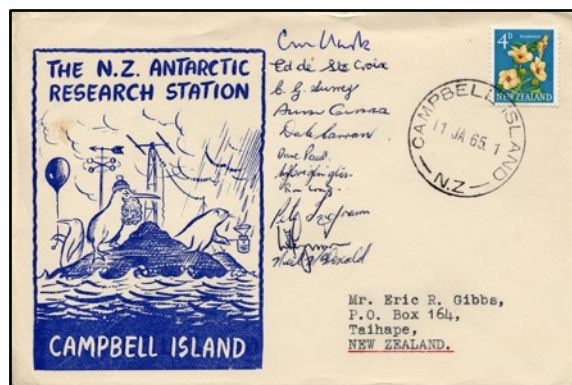


CAMPBELL ISLAND 26 FE 65.2



reverse: REGISTERED MELBOURNE 2 MR 65

METEOROLOGICAL SERVICE		Station: _____ Sounding No.: _____	
22 FEB 1965		Standard Time of Observation	
CAMPBELL ISLAND		Year Month Day Time G.M.T.	
RADIO STATION AIRWAYS DIVISION 22 FEB 1965 CIVIL AVIATION BRANCH CAMPBELL ISLAND		Computed by _____ Checked by _____ Verified by _____	
CAMPBELL ISLAND		SATELLITE S-66 FREQ. = 20 Mc/s	
52° 33'S		CAMPBELL ISLAND FREQ. = 40 Mc/s	
foF2	foF2	RECORD No.	FARADAY FADING
SPREAD	h'F2	PASS No. ...	S. TIME _____
h'F2	M3000F2	RECORD NUMBERS	END RECORD No.
M3000F2	foF1	ALL TIMES IN U.T.	C. TIME _____
foF2	h'F1	IONOSONDE	
foF1	foE		
SPREAD	h'E		
h'F	fbEs		
M3000F1	fmin		
foE			
SPREAD			
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fmin			
Type Es			



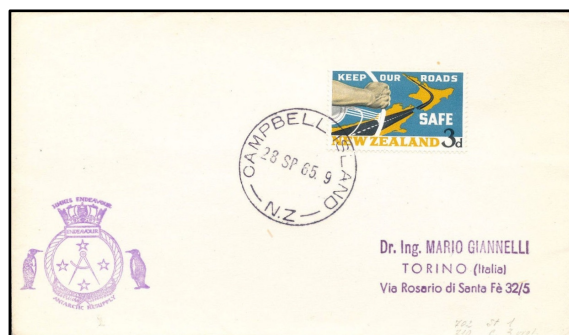
CAMPBELL ISLAND 11 JA 65.1

HMNZS *Endeavour* Campbell Plateau Cruise

This cruise was a bathymetric, geological and biological survey of the northern and eastern areas of the Campbell Plateau. The NZ Oceanographic Institute team comprised I.N. Estcourt, K.B. Lewis, R.J. Singleton, I.D. Slater, C.P. Summerhayes and W. Main. HMNZS *Endeavour* returned to Lyttelton on 5 February 1965. She then visited Scott Base on 21 February to collect the summer party, returning to Lyttelton on 3 March 1965.



CAMPBELL ISLAND N.Z -1 FE 65.2
signed C.M. Clark, Leader



CAMPBELL ISLAND N.Z 28 SP 65.9
cachet HMNZS *Endeavour*

1965-66 season

Don Nightingale (O.I.C.), John Squibb, David Shone, Allan Guard, Anthony Bromley, Douglas Leigh, Peter Hughes, Gordon Surrey, Warwick Fergusson. Ron Craig and Dave Paull left in February 1966.



Back row: P. Shone, D. Leigh, P. Hughes, G. Surrey, D. Shone, J. Squibb, D. Paull, A. Guard.
Front row: R. Craig, D. Nightingale, D. Carron, W. Fergusson.

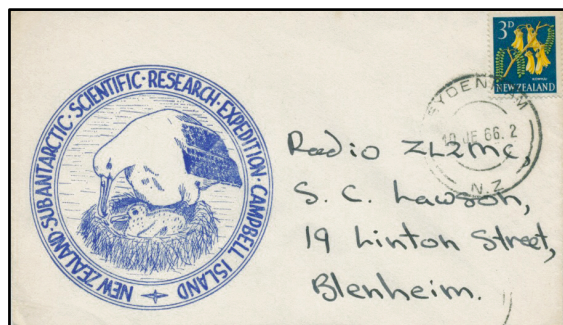
(Raoul and Campbell Island Newsletter Sept 1971)



CAMPBELL ISLAND -1 DE 65.12



CAMPBELL ISLAND 17 DE 65.12



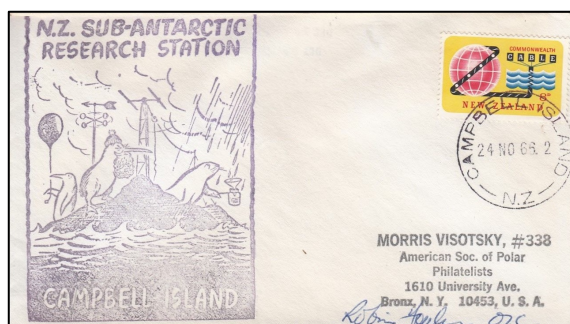
SYDENHAM 10 JE 66.2



CAMPBELL ISLAND N.Z. -4 NO 66 1

1966-67 season

Robin Foubister (O.I.C.), Dave Paull, A.M. Bromley, P.J. Shone, W.G. Little, M.L. Hodgson, G.L. Therkleson, H.W. Steuth, H.J. van Berkum, A.B. Dreaver, C.R. White, W.L. Johns. Gordon Surrey left in November 1966.



CAMPBELL ISLAND 24 NO 64.2
signed by R. Foubister O.I.C.



CAMPBELL ISLAND 21 JA 67.5



CAMPBELL ISLAND 6 OC 67.9
signed by R. Foubister O.I.C.

1967-68 season

R.H. Blezard (O.I.C.), V.W. Sussmilch, W.L. Johns, Tony Ellis, D.E. Bustin, Ross K. Staples, C.G. Surrey, B.T. Dowie, J.R. Powell-Phelps, R.E. Adkin. M.L. Hodgson and A.M. Bromley left in February 1968.



CAMPBELL ISLAND 17 DE 67.4
signed by 12 members



CAMPBELL ISLAND 17 DE 67.4
signed by R.H. Blezard (O.I.C.)



CAMPBELL ISLAND -3 OC 68.5
signed by 10 outgoing members

Antarctic tours start

Lindblad Travel Inc. began Antarctic tour cruises from New Zealand in January 1968. The Norwegian vessel *MS Magga Dan* was chartered for them by F. Holm & Co. of Wellington. The vessel departed Lyttelton on 8 January, visited Campbell Island on 13 January then Scott Base on 17 January. There she ran aground off McMurdo Sound on 20 January. USCGC Westwind pulled her off the rocks three days later. The *Magga Dan* returned to Wellington via Balleny Islands, Macquarie Island and Auckland Island, berthing on 3 February 1968.



CAMPBELL ISLAND -2 FEB 68.8



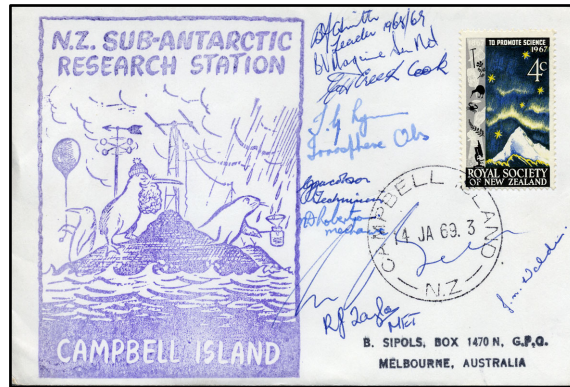
CAMPBELL ISLAND 10 FEB 68.9

signed by Lars Lindblad, owner of Lindblad Travel

On her next tour, *MS Magga Dan* sailed from Wellington for Lyttelton on 4 February to pick up tourists. She departed Wellington 5 February, sailed via Chatham, Bounty and Antipodes Islands before reaching Campbell Island on 10 February then Scott Base 14 February and other locations before returning to Wellington 2 March.

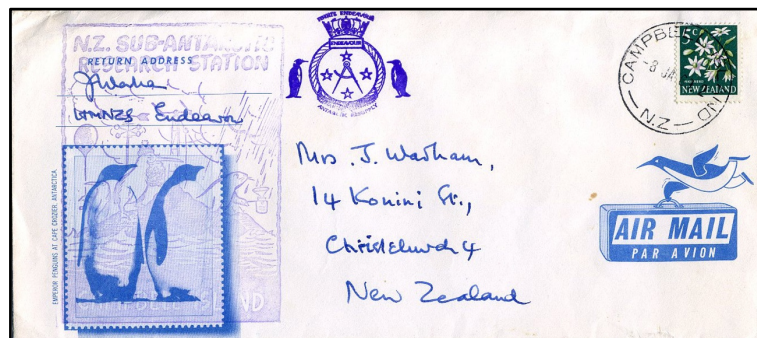
1968-69 season

Brian F. Smith (O.I.C.), Barney V. Maguire, Bob J. Taylor, John Walden, Bruce Dowie, John Phelps, Neil Robertson, Colin Jacobsen, E. Huntley Creed, Mike J. Bell; Ross Staples and Tony Ellis (both stayed over from 1967-68 season). Ian Lynn arrived in November.



CAMPBELL ISLAND 14 JA 69.3
signed by 10 members

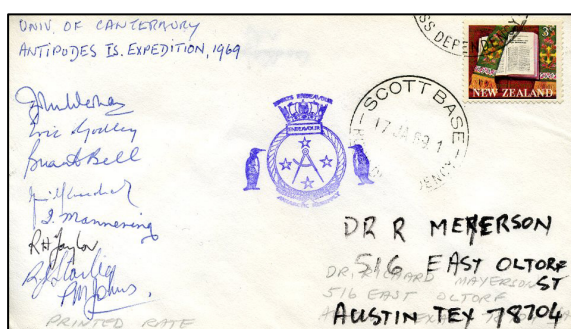
Tony Ellis, Barney Maguire and Mike Bell left on HMNZS *Endeavour* on 26 January 1969. Bruce Dowie and John Powell-Phelps left in February 1969.



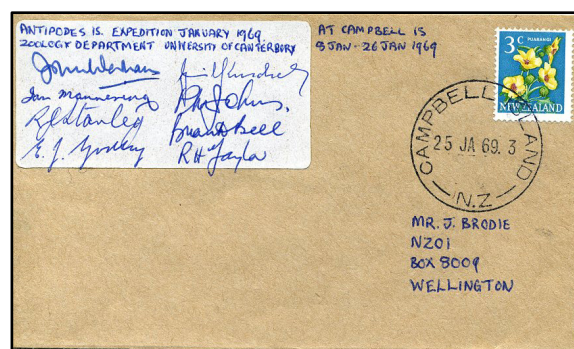
CAMPBELL ISLAND -8 JA 69.2
per HMNZS *Endeavour*

1969 University of Canterbury Antipodes Island Expedition

J. Warham (leader), E.J. Godley, P.M. Johns, G.A. Knox, G. Kuschel, R.H. Taylor, G.R. Williams, I. Mannering, R.J. Stanley and B.D. Bell sailed from Lyttelton on HMNZS *Endeavour* on 4 January 1969, arriving at Antipodes Island on 6 January. Due to very bad weather there it was decided to go on to Campbell Island, their alternative destination if Antipodes Island was inaccessible, where the party disembarked late on 7 January.



SCOTT BASE ROSS DEPENDENCY 17 JA 69.1



CAMPBELL ISLAND 25 JA 69.3

There they undertook field research until HMNZS *Endeavour* returned to collect them on 26 January on her way back from McMurdo Sound. They arrived at Antipodes Island on 28 January and stayed there until HMNZS *Endeavour* returned on 12 March 1969 to collect them and finally arrived at Lyttelton on 14 March 1969. The party undertook a range of research programs including an albatross census, breeding behavior of penguins, sample collection of insects, repair of the castaway hut and preparation of a topographic map of the island.



CAMPBELL ISLAND 21 JE 69.1

1969-70 season

Pe Peter Julius (O.I.C.), Harlan Dazeley, Clive Brunton, Mike O'Donoghue, Bryan D. George, Philip Owens, David Paull, Bob Taylor, Jim Carr, Mark Crompton, John Rippon. Jim Carr and Bob Taylor departed in March 1970. The incoming party arrived per MV *Holmdale* on 16 October 1969.



CAMPBELL ISLAND 20 DE 69.1
signed by 10 members



CAMPBELL ISLAND 19 JA 70.1

1970 Fencing Expedition

MV *Holmburn* took fencing material to the island in October 1969. The rest, 4-5 tonnes, was dropped by a Hercules aircraft on 23 January 1970. Two days later the 12 man team: C.R. Veitch, A.R. Thorpe, M. Rudge, R.H. Taylor, C.D. Meurk, C.J. Robertson, P.D. Ross, M.F. Soper, K.P. Horgan, R.W. Simpson and J.C. Smuts-Kennedy, under B.D. Bell of the Wildlife Division DSIR, arrived aboard HMNZS *Endeavour*. They stayed in the old Tucker Cover camp building. They erected 2.2km of fence line and shot nearly 1300 sheep to eradicate them on one side of the island. Owing to a time limit and weather, the main party left the island aboard HMNZS *Endeavour* on 18 February; five stayed behind to do more shooting until USS *Edisto* arrived on 4 March 1970.

(*Raoul and Campbell Island Newsletter June 1972*)

1970 Argentine Antarctic Campaign Cover

The Argentine Polar Postal Association plagiarized the 'Poppleton' cachet for their 1969-70 Campaign souvenir covers. Note the split and transposed image:



BASE GENERAL BELGRANO 16 MAY 70



BASE AEREA V. COM. MARAMBIO 14 AGO 70

1970-71 season

Derek J. Laws (O.I.C.), Neville Brown, C. Brunton, Keith Herrick, Bill Stuart, Lindsay Barker, Brian Monks, C. Bruce Means, D. Brian George; Bruce Bernstein, Mike O'Donohue and Mark Crompton stayed over from the previous season; they departed shortly after 7 March 1971.

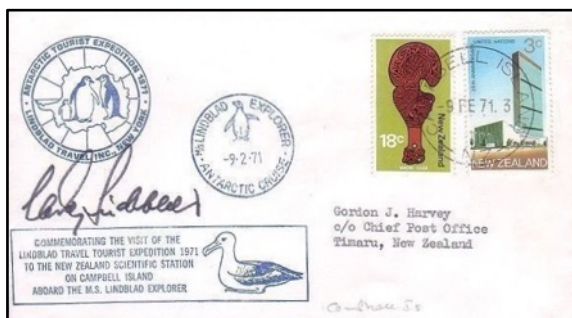
This year there were three very active ham radio operators on the island: ZL4JF/A, ZL4OL/A and ZL4OK/A.



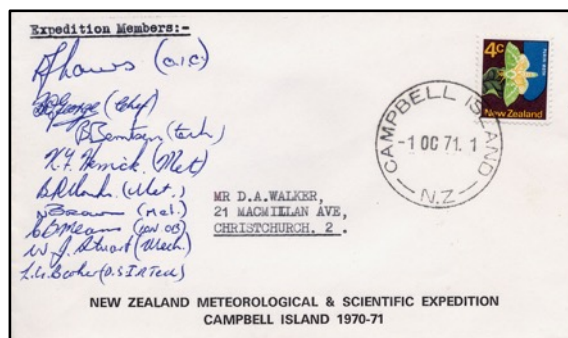
CAMPBELL ISLAND 1 JA 71.3
signed by 8 members



CAMPBELL ISLAND 1 JA 71.3
signed by D.J. Laws



CAMPBELL ISLAND -9 FE 71.3
signed by Lars Eric Lindblad



CAMPBELL ISLAND -1 OC 71.1

Lindblad Travel brought MS *Lindblad Explorer* south for two tours in the summer of 1971. The vessel was at Campbell Island on 2 and 9 February. HMNZS *Endeavour* visited on 10 March 1971 with an NZBC film team who spent the day filming the island staff and scenery around the Cove.

1971 Island Minerals Exploration

A party of scientists from the DSIR visited in February 1971 to explore for minerals but they found nothing of commercial significance. A souvenir cachet produced for the expedition appeared on a few covers later that year.



CAMPBELL ISLAND 22 OC 71.1

1971-72 season

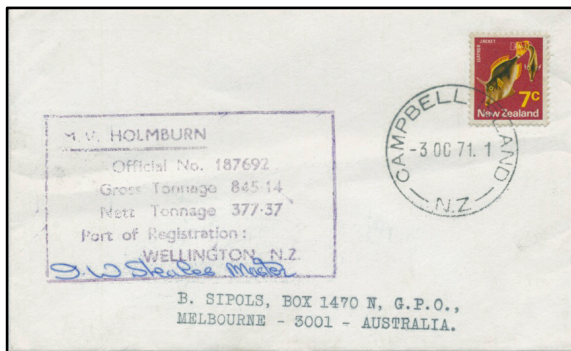
Vince Sussmilch (O.I.C.), Bruce Mexted, George Money, Keith Herrick, Brian Plummer, Chris Glasson, Bill Clark, Dave Russel, Neville Brown, John Wilkinson, Mark Crompton and Dave Rowell. Neville Brown and Keith Herrick departed per USCGC *Northwind* in February 1972.



Back row: J. Wilkinson, C. Glasson, M. Crompton, D. Russel, G. Money
Front row: W. Clark, B. Plummer, V. Sussmilch, B. Mexted

(*Raoul and Campbell Island Newsletter Dec 1971*)

The incoming party were brought to Campbell Island by MV *Holmburn* that arrived on 3 October 1971; the outgoing party were aboard on 5 October for the return trip to Wellington. USNS *Eltanin* visited on Christmas Day and most of the crew came ashore.



CAMPBELL ISLAND -3 OC 71.1



CAMPBELL ISLAND 12 OC 71.1



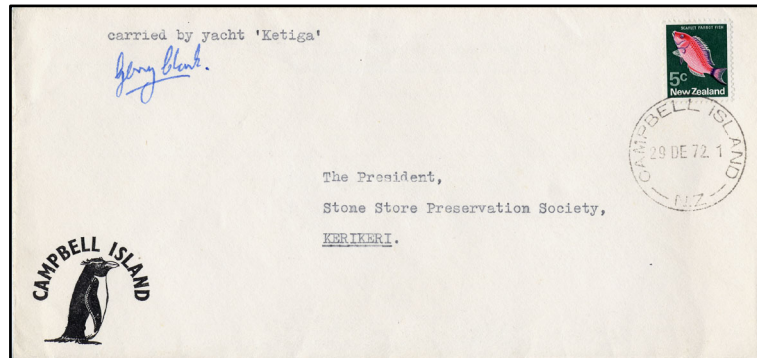
CAMPBELL ISLAND 28 FE 72.3

Note: year digit error, "8" changed in manuscript to "7"

1972-73 season

Graham Camfield (O.I.C.), Jim Wade, Peter Goodman, Tony Veitch, Bill Clark , Peter Wood, Roland Van der Staal, Paul Frost, Brian Plummer, John Wilkinson, Mark Crompton. Mark Crompton and John Wilkinson extended their stay until the following March when Operation Deep Freeze completed the summer season.

The incoming party were brought to Campbell Island by MV *Holmburn* on 6 October 1972. Brian Plumber returned to New Zealand for medical reasons; he returned on the USCGC Burton Island with Paul Johnstone and Tim O'Neil from the DSIR who were there to erect a new aerial on Beeman Point.



CAMPBELL ISLAND 29 DE 72.1



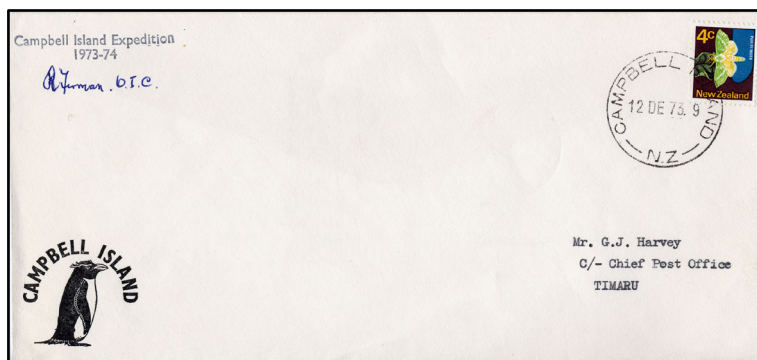
CAMPBELL ISLAND 16 MY 73.12

1973-74 season

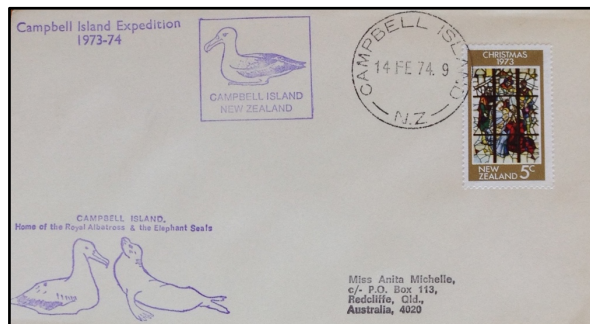
Rex Firman (O.I.C.), Bob Taylor, Allan Yule, Les Thom, Neil Arnold, Peter Wood, Terry Henshaw, John Walden, Dick Roberts, Jim Barnes, Rob McVinnie, Roger Jones. Peter Wood, John Walden and Dick Roberts departed in March 1974.



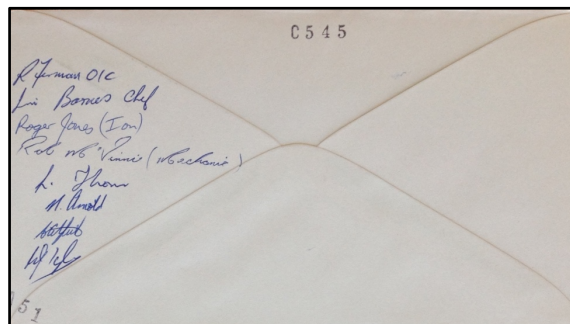
left to right: Dick Roberts, Neil Arnold, Les Thom, Rex Firman, Rodger Jones, John Walden, Bob Taylor, Jim Barnes, Rob McVinnie, Allan Yule.



CAMPBELL ISLAND 12 DE 73.9
signed by R. Firman OIC



CAMPBELL ISLAND 24 FE 74.9

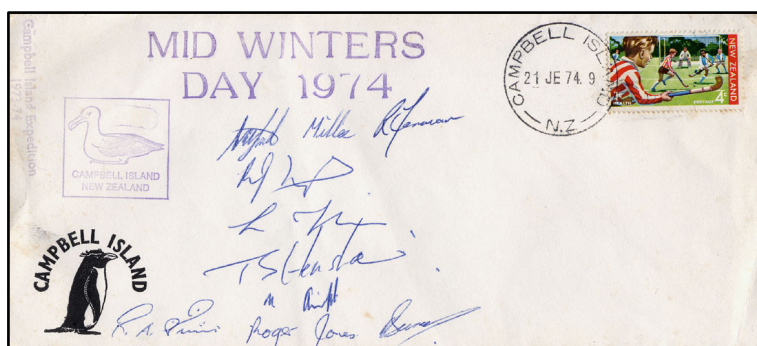


reverse: signed by expedition members

MS *Lindblad Explorer* was again at Campbell Island with a shipload of tourists on 25 December 1973.



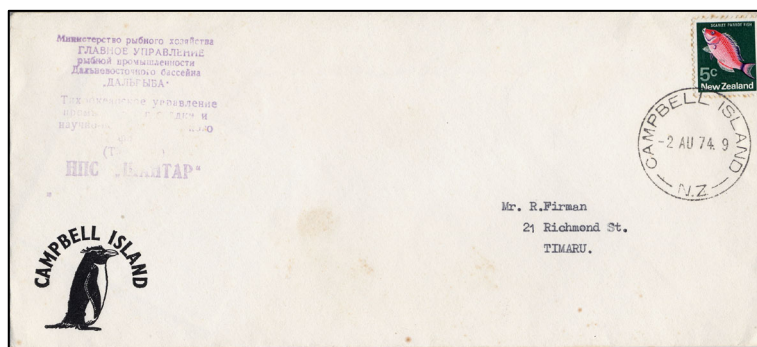
CAMPBELL ISLAND 25 DE 73.9



CAMPBELL ISLAND 21 JE 74.9

1974 Emergency Evacuation

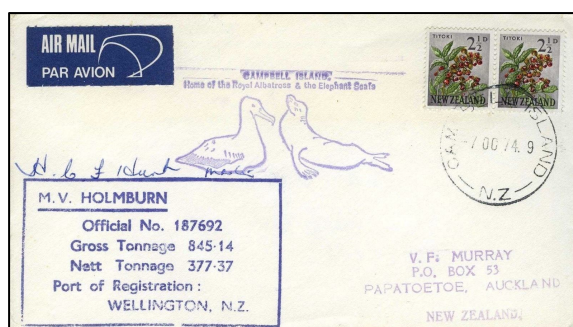
In 1974, mechanic Rob McVinnie suffered a stroke and needed to be urgently transported to hospital. Soviet research ship *RS Shantar*, which was in the area at the time, replied to the radio call and arrived at Campbell Island on 2 August 1974 to transfer him to New Zealand.



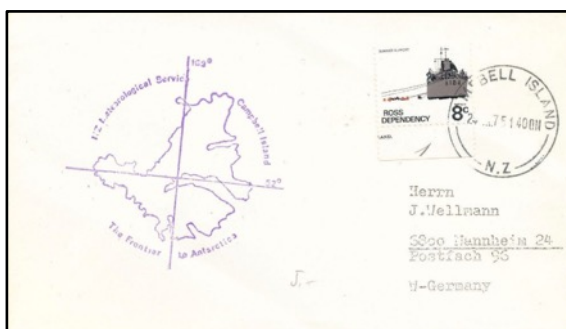
CAMPBELL ISLAND -2 AU 74. 9; cachet RS Shantar

1974-75 season

Rolf Kern (O.I.C., arrived 21 December 1974)), Andy Woodall, Hugh Anderson, Wayne Mantell, Neil Postleweight, Mike Meskimon, Peter Wood, Andy Fraser, Christopher Jackson (summer only), John Grueber, Alan G Yule, John Walton, Linwood McCosh and Alex McFerran. Tony Edney replaced John Grueber in January 1975.

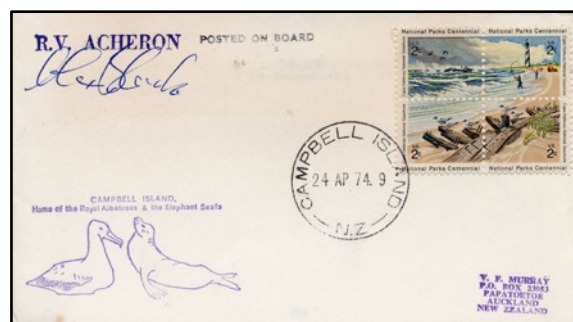


CAMPBELL ISLAND -7 OC 74.9
signed by Captain H.C. Hunt

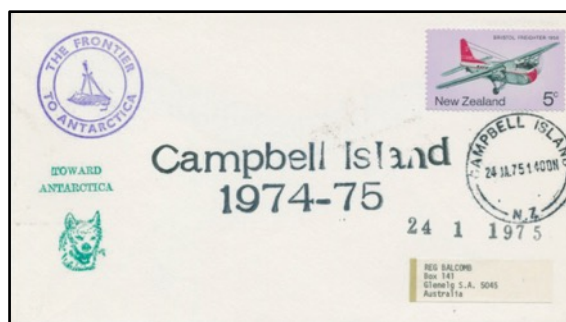


CAMPBELL ISLAND 24 JA 75

MV *Lindblad Explorer* visited Campbell Island on 1 February 1975, just for the afternoon. The privately-owned vessel RV *Acheron* made three re-supply voyages to Campbell Island during 1974-75. Some covers were cancelled per favor as they carried non-valid foreign stamps, however a regular New Zealand stamped cover cancelled 11 May 1975 has been sighted.



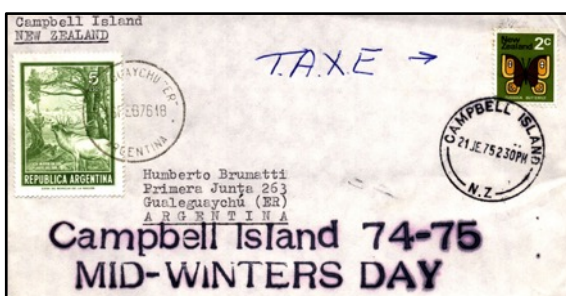
USA issues CAMPBELL ISLAND 24 AP 74. 9
signed by A.J. Black, owner of RV *Acheron*



CAMPBELL ISLAND 24 JA 75



CAMPBELL ISLAND 20 AP 75



CAMPBELL ISLAND 21 JE 75

1975-76 Scientific Expedition

On 9 November 1975 MV *Acheron* took N. Judd (Leader), R. Russ, C.J. Robertson, T.K. Crosby, Mrs B.M. May, P.R. Wilson, C.D. Meurk, G.F. van Tets, J. Hutton, W.R. Regnault, A.C. Heath, I. Campbell and F.M. Climo to Campbell Island to inspect the relationship and interactions between sheep and albatrosses on the island following the building of the fence-line in January 1970.



CAMPBELL ISLAND N.Z 11 NO 75
signed by A.J. Black, owner of *RV Acheron*

On 16 December 1975, MV *Acheron* made its second voyage to Campbell Island, carrying P.J. Dilks, D. Onley, C. Roper, J.P. Senior, J.M. Beggs, P.A. Morris, D.G. Given and P.M. Johns. With them went a TV film crew. The group returned to New Zealand on 19 December. HMNZS *Taranaki* repatriated the rest of the expedition members in late February 1976.

1975-76 season

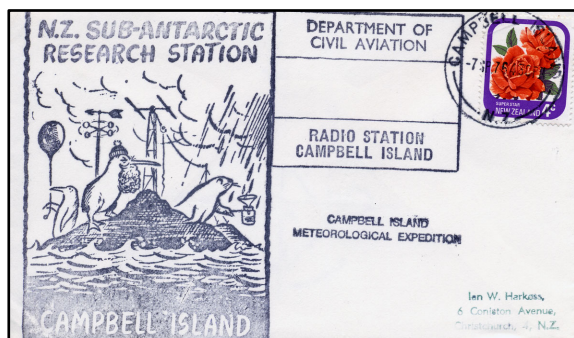
Peter Eddy, O.I.C. (later repatriated and replaced by Dick Ferguson, O.I.C.), Chris Tucker, Richard Farley, Tony Shaw, John Pettigrew, Robin Humphrey, Tim Armitage, Phil Owens, Mike Nicholas, Mark Crompton, Bruce Hurley (later repatriated).



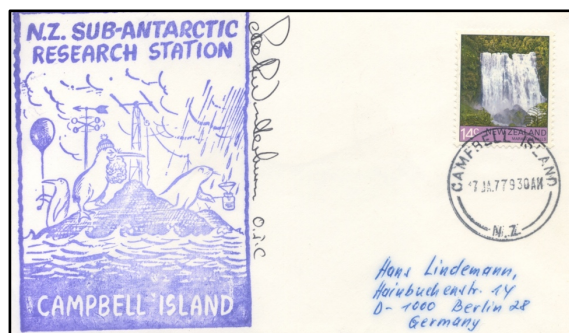
left to right: M. Nicholas, T. Armitage, T. Shaw, P. Eddy (O.I.C.), B. Hurley, J. Pettigrew,
D. Ferguson, R. Humphrey, C. Tucker, M. Crompton and R. Farley

1976-77 season

Noel Winterburn (O.I.C.) Peter Turner, Paul Mooney, Gary Innes, Mark Crompton, Norm Hill, Ray Brown, Keith Pagel, Dave Alton, Martin Murphy, Wayne Kelliher and Peter Dilks (DSIR Ecology Dept).



CAMPBELL ISLAND -7 SP 76



CAMPBELL ISLAND 7 JA 1977
signed by N. Winterburn (O.I.C.)

1977-78 season

Brian Smith (O.I.C.), Kevin Bryers, Mike Smith, John Burns, Lance Andrewes, Paul Mallinson, Paul Bundo, Norm McMillan, Graeme Youngman, Evan McGregor, Stewart Hume and Peter Turner.

SOUTHEASTERN		ZL4LR/A					
DX CLUB							
Opr: Ray Brown, ZL3FE							
CAMPBELL ISLAND 52°33'S • 169°08'E							
STATION	MO	DAY	YR	GMT	BAND	REPORT	MODE
WTFDJ	4	6	78	0625	14 MHz	55	TWO WAY SSB
PSE QSL TNX				73	B.10 QSL MGR: N4NX		

QSL card 6 April 1978

1978-79 season

Rod Fern, R. Ward, M. Mathews, M. Simm, Craig Moore, Tony Miles, Ian Daniel, Phil Nankivell, and B. Hayward.



CAMPBELL ISLAND 19 SP 78



CAMPBELL ISLAND 18 FE 79; WELLINGTON 23 FEB 1979

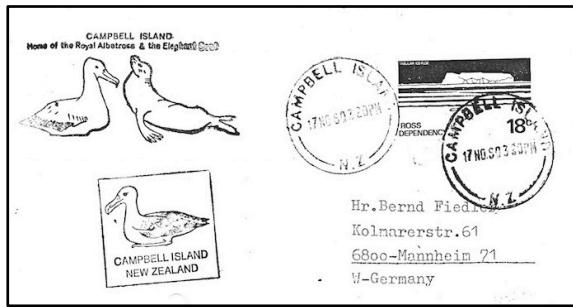
MS *Lindblad Explorer* sailed from Lyttelton in February 1979; she visited Cape Adare, Cape Evans, Cape Hallett, McMurdo Station, Scott Base on 5 February (late cancel 15 February), Campbell Island 18 Feb 79, then returned to Lyttelton on 23 February 1979.

1979-80 season

Mike Fraser (O.I.C.), Bill McAlly, Dave James, Paul Hatfield, Conrad Wenhaw, Malcolm Chunie, Paul England.

1980-81 season

Bob Graham (O.I.C.), Stuart Brown, John Wentworth, Kevin Alder, Warrick Lathan, Mike Bourke, Glen Soebeg, Jim Read, Tony Bisset.

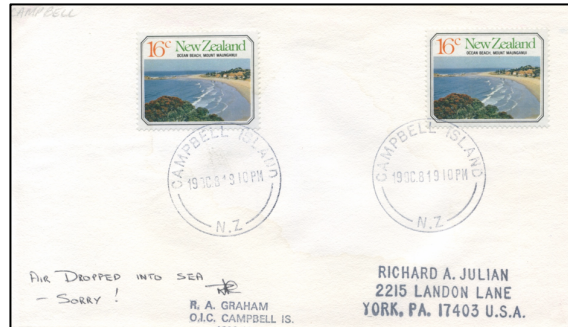


CAMPBELL ISLAND 17 NO 80



CAMPBELL ISLAND -1 MR 81 8 40AM

MS *Lindblad Explorer* was again at Campbell Island in March 1981.

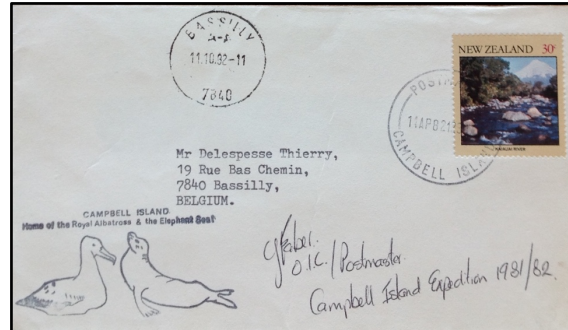


CAMPBELL ISLAND 19 OC 81

"AIR DROPPED INTO SEA. SORRY!" signed by Bob Graham

1981/82 season

Con Faber (O.I.C.), Joanne Cowlran, Stan Whitfields, Ross Gully, Diane Harris, Garth Paul, Mark Koop, Chris Horeogen.



CAMPBELL ISLAND 11 AP 82

1982/83 season

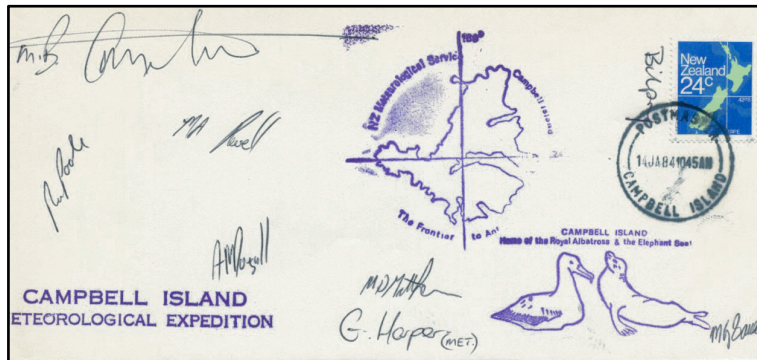
Dave Rees (O.I.C.), Shona Dowling, Ramari Stewart, Gary Zeller, Terry McNeill, Jack Middleton, John Holtum, D Simpson, Alan McDougall.



POSTMASTER CAMPBELL ISLAND 21 JU 83

1983/84 season

Mark Crompton (O.I.C.), Brian Hagan, Mark Revell, A.F. Warren, Mark Matthew, Alan McDougall, Bill Perry, Robert Poole, Malcolm Saunders, Graham Taylor, Peter McCrostie, Grant Harper, Grant Unkovich.



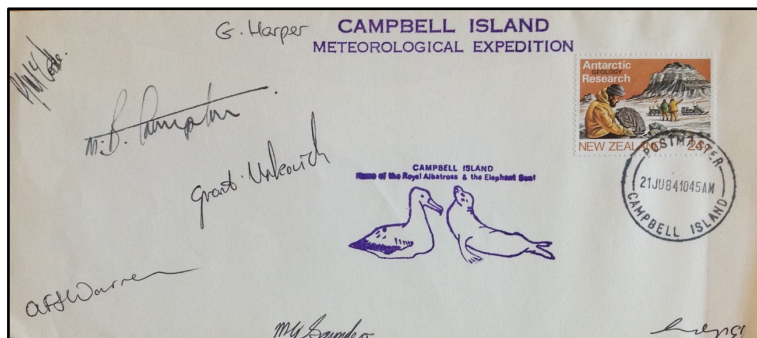
POSTMASTER CAMPBELL ISLAND 14 JA 84



POSTMASTER CAMPBELL ISLAND 25 FE 84



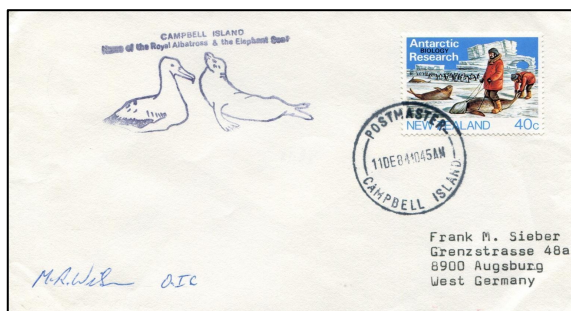
POSTMASTER CAMPBELL ISLAND -8 AU 1984



POSTMASTER CAMPBELL ISLAND 21 JU 84

1984/85 season

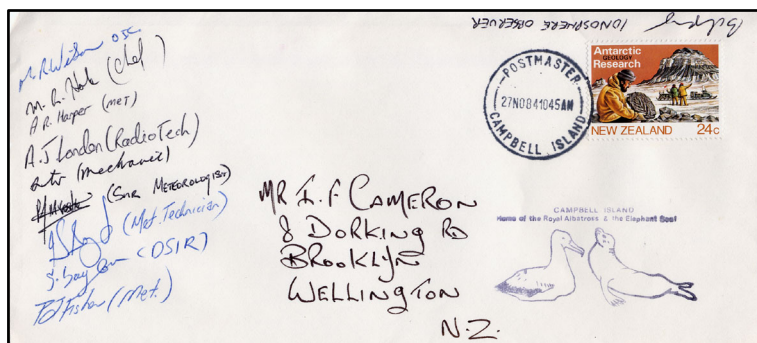
M.R. Wilson (O.I.C.), M.R. Hope, Grant Harper, Bill Perry, A.T. Lendon, Stu, P.J. Fisher, S. Taylor, Peter McCrostie, Steve H..., I.S. Seyl.



POSTMASTER CAMPBELL ISLAND 11 DE 84
signed by M.R. Wilson (O.I.C.)



POSTMASTER CAMPBELL ISLAND 9 FE 85
per HMNZS Monowai



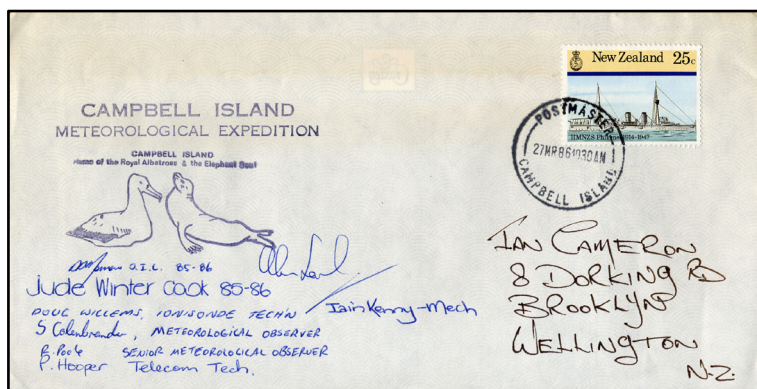
POSTMASTER CAMPBELL ISLAND 27 NO 84



RNZN helicopter landing mail and supplies on the island in 1985

1985/86 season

Daryl Morrow (O.I.C.), Robert Pool, Scott Freeman, Iain..., John-Paul Lilburne, Peter Hooper, Alan Lorking, Sander Calenbrander, Judith Winter, Douglas Willems.



POSTMASTER CAMPBELL ISLAND 27 MR 86

MV *Greenpeace* visited the island in February 1986 on its way to the Ross Dependency.



POSTMASTER CAMPBELL ISLAND -8 FE 86

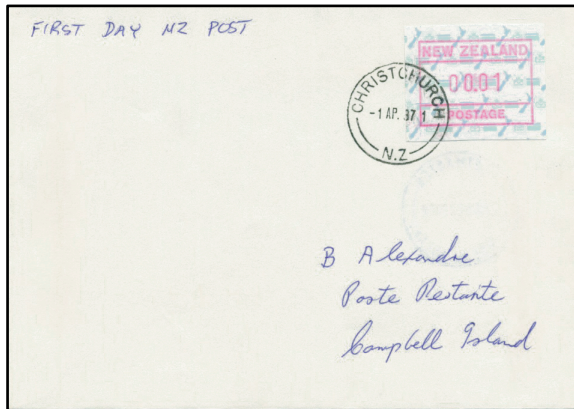
1986/87 season

Andrew Fyfe (O.I.C.), Wendy Strid, Roger Moffat, Ian Boyd, Anthony Wardle, Bruce Shaw, Tony Blandford, Ross Carroll, Tuporo Masters. Wendy Strid broke her leg sometime in March 1987 and was evacuated by Japanese fishing boat to Dunedin. She came back to Campbell in October 1987 and completed the 1987-88 year.

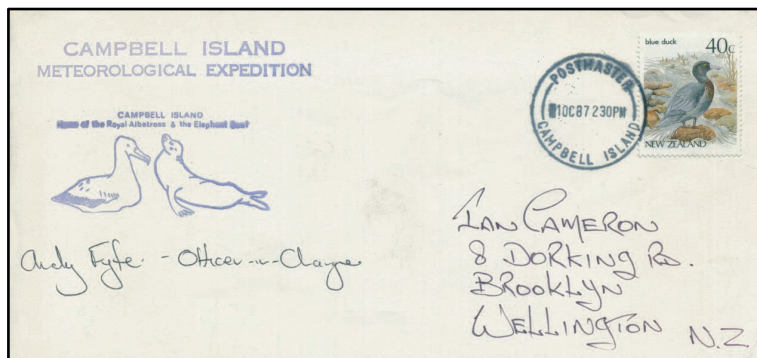
On 1 April 87 the New Zealand Post Office was separated into three state owned corporations, New Zealand Post, Postbank and Telecom. To celebrate the occasion, for one day only domestic postage was one cent per letter.



POSTMASTER CAMPBELL ISLAND 9 JA 87



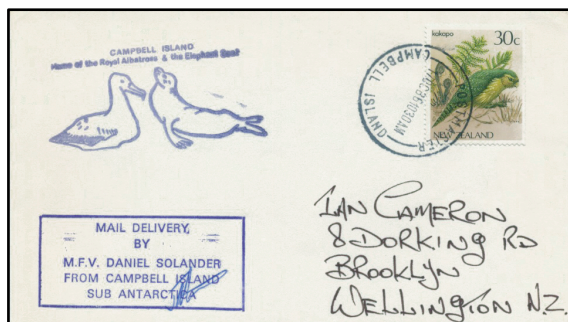
CHRISTCHURCH - 1 AP 87



POSTMASTER CAMPBELL ISLAND - 1 OC 87
signed by outgoing O.I.C. A. Fyfe

1987/88 season

Scott Freeman (O.I.C.), Roger Moffat, Karl Anderson, Robyn Pope, Neil Dunn, Robert Crawley, Wendy Strid.



POSTMASTER CAMPBELL ISLAND 17 OC 87
per MFV Daniel Solander

Roger Moffat worked alongside Peter Moore, who was a full time Department of Conservation staff member. They were there the whole year working on various wildlife research on Yellow Eyed Penguin studies, mollymawk and albatross studies, rat studies, vegetation, seals and sea lions.

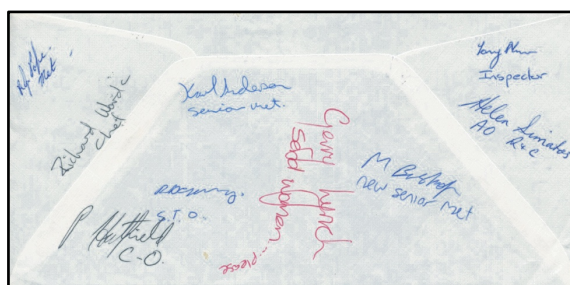


Beeman Point camp in December 1988

(New Zealand Geographic No.1, page 36, 1989)

1988/89 season

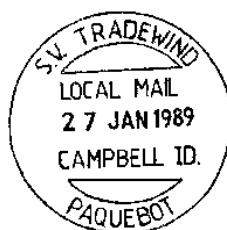
Paul Hatfield (O.I.C.), Mandy Bishop, Gerard Lynch, Robyn Pope, Gerard Hamilton, Ian Jackson, Fiona Hill, Richard Ward.



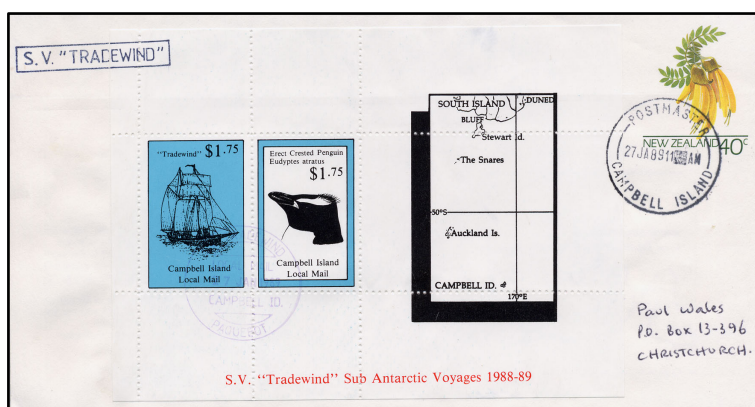
reverse: POSTMASTER CAMPBELL ISLAND -3 OC 88

1989 & 1990 SV Tradewind Cinderella and Local Mail Paquebot

The tourist sailing ship *SV Tradewind* visited the Auckland, Snares and Campbell Islands during the 1988/89 and 1989/90 summer seasons. Cancellation dates are 27 January, 21 February and 12 March 1989, then 7 March and 24 March 1990. A Cinderella minisheet and a local mail Paquebot were privately produced for the voyages.



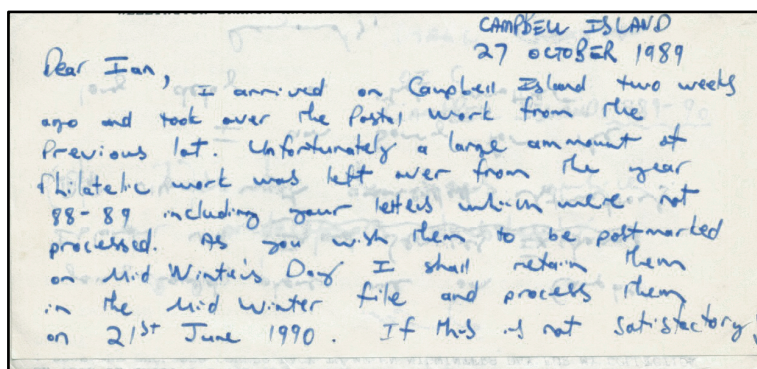
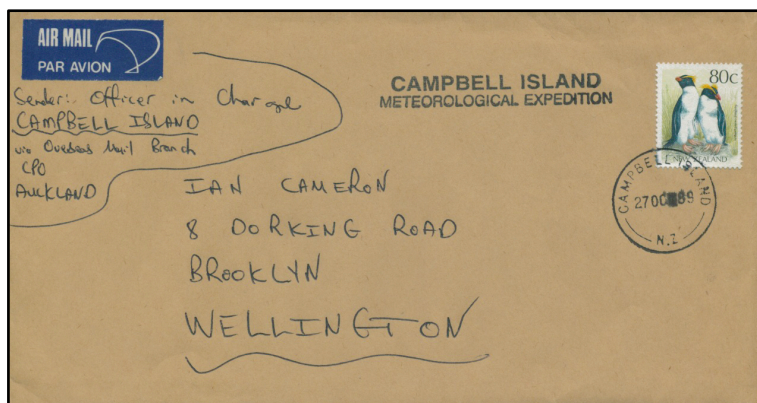
SV Tradewind Local Mail Paquebot



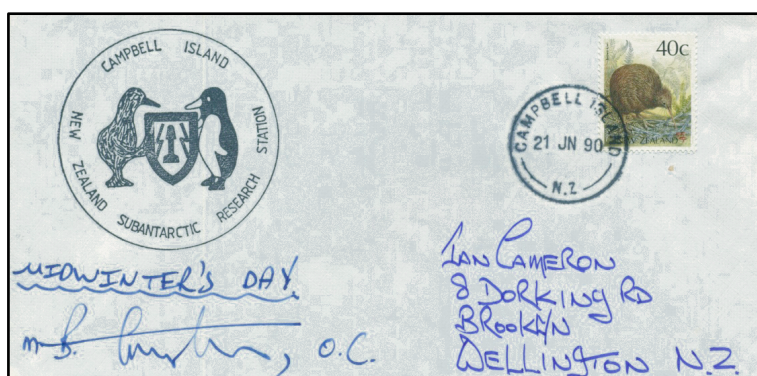
POSTMASTER CAMPBELL ISLAND 27 JA 8911 AM

1989/90 season

Mark Crompton (O.I.C.), Ross Bannister, Bill Perry, Roger Moffat.



CAMPBELL ISLAND 27 OC 89; letter enclosed from Mark Crompton



CAMPBELL ISLAND 21 JN 90



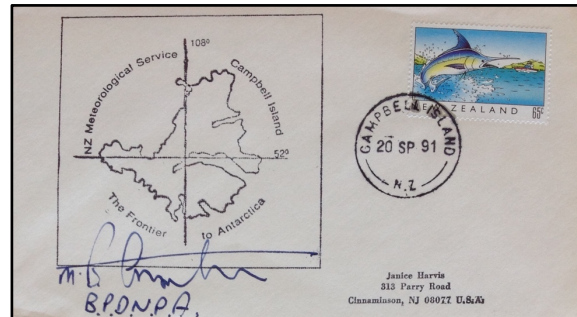
Met Station September 1991 (photo Mark Crompton)

1990/91 season

Mark Crompton (O.I.C.), Roger Moffat, Steve Knowles, Bill Perry, Steve Croasdale.



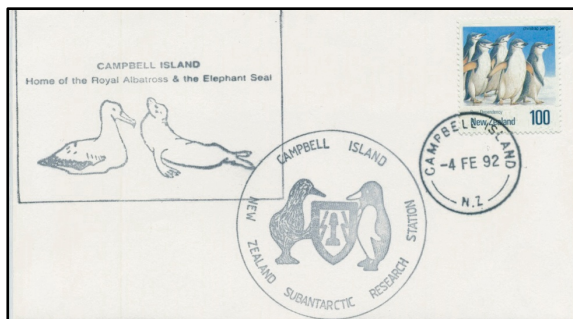
CAMPBELL ISLAND 14 JA 91
signed by Mark Crompton (O.I.C.)



CAMPBELL ISLAND 20 SP 91
signed by outgoing O.I.C. Mark Crompton

1991/92 season

Mike Fraser (O.I.C.), Rob Humphrey, Angus McAllister, Jacinda Amies, Linda Summersby.



CAMPBELL ISLAND -4 FE 92



CAMPBELL ISLAND 19 SP 92

1992/93 season

Scott Freeman (O.I.C.), Steve McAllister, Helen Donaldson, Jacinda Amies, Alan Lorking, Angus McAllister.



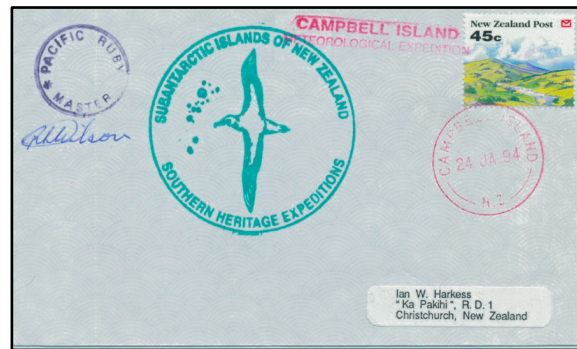
CAMPBELL ISLAND 31 JA 93
per Pacific Ruby

1993/94 season

Mike Bourke (O.I.C.), Jim Henderson, Bill Burman, Steve & Wendy Taylor.



CAMPBELL ISLAND 23 NO 93
signed by Mike Bourke



CAMPBELL ISLAND 24 JA 94
per Pacific Ruby



CAMPBELL ISLAND -6 FE 94; per Kapitan Khlebnikov

1994/95

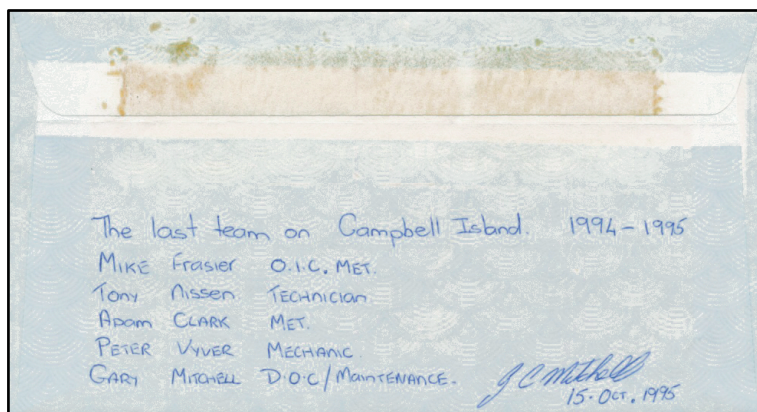
Mike Fraser (O.I.C.), Peter Vyver, Gary Mitchell, Tony Nissen, Adam Clark.

1995 Meteorological Station Closure

With continuing advancements in satellite weather technology, the weather station on Campbell Island became increasingly redundant. New Zealand Met Service finally closed the meteorological station and associated post-centre on 15 October 1995. Staff and equipment were taken back to New Zealand aboard MV *Marine Countess*.



CAMPBELL ISLAND 15 OC 95



reverse

Mike Fraser
Campbell Island
C/- Overseas Mail Branch
CPO
Auckland
New Zealand

15th Oct 1995

Dear Mark,

Your letter has arrived at a rather extremely busy time and in my haste postmarked your stamped envelope with the wrong datestamp, therefore i've sent another with the correct closing datestamp on it.

As for the datestamp impressions, all postal records are being sent to the following address,

New Zealand Post Limited
Archives
PO Box 38996
Wellington Mail Centre
Ph 04-568-0270
Attn: Eric Adank (Manager).

At this time i can't supply any photos as the station is now bare as we leave tomorrow.

Sorry i can't help you further but at this late date it just isn't possible.

Regards
Mike Fraser

Post 1995 Visits

Following the station closure, the island returned to its status as a national wildlife reserve administered by the New Zealand Department of Conservation.



INVERCARGILL FAST POST 17 FEB 1996; RV AKADEMIK VERNADSKY 16.12.97

1999 The Kermadec DX Association

Between 7 and 26 January 1999, the Kermadec DX Association of Wellington New Zealand visited Campbell Island in the vessel *Braveheart* with a party of eleven ham radio operators.



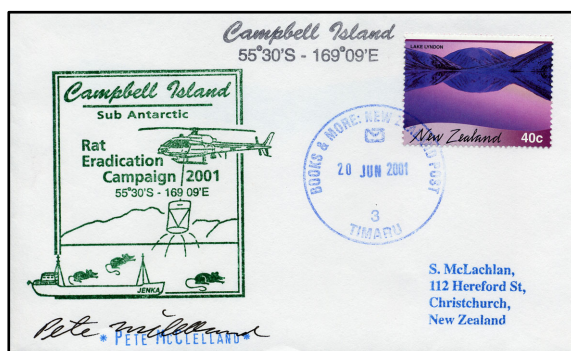
QSL card



WELLINGTON 12 FE 99.12

2001 Rat Eradication Campaign

In June 2001, the Department of Conservation started a plan to eradicate from Campbell Island the Norwegian Rat that had been accidentally introduced in 1810. Vessel *Jenka* left Timaru on 20 June 2001 and returned on 3 July 2001; Project leader was Pete McClelland.



BOOK & MOORE NEW ZEALAND POST
TIMARU 20 JUNE 2001



ROSS DEPENDENCY AGENCY
CHRISTCHURCH -4 JUL 01

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5; 1991 page 40; 1994 pages 212-13.
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(1995) 15:7-9.
- Redwood, R. Forgotten Islands of the South Pacific, Ch. viii pages 55-60; A.H & A.W. Reed,
Wellington New Zealand 1950.
- Startup, R. Personal communication, 12 September 2010.
- The Mail Coach. Journal of the Postal History Society of New Zealand 1995, page 159.
- The Postage Stamps of New Zealand; Royal Philatelic Society of New Zealand Inc., Wellington, New
Zealand. Volume V, pages 809-812.

www.raoulancampbell.org/theislander Vol.1 No.1 1968 to Vol.3 No.7 Feb 1979

Sources: Campbell Island Expedition Members

- Bob Taylor, New Zealand Met Service, Paraparaumu, New Zealand.
- Mark Crompton, Hokitika, New Zealand (personal correspondence 1994).

Most expedition members' names have been identified, however there are still a few missing from the list. As well, there were a small number of other government department officers who occasionally visited Campbell Island for special projects, but names were often not recorded.

APPENDIX 1 Campbell Island Datestamps

Between 1952 and 1995 only four datestamps were used at Campbell Island Post Office.



1st postmark (34mm diameter)
01 Sep 52 – 22 Dec 74



2nd postmark (33mm diameter)
24 Jan 75 – 23 Nov 81



3rd postmark (33mm diameter)
17 Dec 81 – 10 Oct 89



4th postmark (30mm diameter)
10 Oct 89 – 15 Oct 95

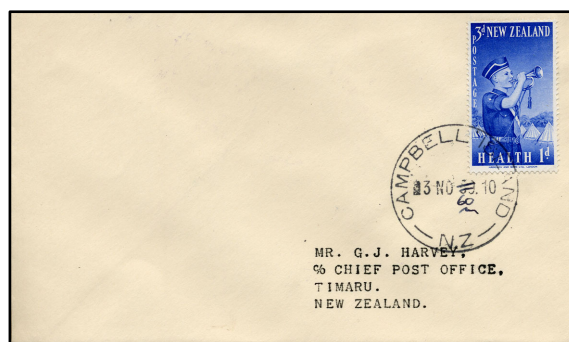
These cancellation date ranges are definitive, based on New Zealand Post archival records. From observation of the impressions in the official Register of Date-Stamp Impressions, there were not a lot of recorded cancellation dates (see Appendix 2).

The Philatelic Specials

Campbell Island's simple postal history is complicated by elements of its social history. Whilst the New Zealand Post Office provided the postal facilities, management of them was left to New Zealand Met Service staff, usually the Officer-In-Charge but occasionally other station members assisted. As a result, in some years, postal records were not at all well maintained. There were huge gaps for example in the Register of Date-Stamp Impressions in some years (see Appendix 2). As well, philatelic 'specials' appeared as a result of datestamp errors, cachets used as stamps, illegally cancelled foreign stamped mail, as well as the use of a local mail paquebot and cancellation of a cinderella sheet from the S.V. Tradewind Sub-Antarctic Voyages 1988-89.

Postmark Errors

The first recorded error in the Register of Date-Stamp Impressions is 33 NO 59, crossed out and replaced with -3 NO 59 then initialed by Officer-In-Charge George Poppleton; whether or not any covers escaped with the 33 November date is unknown. There is a possibility that the impression -3 NO 59 in the Register was itself incorrect, Poppleton having initialed a change from 3 NO 59 to 3 NO 60 on the impressed postmark on the covers below.



CAMPBELL ISLAND ■ 3 NO (59) 60.10



CAMPBELL ISLAND 9 OC (59) 60.10

There is also a registered cover to Taihape with cancel 9 OC 59 with the 59 crossed out and replaced with a handwritten 60, initialed by Poppleton. Another cover has the same manuscript 60, but not initialed.

Poppleton stopped registering impressions altogether after 20 NO 59; the Register was not used again until next season's Officer-In-Charge V. O'Neill initialed his first entry -3 JA 61.

In July 1960, Poppleton miss-positioned the numerals in the datestamp, creating the major postmark error 27 SP 7 1. It occurred on only a few covers.



CAMPBELL ISLAND 27 SP 7 ■ 1



reverse: CAMPBELL ISLAND 18 JL 60.12



HASTINGS 30 JUNE 1960, CAMPBELL ISLAND 27 SP 7 ■ 1

The covers, one at least of which was signed by Poppleton and six others on the reverse, suggests that the error may have been contrived. The cover also shows the earliest usage of the 1st 'Poppleton' cachet (see Appendix 5).

The next error impression in the Register was 27 FE 70, crossed out and replaced with 17 FE 70 then initialed by Officer-In-Charge Peter Julius.

An unrecorded error impression occurred on 28 FE 72.3; the original year digit is blurred and hard to identify – it was replaced by a manually drawn "7".



CAMPBELL ISLAND

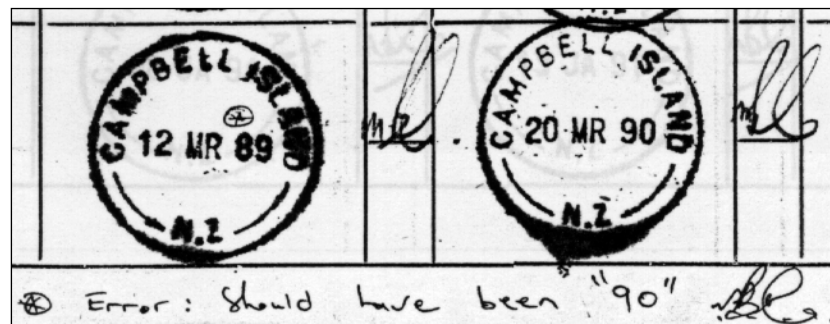
Confusion with the placement of digits was also apparent, an initialed error impression by John Walden showing 22 DE -7 4 instead of 22 DE 74. This date was incidentally the last recorded impression of the first datestamp.



CAMPBELL ISLAND N.Z 22 DE -7 4

The next error impression in the Register was 30 AP 77, corrected to 30 AP 75. Throughout the Register, with few exceptions, the time (12, 3, 8-40AM, etc.) on the datestamps was often left unchanged for months.

Officer-In-Charge Mark Crompton, the most meticulous of postal record keepers on Campbell Island during his many seasons there, recorded his only impression error in 1990 thus:

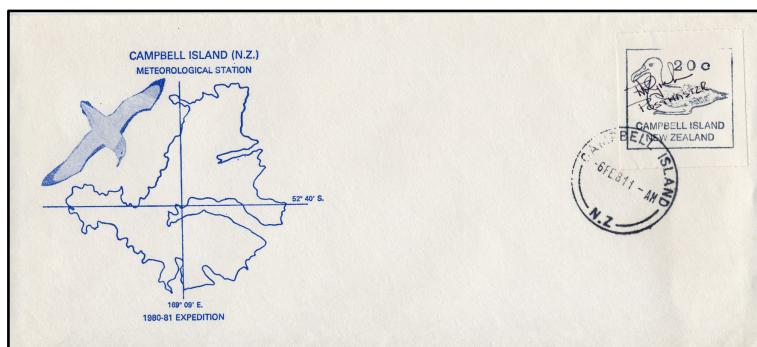


According to New Zealand Post Archive Manager Eric Adank, the whole of the 3rd datestamp itself was an error, as it was against New Zealand Post Office Regulations to issue a datestamp in the name of an individual or title, in this case 'POSTMASTER CAMPBELL ISLAND'.

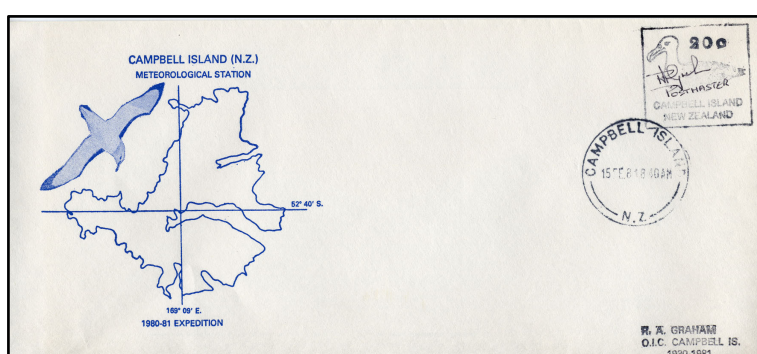


The 1981 'Provisional'

In February 1981, the island ran out of stamps, due to the arrival of several ships at short notice and heavy local demand. Officer-In-Charge Bob Graham created his own stamps to cover the temporary shortage by impressing a cachet (featuring an albatross and the value 20¢) on to a supply of gummed labels; 37 'stamps' of this type were made. The rubber stamp was also applied directly to 60 envelopes.



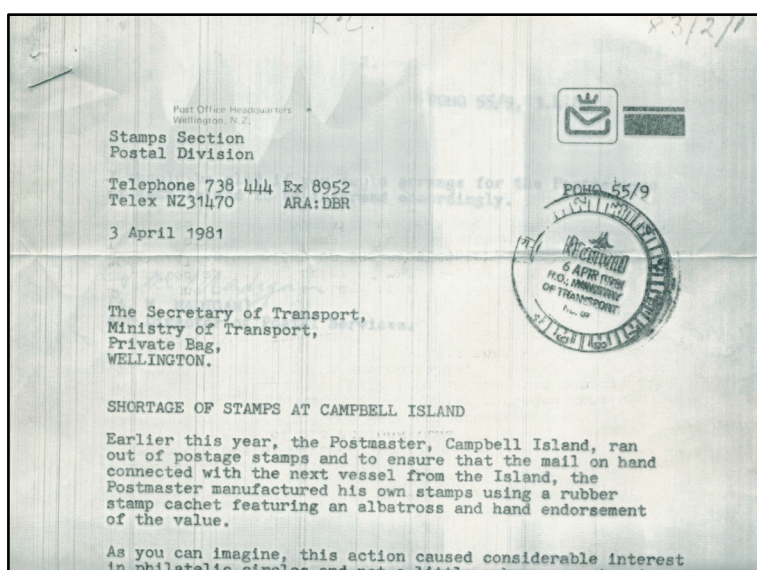
CAMPBELL ISLAND 6 FE 811-AM; cachet on gummed label



CAMPBELL ISLAND 15 FE 818 40 AM; cachet applied directly to cover signed 'RA Graham Postmaster'

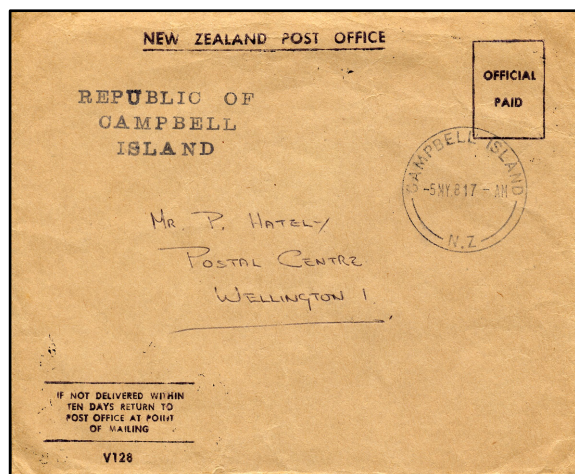
15 February 81 was the last day of use of the 'provisional' issue, HMNZS *Otago* arrived on 16 February with resupply of NZ stamps (Tyson, G. Campbell Island Stamps; Capt. Cook Vol 9, Christchurch, May 1981).

New Zealand Post did not approve of their release. A letter dated 3 April 1981 from the Stamps Division was sent to the Secretary of Transport expressing disapproval.

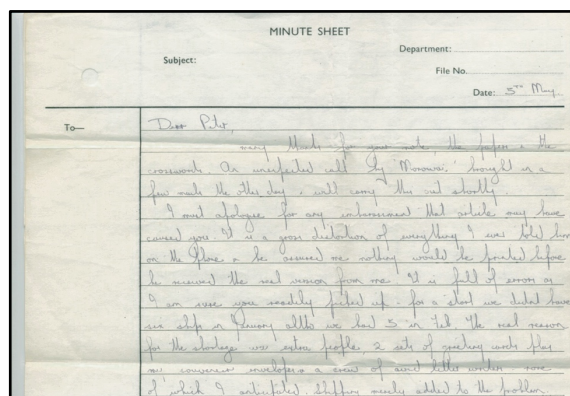


letter dated 3 April 1981

O.I.C. Bob Graham sent a reply dated 5 May 1981 to Mr. Peter Hately at the Postal Centre in Wellington, explaining his reasons for the 'provisional':



CAMPBELL ISLAND 5 MY 817-AM



letter dated 5 May 1981

5th May

Dear Peter,

Many thanks for your note, the papers & the crosswords. An unexpected call by 'Monowai' brought in a few mails the other day & will carry this out shortly. I must apologize for any embarrassment that article may have caused you. It is a gross distortion of everything I ever told him on the phone & he assured me nothing would be printed before he received the real version from me. It is full of errors as I am sure you already picked up – for a start we didn't have six ships in January although we had five in Feb, the real reason for the shortage was extra people, 2 sets of greetings cards plus my souvenir envelopes & a crew of avid letter writers – none of which I anticipated. Shipping merely added to the problem.

Surely nobody in their right mind would imagine the P.O. being 'delighted' with an illegal issue of stamps regardless of the circumstances. No matter, it solved an immediate problem for me & created a whole lot more as it turned out. I must admit I still merely regard their use as a receipt for 20¢ postage & cannot see what the fuss is all about – if one can write a cheque on a cow surely a receipt can be similarly less formal???

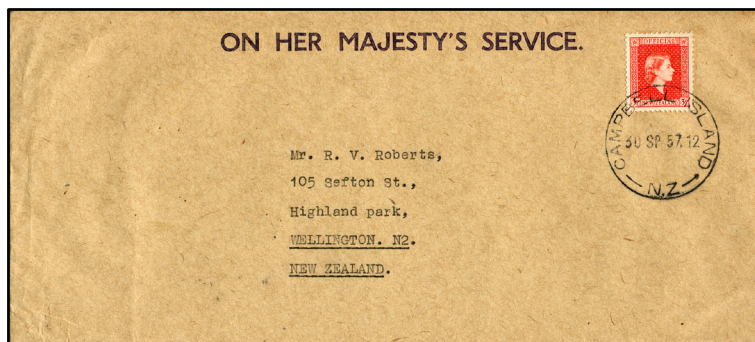
Am afraid there are no originals left, they were sold on demand as were the rest of the imprints; some were souvenired but the rest went through the mailbag – rest assured the original is gone – cremated with due ceremony long ago. Thanks once again for the papers etc. & your good humor in the matter above. I never wish to be on this side of a P.O. counter again – it takes most of my spare time let alone patience!

Sincerely

Bob Graham

1957-1959 Official stamps on mail

New Zealand Official stamps and those overprinted 'Official' were only rarely used at Campbell Island. Most usage seems to have occurred between 1957 and 1959, however a late usage cover from 1965 has been sighted.



CAMPBELL ISLAND 30 SP 57.12



CAMPBELL ISLAND -5 NO 65.11

The largest known usage was on a parcel containing parts returned to the Civil Aviation Administration in Wellington in 1958.



CAMPBELL ISLAND 25 SP 58.12

Operation Deep Freeze Picket ship mail

For twelve years, commencing from Operation Deep Freeze II during the summer of 1956/57, US Navy ships undertook picket duty in the southern-ocean for flights to and from Antarctica. Several of these ships called into Campbell Island, often bringing in supplies and relief staff.



USS MILLS JAN 2 1967



U.S.S. THOMAS J GARY JAN 20 1967



U.S.S. HISSEM 24 SEP 1963; CAMPBELL ISLAND 13 OC 63.10

As many of these had ship's post offices on board, sometimes New Zealand mail was delivered through the US mail system and occasionally USA stamped mail illegally found its way into the New Zealand mail system.



CAMPBELL ISLAND 19 DE 64.12

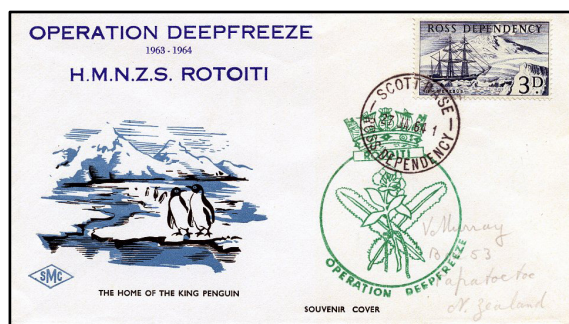


USA issue cancelled CAMPBELL ISLAND 17 DE 67.4

Royal New Zealand Navy ships HMNZS *Rotoiti* and HMNZS *Pukaki* also served intermittently on picket duty, sharing duties with US Navy ships (see Appendix 4 for NZ Navy ship visits to Campbell Island).



DUNEDIN 12 FEB 1965
per HMNZS *Pukaki*



SCOTT BASE ROSS DEPENDENCY 27 JA 64.1
per HMNZS *Rotoiti*

Air Drop Mail

Air mail drop flights to Campbell Island supplemented regular ship mail services. Initially, RNZAF Hastings and Sunderland aircraft occasionally dropped mail and emergency supplies, returning directly to Christchurch airport. Recorded dates are 17 June 1945, 8 October 1951, 21 September 1954, 14 July 1955, 11 November 1955, 24 February 1956 and 23 August 1956. A DC3 aircraft dropped mail on 30 August 1957.

Bristol Freighters and Hercules aircraft took over thereafter; recorded dates are 18 July 1960, 3 July 1961, 20 June 1969, 23 January 1970, 27 April, 17, 25 June & 1 October 1971, 4 April 1974, 9 & 10 April then 21 June 1975; there will be others.



CAMPBELL ISLAND 24 FE 56.3



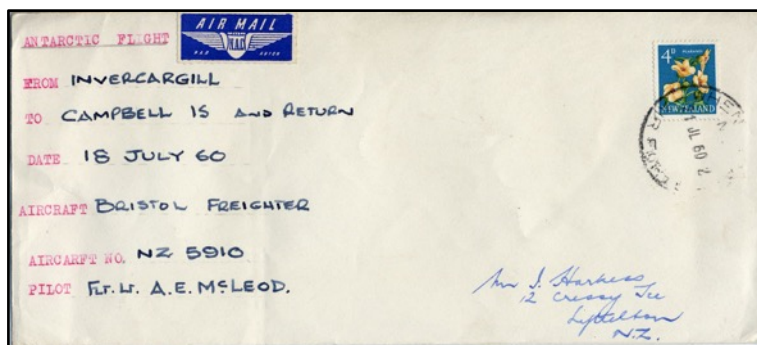
HASTINGS 30 JUNE 1960
CAMPBELL ISLAND 27 SP 7■ 1 (18 JL 60.12)



CHRISTCHURCH AIRMAIL -7 JL 60



TIMARU 13 JULY 1960; CAMPBELL ISLAND 18 JL 60. 12
signed on reverse by seven station members



WHENUAPAI AIR FORCE 21 JL 60



CAMPBELL ISLAND 20 JE 69.1



CAMPBELL ISLAND -3 MY 71.3



CHRISTCHURCH AIR MAIL 18 JE 71

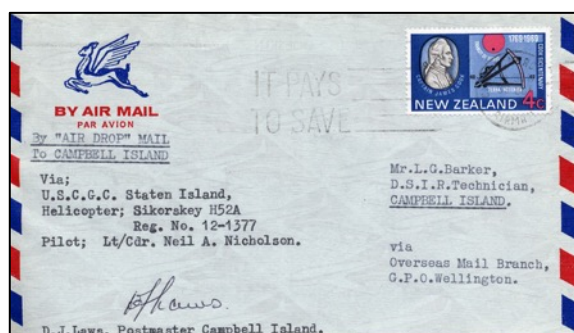


AUCKLAND O.M.B. 1 AP 74
CAMPBELL ISLAND -4 AP 74. 9



CAMPBELL ISLAND N.Z. 21 JE 75
AUCKLAND F.M.B. -4 JL 75

Mail was also delivered by helicopter from visiting United States Navy or New Zealand Navy ships.



CHRISTCHURCH AIR MAIL 30 OCT 70
bs CAMPBELL ISLAND 25 DE 70. 3
signed by D.J. Laws, Postmaster



POSTMASTER CAMPBELL ISLAND 18 JY 84
bs CHIEF POST OFFICE WELLINGTON 30 JUN 1984



POSTMASTER CAMPBELL ISLAND 21 JU 89

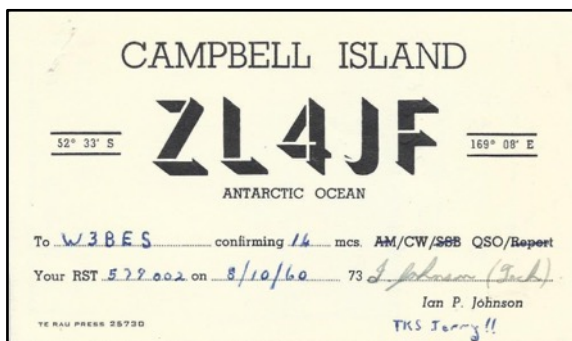


CAMPBELL ISLAND 30 SP 95

Royal New Zealand Air Force P3 Orion aircraft also intermittently patrolled the region and made the occasional mail drop.

QSL Cards & Cachets

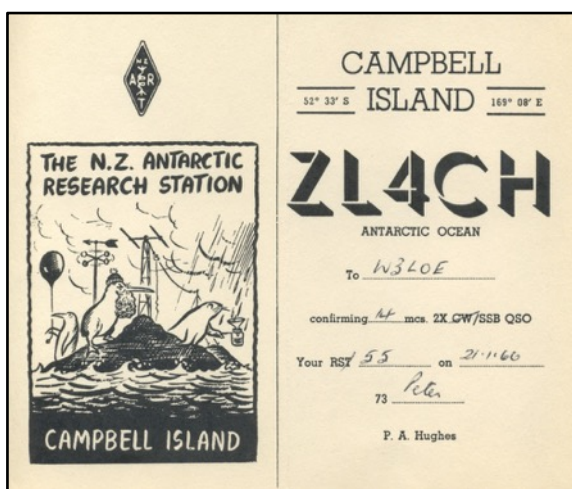
A radio transmission service operated from Campbell Island since it opened in 1952, transmitting weather reports to New Zealand Met Service for redistribution to interested parties. Ham radio transmissions were an important part of the social activity on the island and several radio operators produced their own QSL cards and/or postcards or cachets.



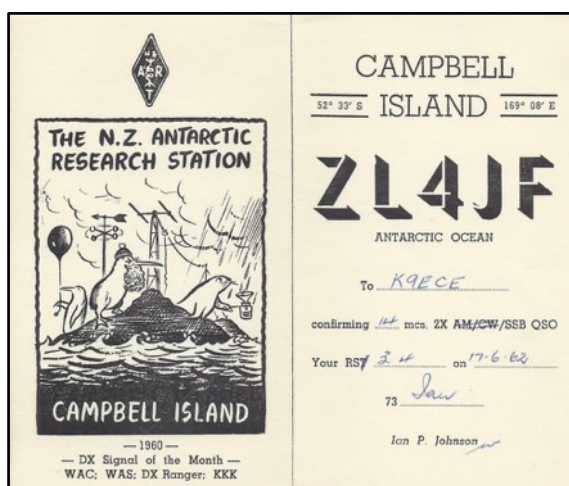
8 October 1960; I.P. Johnson



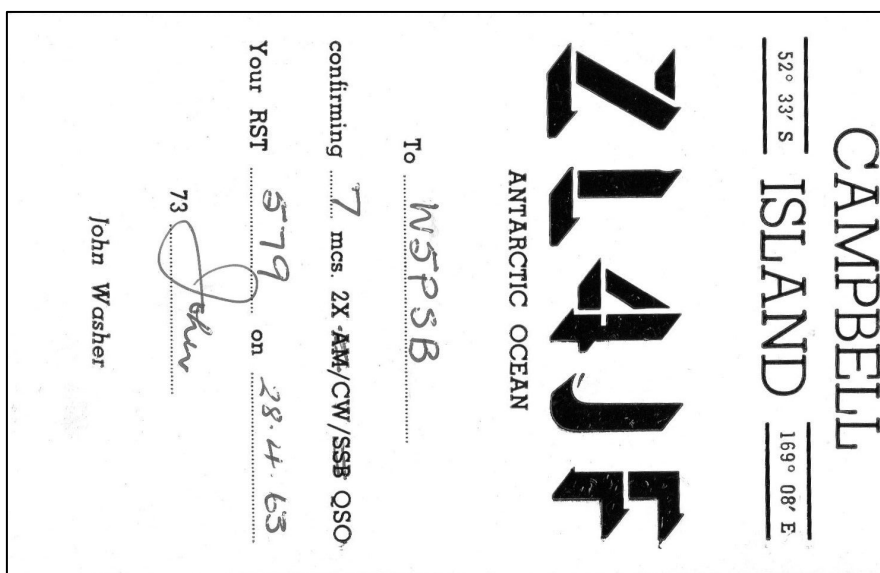
reverse



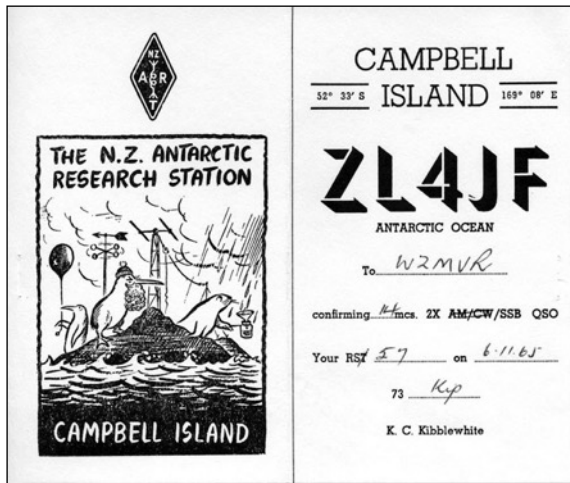
21 November 1960; P. A. Hughes



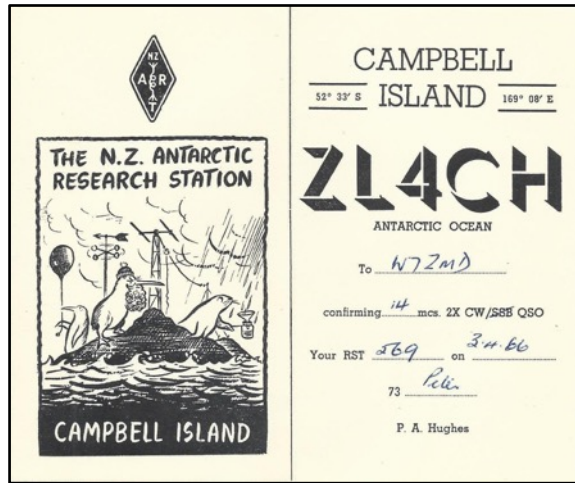
17 June 1962; I.P. Johnson



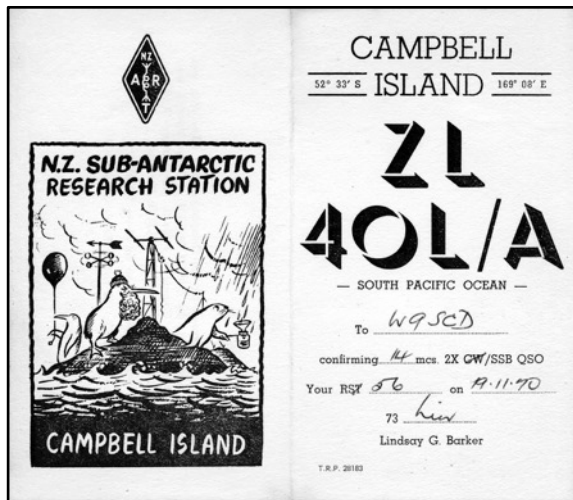
28 April 1963; John Washer



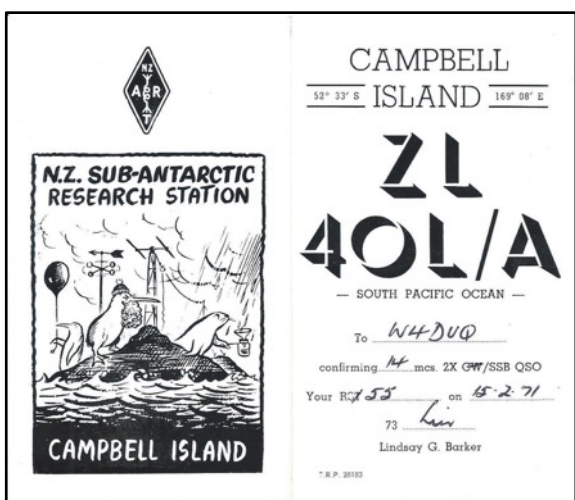
6 November 1965; K.C. Kibblewhite



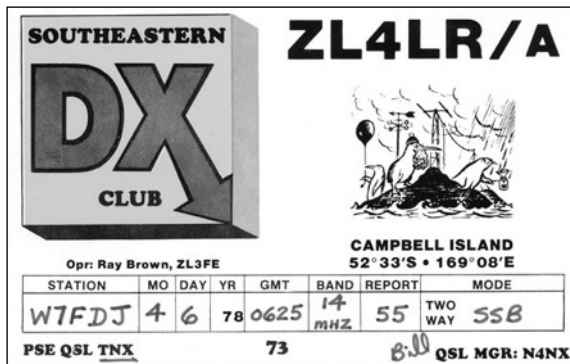
3 April 1966; P.A. Hughes



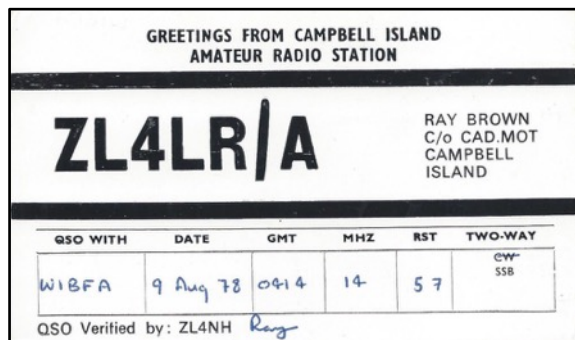
19 November 1970; L.G. Barker



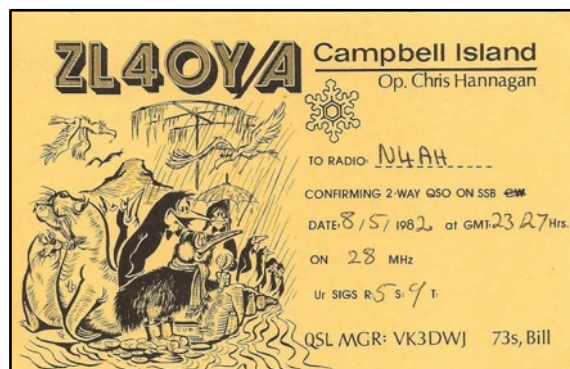
15 February 1971; L.G. Barker



4 June 1978; R. Brown



9 August 1978; R. Brown



8 May 1982; Chris Hannagan

APPENDIX 2

Campbell Island Cancellation dates

Post Office records are regrettably incomplete, as some Officers-in-Charge at Campbell Island did not bother to fully maintain postal records on the island, whilst others did so only intermittently. Other cancellation dates obtained from sighted covers with dates not included in the above registers are italicized. No doubt there are many other cancellation dates yet to be recorded. Mail-carrying ships identified from New Zealand Post Office records, from short articles in the Journal of the New Zealand Antarctic Society and from ship's cachets, are noted. Some ships must have picked up mail covering a range of cancellation dates when they arrived, so ship names may be applied to other cancellation dates 'just prior to' ship arrival dates.

YEAR	CANCEL	SHIP	
			22 FE 57
1952	-1 SP 52	MV Holmburn	25 FE 57
	-1 DE 52		26 FE 57
1953	20 MR 53	MV Holmburn	-1 MR 57 HMNZS Endeavour
	20 MY 53		-2 MR 57 HMNZS Endeavour
	20 NO 53	MV Holmburn	25 MR 57
	26 NO 53		11 MY 57 HMNZS Endeavour
	29 <i>NO</i> 53		17 MY 57
1954	-6 OC 54		12 AU 57
	-8 NO 54		30 SP 57
	-9 NO 54	HMNZS Tui	-1 OC 57
	29 NO 54		-7 OC 57
	-4 DE 54		17 OC 57
	11 DE 54	MV Viti	19 OC 57
	18 DE 54		21 OC 57
1955	-4 JE 55	HMNZS Kiwi	-5 NO 57 USS Brough
	11 AU 55		-9 NO 57
	-8 NO 55		12 NO 57
	10 NO 55		13 NO 57 MV Holmglen
	11 NO 55		16 NO 57
	18 NO 55	MV Holmlea	23 NO 57
	24 NO 55		-4 DE 57
	-9 DE 55		<i>14 DE 57</i>
	11 DE 55	MV Holmlea	25 DE 57
	18 DE 55	US Greenville Victory	30 DE 57
1956	28 JA 56		1958 -1 JA 58
	24 FE 56	USS Glacier	-6 JA 58
	10 JL 56	MV Karamu	-7 JA 58
	-1 AU 56	HMNZS Tui	-9 JA 58 USS Brough
	<i>08-AU 56</i>		10 JA 58)
	10 OC 56	HMNZS Pukaki	11 JA 58) Denver
	28 OC 56		12 JA 58) Museum
	<i>4 NO 56</i>		30 JA 58) Of
	17 NO 56	MV Holmglen	-1 FE 58) Natural
	29 NO 56	MV Holmglen	-6 FE 58) History
	-4 DE 56	MV Holmglen	10 FE 58) Expedition
	-5 DE 56	MV Holmglen	15 FE 58)
	-6 DE 56	MV Holmglen	16 FE 58)
	-7 DE 56	MV Holmglen	18 FE 58)
	31 DE 56		19 FE 58 USS Brough
1957	-1 JA 57	HMNZS Pukaki	22 MR 58
	27 JA 57	USS Brough	-6 MY 58
	-3 FE 57		12 MY 58
	-6 FE 57		19 MY 58
	-7 FE 57		20 MY 58
	-9 FE 57	HMNZS Endeavour	23 MY 58
	19 FE 57		30 MY 58

	-2 JE 58		-1 NO 62
	-7 JE 58		-3 NO 62
	21 JE 58 MV Holmglen		-5 NO 62 MV Holmburn
	21 AU 58		16 NO 62 HMNZS Rotoiti
	-3 SP 58	1963	-6 JA 63 USS Durant
	22 SP 58		19 JA 63
	25 SP 58		-1 FE 63 HMNZS Endeavour
	26 SP 58		-5 MR 63
	29 SP 58 MV Holmglen		15 AP 63 HMNZS Endeavour
	-2 OC 58		-3 MY 63
	-6 OC 58		25 SP 63 USS Hissem?
	14 OC 58		-3 OC 63 SS Taranui
	17 OC 58		12 OC 63 HMNZS Rotoiti
	19 OC 58		13 OC 63 HMNZS Rotoiti
	30 OC 58		30 OC 63
	-1 NO 58 MV Holmglen		11 NO 63 HMNZS Rotoiti
1959	-4 JA 59 USS Brough		22 NO 63 MV Holmburn
	-7 JA 59		22 DE 63 USS Hissem
	11 JA 59 HMNZS Kaniere?	1964	22 JA 64
	23 FE 59 USCGC Staten Island		-2 FE 64
	-6 MR 59		17 FE 64 HMNZS Pukaki
	-9 OC 59 (should be -9 OC 60)		19 FE 64 HMNZS Pukaki
	15 OC 59 HMNZS Endeavour		20 FE 64 HMNZS Pukaki
	26 OC 59		22 FE 64 HMNZS Pukaki
	29 OC 59 MV Holmglen		-2 MR 64 HMNZS Pukaki
	-3 NO 59 (corrected to -3 NO 60)		24 AP 64 MV Holmlea
	20 NO 59 USS Peterson		26 JE 64
(no datestamp impressions were recorded in the Register between 20 NO 59-3 JA 61)			-9 OC 64 HMNZS Pukaki
1960	27 SP 7 1 error cancel		13 OC 64 USS Mills
	31 JA 60		-4 NO 64 MV Holmburn
	20 FE 60 HMNZS Endeavour		11 NO 64
	18 JL 60 MV Holmburn		21 NO 64
	-9 OC 60	1965	19 DE 64 USS Mills
	-7 NO 60 MV Holmburn		-4 JA 65
	20 NO 60 USS Wilhoite		11 JA 65 HMNZS Pukaki
1961	-3 JA 61 HMNZS Endeavour		15 JA 65 USS Mills
	30 JA 61 USS Wilhoite		15 JA 65 HMNZS Endeavour
	27 FE 61 USS Argo		18 FE 65 USS Mills
	20 SP 61 USS Vance		26 FE 65 MV Holmburn
	-7 OC 61 HMNZS Rotoiti		28 SP 65 HMNZS Endeavour
	24 OC 61 HMNZS Rotoiti		22 OC 65 MV Holmburn
	12 NO 61 HMNZS Rotoiti		26 OC 65 MV Holmburn
	16 NO 61 MV Holmburn		-1 DE 65 USS Thomas J Gary
	20 NO 61 HMNZS Rotoiti		17 DE 65
	29 NO 61	1966	31 DE 65 USS Calcaterra
	14 DE 61		-1 JA 66 USS Thomas J Gary
	22 DE 61		15 JA 66 USSR Gneuny
(no datestamp impressions were recorded in the Register between 22 DE 61-15 SP 62)			18 JA 66
1962	15 SP 62		26 FE 66
	22 SP 62		18 OC 66
	29 SP 62		26 OC 66 MV Holmburn
	-3 OC 62		-4 NO 66 USS Mills
	-4 OC 62		22 NO 66
	10 OC 62		24 NO 66
	13 OC 62	1967	13 DE 66
	15 OC 62		-1 JA 67 USS Mills
			21 JA 67 USS Thomas J Gary
			-9 FE 67

	18 FE 76	HMNZS Taranaki		10 FE 82	
	22 JL 76			12 FE 82	
	-7 SP 76			13 FE 82	
	24 DE 76			19 FE 82	
1977	-3 JA 77			26 FE 82	
	17 JA 77			15 MR 82	
	21 JE 77			21 MR 82	HMNZS Tui
	22 AU 77			14 AP 82	
(no datestamp impressions were recorded in the Register between 22 AU 77-27 NO 78)				21 JU 82	
	-3 NO 77			12 JY 82	
	-3 DE 77			-1 SP 82	
1978	-1 JA 78	USCGC Burton Island		12 AU 82	GMV Wairua
	-7 JA 78			-1 OC 82	
	18 FE 78	MS Lindblad Explorer		11 OC 82	
	20 AP 78			23 NO 82	GMV Wairua
	26 NO 78	GMV Wairua	1983	29 DE 82	
	27 NO 78	GMV Wairua		20 FE 83	USS Glacier
	28 DE 78			20 FE 83	MS World Discoverer
(no datestamp impressions were recorded in the Register between 27 NO 78-25 NO 80)				11 AP 83	GMV Wairua
1979	22 FE 79			-2 JU 83	
	20 AP 79			21 JU 83	
	26 NO 79			11 SP 83	GMV Wairua
1980	23 FE 80	MV Holmdale		26 OC 83	
	-7 JL 80		1984	22 NO 83	GMV Wairua
	17 NO 80			-5 JA 84	
	25 NO 80	GMV Wairua		-9 JA 84	
	26 NO 80	GMV Wairua		14 JA 84	
	25 DE 80			19 JA 84	MV Acheron
	28 DE 80			20 JA 84	MV Acheron
	29 DE 80			26 JA 84	
1981	-4 FE 81			29 JA 84	HMNZS Canterbury
	-6 FE 81			30 JA 84	HMNZS Canterbury
	17 FE 81	HMNZS Otago		-1 FE 84	
	20 FE 81			-5 FE 84	
	23 FE 81	Benjamin Bowring		-7 FE 84	
	27 FE 81	HMNZS Taranaki		13 FE 84	
	-1 MR 81	MS Lindblad Explorer		16 FE 84	HMNZS Canterbury
	10 MR 81			17 FE 84	HMNZS Canterbury
	28 MR 81	RV Tangaroa		18 FE 84	HMNZS Canterbury
	26 AP 81	GMV Wairua		20 FE 84	
	27 AP 81	GMV Wairua		25 FE 84	MS Lindblad Explorer
	-3 MY 81	HMNZS Monowai		27 FE 84	
	-5 MY 81	HMNZS Monowai		28 FE 84	
	-6 MY 81	HMNZS Taranaki		15 MR 84	
	-9 JE 81	HMNZS Taranaki		27 MR 84	
	-1 OC 81			-2 AP 84	
	16 OC 81			-6 AP 84	
	19 OC 81			-9 AP 84	GMV Wairua
	15 NO 81			10 AP 84	GMV Wairua
	23 NO 81	GMV Wairua		13 AP 84	GMV Wairua
	17 DE 81			18 MY 84	
	28 DE 81			30 MY 84	
1982	25 JA 82	MS Lindblad Explorer		31 MY 84	
	26 JA 82	MS Lindblad Explorer		10 JU 84	
	-6 FE 82	USCGC Polar Star		13 JU 84	
	-8 FE 82	USCGC Polar Star		18 JU 84	
				21 JU 84	
				22 JU 84	

	30 JU 84		11 OC 86	
	13 JY 84		17 OC 86	MFV Daniel Solander
	14 JY 84		31 OC 86	
	18 JY 84		19 DE 86	
	25 JY 84	1987	-1 JA 87	
	29 JY 84		-9 JA 87	
	-1 AU 84		27 JA 87	
	-3 AU 84		18 FE 87	MV World Discoverer
	-6 AU 84	GMV Wairua	11 MR 87	
	-7 AU 84	GMV Wairua	-1 AP 87	
	-8 AU 84	GMV Wairua	1 OC 87	
	20 AU 84		10 OC 87	
	24 SP 84		21 OC 87	MFV Daniel Solander
	26 SP 84		-9 DE 87	
	-3 OC 84	1988	30 JA 88	
	-4 OC 84		-9 FE 88	
	-5 OC 84		18 FE 88	HMNZS Wellington
	-5 NO 84		11 AP 88	MV Wairua
	13 NO 84		22 AP 88	
	19 NO 84	GMV Wairua	24 SP 88	MFV Daniel Solander
	20 NO 84	GMV Wairua	-3 OC 88	MFV Daniel Solander
	22 NO 84		29 OC 88	
	27 NO 84		(no datestamp impressions were recorded in the Register between 29 OC 88-10 OC 89)	
	11 DE 84		25 DE 88	
1985	-9 FE 85	HMNZS Monowai	MV Greenpeace visited sometime during 1988	
	12 FE 85	HMNZS Monowai	1989	27 JA 89
	14 FE 85	HMNZS Monowai		SV Tradewind
	19 FE 85	HMNZS Monowai	12 MR 89	HMNZS Wellington
	-4 MR 85			error recorded by OIC
	14 AP 85	GMV Wairua	21 JU 89	air drop
	30 MY 85		23 SP 89	HMNZS Wellington
	21 JU 85		-4 OC 89	FRV Kaharoa
	26 JU 85		10 OC 89	
	30 JY 85		27 OC 89	
	-6 AU 85	GMV Wairua	29 NO 89	
	16 OC 85	MFV Daniel Solander	-4 DE 89	HMNZS Southland
	18 OC 85	MFV Daniel Solander	-5 DE 89	HMNZS Southland
	-3 NO 85		15 DE 89	
	-6 NO 85		21 JA 90	
	19 NO 85		23 FE 90	HMNZS Waikato
	-9 DE 85	HMNZS Southland	-5 MR 90	
1986	-3 JA 86		-7 MR 90	
	19 JA 86	HMNZS Waikato	-9 MR 90	
	31 JA 86	HMNZS Waikato	20 MR 90	HMNZS Waikato
	-3 FE 86		21 MR 90	HMNZS Waikato
	-7 FE 86	MV Greenpeace	23 MR 90	
	-8 FE 86	MV Greenpeace	24 MR 90	SV Tradewind
	19 FE 86		27 MR 90	
	23 FE 86		29 MR 90	
	22 MR 86		21 JN 90	
	27 MR 86	MFV Daniel Solander	13 SP 90	
	-2 MY 86	Polar Queen	-1 OC 90	HMNZS Waikato
	22 JU 86		11 OC 90	HMNZS Tui
	-2 JY 86		14 OC 90	HMNZS Manawanui
	-8 JY 86		19 OC 90	
	11 AU 86		17 NO 90	HMNZS Waikato
	-1 SP 86		27 NO 90	
	-1 OC 86		10 DE 90	

1991	14 DE 90	MS World Discoverer	1992	-1 NO 91	
	17 DE 90			22 JN 92	
	-4 JA 91			26 JN 92	
	-8 JA 91			19 SP 92	
	13 JA 91		1993	22 DE 92	MV Pacific Ruby
	14 JA 91			-4 FE 93	
	11 FE 91			10 FE 93	MV Pacific Ruby
	15 FE 91			19 FE 93	MV Pacific Ruby
	23 FE 91		1994	6 FE 94	Kapitan Klebnikov
	28 FE 91			10 FE 94	MV Pacific Ruby
	-1 MR 91	MS Frontier Spirit		20 MR 94	
	-4 MR 91			-8 JY 94	
	22 JN 91		1995	22 OC 94	
	20 SP 91			19 JY 95	
	-1 OC 91			-4 OC 95	
	28 OC 91	MFV Daniel Solander		15 OC 95	

(no datestamp impressions were recorded in the Register between 28 OC 91–19 JY 95)

Sources:

NZ Post Archives, Te Papa Museum, Wellington, New Zealand
 Date-Stamp Impressions 1952-95
 Registered Mail Receipts 1971
 Registered or Insured Article Delivery Receipt Book 1969-92
 Insured Mail Receipts 1984-87
 Insured Articles Received from Counter 1984-88

NZ Met Service, Paraparaumu, New Zealand
 Campbell Island Visitors Book 1954-95
 Record of Royal NZN Ship Visits 1939-94

APPENDIX 3

Dates of Ship Visits to Campbell Island*

14/12/46	MV Ranui	06/01/63	USS Durant
24/02/47	MV Ranui	15/04/63	HMNZS Endeavour
00/10/47	MV Ranui	09/10/64	HMNZS Pukaki
00/11/48	HMNZS Kiwi	07/01/65	MV Holmburn
00/04/49	HMNZS Pukaki	01/12/65	USS Thomas J Gary
00/04/50	HMNZS Pukaki	03/12/65	USS Calcaterra
26/09/50	HMS Veryan Bay	15/01/66	USSR Gnevny
00/00/51	HMNZS Tui	05/02/66	USS Thomas J Gary
09/11/54	HMNZS Tui	01/10/66	USS Thomas J Gary
01/03/57	HMNZS Endeavour	00/00/66	MV Holmburn
14/05/57	HMNZS Endeavour	02/11/66	USS Mills
01/11/57	USS Brough	31/12/67	USS Thomas J Gary??
02/11/58	MV Holmglen	00/00/67	MV Holmburn
05/12/58	HMNZS Kanierie	18/12/67	USS Calcaterra
24/02/59	USS Staten Island	09/02/68	MS Magga Dan
25/02/60	HMNZS Endeavour	11/02/68	USS Mills
08/03/60	USS Atka	12/02/68	HMNZS Endeavour
05/02/61	RV Argo	28/02/68	HMNZS Endeavour
17/09/61	USS Vance	05/06/68	USNS Eltanin
00/00/61	MV Holmburn	01/10/68	MV Holmburn
04/02/62	HMNZS Rotoiti	13/11/68	FV President Kennedy
02/03/62	USS Vance	25/11/68	USCGC Southwind
27/11/62	USS Durant	08/01/69	HMNZS Endeavour

26/01/69	HMNZS Endeavour	26/04/81	GMV Wairua
13/02/69	HMNZS Endeavour	03/05/81	HMNZS Monowai
01/03/69	HMNZS Endeavour	11/10/81	Olenyok (USSR)
16/10/69	MV Holmdale	11/10/81	MV Western Odyssey
21/12/69	USCGC Burton Island	26/01/82	MS Lindblad Explorer
06/01/70	HMNZS Endeavour	07/02/82	USCGC Polar Star
16/02/70	MV Tuatea	21/03/82	HMNZS Tui
05/03/70	USCGC Edisto	29/04/82	GMV Wairua
07/07/70	USNS Eltanin	00/08/82	GMV Wairua
14/10/70	MV Holmburn	24/11/82	GMV Wairua
25/12/70	Awahnee	17/02/83	MS Lindblad Explorer
26/12/70	USS Staten Island	10/04/83	GMV Wairua
30/01/71	HMNZS Endeavour	20/11/83	GMV Wairua
02/02/71	MS Lindblad Explorer	22/01/84	MV Acheron
09/02/71	MS Lindblad Explorer	29/01/84	HMNZS Canterbury
10/03/71	HMNZS Endeavour	16/02/84	HMNZS Canterbury
02/10/71	MV Holmburn	23/02/84	yacht Wayfarer IV
19/10/71	SS Picton	25/02/84	MS Lindblad Explorer
25/12/71	USNS Eltanin	09/04/84	GMV Wairua
07/01/72	MV Aquatic Explorer	07/08/84	GMV Wairua
22/02/72	GMV James Cook	00/11/84	GMV Wairua
24/02/72	MV Fred H Moore	10/02/85	HMNZS Monowai
10/10/72	MV Holmburn	02/03/85	Southern Quest
21/12/72	MV Aquatic Explorer	00/04/85	GMV Wairua
29/12/72	yacht Ketiga	05/08/85	GMV Wairua
31/12/72	Soviet vessel	19/10/85	MFV Daniel Solander
11/01/73	USCGC Burton Island	05/12/85	HMNZS Southland
09/02/73	yacht Maraval	31/01/86	HMNZS Waikato
01/03/73	USCGC Northwind	08/02/86	MV Greenpeace
12/10/73	MV Holmburn	00/00/86	MFV Daniel Solander
13/12/73	RV Tangaroa	07/11/86	HMCIM Aurora
23/12/73	USS Glacier	17/02/87	MV World Discoverer
24/12/73	Satsu Maru 17	20/10/87	MFV Daniel Solander
25/12/73	MS Lindblad Explorer	20/02/88	HMNZS Wellington
09/02/74	USS Glacier	02/10/88	MFV Daniel Solander
01/05/74	RV Acheron	00/00/88	SV Tradewind
02/08/74	RS Stantar	01/03/89	SV Tradewind
00/10/74	MV Holmburn	06/03/89	MV Gondwana
00/10/75	MV Holmburn	04/10/89	MV Kaharoa
11/09/76	MV Holmdale	20/02/90	HMNZS Waikato
01/01/77	USCGC Burton Island	21/02/90	SV Tradewind
17/01/77	RV James Cook	24/03/90	SV Tradewind
24/09/77	MV Holmdale	14/10/90	HMNZS Tui
00/09/78	GMV Wairua	--/10/90	HMNZS Waikato
00/09/78	RV Tangaroa	14/12/90	MV World Discoverer
28/11/78	GMV Wairua	01/03/91	MS Frontier Spirit
18/02/79	MS Lindblad Explorer	27/10/91	MFV Daniel Solander
06/11/79	GMV Wairua	03/02/92	yacht Totorore
28/11/79	GMV Wairua	21/02/92	MV Gondwana
22/12/79	USCGC Northwind	27/04/92	RV Tangaroa
00/00/80	HMNZS Taranaki	19/01/93	Frontier Cruises
22/02/80	MV Holmdale	08/03/93	MV Greenpeace
16/01/80	Soviet vessel	12/09/93	RV Tangaroa
26/11/80	GMV Wairua	--/09/93	MV Geomarine
23/02/81	MV Benjamin Bowring	07/11/93	HMNZS Tui
28/02/81	HMNZS Taranaki	04/01/94	MV Geomarine
01/03/81	MS Lindblad Explorer	23/01/94	MV Pacific Ruby
26/03/81	RV Tangaroa	08/02/94	MV Pacific Ruby

25/10/94	MV Geomarine	13/09/95	RV Tangaroa
11/01/95	yacht Totorore	12/10/95	MV Marine Countess
13/02/95	yacht Kohoa		
17/02/95	MV Geomarine	* '00' appears where day /month is unknown	
01/07/95	MV Marine Countess		

APPENDIX 4

Royal New Zealand Navy Vessel Visits to Campbell Island

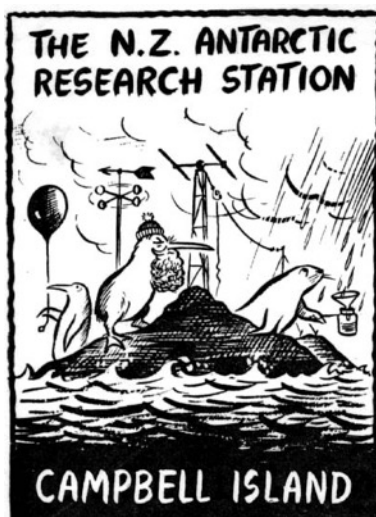
--/09/39	HMS Leander	08/02/65	HMNZS Pukaki
--/--/40	HMS Achilles	21/02/65	HMNZS Pukaki
27/11-4/12/48	HMNZS Kiwi	11/02/68	HMNZS Endeavour
--/04/49	HMNZS Pukaki	28/02/68	HMNZS Endeavour
--/11/49	HMNZS Tutira	08/01/69	HMNZS Endeavour
--/04/50	HMNZS Tutira	26/01/69	HMNZS Endeavour
--/04/51	HMNZS Kaniere	01/03/69	HMNZS Endeavour
--/11/51	HMNZS Lachlan	25-26/01/70	HMNZS Endeavour
9-10/11/54	HMNZS Tui	18/02/70	HMNZS Endeavour
08/08/56	HMNZS Tui	29-30/01/71	HMNZS Endeavour
1-2/01/57	HMNZS Pukaki	10-11/03/71	HMNZS Endeavour
1-2/03/57	HMNZS Endeavour	11-15/02/76	HMNZS Taranaki
17-20/5/57	HMNZS Endeavour	20-22/11/78	HMNZS Waikato
5-06/12/58	HMNZS Kaniere	23-25/01/80	HMNZS Taranaki
25/02/60	HMNZS Endeavour	16-18/02/81	HMNZS Otago
01-02/01/61	HMNZS Endeavour	28-29/02/81	HMNZS Taranaki
11-12/10/61	HMNZS Rotoiti	02-03/05/81	HMNZS Taranaki
25/10/61	HMNZS Rotoiti	03-05/05/81	HMNZS Monowai
10/11/61	HMNZS Rotoiti	08-09/06/81	HMNZS Taranaki
20-22/11/61	HMNZS Rotoiti	20-21/03/82	HMNZS Tui
04-05/02/62	HMNZS Rotoiti	30-31/03/83	HMNZS Otago
19/02/62	HMNZS Rotoiti	08-09/04/83	HMNZS Otago
26/02/62	HMNZS Rotoiti	29-30/01/84	HMNZS Canterbury
28/11/62	HMNZS Rotoiti	17-18/02/84	HMNZS Canterbury
16-18/02/63	HMNZS Endeavour	10-14/02/85	HMNZS Monowai
15/04/63	HMNZS Endeavour	05-06/12/85	HMNZS Southland
03-20/05/63	HMNZS Endeavour	30-31/01/86	HMNZS Waikato
10-11/10/63	HMNZS Rotoiti	20-21/02/88	HMNZS Wellington
25-26/10/63	HMNZS Rotoiti	23/09/89	HMNZS Wellington
10/11/63	HMNZS Rotoiti	05-06/12/89	HMNZS Southland
19-20/02/64	HMNZS Pukaki	20-21/03/90	HMNZS Waikato
03/03/64	HMNZS Pukaki	14-15/10/90	HMNZS Tui
09/10/64	HMNZS Pukaki	11-13/10/90	HMNZS Manawanui
09-10/11/64	HMNZS Pukaki	15-17/11/90	HMNZS Waikato
24-25/11/64	HMNZS Pukaki	07-09/11/93	HMNZS Tui

Source: NZ Met Service, Paraparaumu, New Zealand.
Campbell Island Visitors Book 1954-95.
RNZ Navy Ship Visitors to the Sub-Antarctic & Antarctica, 1939-94.

APPENDIX 5

Campbell Island Cachets

There were few cachets produced by NZ Met Services staff on the island. The most famous was that produced when George Poppleton was Officer-In-Charge during the 1959/1960 season, it became synonymous with Campbell Island mail for the next 20 years. A second cachet appeared with corrected heading, changed from 'Antarctic' to 'Sub-Antarctic', during the 1962/63 season - possibly produced by O.I.C. James Judd. Earliest sighted date is 6 January 1963. As the second cachet is slightly smaller than the original and the original still appeared on a cover dated 19 February 1965, there appears to have been two cachets. The latest sighted date for the second cachet is 22 October 1994.



1st 'Poppleton' cachet
93 x 68mm
July 1960 – February 1965?



2nd 'Poppleton' cachet
91 x 67m
January 1963 – October 1994

In December 1963, James Judd (O.I.C.) impressed three covers with the second cachet in red ink for well-known NZ philatelist Eric Gibbs (per Graeme Morris collection); as stated, they are unique.



In February 1992 (possibly earlier) a third cachet briefly appeared. Major differences are a straight-line cachet edge rather than a wavy edge and a different font for N.Z. SUB ANTARCTIC RESEARCH STATION:



3rd "Poppleton" cachet
90 x 68mm



CAMPBELL ISLAND 23 NO 93



66x50mm
1952 private cachet (James Stapleton)



CAMPBELL Is.

5mmx44mm

CAMPBELL ISLAND
METEOROLOGICAL EXPEDITION

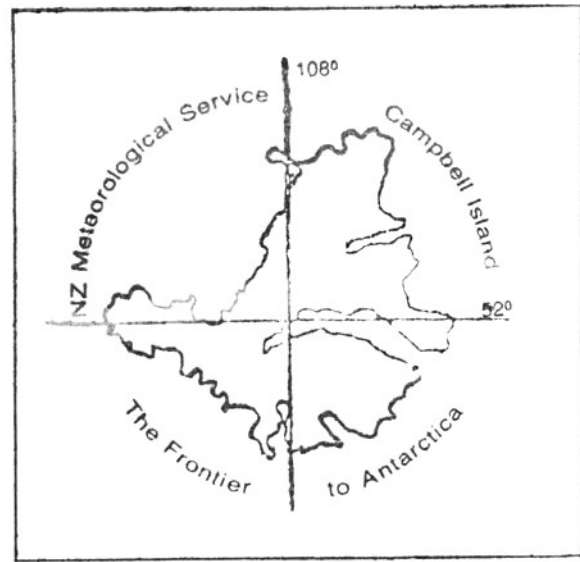
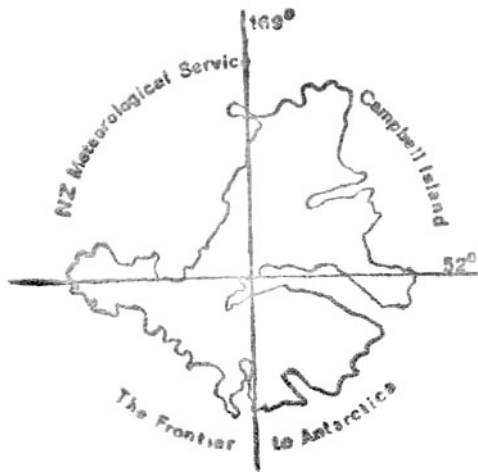
9mmx66mm

CAMPBELL ISLAND
METEOROLOGICAL EXPEDITION

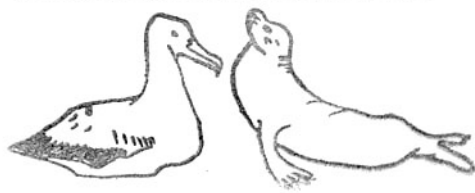
10mmx78mm

CAMPBELL ISLAND
METEOROLOGICAL EXPEDITION

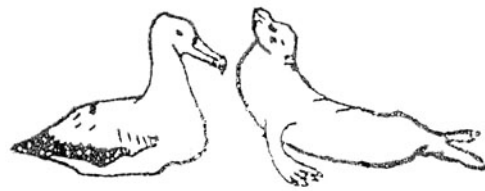
6mmx50mm



CAMPBELL ISLAND
Home of the Royal Albatross & the Elephant Seal



CAMPBELL ISLAND
Home of the Royal Albatross & the Elephant Seal



designed by Gordon Sylvester

*Campbell Island
New Zealand
Sub-Antarctic Base*

private cachet (1971-1978)
produced by a Queensland stamp dealer

ISLAND MINERALS
EXPLORATION
February 1971
Campbell Plateau

1971 private cachet

REPUBLIC OF
CAMPBELL
ISLAND

(this cachet appears in two sizes)



1961



1971



1971

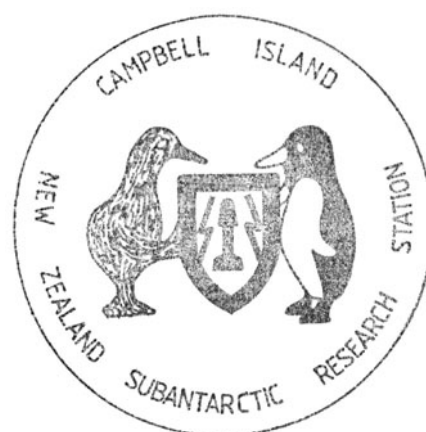
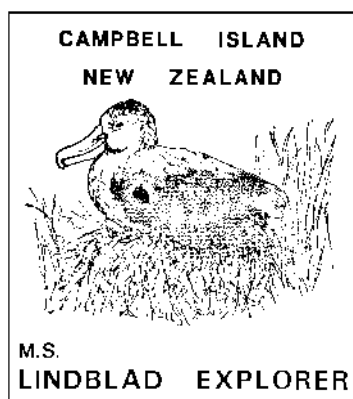
New Zealand sub-Antarctic
Outpost. Campbell, I.

1953 private cachet

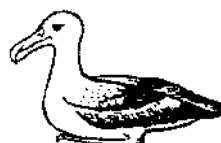
MID WINTERS
DAY 1974

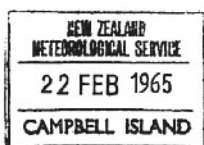
Campbell Island 74-75
MID-WINTERS DAY

Campbell Island Expedition
1973-74



COMMEMORATING THE VISIT OF THE
LINDBLAD TRAVEL TOURIST EXPEDITION 1971
TO THE NEW ZEALAND SCIENTIFIC STATION
ON CAMPBELL ISLAND
ABOARD THE M.S. LINDBLAD EXPLORER





CAMPBELL Is.

22 FEB 1965

Station: Sounding No.:

Standard Time of Observation

Year Month Day Time G.M.T.

Computed by Checked by Verified by



CAMPBELL ISLAND

52° 33'S

SATELLITE S-66

FREQ. = 20 M/cs

CAMPBELL ISLAND

FREQ = 40 Mc/s

foF2
SPREAD
h'F2
M3000F2
fxF2
fzF2
foF1
SPREAD
h'F
M3000F1
foE
SPREAD
h'E
fxE
fzE
foE2
foEs
h'Es
fbEs
fmin
Type Es

foF2
h'F2
M3000F2
foF1
h'F
M3000F
foE
h'E
foEs
h'Es
fbEs
fmin

RECORD No.

PASS No. ...

RECORD NUMBERS

END RECORD No's

F. TIME

C-F =

FARADAY FADING

END RECORD No.

ALL TIMES IN U.T.

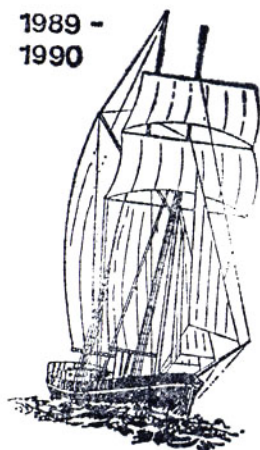
IONOSONDE

S. TIME

S-C =

C. TIME

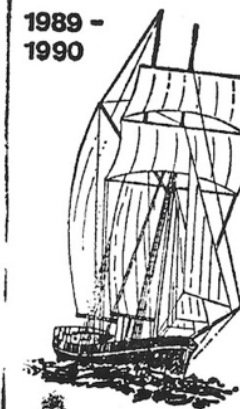
1989 -
1990



S.V. TRADEWIND
SubAntarctic Voyages

CAMPBELL ISLAND

1989 -
1990



S.V. TRADEWIND
SubAntarctic Voyages



CAMPBELL ISLAND
EXPEDITION 1975-76

Some Campbell Island ships' cachets

M.V. HOLMDALE
302812
WELLINGTON
393-97
1250

M.V. HOLMBURN

Official No. 187692
Gross Tonnage 845-14
Nett Tonnage 377-37
Port of Registration :
WELLINGTON, N.Z.

MAIL DELIVERY
BY
F.R.V. KAHAROA
FROM CAMPBELL ISLAND
SUB ANTARCTICA

MAIL DELIVERY
BY
M.F.V. DANIEL SOLANDER
FROM CAMPBELL ISLAND
SUB ANTARCTICA

