



Capital Philately

Incorporating PASTCARDS *and* Machinations.
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Inside this issue:

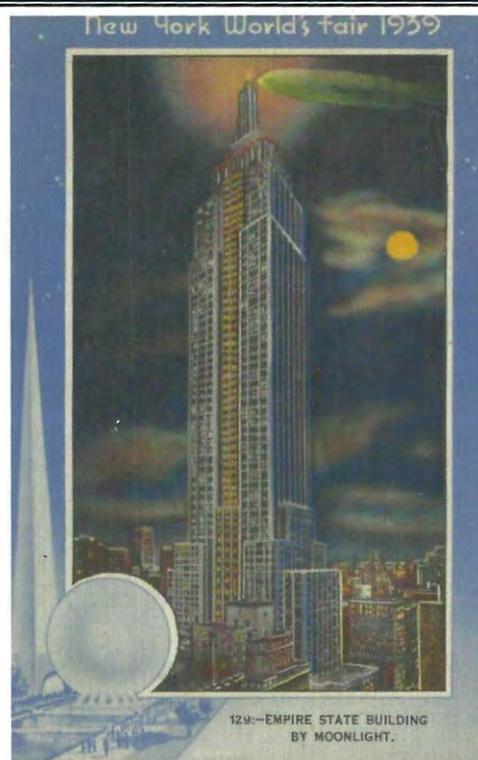
Last Day Postmarks of Oklahoma

Fujeira: Chapter 5

Three Modern Machin Rarities

Dirigible! Part 3

and more.





The Philatelic Society of Canberra Inc.

(Founded 1932)

GPO BOX 1840

CANBERRA ACT 2601

President

Ian McMahon

Secretary

Tony Luckhurst

Capital Philately Editorial Board

Darryl Fuller

Editor

darryl.fuller@home.netspeed.com.au

Bruce Parker

Pastcards

Daniel Tangri

Machinations

Paul Barsdell

Librarian

Further information on the Philatelic Society of Canberra may be found on our webpage:

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Telephone: (02) 6241 1963

Enquiries regarding subscription rates for *Capital Philately*, advertising rates, purchase of back issues etc. should be addressed to Darryl Fuller. He can be contacted by telephone on 0417 672 543 or by e-mail addressed to

darryl.fuller@home.netspeed.com.au

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CAPITAL PHILATELY

March 2012 – VOL. 30, NO. 2

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March 2012 - Editorial

By the time you receive this journal the Philatelic Society will have celebrated its 80th anniversary, quite an achievement for the ACT. There are only a few organisations with a longer history so well done all the members of the society. I will have coverage of the event in the next issue. It is my hope to make the 100th anniversary dinner.

I would like to give a special thanks to the contributors to this issue. It comprises the finalisation of two long articles, a philatelic one on Fujeira and the other on dirigibles on postcards. As the editor I am always grateful for articles like this, but I also appreciate shorter articles such as the one Miles Patterson has produced for this issue. These are not only interesting but they help balance an issue. It also means that the editor doesn't have to write too much, although I hope you enjoy the two pager I used to make the journal a multiple of four pages, as required by the printer.

As I write this (in October!) we are only 7 months away from Australia 2013. I urge everyone to at least attend the exhibition in Melbourne. International exhibitions are always great fun, interesting places to meet fellow collectors and to find great new material for your collections. I also urge you to volunteer if you can spare the time. Exhibitions like this only happen because of volunteers like you and every little bit helps.

The editor is desperately short of articles so if you can help please send in anything you have, be it one page or ten. If no material is forthcoming then the society will need to consider the future of Capital Philately. It would be a shame for it to stop given we have managed 30 years of great publishing.

Darryl Fuller

LAST DAY POSTMARKS OF OKLAHOMA

Miles Patterson

We are all familiar with 'First Day' covers and cancellations, but 'Last Day' postmarks are a little more unusual. While living in Oklahoma in the early 1990s, I saw an intriguing selection of covers being offered by a mail order dealer.

Postal Services often have to take action to save money or increase revenue. These days, this is typically achieved by increasing the postal rates (and occasionally reducing services), but around 1955 the US Post Office announced the closure of hundreds, perhaps thousands, of small post offices across the USA. A certain Mr K Wilcox, of Syracuse, NY, obtained a list of the post offices scheduled for closure and set out to obtain 'Last Day' postmarks from each of them, by sending self addressed postal cards to the postmasters with a request for a last day cancel.

Mr Wilcox used some Scott UX13 Reply Paid cards, which were issued as two prepaid cards joined together. One half had the George Washington 2c impression and the reply half had the 2c Martha Washington impression. He also used Scott UX38 postal cards with the 2c Benjamin Franklin impression. The dealer offered the cards in lots by State, varying from about 2 postmarks (Delaware) to nearly 100 (California). I ordered the Oklahoma lot and got back 35 cards, with postmarks from Aledo to Zena.

The closure of a post office in a small rural settlement was quite significant, obviously reflecting changing populations and the balancing of local needs against the Post Office Department's budget pressures. In a modern territory like Oklahoma, which only received statehood in 1907, it was often the post office that, quite literally, put a town on the map; when a new post office opened it was given an official name,

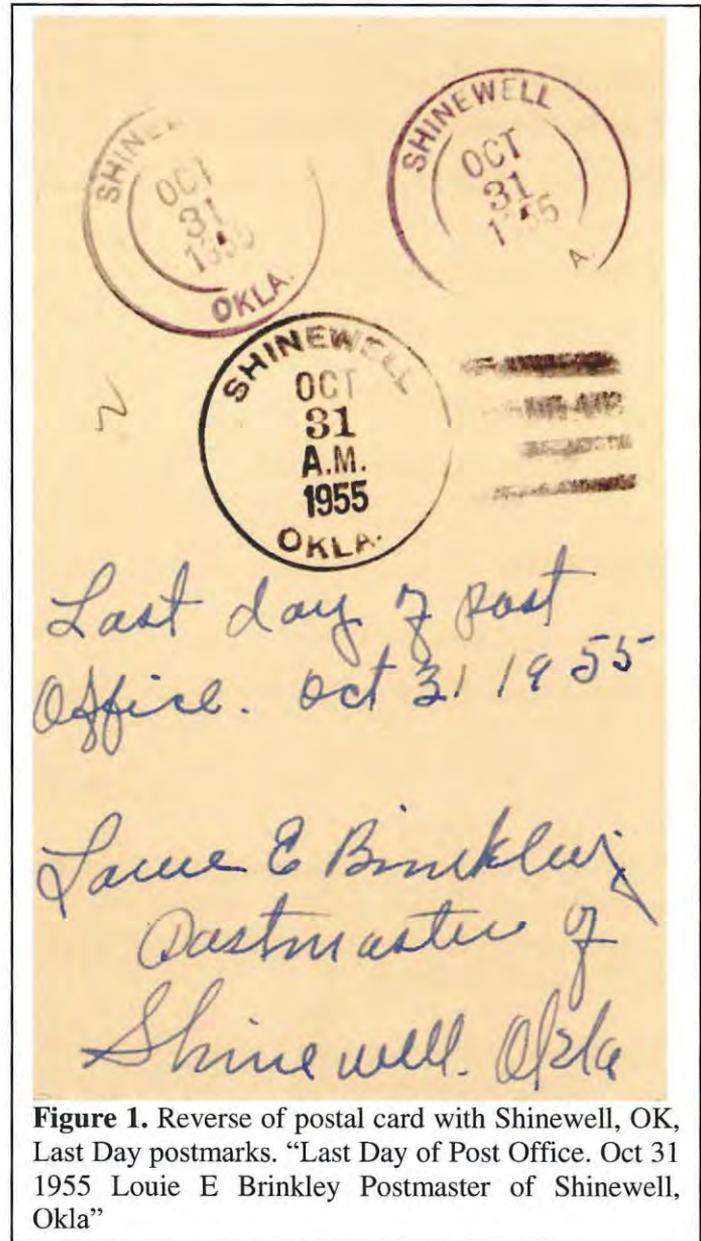


Figure 1. Reverse of postal card with Shinewell, OK, Last Day postmarks. "Last Day of Post Office. Oct 31 1955 Louie E Brinkley Postmaster of Shinewell, Okla"

which generally became the name of that settlement.

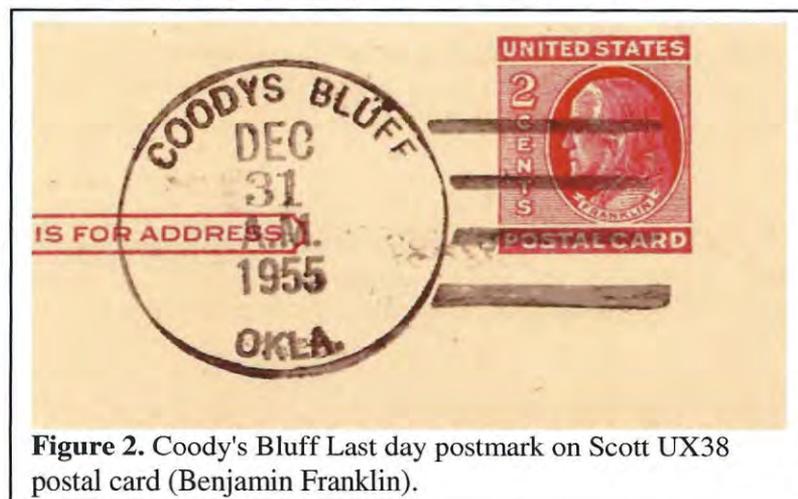


Figure 2. Coody's Bluff Last day postmark on Scott UX38 postal card (Benjamin Franklin).

In many cases a name was suggested to the Post Office Department, although sometimes a name was arbitrarily 'issued' instead. Shinewell was the name assigned to a post office that opened on 20 April 1927, although the residents had requested the name 'Henry' to honour a popular local, Jack Henry.

Some of the cards have additional, different, postmarks hand stamped on the back. Mr Wilcox also apparently requested the postmaster's signature and some obliged on the front or back of the card (Figure 1).

Many towns in Oklahoma are named after the first postmaster, or occasionally, the postmaster's wife or daughter. Typical of these are Coody's Bluff (Figure 2), named after Richard Coody, postmaster when the post office opened on 5 May 1860, and Zena, (Figure 3) named after Asenith Wood, who was nicknamed Zeen, the wife of William H Wood, postmaster when the post office opened on 11 April 1896.



Figure 3. Zena Last Day postmark

mistake in the reference, or maybe the postmaster just didn't manage to provide the actual last day. On the other hand, Folsom's post office, named after David Folsom, a prominent Chickasaw Indian, opened on 13 July 1894 and, according to the literature, closed on 14 March 1955, but the last day postmark shows 15 March.

It was a great effort by Mr Wilcox to obtain so many last day postmarks across so many states and he has made a nice contribution to postal history. I certainly enjoyed finding out more about the post offices and place names of Oklahoma.

Reference: *Oklahoma Place Names* by George H Shirk, University of Oklahoma Press, Second Edition 1974

There are plenty of interesting post office/place names in Oklahoma. Micawber (Figure 4), a post office opened on 10 May 1910, is not the only one named after a Dickens character. Nuyaka (Figure 5) was originally called Hance, after a local merchant, but it was also the site of the Indian Nuyaka mission and on 14 October 1912, the post office name was changed. Nuyaka is a Creek Indian corruption of 'New Yorker Town', a Creek town in Alabama. Lenora's post office, established on 24 March 1896, was named after early settlers Lee Moore and Nora Stovall. Another joint naming was Snomac, with a post office established on 11 October 1928, after local well drillers Snowden and McSweeney.

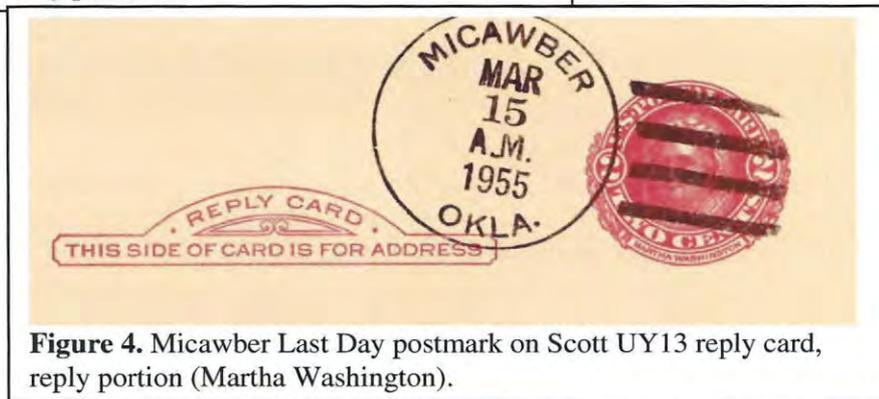


Figure 4. Micawber Last Day postmark on Scott UY13 reply card, reply portion (Martha Washington).

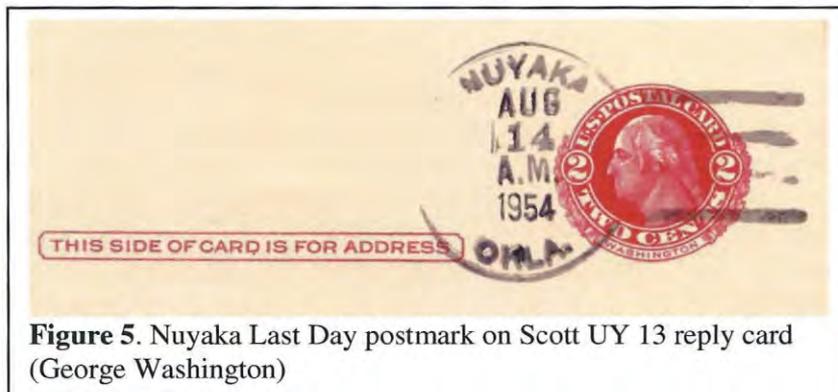


Figure 5. Nuyaka Last Day postmark on Scott UY 13 reply card (George Washington)

Some of the postmarks raise questions. The post office in Shay, opened on 23 April 1901, was named after the nearby Shay Prairie; but why is the postmark 'SHAYI' (Figure 6)? A few of the postmarks Mr Wilcox obtained show dates earlier than the closure date given in the reference literature. This may be a

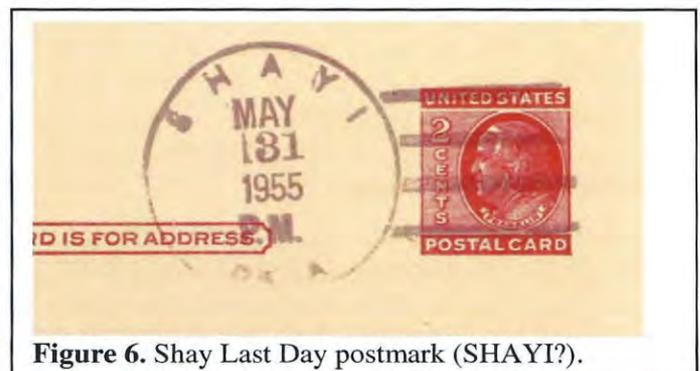


Figure 6. Shay Last Day postmark (SHAYI?).

FUJEIRA – The True Story

Chapter 5: Fujeira Part of the United Arab Emirates

John Vassallo

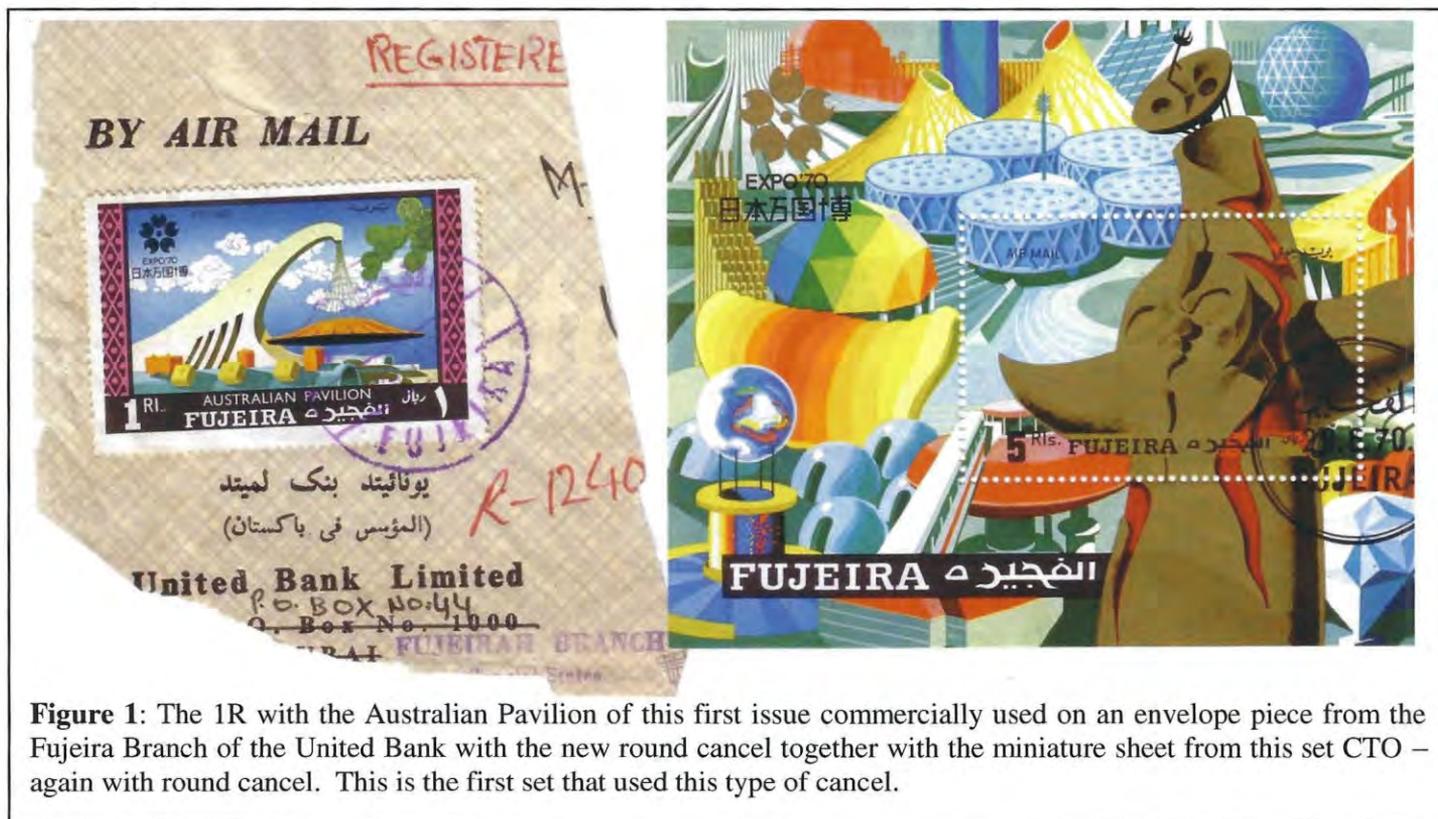


Figure 1: The 1R with the Australian Pavilion of this first issue commercially used on an envelope piece from the Fujairah Branch of the United Bank with the new round cancel together with the miniature sheet from this set CTO – again with round cancel. This is the first set that used this type of cancel.

(Continued from September 2010)

Introduction:

In Chapter 4, it was explained how a new contract was signed by the ruler with Mr Hage with the old agency of Finbar Kenny trying to fight back. In this last chapter we try to document the final year of Fujairah and the impact of joining the UAE. Under the new administration of Mr Hage, the following initial stamps were authorised.

EXPO 70

25th June 1970 - The set was: 10Dh; 20Dh; 70Dh; 1R; 1R; 2R and 5R (in a miniature sheet as an airmail). All were available in perforated and imperforate formats. (see Figure 1)

1970 World Cup, Mexico

20th July 1970 - The set was: 10Dh; 20Dh; 70Dh; 1R; 1R; 2R and 5R (in miniature sheet as an airmail). All were available in perforated and imperforate formats.

A separate 10R stamp depicting Pele was also produced. It was available in both Gold and Silver foil (see Figure 2). Each is also available in perforated, imperforate and in miniature sheet formats.

Nasser

1st Nov 1970 - The set was: 10Dh; 20Dh; 30Dh; 40Dh; 50Dh; 5R and another 5R in miniature sheet as airmail. All were available in perforate and imperforate format. The five lower value stamps were produced in 1 sheet and therefore available in seven-tenant strip of 5. (Figure 3)

A stamp in only Gold Foil was also produced – Value 10R available perforated, imperforate and as a miniature sheet.

PETS

20th Nov 1970. All available in perforate and imperforate format including miniature sheets.

Horses: (Postage) 10Dh & 20Dh; (Airmail) 70Dh; 1R; 2R and 5R in a miniature sheet.

Cats: (Postage) 30Dh & 70Dh; (Airmail) 1R; 2R; 3R and 5R in a miniature sheet.

Dogs: (Postage) 30Dh & 70Dh; (Airmail) 1R; 2R; 3R and 5R in a miniature sheet.

CHRISTMAS 1970

15th Dec 1970. All available in perforate and imperforate format including miniature sheets

Christmas Paintings: (Postage) 30Dh; 70Dh & 1R; (Airmail) 1R; 2R and 5R in a miniature sheet.

Madonna Paintings: 30Dh; 70Dh; 1R; 2R; 3R and 5R in a miniature sheet

Stations of the Cross: (Postage) 5x1R; (Airmail) 10x1R and three different 5R, each in a miniature sheet.



Figure 2: The 10R in Gold Foil miniature sheet. The stamp was also produced in Silver Foil and the stamp produced in perforated and imperforate formats. Miniature sheets were only available with perforations printed on the stamp.

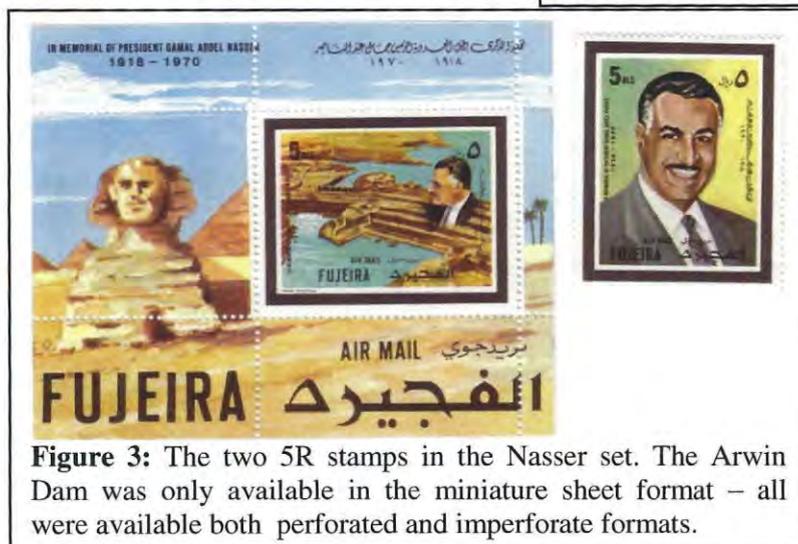


Figure 3: The two 5R stamps in the Nasser set. The Arwin Dam was only available in the miniature sheet format – all were available both perforated and imperforate formats.

At the start of the new 1971 year, the formation of the United Arab Emirates was announced and it was to commence in December 1971, the end of the year. Now the Government of Fujaira had a second agency complaining that that they have a contract with no exit clauses to produce stamps. So it was announced that any stamp issues for Fujaira, produced by Mr Hage will remain valid for use until the end of March 1973.

But any issues produced by Finbar Kenny issued after the change over date of 9th May 1970 were still invalid and unauthorised.

As a result of this announcement, Mr Hage started producing a huge number of sets and are mostly catalogued in Michel 'Gulf States Volume 30, No. 2

Catalogue'. There are some large Gold Stamps issues and overprints on these stamps that are not mentioned (examples given here – Figures 5 & 5A).

The issues during this period include many sets with up to 30 different designs – all in perforate and imperforate format!

Three sets were produced from Disney movies without any appropriate authorisation from the Walt Disney Corporation! One set depicted famous cartoon characters; another with scenes from the animation movie '101

Dalmatians and another set depicting scenes from another Disney animation movie 'The Aristocats'. Each set was made up of 20 stamps and each was available in both perforate and imperforate formats! (Figure 6)

But one set in particular worth mentioning was one of the multitude of issues for the summer Olympics in Munich. Please refer to Figure 7. The set consisted of twenty five 5R stamps depicting different Olympics events. Besides being produced in both perforated and imperforate formats, each stamp was also issued as an imperforate miniature sheet. The set was issued on the 25th August 1972! As if this was not bad enough, on 11th December, each value was overprinted with the Gold Medal winner of that



Figure 4: Cover with stamps from 4 different sets issued by Finbar Kenny in May-June 1970 after the termination of his contract dated July 1970 still with the earlier 6-sided cancel. These were illegally produced and not valid – even though they were used on this cover and letter delivered to Portugal!!!

event at the Olympics. To get all these, it is a total of 150 stamps and fills a whole album!



Figure 5: Huge Gold/Silver foil stamps not listed in Michel. On the top (reduced to fit) is the original Kennedy stamp issued perforate and imperforate in Gold and Silver. This one is gummed onto a souvenir pamphlet issued officially by the Post Office of Fujaira and individually numbered. It is called a ‘Special De Luxe Issue’ and claims that only 500 perforate and 250 imperforate were produced. The second stamp is the silver version overprinted in black: ‘Space/Conquest/X.15/NASA/US/Air Force’. And below is a second huge stamp, this time depicting the ‘Shah of Iran’ also printed in Gold and Silver and produced both perforate and imperforate. On the FDC here, the stamp is overprinted ‘amitie France-Irannienne/picture of de Gaulle and picture of Pompidou’.



Figure 5A (reduced)



Figure 6: Disney characters' set in imperforate format (reduced)

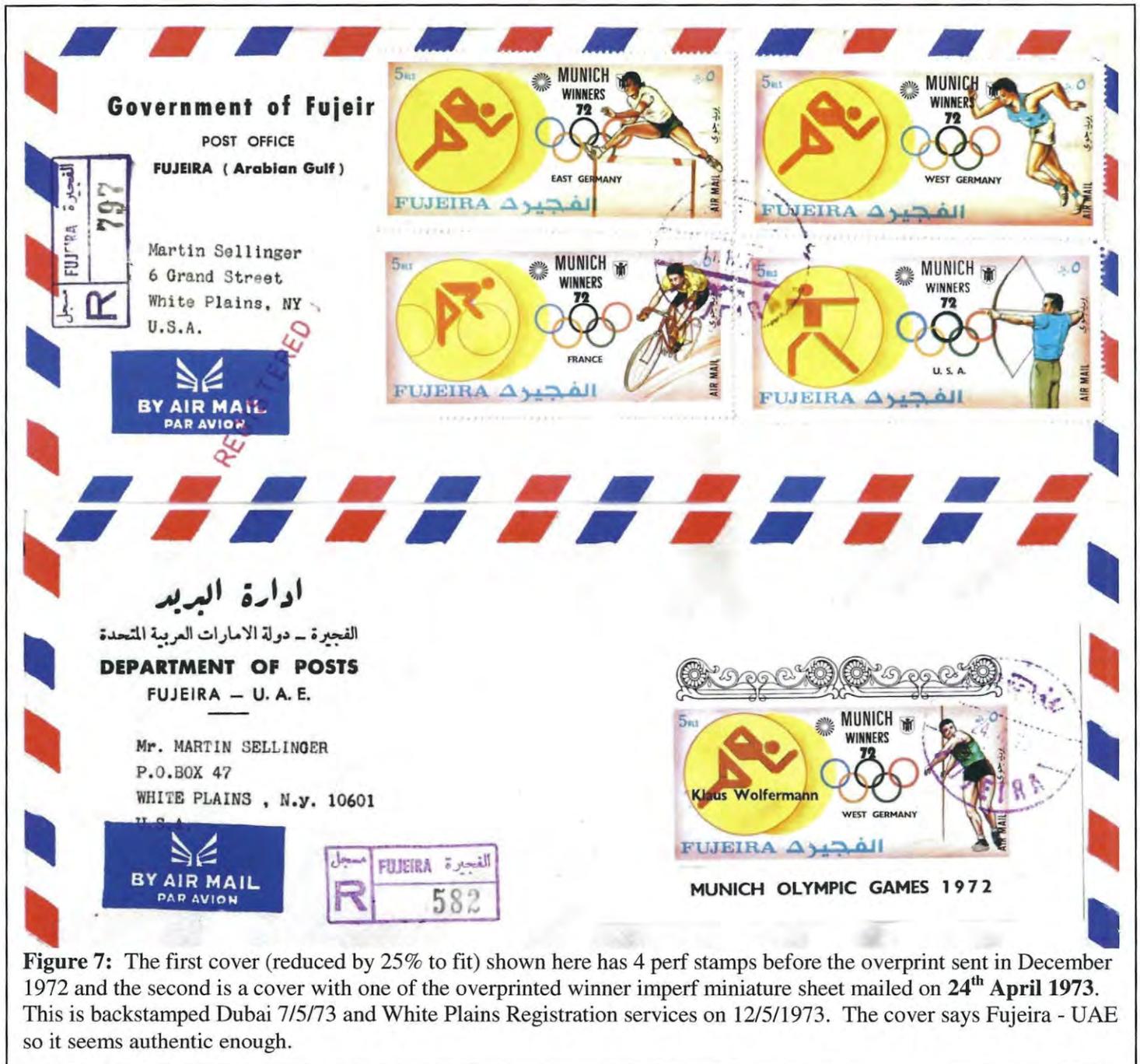


Figure 7: The first cover (reduced by 25% to fit) shown here has 4 perf stamps before the overprint sent in December 1972 and the second is a cover with one of the overprinted winner imperf miniature sheet mailed on **24th April 1973**. This is backstamped Dubai 7/5/73 and White Plains Registration services on 12/5/1973. The cover says Fujera - UAE so it seems authentic enough.

The date of this second cover is very interesting indeed! All Fujera stamps were supposed to be valid only till 1st April 1973. How did Dubai accept it - they were part of the UAE and so knew that the individual states stamps were no longer valid? Was the 1st April target date not rigidly kept? I suspect that Fujera had to extend the validity date to match the end of the contract with Mr Hage which was for 3 years signed on 3rd May 1970 to stop any potential litigation!

On 1st January 1973, the United Arab Emirates first Definitive set was produced including the 1¼Dh being the famous ancient Fort from Fujera. The UAE has always shown great

constraint in its stamp issuing policy. The previous individual States issuing policies were so detrimental for this new country to be accepted by the philatelic community, that it was ordered that all stamp records from the individual states Post Offices should be destroyed. As a result there are no official records of which issues were approved by the authorities – and especially of quantities produced for each issue.

What has been produced in these articles has all been researched from other sources (e.g. cancels on CTO and FDCs; publicity material mailed to clients in that period; and official publications produced at that time).

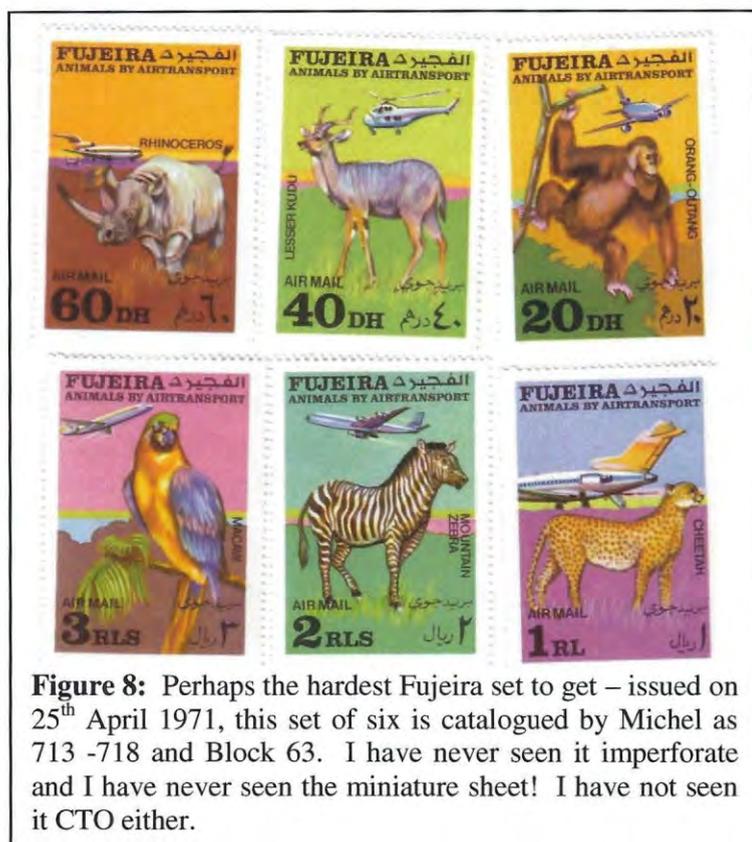


Figure 8: Perhaps the hardest Fujeira set to get – issued on 25th April 1971, this set of six is catalogued by Michel as 713 -718 and Block 63. I have never seen it imperforate and I have never seen the miniature sheet! I have not seen it CTO either.

I would like to thank Mr Khalid A. Al Omaira again for his great assistance in gathering this information.

Unfortunately, with all this confusion of what stamps were officially produced and no catalogue available of all the accepted stamps, some labels came onto the market purportedly as Fujeira Stamps in the late 1990's. These are obviously all bogus and obviously of no relationship to the issues covered in this series of articles. I include this set here to illustrate the fraudulent activity and surely do not wish to publicise these labels!

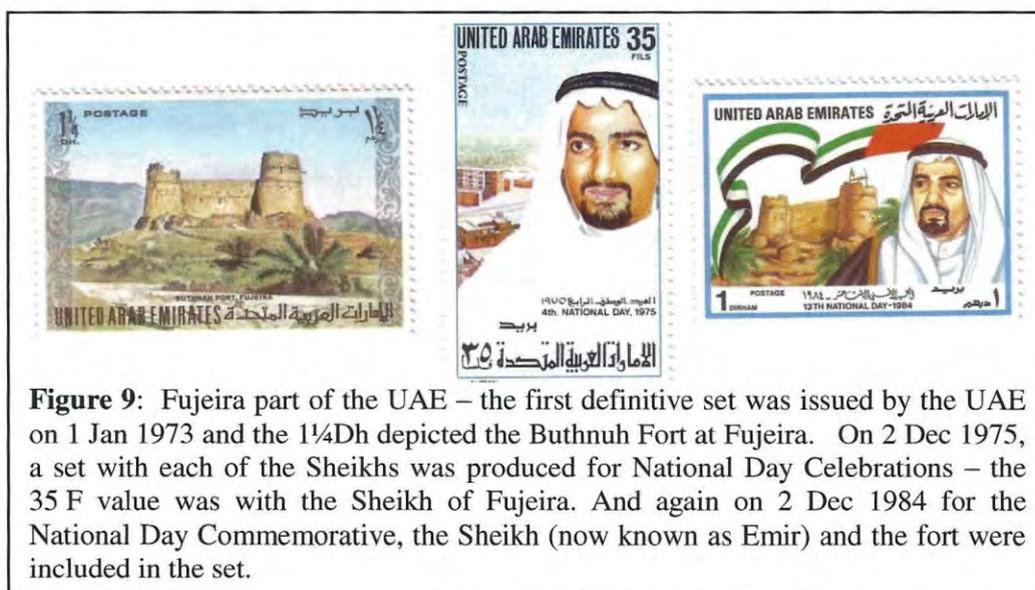


Figure 9: Fujeira part of the UAE – the first definitive set was issued by the UAE on 1 Jan 1973 and the 1¼Dh depicted the Buthnuh Fort at Fujeira. On 2 Dec 1975, a set with each of the Sheikhs was produced for National Day Celebrations – the 35 F value was with the Sheikh of Fujeira. And again on 2 Dec 1984 for the National Day Commemorative, the Sheikh (now known as Emir) and the fort were included in the set.

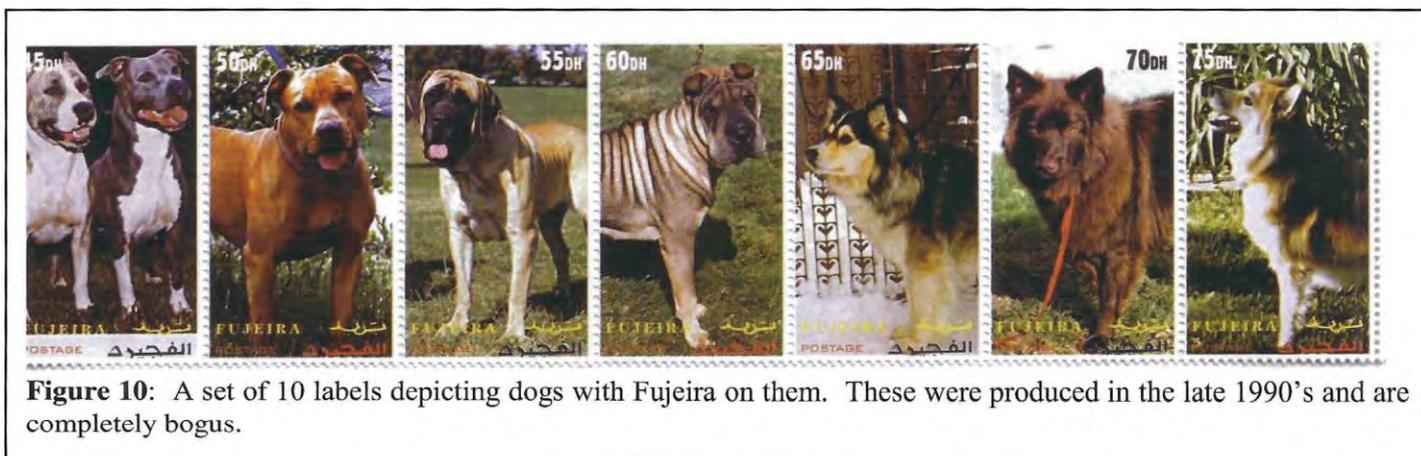


Figure 10: A set of 10 labels depicting dogs with Fujeira on them. These were produced in the late 1990's and are completely bogus.

It Pays to Look Inside the Cover

Darryl Fuller

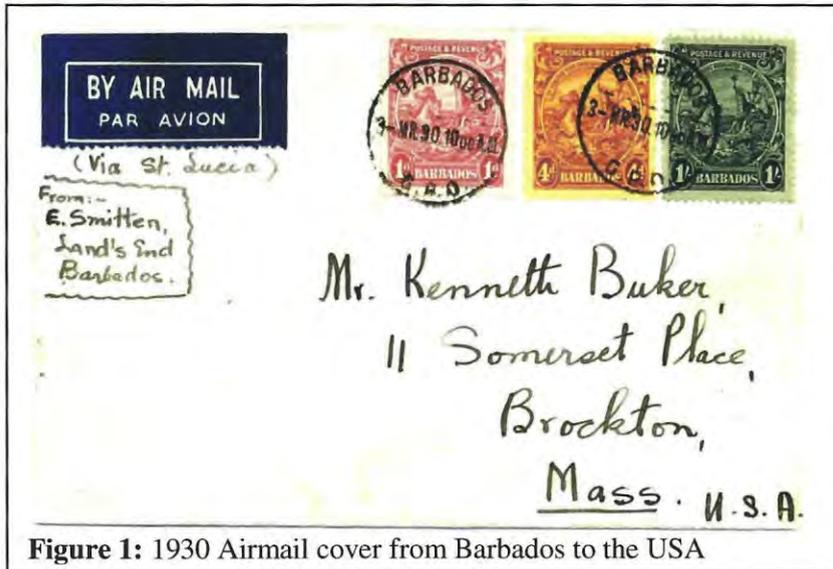


Figure 1: 1930 Airmail cover from Barbados to the USA

1930 Airmail Cover Barbados to the USA

Illustrated in Figure 1 is what appears to be a fairly basic airmail cover from Barbados to the USA. It does not quite fit my new collection but I originally purchased it because it was a quite early date – 3 MR 30. The Caribbean airmail routes were being opened up by Charles Lindberg in September 1929, so this early. As noted on the cover it was sent via St Lucia, as there was no direct airmail flight from Barbados at that time. The cover is backstamped

St Lucia on 4 MR 30 but there is no indication of when it arrived in the USA.

What makes this cover most interesting is that it included the letter sent with it (Figures 2a & 2b). On the first page the writer states "...I am now sitting in our gallery and on my left at sea is the tourist boat "Veendam" coming in, while on my right is the "Western" which is the boat that is to carry this to St. Lucia where it will connect up

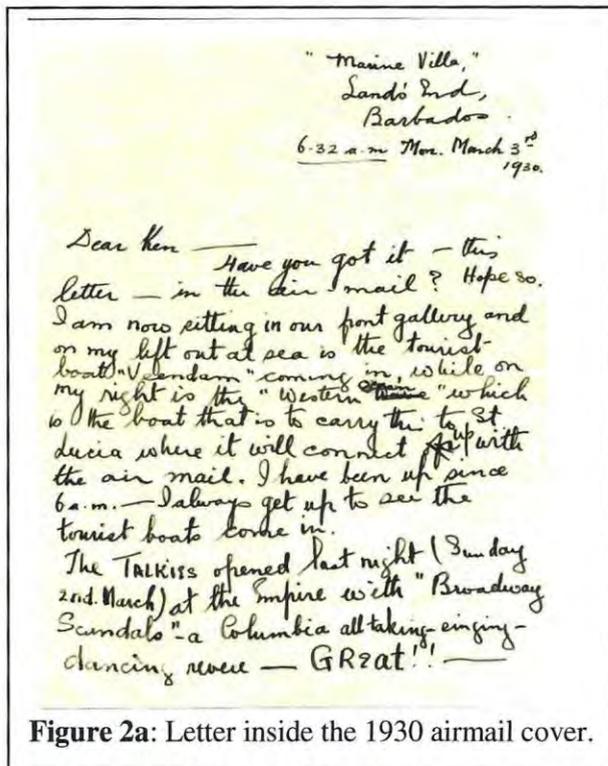


Figure 2a: Letter inside the 1930 airmail cover.

It pays to look inside the envelope as the following two Barbados airmail covers will illustrate. Over the last six to eight years I have been putting together a new collection based on Caribbean airmail postal history in the period from about 1925 to 1950. The two Barbados covers were picked up along the way.

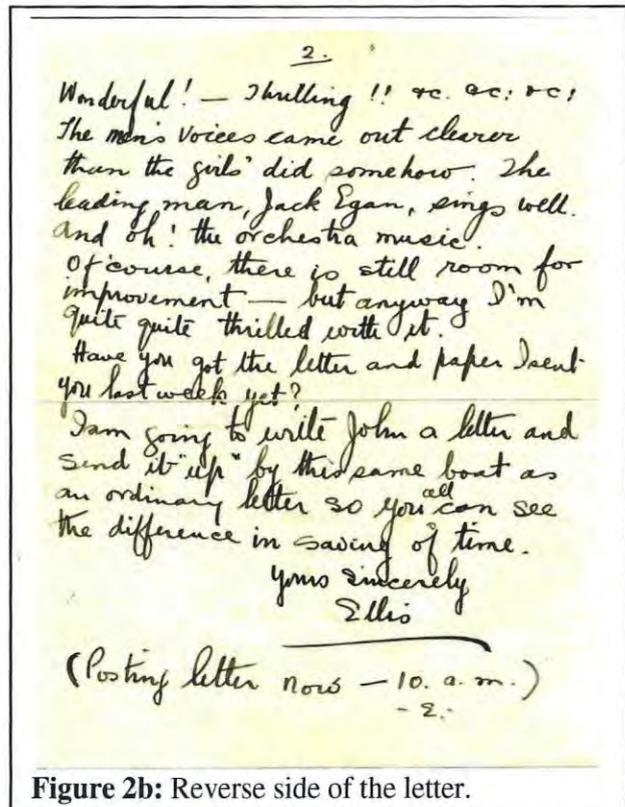


Figure 2b: Reverse side of the letter.

with the air mail.” On the reverse the writer also states “I am going to write John a letter and send it “up” by the same boat as an ordinary letter so you all can see the difference in saving of time.” As a postscript he also notes (*Posting letter now – 10.a.m.*) – E.

The letter therefore provides some important postal history information about the route and even the ship which only took a day to get to St Lucia. This letter is so early (for the Caribbean) that I think it may be a (commercial) first flight cover. I haven’t had the time to fully research the cover but there is every possibility that this travelled either on a first flight from St Lucia or at worst on the second or third commercial flights.

What is also very interesting about the letter is that it notes “*The TALKIES opened last night (Sunday 2nd March) at the Empire with “Broadway Scandals” – a Columbia all talking – singing – dancing revue – GREAT!! Wonderful! – Thrilling!!-...*” Certainly an interesting piece of social history, the date and film of what appears to be the first talking movie in Barbados.

1942 Airmail Cover Barbados to Trinidad

Figure 3 illustrates an interesting airmail cover from Barbados to Trinidad on 10 JY 1942. Sent at the correct 4d airmail rate, it is also not a hard rate to find. It arrived in Trinidad on 11 JY 1942.

I purchased this copy because it had what appeared to be a pig sticker on it, adding a little visual interest. However, when I received the cover I noted that the pig was printed on the cover. Also included was the invitation illustrated in Figure 4. The

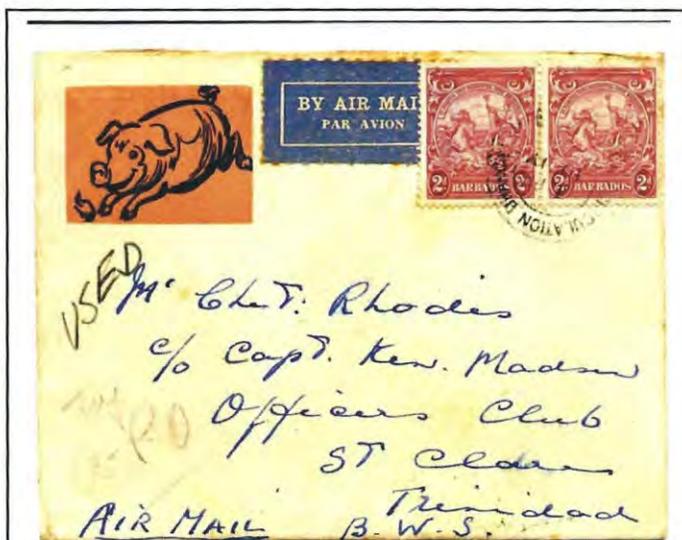


Figure 3: 1942 Airmail cover Barbados to Trinidad.

invitation is printed on thick paper with a watermark and appears to be quite reasonable quality for the middle of WWII.

It is interesting that the invitation expects the invitee to travel from Trinidad to Barbados for a party. Certainly a fascinating piece of social history, and one doesn’t hear of Hayricks anymore (It is a large heap of hay but in this case is almost certainly a cart designed to carry a large heap of hay).

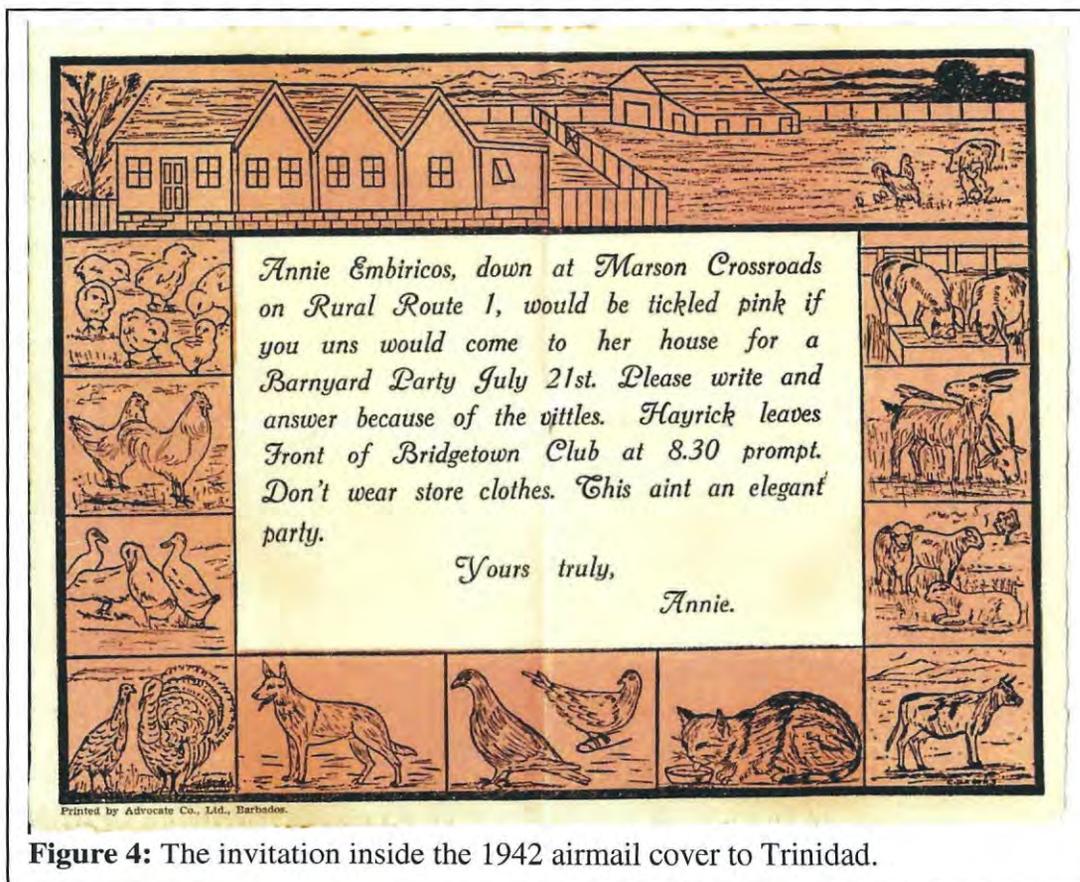


Figure 4: The invitation inside the 1942 airmail cover to Trinidad.

MACHINATIONS

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Three Modern Machin Rarities

Daniel Tangri

As every Machin collector knows, there are some very rare Machins. Some of these are errors in the classic sense: errors of colour or paper, missing phosphors, imperforates, the famous 2 pound Byfleet printing with the missing '£' symbol. Some of these errors are very expensive, though not all (some missing phosphor varieties are common and quite cheap). Other rare Machins are rare because very few were printed, or the relevant issues were not noticed in time for adequate supplies to be amassed from the usual sources: obvious examples include some cylinder and perforation varieties on sheets or booklets, some booklet formats and inverted or upright printings of some decimal panes. Generally speaking, these rarities are not astronomically priced, but many of them are seldom encountered nonetheless.

As every Machin collector also knows, in any year a new rarity may appear. This provides a collector of new issues with some hope of getting in on the ground and bagging a future rarity at cost price, or at least before the price reaches uncomfortable levels. Three recent items in the current security Machin issues are what I would call modern rarities. One is an error in the classic sense, a booklet stamp without the iridescent security overprint. The other two are rarities because they were not noticed until it was nearly too late. Both are coil stamps, printed from jumbo rolls. Jumbo rolls are usually sold to businesses and are not available from philatelic counters. As

a result, they are a regular source of new printings. When stamp dealers become aware of such printings in time, they are usually able to find sufficient stocks to meet customer demand.

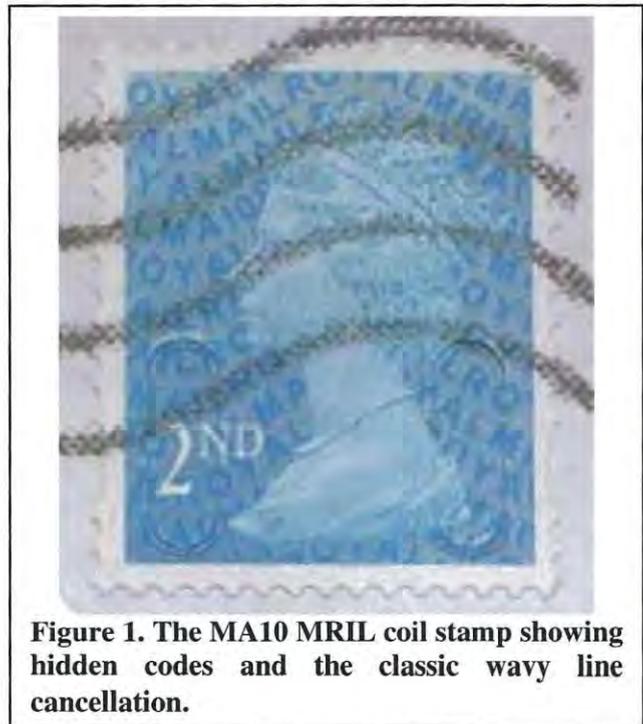


Figure 1. The MA10 MRIL coil stamp showing hidden codes and the classic wavy line cancellation.

However, as we will see, dealers do not always become aware of these printings in time!

The 2nd class MA10 MRIL self-adhesive coil

The first rarity to be discussed is the most famous – the 2nd class self-adhesive coil stamp with MA10 and MRIL codes in the security overprint, also known as the ‘Sunday Times Wine Club’

stamp after the business mailshots on which the stamp was first discovered. Oddly enough, I would argue that this is actually the most common of the three rarities. Since it was first discovered in 2011, more and more examples have turned up, and by mid-September 2012 I had recorded 112 examples, mostly sold on Ebay.

This 2nd class stamp was first discovered during 2011, and was given some fame on the Norphil blog. It is a blue 2nd class stamp (see Figure 1) with 'paper clip' security cuts and the iridescent overprint, with hidden codes 'MRIL' (indicating it comes from a stamp roll) and 'MA10' (indicating it was issued in respect of the year 2010 – although this roll was issued in 2010, not all security stamps were actually issued *in* the year in which their year code states!). Since it was discovered the stamp has been highlighted in major stamp magazines both in England and Australia, and as a result it is now well known, and generally there are a number of bidders on a stamp every time one appears on Ebay. And appear it does; every few days a new example seems to be listed.

The stamp was not discovered before all the jumbo rolls produced had, apparently, been sold to businesses. As a result stamp dealers were not able to source mint stocks and the stamp is, to date, only known used. It is possible that mint examples may turn up in the future, and I would expect these to be major rarities if that is the case. Used examples originally sold for up to about 130 pounds on Ebay, but as more and more examples have appeared the price has settled to between 40-60 pounds (much less for damaged examples).

The stamps generally appear clipped from envelopes, indicating that most have turned up in kiloware. Only one

example is known on cover, a classic Sunday Times Wine Club cover. Most of the stamps have wavy line cancellations applied by a mailing house, but a few are known with different postmarks, most notably one example with an oval mark containing a five-pointed star. At least two examples are known clipped from cards (possibly cards sent out by businesses to customers) and the stamps have been found from white or blue envelopes. The variation in envelope colours, cards and postmarks indicates that these stamps were probably used in more than one mailshot and may also have been used by more than one mailing house.

The 2008 1st class security coil

Towards the end of 2008, the first of the new security stamps began to be printed. These feature 'paper clip' cuts on the front surface of the stamp, iridescent 'Royal Mail' overprints in a wave pattern across the surface (the overprint on the head is printed in a different direction from the overprint on the rest of the stamp) and hidden codes in the overprint indicating the source of the stamp (e.g., a booklet, business sheet, prestige booklet or coil) and, in more recent years, a year code.



Figure 2. The remaining stamps from the original block of 18 1st class coil stamps without overprint, as first discovered in 2009.

In September 2009 some mysterious stamps were discovered in the north of England. A block of 18 1st class stamps was found, postmarked at Devon and Exeter on 23 April 2009 (Figure 2). The stamps had the 'paper clip' security cuts but no iridescent overprint. At the time a number of forgeries were appearing on Ebay, including stamps with four paper clips (in two columns of two) and stamps which had had the overprint gently rubbed off. Matters were also complicated because some 1st class stamps from 2009 have very weak overprints. Gradually, the forgeries and weak overprints were weeded out, and it became clear that the stamps without the overprint were genuine. They were printed in gravure with inverted direction of printing and proper Type 1 'paper clip' cuts.

various times in 2010, 2011 and 2012. These appear to have been sourced from a contact in a business that had a supply of the stamps. The stamps were passed to the dealer already cut by the business into singles or strips of five. Strips can be found with a number printed on the backing paper of one stamp (Figure 3), or without the number (such numbers are printed every ten stamps on a roll to help a business know when the roll is running low). The stamps have never sold for very high prices – one strip of five sold in 2010 reached about £81, but in September 2012 another strip sold for only £38.

This stamp is very rare. Requests to some of the major Machin dealers revealed that none of them had ever seen the stamp, let alone handled it. The

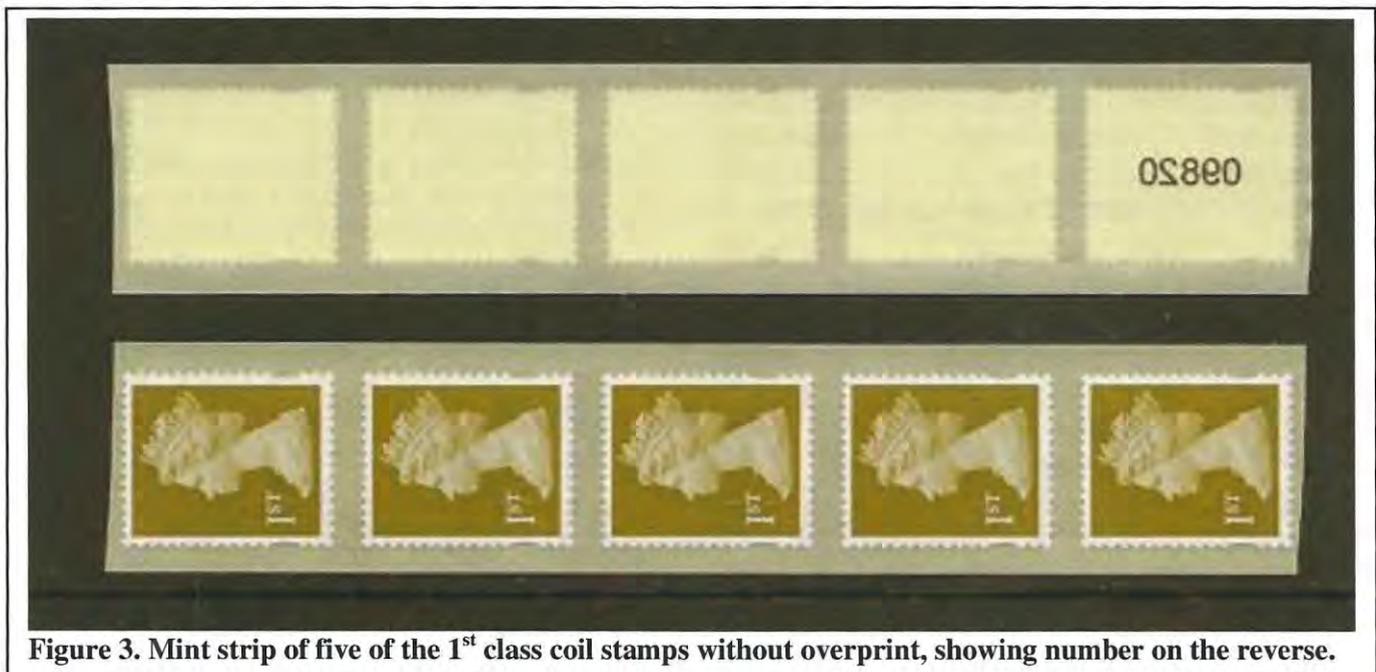


Figure 3. Mint strip of five of the 1st class coil stamps without overprint, showing number on the reverse.

At a 2010 Stampex the Royal Mail was quizzed about these missing overprints. The Royal Mail advised that the stamps were printed in November 2008. A late order for jumbo rolls of 10,000 had been placed. The contract for these rolls had recently been moved from Enschedé to De la Rue, and De La Rue had already set up its machines to make the 'paper clip' cuts. Rather than re-set the machines, De La Rue printed the rolls with the security cuts but no overprint. Apparently between 100 and 500 rolls of the stamps were printed.

I know of very few used copies of this stamp. A single seller on Ebay had mint copies available at

stamp is not listed by Gibbons, but is listed by Deegam. It may be that a possible reason for the relatively low prices this stamp has reached on Ebay is that many collectors do not know it exists.

The 2010 1st class booklet stamp

The final modern Machin rarity is also not well known. In December 2010 the Norphil blog reported that 1st class stamps with 'paper clip' cuts and no overprint had been found in kiloware. These appeared to come from booklets printed by Walsall. Examples had been found both cancelled and uncanceled (but attached to a portion of the envelope). At the time little else was known, but

in April 2011 mint examples clipped from booklets appeared for sale. It appears that an entire bundle of 25 12 x 1st class booklets was discovered with missing overprint. The booklet does not have the printer's imprint on the rear cover, which began to be removed in 2009 but became standard in 2010. Furthermore, it has a thick (c.10mm) margin at the inside right cover, another feature which first appeared in 2009 but became more common in 2010. Cylinder booklets show ink cylinder W5 and the phosphor cylinder number but no cylinder number for the iridescent overprint (Figure 4). Given the booklet's features and the fact that the stamps were first discovered at the end of 2010, it appears most likely that the

booklets were issued during 2010.

A few single stamps and booklets have appeared on Ebay during 2012; single stamps achieved up to £30 each, and a cylinder booklet was sold for £260. The stamp appears this time to be an error – what might almost be called a missing colour. Given that one bundle of 25 booklets is known, and other examples must also have been printed given the existence of used copies, there may be a number of copies of this stamp available for future collectors. With only about five cylinder booklets known, however, these are likely to be something of a rarity in the future.

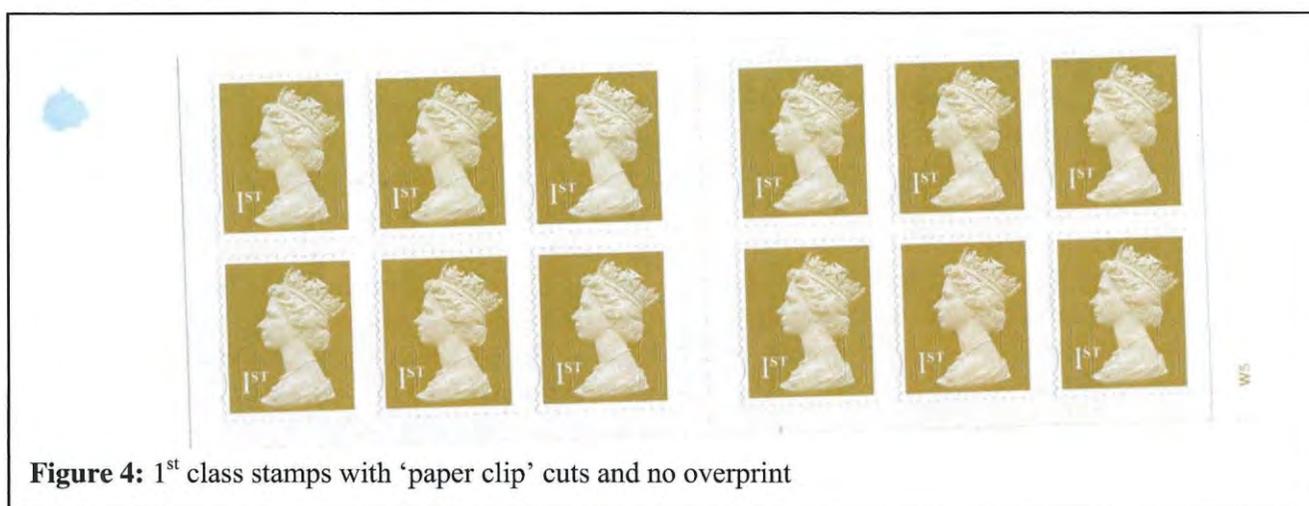


Figure 4: 1st class stamps with 'paper clip' cuts and no overprint



Illustrated is one of the large gold Machins which was used to post a journal to the editor. However, as the journal was plastic packed, the only place to mark it 'PRINTED PAPERS' was on the gold label adding further interest to a stamp which could almost produce a one-frame exhibit of its own.

PASTCARDS

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The National Postcard Class

Darryl Fuller

As mentioned in the last issue, postcard exhibiting in Australia turns 25 this year. A postcard collector is called a deltiologist, while we all know a stamp collector is a philatelist. For a long time there was little overlap between the two and you could always tell the difference between the two when they looked at a box of postcards. The deltiologist was looking at the picture side, whilst the philatelists was looking at the reverse in the hope of a good stamp or postmark.

Postcard collecting had its heyday at the turn of the 20th century when collecting was huge. There is no doubt that the number of different postcards in the world far exceeds the number of different stamps. They are a great window on the past 120 or so years, even more than philately, and it is easy to see why they are becoming popular again. Most are also still relatively cheap (when compared to stamps) but a number are in the high three figures and I feel sure some of the rarer ones, like the Antarctic postcards are probably heading toward four-figures.

The strong link between postcard and stamp collectors has meant they have picked up some of our habits (good or otherwise). They have started exhibiting, which adds interest to philatelic exhibitions, but more importantly brings new collectors into the hobby. They are also starting to catalogue postcards and this is an important step forward to adding interest and information to the hobby.

At stamp exhibitions the postcard class has always had its own jury. This is not the case in the USA where philatelic judges judge both.

However, I would note that in the USA, the exhibiting class is relatively new.

The Australian Philatelic Federation (APF) is working closely with the postcard clubs around Australia to move to the US system of having one jury. Thus postcards will become just another class at exhibitions. One of the main reasons for this is the cost of jurors. Having two or three postcard jurors adds considerably to the cost of an exhibition. Hopefully, in the long run there will be postcard jurors with philatelic qualifications, and vice versa. The timeframe for this change is over the next five years. The National One-frame exhibition in Hobart in November will have both postcard and philatelic exhibits. The two postcard judges will also be used for philatelic judging as well.

Postcards being just another class at national exhibitions does not mean that they will be a compulsory class. It will still be up to exhibition organising committees to decide what classes they will have at their exhibition. There are currently only three States or Territory where postcards are linked to the State Philatelic Council - WA, SA and the ACT. We are trying to encourage the other States to link up but in the end it is the postcard clubs which must make the decision. We will encourage other States to have the class, as a way to encourage this link and to promote the class. It will take time to do this but in the long run I think the two will see the benefits (and savings to postcard collectors) in running just one exhibition.

If you have any thoughts on this please let me know (I would enjoy a letter to the editor) and I can pass your thoughts onto the APF.

Dirigible! – A History of the Airship, and Airship Postcards

(Part 3)

Graeme Broxam

The final segment of my article on Zeppelin postcards takes us from the end of the First World War to the current day. It includes the great period of the airship from the mid-1920s to the late 1930s, the rise of the Zeppelin company from the ashes of the First World War, the construction of the greatest airships of all time, the appalling tragedies that saw the end of the airship as a mainstream means of transportation – and the picture postcards that either promoted their construction and service, or exploited their failures.

Consequences of War:



German Navy L71 (Construction No. LZ-113)

R/P Luftschiffbau Zeppelin, Friedrichshafen, c1930

German officers scuttled most surviving airships at the same time that the German High Seas Fleet was scuttled at Scapa Flow on 23 June 1923: a survivor was the last Zeppelin completed before the Armistice, L71, which went to Great Britain as War Reparations. In the 1930s the Zeppelin Company produced an extensive series of postcards commemorating its wartime history and technical achievements.



"USS Shenandoah at North Island 11 Oct. 1924"

R/P anonymous publisher, c1924.

Based on the remains of German airships shot down during 1917-18, the US Navy's ZR-1 *Shenandoah*, built at Lakehurst, New Jersey, was a virtual doppelganger of the latest-model German height-climbers – and shared their structural weaknesses. *Shenandoah* broke up in a storm over Ohio on 3 September 1925: fourteen men were killed, while twenty-nine floated to safety in intact helium-filled sections of the wreck.

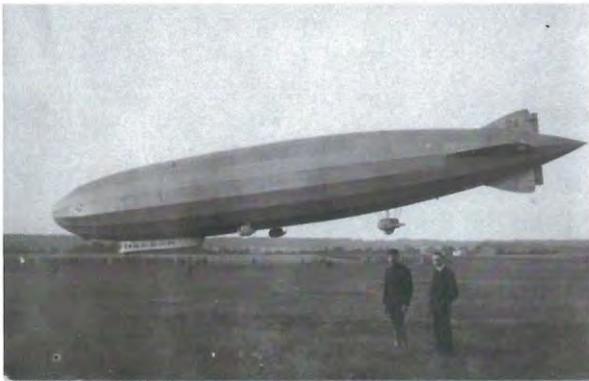


Souvenir of the Tragedy of the R.38, Hull 24 Aug 1921.

R/P montage, pub: Ern Shaw, Hull, 1921

Short Brothers began building R.38, the world's largest airship, as a patrol ship for the Royal Navy in 1919 based on latest German Technology – she was sold and completed as the ZR-2 for the US Navy early in 1921. The lightly-built airship broke up on a pre-delivery test flight over Hull through simply being manoeuvred too roughly, killing all but five of the 49 British and American crew.

The Zeppelin Company Reborn



Zeppelin LZ121 Nordstern
R/P Anonymous publisher, c1921.

In 1919 the Zeppelin company reformed Deutsch Luftschiffe AG (DELAG) and built a small passenger airship LZ120 *Bodensee*, followed in 1921 by *Nordstern*. Both were seized as War Reparations in 1921.



“French Military Marine: Flying boat Meteore and Airship Mediterranee.”

?Collotype, anonymous publisher, c1922

Nordstern became the French naval airship *Mediterranee*.

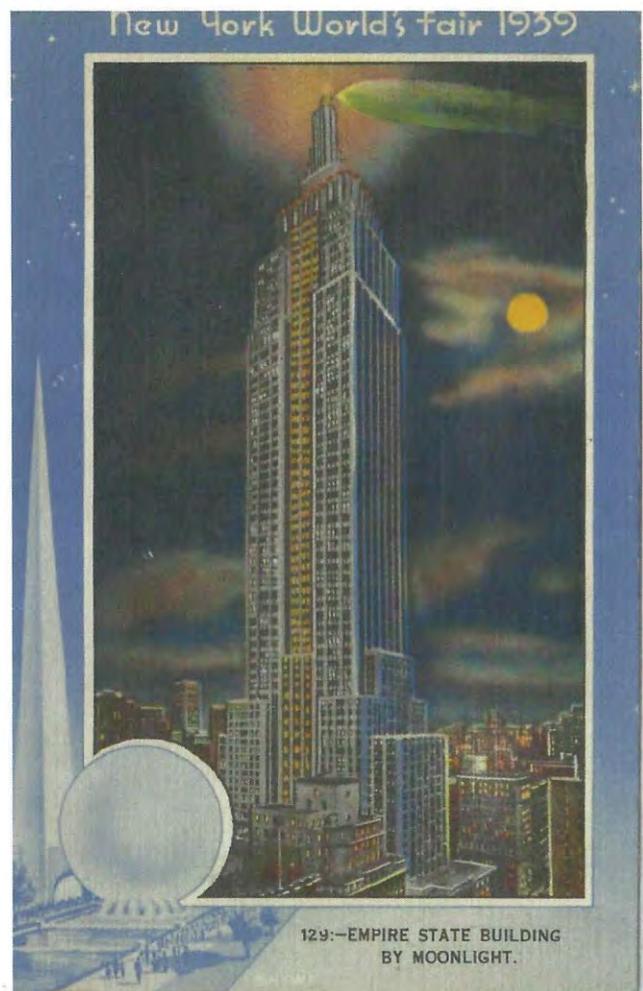


“Rally Day Special” (USS Los Angeles)
Letterpress/linotype, G & W Co., New York 1930

As part of War Reparations, the German Government paid the Zeppelin Company to build LZ-126 – ZR-3 *Los Angeles* – for the US Navy in 1924.

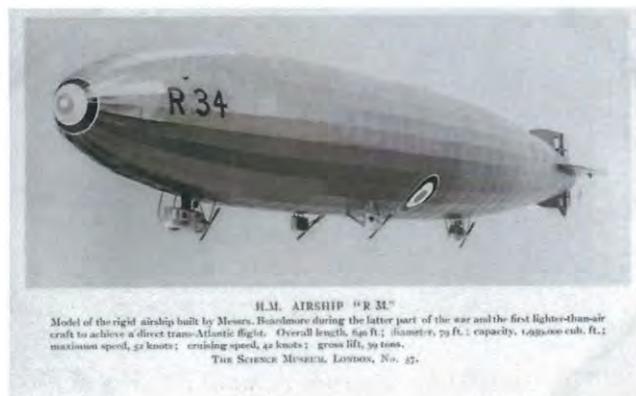


Lprs/Linotype R S Clements, Lakehurst NJ, c1925
An enlarged version of *Bodensee/Nordstern*, *Los Angeles* had five luxurious four-berth cabins.



Lpress/Linotype, Miller Art Co Inc, Brooklyn 1939
By 1939 *Los Angeles* was one of three surviving rigid airships: she was dismantled in 1941. The Empire State Building’s airship pylon was never used as such.

Britain's Imperial Dream...



"HM Airship "R-34"

RP of model, Pub: Science Museum, London c1932

The British Navy Airships R-33 and R-34 were based on the "pre-height-climber" Zeppelin L33 brought down in 1916, and proved successful. In July 1919 R-34 made the first trans-Atlantic flight, to Canada and return. She was wrecked in a storm in 1921.

In 1923 Britain's Labour Government under Ramsay MacDonald ordered the world's largest airships to be built for Empire air services, under the auspices of the Air Minister, Lord Christopher Birdwood Thomson. R-100 was built by a Vickers subsidiary at Howden and was nicknamed "the Capitalist airship," while R-101 was built at the Government airship works at Cardigan and was nicknamed "the Socialist airship."



"The Great British Dirigible R-100"

R/P photomontage, anonymous publisher ("made in USA") PU 13 August 1930.

Designed by Barnes Wallace and with a team including later novelist Nevil Shute Norway, R-100 was a technical success and crossed the Atlantic to Canada in 1930 – this card was posted by a visitor to the airship to a friend.

....which became a nightmare.



R-101 at her mooring mast, Cardigan, 5 Sep. 1930

R/P, anonymous, 1930.

R-101's construction was plagued with political interference. Too much untried innovation, excessive weight of diesel engines and luxurious fittings, and being in a hurry to emulate R-100's success, resulted in R-101 crashing in France on her first overseas trip towards India on 4 October 1930.



Flag-draped coffins of the R-101 victims.



Mass graves of R-101 victims.

B/W R/P, unknown publisher (part of set) 1930.

Of R-101s 54 passengers and crew, 48 including Lord Thomson lost their lives. It was the end of Britain's airship dream, and R-100 was broken up late in 1931.

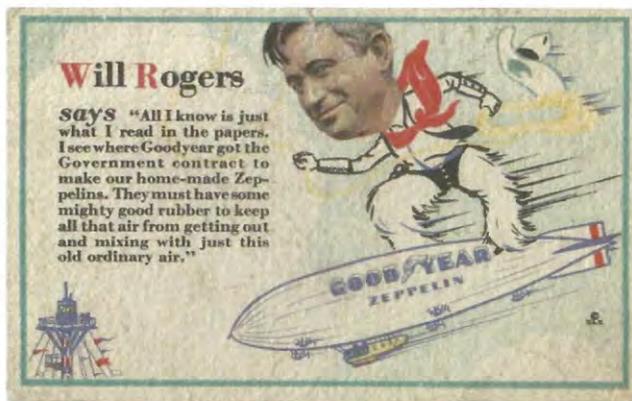
America's Aerial Aircraft Carriers

While building ZR-2 *Los Angeles*, Zeppelin Luftschiffbau and the Goodyear Tire & Rubber Co. formed the Goodyear-Zeppelin Corporation to build large military airships in the USA. Their enormous shed built at Akron, Ohio in 1929 still exists: two large rigid airships *Akron* and *Macon* as well as many smaller non-rigid airships ("blimps") were built there.



US Airship RS1 and Fighter (c1950s)
R/P (of painting) Real Photographs Co., Liverpool/

The US Navy envisaged that large airships would act as advance scouts for the battle fleet, and carry their own aircraft for reconnaissance and self-protection. The "pick up and drop" system was tested on the small rigid airship RS1 built in 1925 and later on *Los Angeles*. The giant airships *Akron* and *Macon* had internal hangers for four or five Curtiss Sparrowhawk biplanes.



Letterpress/linotype, Goodyear Tire Co. P/U ?1923

American vaudeville-performer, comedian, newspaper columnist and actor Will Rogers was a staunch supporter of aviation (he was killed in an air crash in 1935). The airship shown on this card is based on the ill-fated USS *Shenandoah*, showing its German wartime-style "hanging control car" that fell off when the airship broke up in 1925.



"The Goodyear-Zeppelin Airship Factory & Dock"
Letterpress, Akron Stationery Co. Inc. PU 1937



"The World's Largest Airship," USS Akron (ZRS-4)
Letterpress, Pub: E. C. Kropp Co., Milwaukee

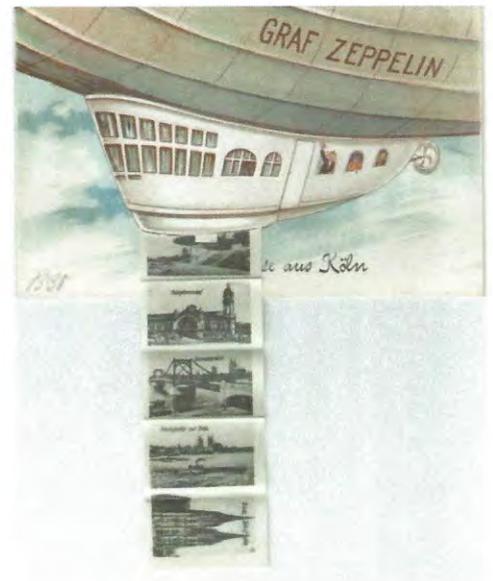
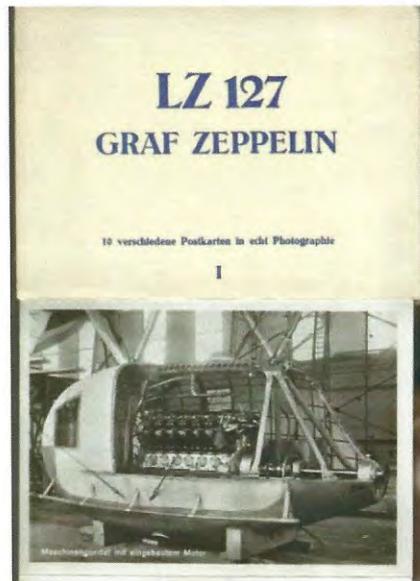
Completed in November 1931, *Akron* was lost in a gale off the coast of New Jersey on 4 April 1933 with the loss of 73 lives.



USS Macon (ZRS-5)
R/P Real Photographs Co., Liverpool c1950s

The last of the great American airships to be built, *Macon* was completed just before *Akron* was lost, and crashed off the Californian coast on 12 February 1935: all but two of the crew of 76 survived.

LZ-127 Graf Zeppelin: The Globe Trotter



Official Postcards of the Zeppelin-Eckener Fund.

Above PU 24 April 1929, below PU 5 October 1926

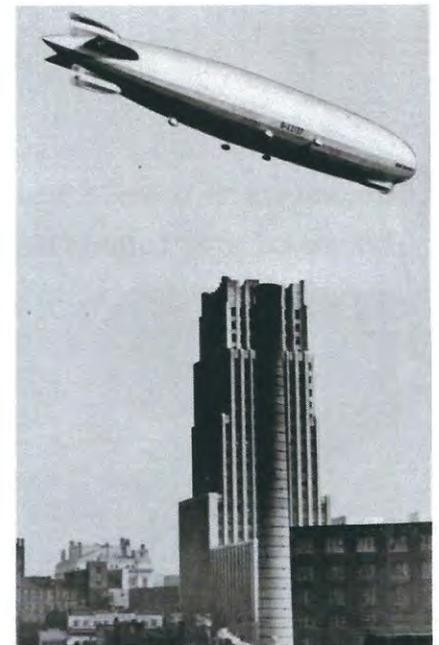
Dr. Hugo Eckener (1868-1954): psychologist, journalist, airship pilot and ultimately head of the Zeppelin company after Count Zeppelin's death. A national hero until the mid-1930s, he fell out badly with the Nazi party, but survived the war. After *Los Angeles* was built, the Zeppelin-Eckener Fund was established to pay for a new commercial zeppelin.

Centre: Fold-out photolithographic concertina of 10 cards of building LZ-127 *Graf Zeppelin* (card of engine car shown)

Photographed and printed by A. Weber & Co. Stuttgart for Luftschiffbau Zeppelin GmbH c1928

Right: Leporello card, multicolour lithography with letterpress insert of Cologne, c1930.

Publisher unknown (rare and highly sought after).

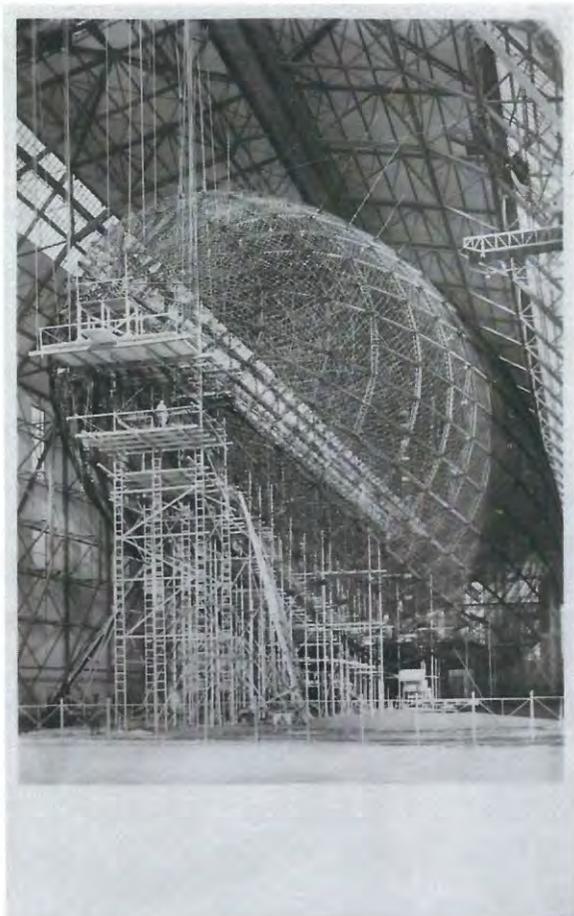


LZ-127 Graf Zeppelin was the most successful, and most photographed, airship of all time. Picture postcards helped pay for her construction, and flown souvenir cards helped keep her in service 1928-1937.

Centre: Card flown Brazil to Germany in 1934
 Right: *Graf Zeppelin* over Akron, Ohio in October 1933: produced for the Rubber City Stamp Club's 1966 annual exhibition (from a large airship set).

LZ-129 Hindenburg & LZ-130 Graf Zeppelin (II):

The success of *Graf Zeppelin* encouraged the Zeppelin Airship Company to build two mighty new sister ships *Hindenburg* completed in 1936 and the second *Graf Zeppelin* completed in 1938.



Hindenburg “in frame” 8 September 1934
R/P published by Luftschiffbau Zeppelin GmbH



R/H, Pub: The Garraway Co, Rutherford NJ, 1937
The most iconic airship photograph ever taken: the destruction of *Hindenburg* at Lakehurst, New Jersey on 6 May 1937 with the loss of 36 lives marked the end of the commercial rigid airship.

Ships of Dreams



Top: Dining Room on board Hindenburg, 1936.
Multicolour photolithography, Pub: Luftschiffbau Zeppelin GmbH, printed by Gerbr. Metz, Tubingen (from a set of about 8, this card No. 6)

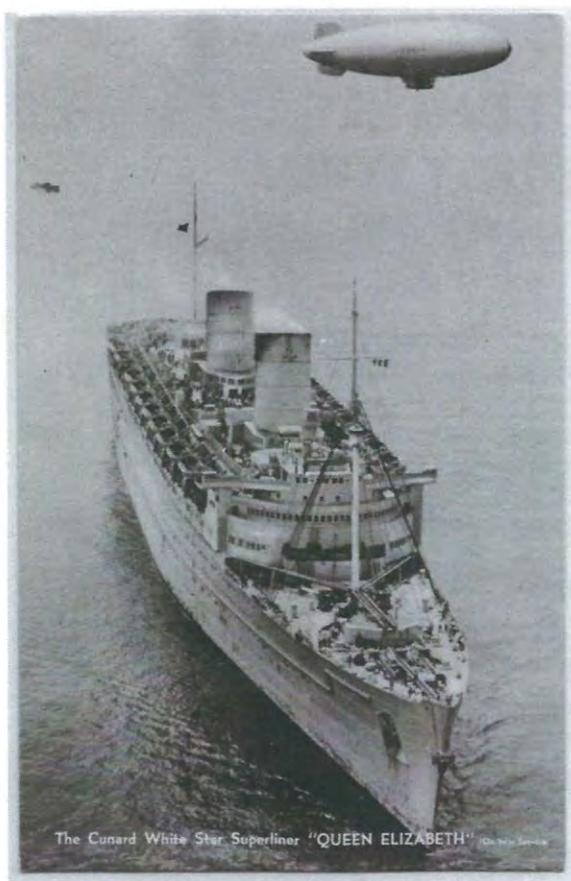
Hindenburg was the most luxurious airship ever built. She could carry up to 72 passengers.

Middle: On board Hindenburg souvenir postcard.
Publisher: Tide Water Oil Co., flown Germany to USA April-May 1936.

Hindenburg completed 63 flights during her fourteen months of service. *Graf Zeppelin (II)* was almost identical.

Epilogue: As much as Herman Goering detested Hugo Eckener and his zeppelins, he was obliged to support the completion of LZ-130 *Graf Zeppelin (II)* in the interests of German prestige: she was too big to fail. Unable to obtain helium to fill her, the Nazi-funded Deutsche Zeppelin Reederei GmbH only used her for propaganda flights, without paying passengers. Postcards and flown souvenir mail from her are very common. In 1940 Goering ordered both *Graf Zeppelin (I)* and (II) to be destroyed.

The Humble Followers-On



The Cunard White Star Superliner Queen Elizabeth
 B/W letterpress, anonymous publisher (printed USA)

After the loss of *Akron* and *Macon* the US Navy dramatically reduced its airship ambitions, and instead ordered large number of non-rigid airships (“blimps”) that proved highly successful as coastal and convoy patrol craft. Most were built by Goodyear based on its successful advertising blimps such as NC-14 *A Reliance* built in 1931-32: the card below is PU 1935.



The “Blimp” over Braves Field... St Petersburg FLA
 Letterpress/linotype, Curt Teich & Co. Chicago USA



First Lady Nancy Reagan, son & daughter in law on board Goodyear Blimp *America*, 20 May 1981.

Photolithograph; Publisher: Coral-Lee, Rancho Cordova CA; Photo: Michael Evans; Printed by Mike Roberts Colour Productions, Oakland CA.

In 2011 Goodyear announced it would form a partner-ship with the German Zeppelin NT (“New Technology”) GmbH to build a new generation of blimps.

Airship Resonance in Pop Culture



they’re big (Colour-litho c1940 MWM Aurora MO) &



...they can go down like a Lead Balloon!
 (photolith. 1973: the origin of the name Led Zeppelin)



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