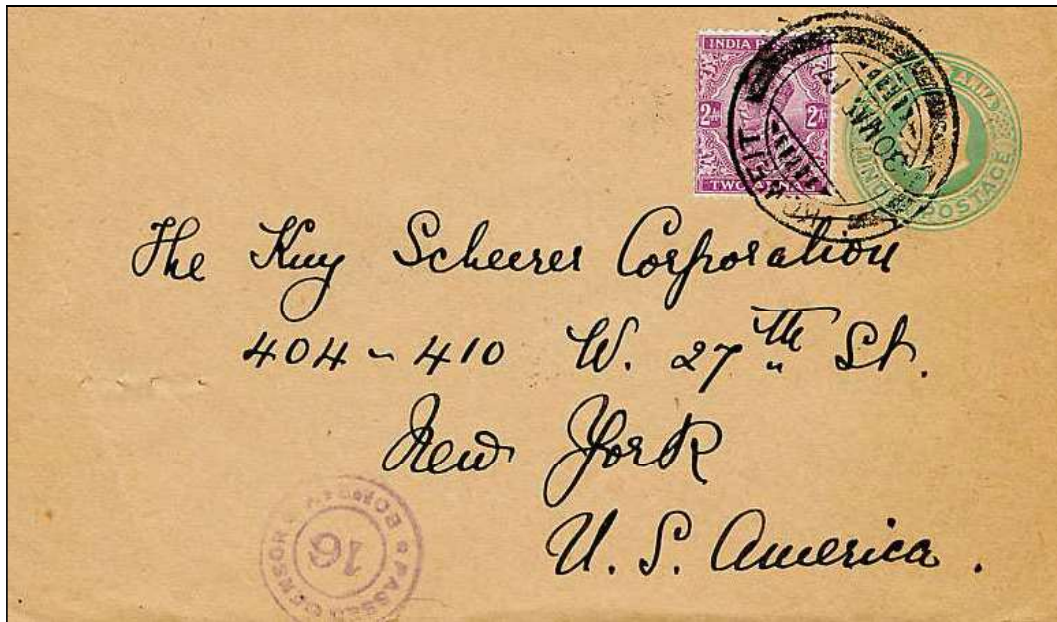


ARABIAN GULF STATES

POSTAL HISTORY

QUARTERLY



30 May 1917: An Indian postal stationery up rated with 1911-22 KGV 2as to make up the surface rate to the USA of 2½as The cover stationary has been cancelled with Donaldson Type 1.

Edition 38 – 2011

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Welcome to Edition 38 of the Quarterly

Edition 38 is the first Quarterly that I have managed to complete in 2011 and will be one of only 2 issues in 2011. I deeply apologize for my inconsistency during the latter part of 2010 and throughout 2011 which was due to professional commitments including a temporary move to London and now a permanent move to Singapore.

During most of this period I have been without my references and material, which has made it very difficult to initiate new research projects and source information from the various readers of our publication.

When I issued Edition 37 I asked you to refrain from paying the annual subscription which most of you followed. As such the two 2011 editions, 38 and 39, will be complimentary. Anyone, who has paid for 2011, will have their subscription transferred to 2012. Edition 39 which will be ready before Christmas will be a special edition mainly dedicated to Francis Kiddle's Kuwait Collection, which was sold at Grosvenor Auctions in September. Other material will also be included – of course.

Finally, my move to Singapore has put me in contact with Singapore Stamp Club and one of their members has a printing press. I have received an offer for professional printing of the Quarterly and would like your opinion on whether or not we should revert to a 100% printed version? The cost of a professionally printed version for 30 pages (i.e. 60 pages) bound properly and with an extra couple of blank pages for notes will be 20 Singapore dollars per issue, which will be USD 65 or STG 42 plus postage meaning that we are looking at annualized subscription fees of about USD 100 or STG 60 – is that excessive? **Please give me your opinion!** Once I have seen the trial printing I may decide to do the Francis Kiddle Special only in printed format.

Enjoy autumn
Thomas Johansen

Bahrain

A Historical Event of Bahrain: Oil And El Segundo Letters

[From: The Postal History of Bahrain By Mohammad Nazimuddin, Al Ain, UAE]

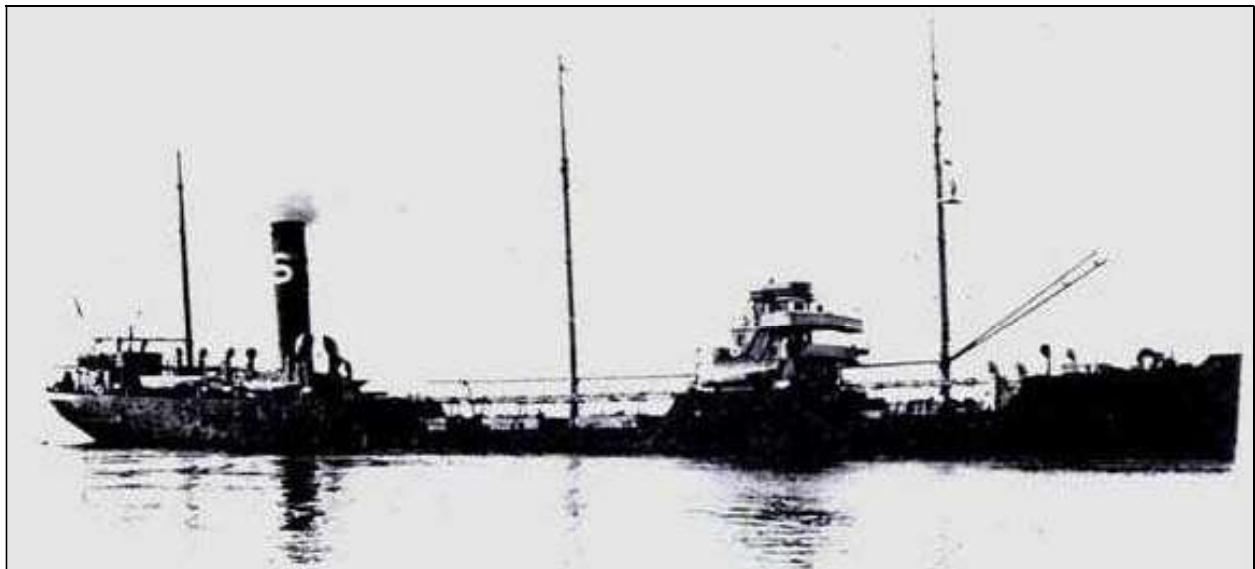
The El Segundo, a Standard Oil tanker, played a vital role in the oil history of Bahrain. It's story in short runs as this:

In 1934, BAPCO was considering the implications of commercial oil production. At that time, in SOCAL's view, it was quite impossible to predict world political and economic conditions, and therefore it was difficult to assess BAPCO's market for crude oil. One of the factors, which slowed down oilfield operations, was the inadequate harbor facilities.

On the 13th of December 1933, the San Francisco Chronicle ran a news item announcing that in the New Year a Standard Oil tanker would leave San Pedro "on an expedition unique in industrial history. The part will go to the island of Bahrein ... to build a submarine line and terminal to link an island oil supply with a tanker fleet".

The El Segundo tanker, a ship of 3400 tons, had been selected for the task. The vessel would carry a party of 45 men, including crew and a deep-sea diver, as well as all the necessary mechanical and technical equipment to build a 3-mile-long (4.8 km), 12-inch-diameter (30.48 cm) pipeline to an offshore loading terminal, storage tank and a trestle draw-bridge.

Thus El Segundo left the United States on an expedition unique in industrial history. Following a 55-day trip, and almost two months later, El Segundo dropped anchor off Sitra Island on the 22nd of February 1934, the anniversary of George Washington's birth.



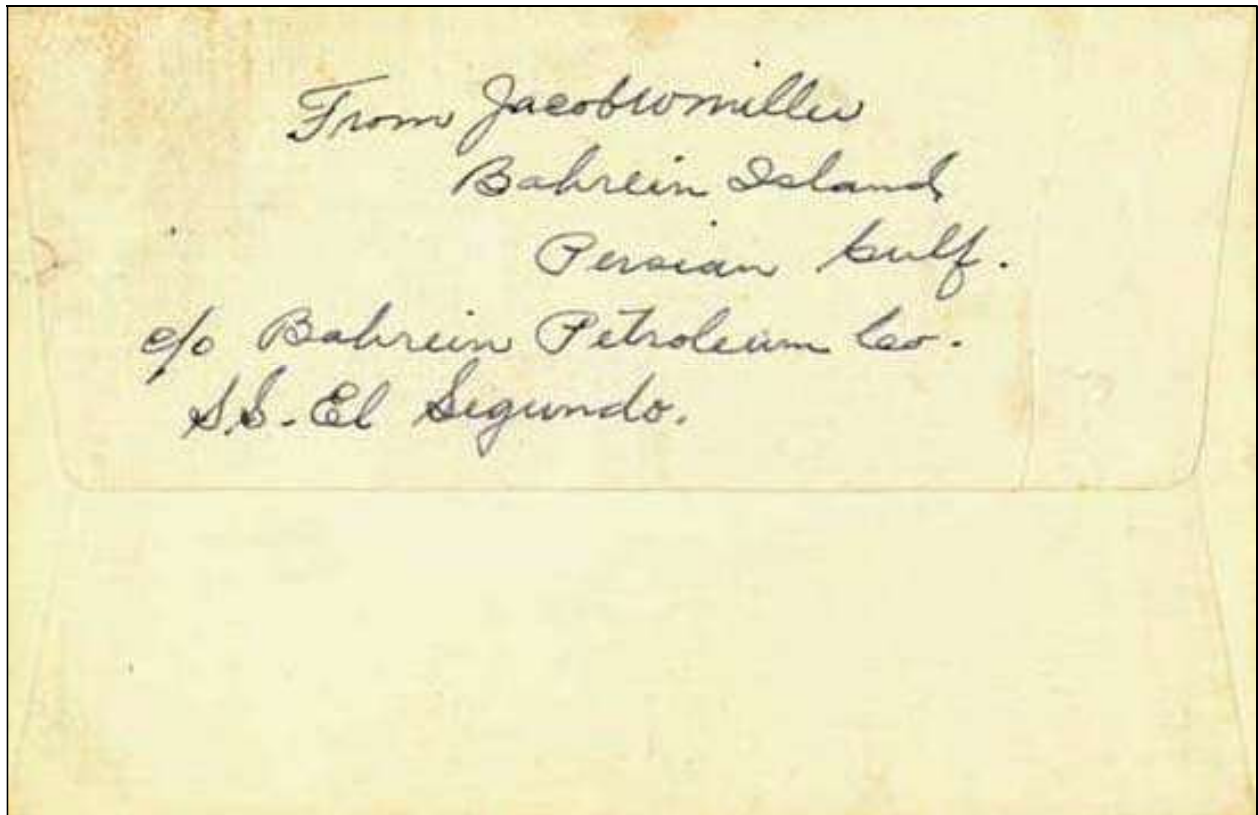
The S/S El Segundo

From her anchored position 16,000 feet offshore, the construction work of the marine loading terminal began.



Here shown is a letter written by a Mr Millar (Jacob W Millar) onboard the El Segundo before it reached Bahrain. It is a plain envelope franked with a 3a6p KGV British India stamp and addressed to the USA. It may have been handed over to the Captain of a BISN steamer, which at that time called at the Persian Gulf ports and was destined for Bombay, where the stamp was cancelled by a killer type BOMBAY G.P.O. date-stamp on 15 FEB 34. Another possibility was that El Segundo

anchored at Bombay before entering the Arabian Gulf.



The sender wrote the address as "c/o the Bahrain Petroleum c/o. S/S El Segundo. The addressee is also El Segundo, Calif, USA.

This letter becomes an important segment of Bahrain maritime postal history since it was posted at Bombay just six days before El Segundo anchored at Bahrain on 22 February 1934. This indicates the mailing procedure for a Bahrain bound ship.

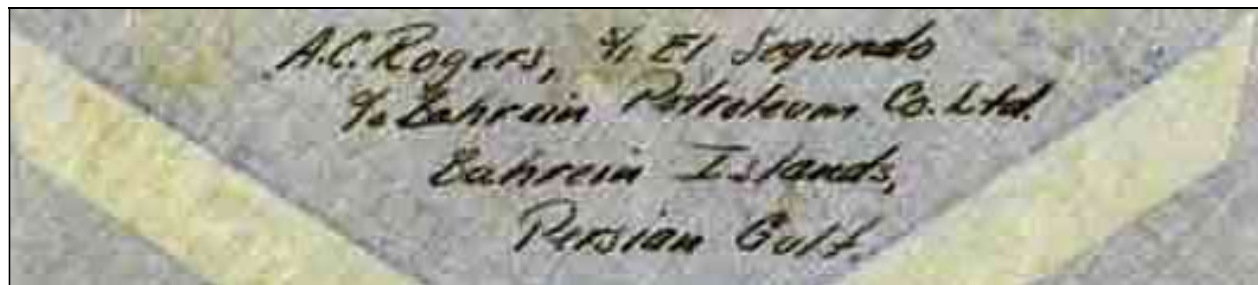
The First Shipment of Bahrain's Crude Oil: By mid-spring, media attention had focused on Bahrain. On 18 April (1934) the Pacific Coast Wall Street Journal announced that some time during July 1934, Standard Oil Company of California would load its first tanker of Bahraini crude oil.

Another member of the El Segundo, Mr A C Rogers, had written his letter home just 13 days before this epic event.



This airmail cover to USA is franked with 9½as (1 x 1a, 1 x 8as and 1 x ½a KGV stamps) making up the required 9½as airmail rate (s3½as + a6as) to the USA and cancelled with the Bahrain killer canceller dated 5 April 1934. Air Mail etiquette is affixed and the double-ring 'By Air' hand-stamp

applied appropriately. Left bottom corner is marked "R.F.D." which denotes US "Foreign Refining Division". The sender's address on the back flap reveals that this cover is sent from one A.C. Rogers of S/S El Segundo, which was in anchor at Bahrain at that time.



On 7 June 1934, the El Segundo left the Sitra jetty (BAPCO's new marine terminal) with a cargo of 25,082 barrels of crude oil and thus the history of Bahrain's first shipment of crude oil had been made. On 9 July 1934, the El Segundo docked at Yokohama, Japan to discharge its cargo before continuing on its trip back to San Francisco.

Fifty-two days out from Bahrain, practically half-way round the world from San Francisco, the Standard Oil tanker El Segundo came into her home port on August 1 completing a round-trip voyage that had begun just eight months ago.

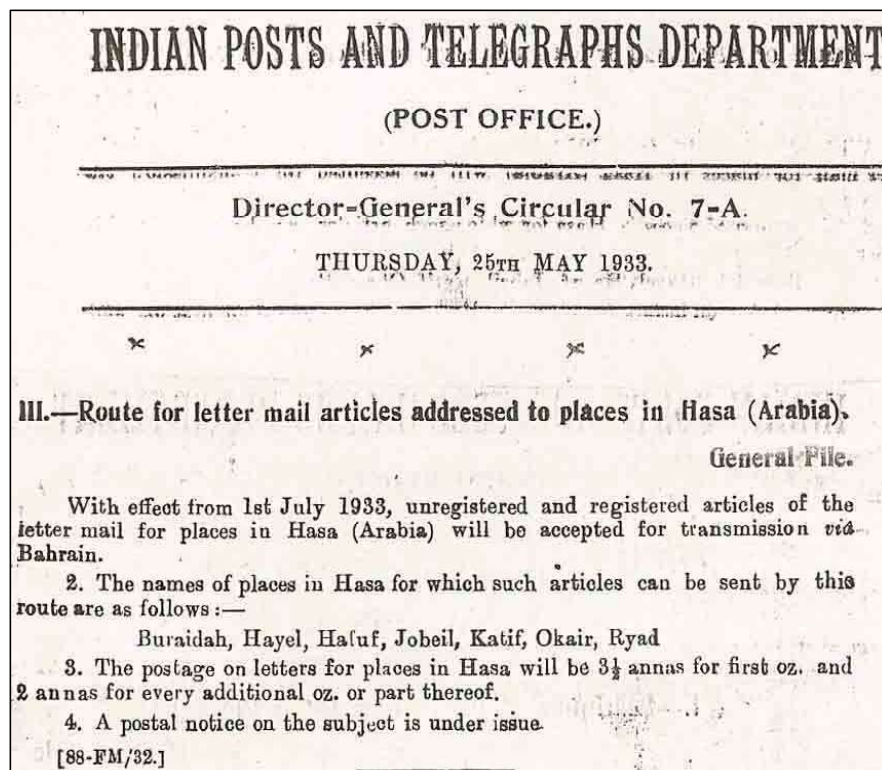
Transit Mail via Bahrain during the Indian Period

Fuelled first by the pearl industry and then later the oil industry the Bahrain Post Office was the hub of the Indian, and later British, post offices on the Arabian side of the Gulf. The following is an illustration of the various origins of transit mail that passed through the Bahrain Post Office in order to reach its destination.

Mail to Al Hassa

The idea of delivering mail to Al Hassa via Bahrain is documented in India Office Records as early at 1905 as the Turks wanted a mail service out of Basrah and into Ojeir. Back then the idea was dropped as the BISN put costs at 10.000 Rs per month and mail was eventually transported overland via Kuwait – a journey that took two weeks.

By the 1930s the Saudis were asking for a similar mail service – this time to Hofuf with Hofuf feeding the rest of Hedjaz-Nejd. The India Office Records document that the initial date of inauguration was set for November 1932. This date was not met but the service was eventually dated for inauguration in early 1933.



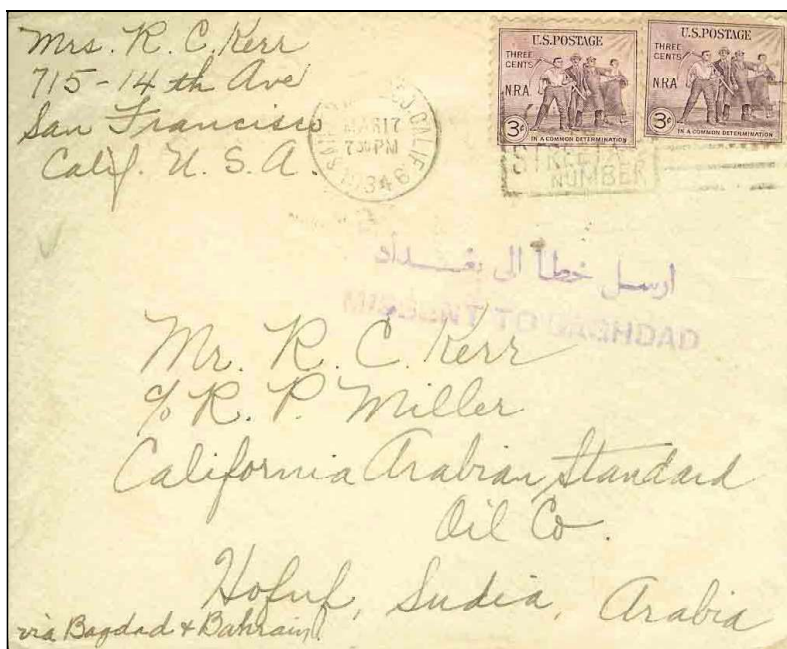
On 14 March 1932 the Director General of the Foreign and Political Department issued a memo of no objection to the request of the Hedjaz-Nejd Government approving the service subject to some conditions of which a few are listed:

1. Hofuf Post Office will close mailbags for Bahrain and vice versa.

2. All correspondence for Hofuf will be collected at the Bahrain Post Office, which will prepare a mail address to Hofuf Post Office and be subject to

the rules of UPU. Hofuf Post Office will also have to arrange at their cost weekly conveyance of mails in both directions.

3. Transit charges payable will be governed by the provisions of Article 73 P 5 of the London Convention so 5 gold centimes per article, irrespective of weight or destination – exempt from this charge are articles addressed to India and Indian post offices in the Gulf.

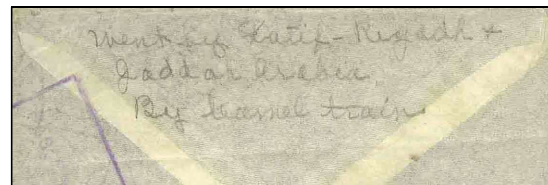


The notice shown on the previous page is illustrated here in the form of a cover sent from the USA on 17 March 1934. It had been sent to Hofuf via Baghdad (April 7), Basrah (April 8) and Bahrain (April 16) and even though it is endorsed "via Baghdad and Bahrain" it still received a "Missent to Baghdad" handstamp. The below cover is another inward cover to Saudi Arabia, sent from India on 25 January 1941 to Orair (Ojair) in Al Hassa. The cover has been endorsed "VIA BAHREIN" and has a Bahrain transit stamp (29 Jan) and Orair arrival stamp dated 14 February.



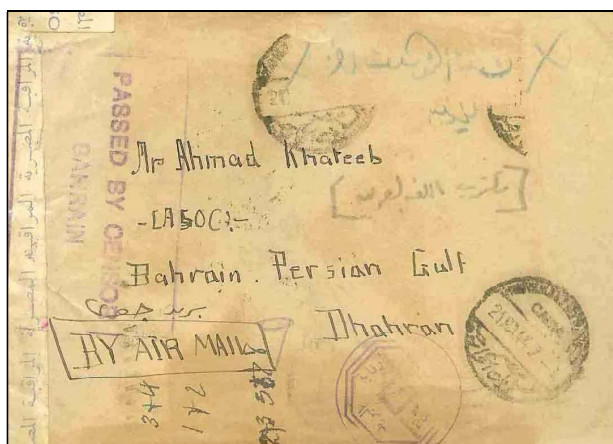


The above cover shows mail in the opposite direction with senders address being Ojair, Hassa and sent from Bahrain on 19 May 1941 to the USA with senders address written as Ojair, Hassa. The cover came in to Philadelphia via Hawaii and has the date of the month in the Philadelphia arrival stamps applied inverted.



Again a Saudi cover this time posted from the Qatif Post Office on 22-9-1358 (5 Nov 1939) and paid with Saudi stamps, at the sea post rate to the USA. The airmail directions were cancelled and full address has been translated in to Arabic in same hand. The cover was routed via Bahrain and shows Bahrain censor mark CCSG Bahrain Type 1 handstamp (only the corner is visible in the above image) but no transit date stamp.

The below cover sent from Cairo on 20 May 1944 and addressed to Mr. Ahmed Kateeb at CASOC, Dhahran with Bahrain arrival backstamp dated 5 June. The cover was then transferred by boat CASOC's offices in Dhahran, Saudi Arabia.





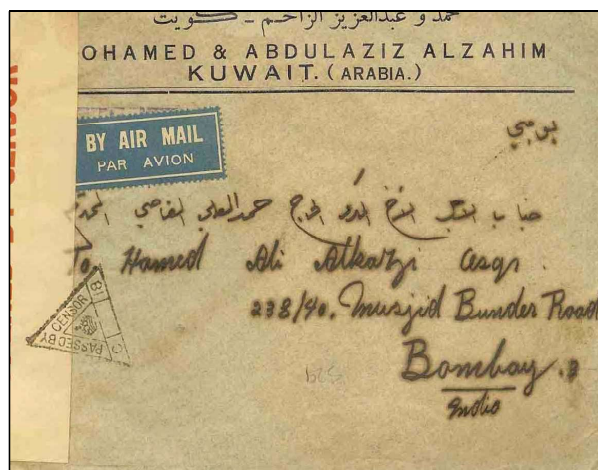
Another outward Saudi cover sent from Al-Khobar, paid with Saudi stamps, on 14-1-1363 (11 Jan 1944) via Bahrain to the Rear Air Headquarters in Iran. The cover shows Bahrain censor mark CCSG

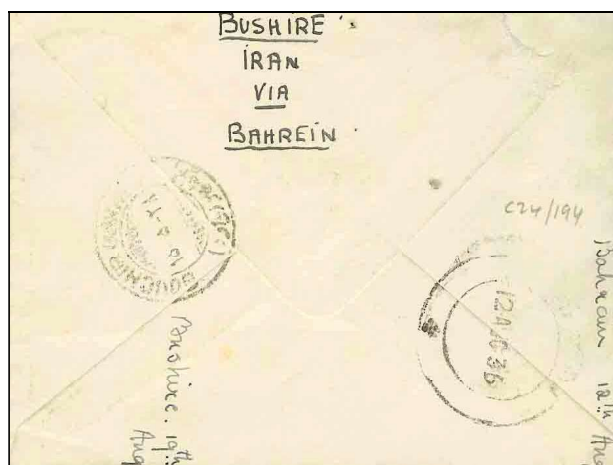
Bahrain Type 1 Handstamp applied on the front and has had a Basra (21 Jan) transit stamp applied to the back but without Bahrain transit marks.



A final cover of Saudi origin sent from Al-Khobar but this time franked with Bahrain stamps and sent from the Bahrain Post Office, on 18 December 1935 to the USA via France (transit stamped 23 Dec 1935).

The cover below was sent from Kuwait to India on 18 August 1941 and franked with the Experimental K-79 in use during the summer of 1941. It has had a Bahrain transit stamp dated 2 September 1941 applied to the back.





Letters from the other side of the Gulf are also known to have occasionally transited Bahrain. The cover illustrated above was sent from London on 8 August 1938 and superscribed "Imperial Airways only". The correct route from London to Bushire was via Baghdad or Basra and would have cost 7½d but the cover was routed via Bahrain at the Empire rate and then onwards from Bahrain via surface mail. The cover on the below right has got the sender's address as Y.L. Khunji of Bandar Abbas (Iran) and was sent to the UK. Bahrain had a large Iranian merchant

community and traders in Iran would dispatch mail via Bahrain to Empire destinations taking advantage of lower postage rates, this time the 14as Empire rate, and more frequent air services. Incidentally, the Khunj's are a thriving family in Bahrain today. A final "Persian" cover; this time sent from Abadan, to Switzerland, via Germany. Again the cover has been franked with 14as which is underpaid since the correct rate to Switzerland at the time was 21½as – the deficiency went unnoticed at the Bahrain PO.

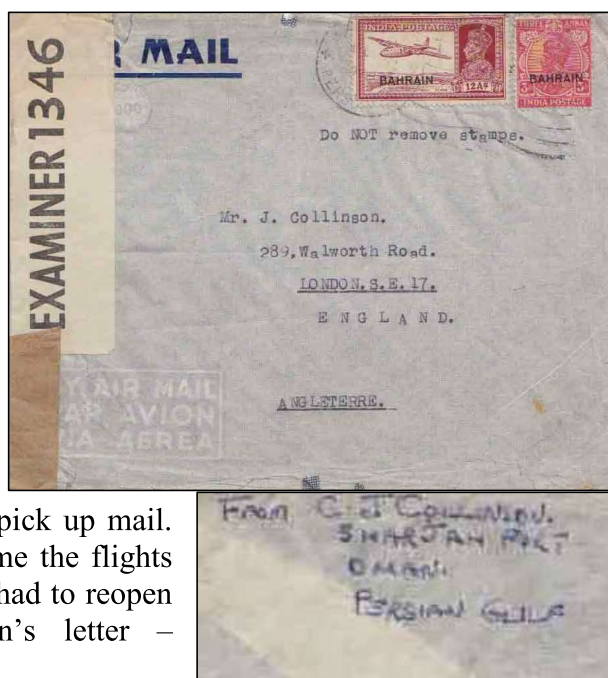




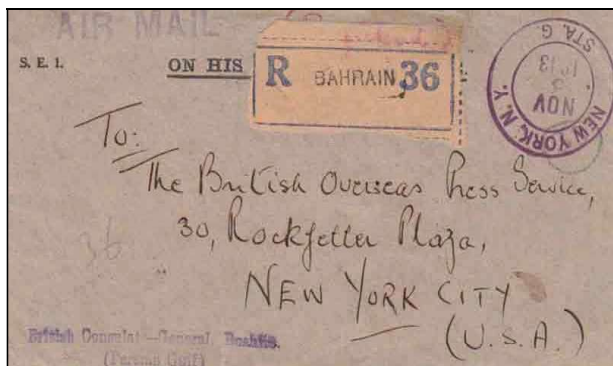
Other origins of mail are also recorded such as mail from Qatar, illustrated here by a cover sent from P.D. Qatar Ltd on 7 September 1941. The cover has been sent to the USA and franked with 47½as made up by the air fee of 44as and the surface rate of 3½as.

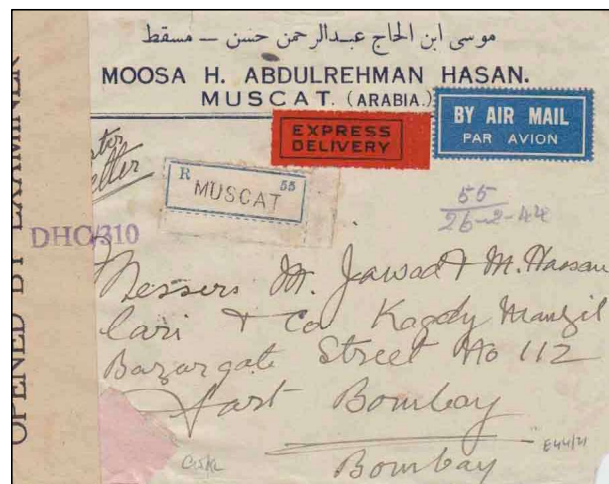
Oil exploration in Qatar started in 1939 but it was not until May 1950 that Qatar got its first post office - until then mail went via Bahrain.

Sharjah did not get its post office until 1963 and until then most mail went through Dubai. Some mail, however, did go through Bahrain, probably because both Sharjah and Bahrain were on the airmail route. Collinson, who sent the cover illustrated here, was the BOAC radio officer based at Sharjah in the early 1940s. The cover here was sent on 4 October 1941 and though the correct rate was 14as it has been paid with 15as, a rate seen on other Collinson covers, probably due to a late fee or mailbag-reopening fee. In Collinson's case being based in Sharjah he most likely passed his mail to BOAC pilots who were heading to Bahrain to pick up mail. The mailbag would have been closed by the time the flights got in, and the Bahrain Post Office would have had to reopen the mailbag in order to include Collinson's letter - anticipating this, Collinson added an extra Anna.



The final cover on this page is again a cover sent from Bushire (20 September 1942), this time by the British Consular General with New York City as destination.





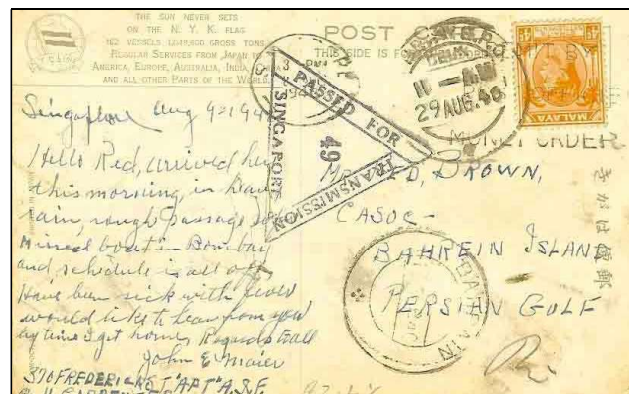
To wrap up the illustration of various transit mail via Bahrain are two covers, one sent from Dubai and one from Muscat.

The Dubai cover was sent to the USA on 30th April 1945 and as Dubai did not have a censor department of its own such mail passed sensor at Bahrain. The P.C. 90 censor label has been tied to the cover by the "PASSED BY CENSOR - BAHRAIN" handstamp.

The Muscat cover was sent to India on 26 February 1944 where it arrived on 10 March –

it went via Bahrain and has a transit stamp dated 8 March. Cal Allen wrote a nice piece for us in Edition 32 titled "Air Mail Service for Muscat – The British India Period" where he talks about the troubles of establishing an airmail service out of Muscat. Due to these troubles paying for airmail out of Muscat meant surface to India or Bahrain for onward air transmission. In this case the cover went by surface to Bahrain where it was forward with the next BOAC service to India.

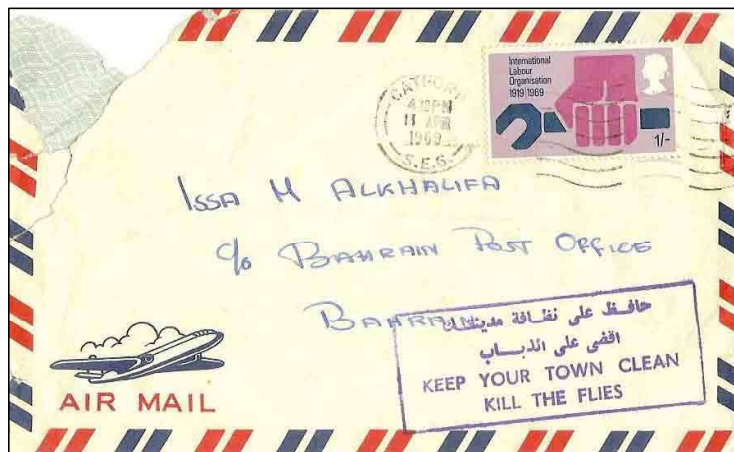
Miscellaneous Items



The above airmail cover to England is dated 15 July 1929 and franked with 14½as representing an overpayment of a ½a (maybe a late fee) for one ounce. The rate introduced on 30 March 1929 was 2as for surface (one ounce) and 6as per ½ ounce for air covering the Basrah-Cairo and

Marseille-London sectors. It has been franked with 2½as KGV Orange SG 207, which was only released in 1929 and 12as SG 213 – both stamps show the scarce usage of Indian stamps in Bahrain. Note that the cover was address to Co. Renouf (Winter Charles Renouf: 1868–1954, India) macro-philatelist and specialist of British India.[

The postcard illustrated on the previous page was sent from Singapore on 8 August 1940, via surface mail, where it received a “Passed for Transmission – Singapore” censor handstamp. The postcard transited at Bombay GPO on 29 August and arrived in Bahrain 17 September – a total of 40 days in transit.



The “KEEP YOUR TOWN CLEAN – KILL THE FLIES” is a previously unrecorded handstamp measuring 63 x 25mm and applied on an incoming cover sent from the UK on 11 April 1969 that arrived in Bahrain on 13 April. The First Day Cover below of the 1976 Shaikh Isa high values – 300 Fils, 400 Fils, 500 Fils and 1 Dinar - dated 1 November 1976 is the only one of its kind that I have seen to date. According to John Gillham the FDCs were not available via the normal new issue application forms but had to be specially requested.



Kuwait

Indian stamps used in Kuwait



Four more examples of Indian stamps used in Kuwait prior to the introduction of overprinted stamps being all from the 1911-22 KGV issue: SG 163, SG 171, SG 175 and SG 178 and all cancelled with Donaldson Type 1.



A bit more on the inverted overprints below being a used copy of the 1½as (Type B) cancelled with telegraphic cancelled Type 4. There is also a double inverted overprint.

Finally there is the cover illustrated in Neil Donaldson's 1975 book on page 110, here in color, and described by Neil in his book as "one of the few inverted covers that appears to be commercial".



Kuwait Surface and Air Fees during the Iraqi Postal Administration (Part 2)

In edition 37 a study of postal rates from Kuwait was launched touching on four topics: Surface rates, Registration rates, Overland rates and airmail rates, the latter covering the period from 1922 to 1932. The study is based on the 2009 book “IRAQ – Postal History 1920s to 1940s” written by Douglas B. Armitage and Robert I. Johnson, a comprehensive study of routes, rates and other postal services. Based on the rates and routes mentioned in this book parallels are drawn to rates used at the Kuwait Post Office through the illustration of various Kuwait covers.

A summary of the findings listed in Edition 37 were that for surface mail and registration the fees were 3as from the introduction of the Iraqi Postal Administration on 1 August 1921 until at least 24 July 1940 and possibly until May 1941. 24 July 1940 being the date where the only increase in the two fees took place in Iraq – both from 15 to 20 Fils corresponding to an increase from 3as to 4as. However, so far no cover has turned up supporting that such a hike in surface or registration fees took place at the Kuwait Post Office between 24 July 1940 and May 1941. Edition 37 illustrated a surface cover to the USA paid with 3as dated 22 February 1941 and below is another cover sent to England dated 25 August 1940 and also paid with 3as.



The second part of the study will take a closer look at the various air fees introduced on and after 1 April 1932 following the Iraq currency reform Annas/Rupees to Fils/Dinars.

From the 1st of April until May 1941 the key dates listed by the book are as follows:

15 July 1933: A change in the rate of letter cards

5 May 1935: The division of India as “to Karachi” and “beyond Karachi” with new rates applied to the “beyond Karachi” sectors.

18 June 1937: The introduction of an Air France service to Karachi

15 May 1939: The introduction of the Empire Airmail Scheme

4 September 1939: The Empire Airmail Scheme ceases due to the start of WWII and Airmail via Imperial Airways is reinstated

1 October 1939: New air rates are introduced

24 July 1940: A change in surface and registration rates (probably not applicable to the Kuwait Post Office)

The first look at what happened to air fees on these dates will focus on India and the Arabian Gulf. All conversions from Fils in to Annas are based on 5 Fils to 1 Anna – rounded off to closest ½a.

AIR FEES TO INDIA

The first mention of air fees to India was in the 1930 Post Office Guide where the rate for articles addressed to India, Persian Gulf, Africa, Australia, the Far East, Syria, Palestine, Egypt and the Sudan was defined as 1½as for every 10 grams. Postcards to the same destinations were priced at ½a.

On 17 January 1932 the rate was changed to 2as for every 10 grams for letters, commercial and printed papers, books, pattern and sample packets while the postcard rate was increased to 1a. The destinations covered by these rates were modified to Karachi, Persian Gulf, Persia, Egypt and Palestine. Both sets of rates were in addition to the 3as surface fee. 1 April 1932 the only change to postal rates being the conversion from Annas to Fils. Hence the air fee was change to 10 Fils per 10 grams corresponding to the old 2as rate.

The fee for letter cards to India was changed from a surface/air to a combined fee on 15 July 1933 and charged at 18 Fils (converted in to 3½as).

5 May 1935 saw the first change in postal rates and it distinguished between mail to Karachi only and mail onwards to other destinations in India (Jodhpur, Delhi, Cawnpore, Allahabad, Calcutta, Ahmadabad, Bombay, Madras and Lahore). It also tells us that besides the Imperial Airways service to Karachi there was a KLM service that only went to Karachi. The KLM service was priced at the same rates as the Imperial Airways service.

Combined air and surface rates to Karachi (Imperial Airways and KLM):

5 May 35	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	10 Fils	20 Fils	30 Fils	40 Fils
	2as	4as	6as	8as
Combined	25 Fils	35 Fils	53 Fils	63 Fils
	5as	7as	10.5as	12.5as

Combined air and surface rates beyond Karachi as defined above (Imperial Airways):

5 May 35	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	20 Fils	40 Fils	60 Fils	80 Fils
	4as	8as	12as	16as
Combined	35 Fils	55 Fils	83 Fils	103 Fils
	7as	11as	16.5as	20.5as

The air fee to Karachi was charged at 2as per 10 grams while the air fee beyond Karachi was charged at 4as.



It is worth taking into consideration that the air routes via the Gulf and onwards to India were operational from October 1932 and onwards.

The cover illustrated here sent to Surat on 4 May 1933 has been franked with 23½as which is the registered rate covering 40 grams for mail to India beyond Karachi – i.e. surface 4½as + registration 3as + air 16as. It shows that the rate indicated in the 1935 postal notice/guide was already in use in

1933 for mail to India beyond Karachi.



A standard rate cover sent to Bombay on 12 June 1937 and franked with 7as covering up to 10 grams.

Other 7as covers are recorded on 20 June 1936 and 21 June 1938 the latter with postage due of 8as indicating that it was a cover in the 20 grams weight class but only paid for 10 grams – hence the double 4as penalty of 8as.

Other covers recorded between 5 May 1935 and 15 May 1939 include the following:

24 February 1936: 20½as that covered a weight of 40 grams.

14 July 1936: A registered cover covering a weight of 20 grams plus 3as registration.

23 February 1937: A cover franked with a total of 22as (including three copies of the 1929 6as airmail issue) and sent to Bombay. Since the cover did not receive postage due the presumed weight of the cover must have been 40 grams and as such an overpayment of 1½as. The price for 50 grams would have been 26as.

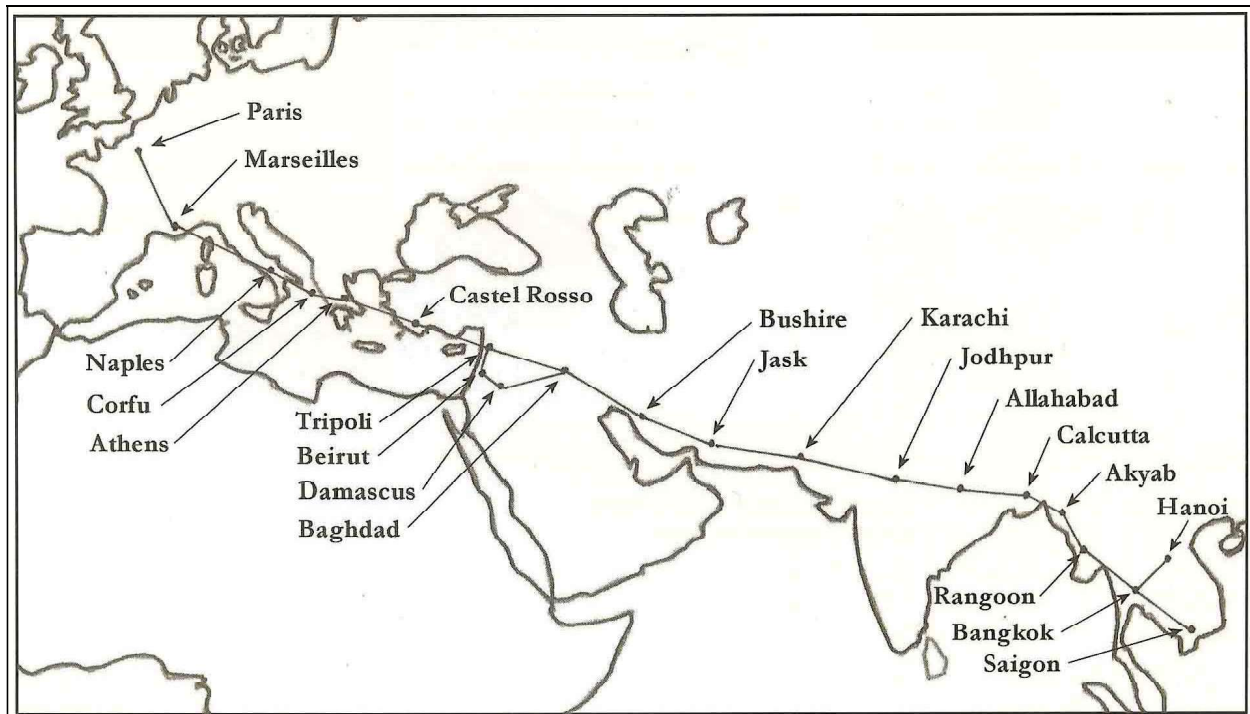
On 18 June 1937 Air France opened up a mail



service to Karachi that was priced at a premium to the Imperial Airways service. In short, Air France charged 12 Fils per 10 grams as opposed to the 10 Fils charge by Imperial Airways – the conversion to Annas is presumed.

18 Jun 37	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	12 Fils	24 Fils	36 Fils	48 Fils
	2.5as	5as	7as	9.5as
Combined	27 Fils	39 Fils	59 Fils	71 Fils
	5.5as	8as	11.5as	14as

The map shown on the next page is illustrated on page 54 of the Armitage/Johnson book and gives an idea of the route taken by Air France on its service to Hanoi and Saigon in 1937. As you can see the route went over India but there is no explanation in the book as to why the mail service is defined specifically to Karachi only.



THE EMPIRE AIRMAIL SCHEME

The Empire Airmail Scheme was introduced as a result of the British Governments wanting to reduce the cost of airmail communication with as many Empire countries as possible. The idea was that all airmail matter (excluding parcels) should be charged to the countries included in the scheme at the surface rate for a letter – in the case of Iraq and Kuwait it was 3as. Iraq and Kuwait were added to the EAMS during the 4th stage on 15 May 1939.

The EAMS fees charged for airmail to Scheme members:

15 May 39	20 Grams	40 Grams	60 Grams	80 Grams
EAMSe	15 Fils	23 Fils	31 Fils	39 Fils
	3as	4.5 or 5as	6as	8as

I have not yet been able to source any covers sent to EAMS but one cover in the recent Francis Kiddle sale was sent from Kuwait to Johannesburg on 17 July 1939 and franked with 5as. In addition to this another lot in Francis' sale, dated 7 June 1939, was described as commemorating the introduction of the EAMS "All Up" rate on the Johannesburg – Kuwait route. With that in mind and subject to Fils/Anna conversion the 5as rate on the July cover could represent the EAMS fee for 40 grams to a Scheme country.

The EAMS was suspended on 4 September 1939 due to the outbreak of WWII and mail to Scheme countries was sent via surface mail unless the additional air fee was paid. The services of DLH (Deutsche Lufthansa) and KLM were suspended whereas Air France would continue to carry mail to Syria, Lebanon and Southern Turkey while Iranian planes carried mail to Iran. Mail destined for the USA and Canada would go by mail to Marseille and then by sea onwards.

The first airmail fees introduced on 4 September 1939 were very expensive and in addition to this the weight classes were reduced from 20 grams to 14 grams. The surface fee weight classes remained at 20 grams.

4 Sept 1939	14 Grams	28 Grams	42 Grams	56 Grams
Surface	15 Fils	23 Fils	31 Fils	31 Fils
	3as	4.5as	6as	6as
Air Fee	50 Fils	100 Fils	150 Fils	200 Fils
	10as	20as	30as	40as
Combined	65 Fils	123 Fils	181 Fils	231 Fils
	13as	24.5as	36as	46as

Rates were adjusted downwards on 1 October 1939 with the weight classes once again being 10 grams per air fee. Again the fees charged distinguished between mail to Karachi and mail beyond. Mail to Karachi was charged at 15 Fils per 10 grams whereas mail beyond Karachi was charged at 25 Fils per 10 grams.

Combined air and surface rates to Karachi:

1 Oct 1939	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	15 Fils	30 Fils	45 Fils	60 Fils
	3as	6as	9as	12as
Combined	30 Fils	45 Fils	68 Fils	83 Fils
	6as	9as	13.5as	16.5as

Combined air and surface rates beyond Karachi:

1 Oct 1939	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	25 Fils	50 Fils	75 Fils	100 Fils
	5as	10as	15as	20as
Combined	40 Fils	65 Fils	98 Fils	123 Fils
	8as	13as	19.5as	24.5as

The final change of rates was on 24 July 1940 and only for surface fees, which increased from 15 Fils (3as) to 20 Fils (4as) for the first 20 grams and from 8 Fils (1.5as) to 10 Fils (2as) for each additional 20 grams. As mentioned above its application in Kuwait has yet to be proved.

AIR FEES TO THE PERSIAN GULF

Air fees to Bahrain and Dubai are specifically mentioned in the rates following the currency conversion on 1 April 1932 and priced at 2as (10 Fils) per 10 grams. The routing was via Bushire and surface on to Bahrain since the Imperial Airways route via Bahrain was yet to be launched. Once Imperial Airways launched their route later in 1932 mail went surface to Basrah and then by air to Bahrain.

1 Apr 32	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	10 Fils	20 Fils	30 Fils	40 Fils
	2as	4as	6as	8as
Combined	25 Fils	35 Fils	53 Fils	63 Fils
	5as	7as	10.5as	12.5as

The air fee to Bahrain and Dubai was reduced from 10 Fils to 8 Fils per 10 grams on 5 May 1935 probably as a consequence of the Imperial Airways route.

5 May 35	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	8 Fils	16 Fils	24 Fils	32 Fils
	1.5as	3as	5as	6.5as
Combined	23 Fils	31 Fils	47 Fils	55 Fils
	4.5as	6as	9.5as	11as

The cover illustrated on the next page was sent from Kuwait to Bahrain on 25 October 1936. It has been franked with 5as, which covers the first 10 grams of airmail. The 5as (25 Fils) was the correct rate prior to the lowering of the air fee in 1935 where the new rate should have been 4½as

(23 Fils). Whether the cover is overpaid by ½a or the post office conversion of 23 Fils remained 5as is difficult to say but occasional small discrepancies are often found on covers out of Kuwait.



The Empire Airmail Scheme also covered mail to Kuwait under the same fee structure as mentioned in the India section.

With the outbreak of WWII and the subsequent suspension of the EAMS rates were also hiked for mail to Bahrain and again at 10as (50 Fils) per 10 grams plus surface.

No mail from Kuwait to Bahrain or Dubai has been recorded at this rate.

The final change to rates covering Bahrain and Dubai came on 1 October 1939 where the air fee was reduced from 10as (50 Fils) to 2as (10 Fils) per 10 grams.

1 Oct 1939	10 Grams	20 Grams	30 Grams	40 Grams
Surface	15 Fils	15 Fils	23 Fils	23 Fils
	3as	3as	4.5as	4.5as
Air Fee	10 Fils	20 Fils	30 Fils	40 Fils
	2as	4as	6as	8as
Combined	25 Fils	35 Fils	53 Fils	63 Fils
	5as	7as	10.5as	12.5as

The study of postal rates from Kuwait will continue in Editions 39, 40 and 41 so I am looking for non-philatelic covers to India, the Gulf, Europe and the USA during the following date ranges:

1 April 1932 - 4 May 1935

5 May 1935 - 14 May 1939

15 May 1939 - 3 September 1939

4 September 1939 - 30 September 1939

1 October 1939 - 23 July 1940

24 July 1940 - May 1941.

Muscat & Oman

As you have probably noticed the only area that SG has so far covered with regards to “Indian stamps used in” is Bahrain. Various Indian stamps are listed cancelled with the various Bahrain cancellation marks spanning from Type 1 up to Type 6. It is a very useful list and great help if you have an interest in Indian stamps used abroad.

Indian stamps were used for postage in Muscat from the opening of the Muscat Post Office on 1 May 1864 and up to the end of the Indian, and subsequently Pakistan, postal administration on 31 March 1948. As such there is a wealth of usage through four different reigns starting with QV and finishing with KGVI. Combine this with 15 different types of cancellation marks that can be distinguished on stamps and you have quite a comprehensive area of interest to cover.

With the help and kind support of SG, Philip Kinns, The ISC, a number of collectors along with various philatelic sources I have managed to create the following list of Indian stamps used in Muscat. I would be grateful if you could go through the list and let me know if you have additional usage to add to the list. The listing is done using the Donaldson typing, then defining the year of the issue followed by the face value of the stamp.



Type 1 – the 12 bar 309 Rhomboid

1856-64: ½a, 2as yellow, 4as black, 8as
1865: 1a



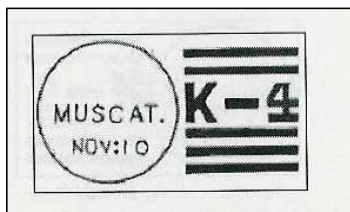
Type 1A – the 16 bar 309 Rhomboid

1856-64: $\frac{1}{2}$ a
 1865: $\frac{1}{2}$ a, 1a, 2as
 1866-78: 4as (Die 1), 8as (Die 2)
 1873-74: $\frac{1}{2}$ a, 1R 1867 Official: 2as



Type 3 – Sind Circle 23

1865: ½a, 1a



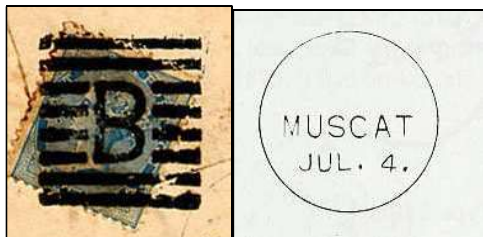
Type 4 – Sind Circle Karachi K-4

1865: 1a, 2as
 1866-78: 4as (Die 1), 8as (Die 2)
 1873: $\frac{1}{2}$ a
 1876: 6as 1867 Official: 1a



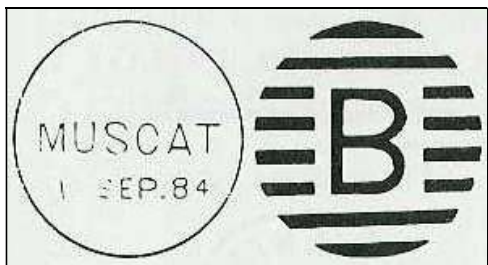
Type 5 (Square B) with Type 6 (MASKAT)

1865: 1a
1866-78: ½a



Type 5 (Square B) with Type 7 (MUSCAT)

1866-78: ½a



Type 8 (Round B Duplex)

1865: 2as
1866-78: ½a, 4as (Die 2)
1882: ½a, 1a



Type 9 – Squared Circle

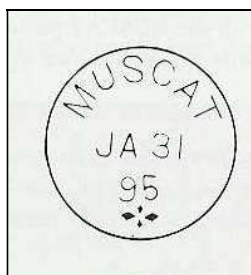
1865: 2as
1866-78: ½a, 9p, 4as (Die 2), 6as, 12as, 1R
1882-90: ½a, 1a, 1½as, 2as, 3as, 4as, 4½as, 8as
1891: 2½as on 4½as
1892-97: 2½as
1867 Official: 2as, 4as
1874 Official: ½a
1883 Official: 1a



Type 11 – Small double-circle with date band

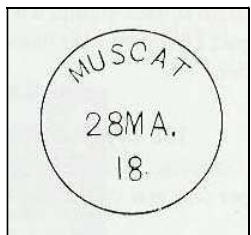
1876: 6as
1882-90: ½a, 1a, 1½as, 2as, 3as, 4as, 8as, 12as
1892-99: 2½as, 1R, ¼a on ½a, 3p
1900-02: 3p, ½a, 1a, 2as, 2½as
1902-11: 3p, ½a, 1a, 2as, 2½as, 4as, 8as, 1R
1905-06: ¼a on ½a, ½a, 1a
1883 Official: 1a
1909 Official: 2Rs

Type 11 is known used exceptionally on the 1876 QV issue, a number of the later QV issues, most of the KEVII values up to 1R and very rarely on the early KGV stamps.



Type 10 – Single Circle – Large Letters and Rosette at foot

1882-90: 2as, 4as (in purple), 4as (black), 12as (in purple)
 1900: ½a
 1911-22: ½a, 1a, 2½a (I), 1R
 1902 Official: 2as
 1912 Official: ½a, 1a, 2as



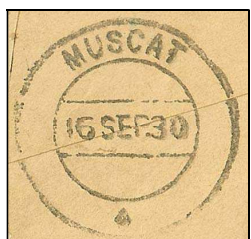
Type 10A – Single Circle – Small Letters and no Rosette

1911-22: 3p, ½a, 1a, 1½as (A), 2as, 2½a (I)
 1902 Official: 2as
 1912 Official: ½a, 1½ as



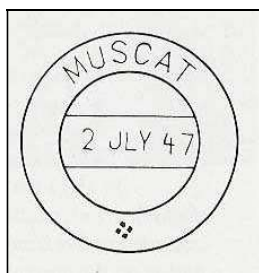
Type 13 – Large Double Circle with Killer Arc

1902-11: 3p, 2as, 2½as,
 1906: ½a, 1a
 1911-22: 3p, ½a, 1a, 1½as (A), 2as, 2½a (I), 2½as (II), 6as
 1921: 9p on 1a
 1922-26: ¼a on ½a, 1a, 2½as, 3as
 1926-33: 3p, ½a, 1a, 2as (P), 4as (P&R), 8as, 2Rs, 10Rs
 1929 Airmail: 3as, 6as, 8as
 1931 N-Delhi: ½a
 1932-36: 1a, 1¼as
 1935 Jubilee: ½a
 1937-40: 3p, ½a, 1a, 2as, 4as, 6as, 8as
 1912 Official: ½a, 1a, 2as
 1922 Official: 9p on 1a, 1a
 1932 Official: 9p



Type 14 – Clear Double Circle with Small Muscat

1911-22: 1½a (I), 1½as (II), 2as, 2½as (II), 4as, 6as, 8as
 1921: 9p on 1a
 1922-26: 1a, 3as
 1926-33: ½a, 1a, 2as, 2½as, 3as, 4as, 6as, 8as, 12as, 1R, 2Rs
 1931 N-Delhi: ½a, 1a
 1932-36: ½a, 1a, 1¼as, 3as, 6as
 1935 Jubilee: ½a (commercial) and ½a, 9p, 1a, 1½as, 2½as, 8as
 1937-40: 3p, 1a, 2as, 2½as, 4as, 12as, 1R, 2Rs
 1940-43: 9p, 1a, 1½as, 4as, 12as, 14as
 1926 Official: 2as, 4as, 8as,
 1937 Official: 1a
 1939 Official: ½a, 1½as, 4as



Type 14A – Clear Double Circle with Large Muscat

1937-40: 3p
 1937-40 (P): 9p, 9as, 1R, 2Rs
 1940-43: 1a, 1½as, 3as, 6as
 1940-43 (P): 3p, ½a, 9p, 1a, 1a3ps, 1½as, 2as, 3as, 3½as, 4as, 6as, 8as, 12as, 14as
 1946 Victory: 1½as, 3½as
 1946 Victory: 9p, 1½as, 3½as, 12as – all P (Philatelic)
 1946 (P): 3ps on 1a3ps
 1947 Pakistan: ½a, 9p, 1a, 1½as – all P (Philatelic)
 1926 Official: 3ps
 1932 Official: 1a3ps
 1939 Official: ½a (Brown), 1a, 2as, 4as



Type 15 – Datestamp with 7 Wavy Lines

1932-36: ½a, 1a3ps
 1937-40: 3p, ½a, 9p, 1a, 2as, 2½as, 4as, 8as

1940-43: 3p, ½a, 1a, 1a3ps, 1½as, 2as, 3½as, 6as, 12as, 14as
 1946 Victory: 9ps, 1½as, 12as
 1947 Pakistan: 9ps, 1a, 1½as



Type 11 was originally recorded by Neil in his 1975 book as having a lifespan from 29 November 1899 to 4 March 1913, dates, that both remained unchanged in the 1994 supplement.

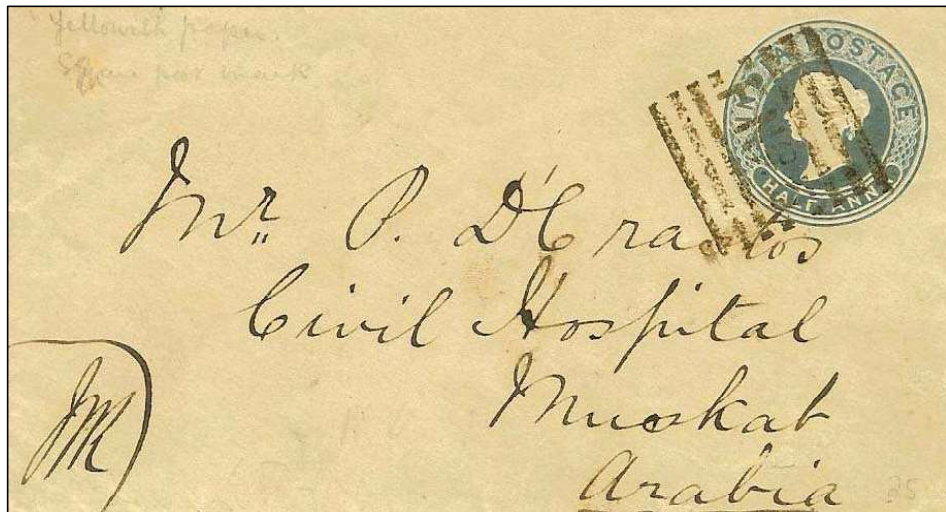
The pair of 1892 QV 2as shown here have been cancelled November 1899 pushing forward the earliest date of Type 11 usage by 3 days.

The second amendment to lifespan is for Type 13, which was first recorded, used from 7 February 1912 to 18 March 1941 and then in the 1994 supplement the earliest date was modified to 6 December 1911 while the latest date remained as 18 March 1941.

The piece illustrated here has been cancelled with 3 May 1941 extending the latest recorded date by almost two months.



An incoming cover sent to P. D'Crastos at the Civil Hospital. The cover has been sent from Field PO No 5 on July 12 arriving in Muscat on July 19. An unusual cover that deviates from what we are normally see at Muscat being incoming mail from Bombay raising the questions of where Field PO No 5 was, who P D'Costas was and what was the Civil Hospital.



A quick Google search on Civil Hospital Muscat brought no results but luckily Joachim Duester was able to help out with the following information. The medical unit attached to the British Political Agency and Consulate in Muscat was known in the 1880s as the "Civil Hospital". There was a doctor attached to the consulate already in the late 1860s (Dr Rozario) and from the later 1870s to around 1904 the medical unit was under the highly capable Dr A.G.S. Jayakar to whom we are indebted for a large number of learned articles on Oman. He often officiated as Political Agent when the Consul was on leave. It still seems strange to address a letter to the "Civil Hospital" instead of addressing it to the Political Agency - the "hospital" was not an institution of its own, it was just the consulate surgeon and his local helpers.

A similar search on D'Crastos Muscat identified him as a delegate at the British Pharmaceutical Conference in Belfast held in 1898 listed as "D'Crastos, Dr. P. A., Pensioner Bombay Medical Service, Muscat, Arabia" but no other information was available on him.



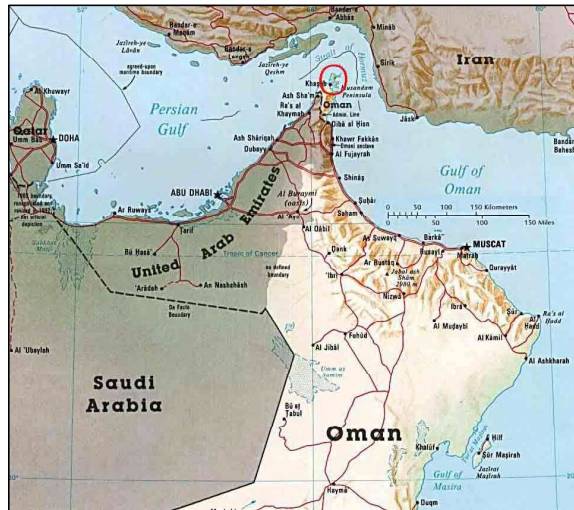
The cover has received a Type 6 arrival backstamp, which was introduced when the Muscat Post Office was returned to the Bombay Circle in 1879 and given the nice strike in its original state – i.e. prior to it K and T being damaged – the cover is probably from 1879 or 1880. Max Smith has offered the following information on F No.5: "As far as I can tell from notes in Proud and on Sattin's old pages, the

civilian PO used the F No.5 obliterator but it's only been dated to 1884. Proud doesn't record the straight-line FIELD P.O. datestamp for No.5, so this cover might not be 1884. The location for F No.5 is usually given as Rindli, some miles west of Sibi on the old Quetta railway, which was being dismantled while the new one was built. That doesn't seem to me to be an active railhead for long and a PO would only be needed where most of the workforce was based. There's clearly a lot more to find out about this period.

Telegraph Island

Courtesy of Bill Burns and his Atlantic Cable website

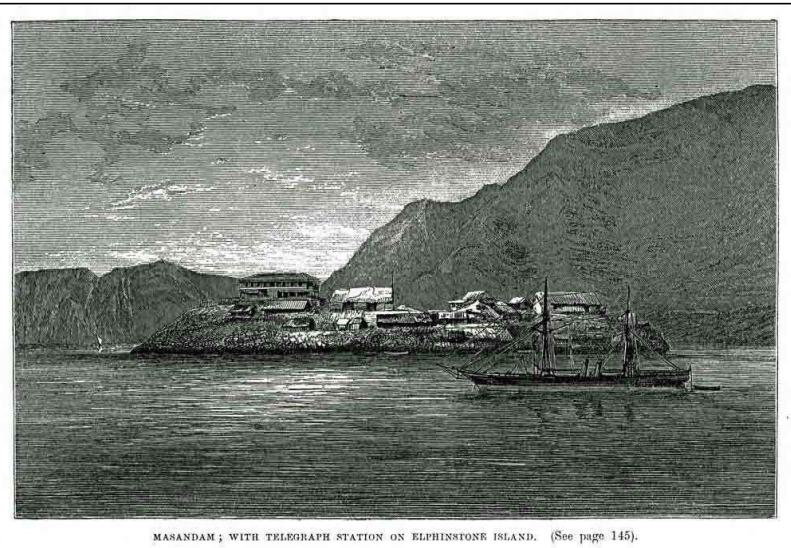
(<http://atlantic-cable.com/CableCos/TelegraphIsland/index.htm>)



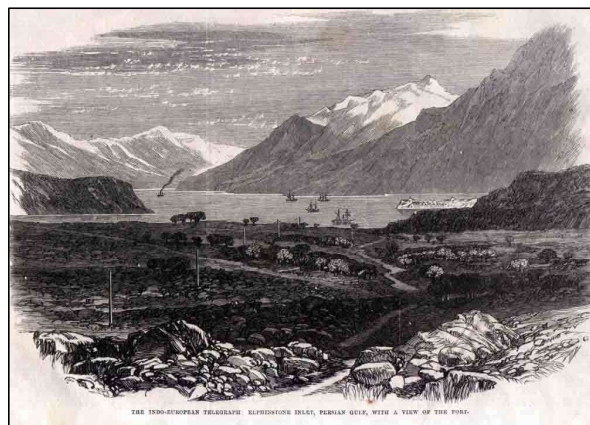
Telegraph Island (Jazirat al Maqlab) is a tiny, rocky island in the Musandam Peninsula region of Oman, which with its spectacular fjords is often called the Norway of the Middle East. The red circle on this map of the area shows the general location of the island.

The failure of the 1859 Red Sea and India Telegraph Company cable left a need to speed up communications between Great Britain and India. The Indian, Turkish, and Persian governments agreed to interconnect their landline systems, which required a cable to be laid between Fao, Bushire, and Gwadar.

A survey conducted by Lieutenant Colonel Patrick Stewart, CB, RE, Director General of Indian Telegraphs, showed that a land connection would have been through very difficult terrain (and there was a high risk of pilfering by hostile natives), so a submarine cable route in the Persian Gulf was chosen, which also allowed the cable to be extended eastwards from Gwadar to Karachi



Accordingly, in 1864 the Gutta Percha company was contracted by the Government of India to manufacture the core, with



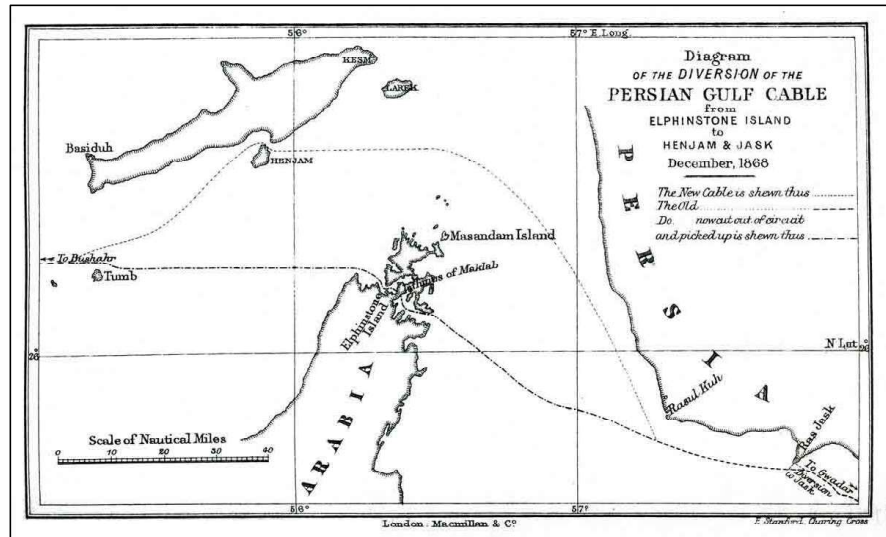
armouring being done by Henley's Telegraph Works, and Sir Charles Bright was engaged as consulting engineer to lay the 1,250 miles of cable from Gwadar – Cape Mussendom – Bushire – Fao, which at that time were all in Arabia.

At Cape Mussendom (now called the Musandam Peninsula), the cable was landed on a small rocky island in the Elphinstone Inlet, about a mile offshore. This is now known as Telegraph

Island. The British cable construction crew built their station on the island rather than the mainland to make it easier to defend the installation against the hostile local inhabitants.

The through connection to Europe was delayed until 1865, as the Turks encountered considerable difficulties in completing their line to Fao. Arabs regularly attacked the line construction gangs, until finally the Turks made agreements with the local sheikhs to post Arab guards every few miles along the line.

In December 1868 the Persian Gulf cable was diverted from Elphinstone Island to Henjam & Jask, and the cable station on the island was abandoned.



As a consequence the direct line of the British Indian Submarine Telegraph Company being laid by the Great Eastern from Bombay to Aden in 1870 the traffic on the Persian Gulf cables were reduced considerably.

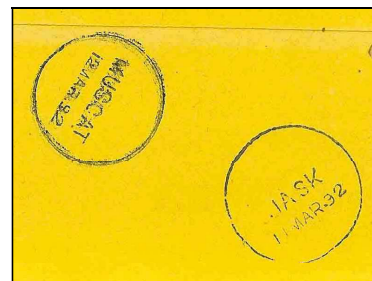
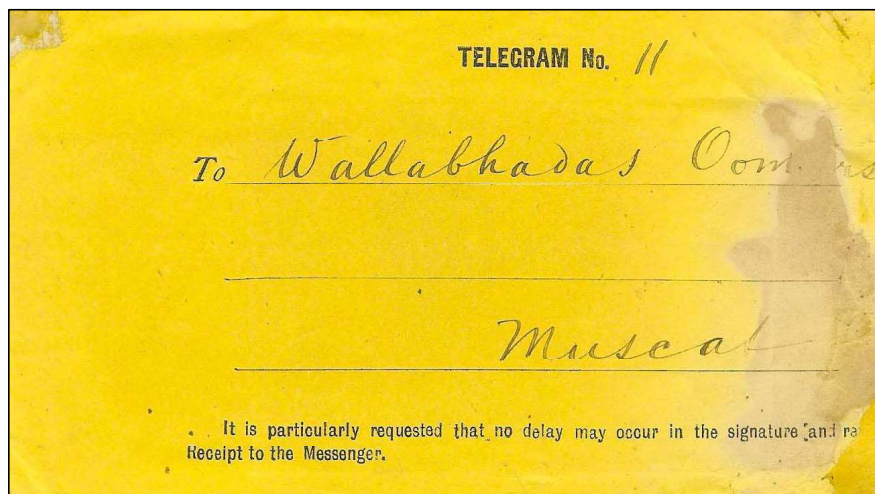
Simon J Arrol is an engineer based in Dubai with interest in the history of Telegraph Island. He would appreciate hearing from anyone with information, particularly drawings or photographs of the original cable buildings. He can be contacted on simon@arrol.com

Simon's pictures below show the ruins of the building on Telegraph Island as they appear today.



COMMENTS ABOUT TELEGRAPHS COVERS by HUGILL CLARKE

These telegram covers are scarce, but do not in my experience attract high prices because few people are interested in telegrams.



Telegraphs were first constructed in Muscat in 1864, in the form of an undersea cable from Jask to Malcolm's inlet

(Ghubbat Ghazirah), a landline across the isthmus of Maqlab, and a cable from Elphinstone Inlet (Khor-ash-Sham). A repeating station was established in Elphinstone Inlet, on a small island known as Telegraph Islet. The cable was carried on to Bushire. Regrettably Telegraph Islet proved to be utterly unsuitable as a site, partly due to the extreme heat, which caused the death of two members of the staff within two years, and partly to the hostility of the local tribesmen, which required the constant presence of a gunboat. The cable was therefore removed in December 1868, and the staff transferred to Jask.

The slowness of communication between Muscat and the outside world (effectively by fortnightly calls by the B.I.S.N. steamers, or by telegrams carried from Muscat to Jask by dhow or vice versa) became a matter of increasing concern to the Government of India from the late 1870s. For example, vessels of the Royal Navy were frequently diverted from their proper duties, in order to carry official telegrams from Jask to Muscat. Arms smuggling from Muscat to Persia (and presumably to Afghanistan and the North West Frontier of India) was rife, and lack of communication impeded attempts to disrupt the trade. Finally in May 1901 a scheme was sanctioned to lay a cable between Jask and Muscat, and the first message was transmitted on 26th November 1901.

The telegrams, which survive, are to and from merchants in Muscat and Karachi before November 1901, and are usually in yellow envelopes, often with their contents, one of which is shown on the next page.

Most of this information is derived from Lorimer's Gazetteer Volume 1, Appendix J, pages 2400 to 2438

(No. 2.)
(Transmitting.)

GOVERNMENT TELEGRAPH-PERSIAN GULF SECTION.

10 3 1892

STATION

Jask from Karachi

Monthly No. 11

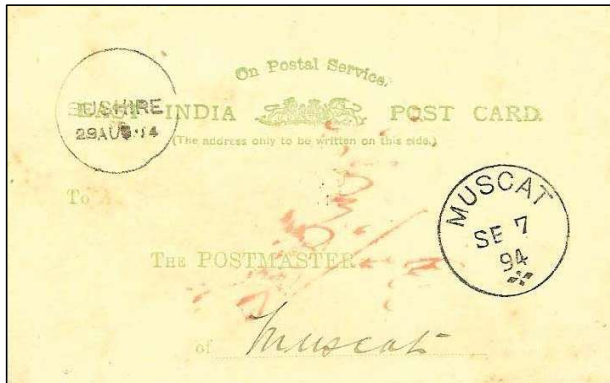
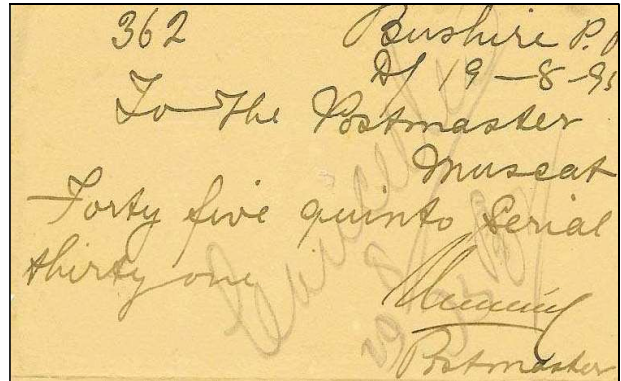
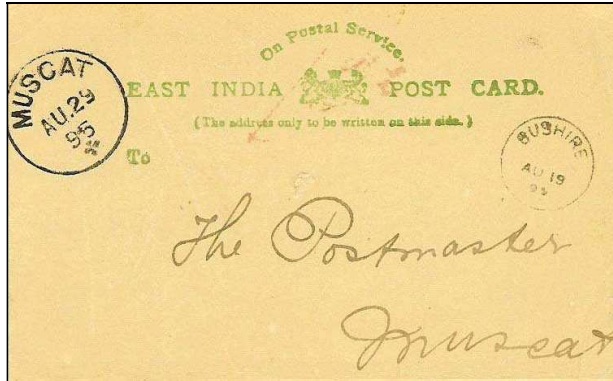
Class.	No.	Number of Words.	Date and Hour tendered for transmission by Sender.			
P		18	10	10	48	A.M. Vid

OFFICIAL INSTRUCTIONS.

To	From
X Wallabhadras Comarsey Muscat post. Jask	
Inform	all
Send	Kharek
Demand	at
	all
	Laljee X Wallabhadras

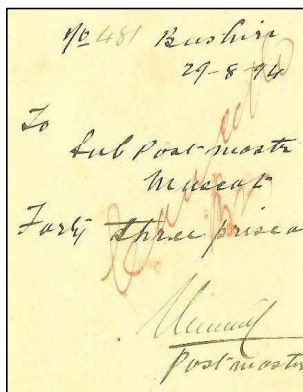
RECEIVED from				Station on the				TRANSMITTED to				Station on the			
From	h.	m.	x. To	h.	m.	x.		From	h.	m.	x. To	h.	m.	x.	
Collated at	h.	m.	x. By				Clerk.	Collated at	h.	m.	x. By				Clerk.

Note of Delay.

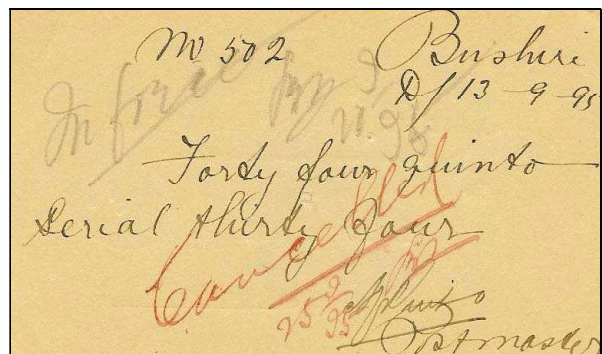
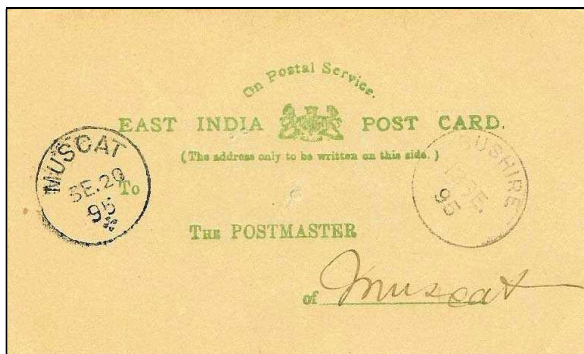


Three East India Post Cards sent from the Postmaster in Bushire to the Postmaster in Muscat in 1894 and 1895 with Muscat arrival dates of 7 September 1894, 29 August 1895 and 20 September 1895.

All three cards show early strikes of Donaldson Type 10, which was first used in late 1893.



The cards were used for correspondence between post offices for internal PO matters such as accounts, missing mail bags, replies to memos and in this case seem to be receipt or consignment vouchers of some sort, given that each post card mentions an amount, but without any specification as to what kind of consignment or commodity that the amounts relate to.

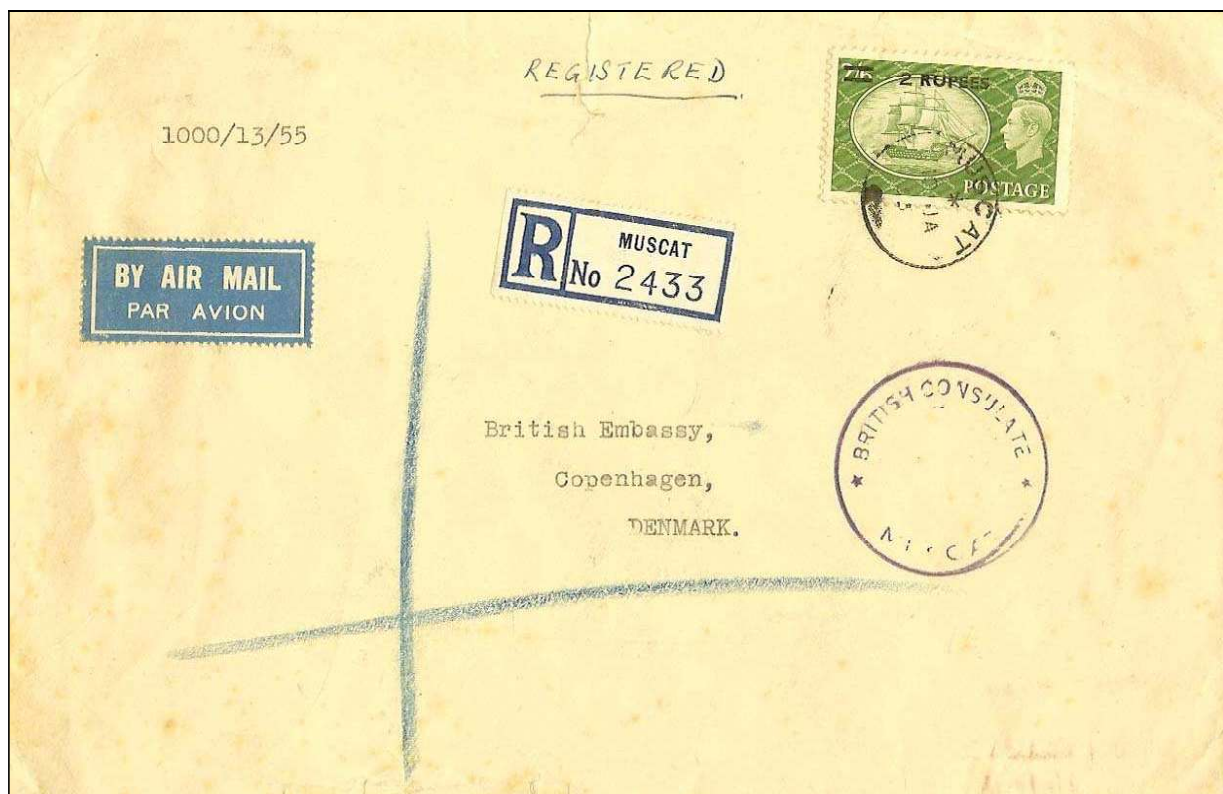


British Consulate and Political Agency Mail



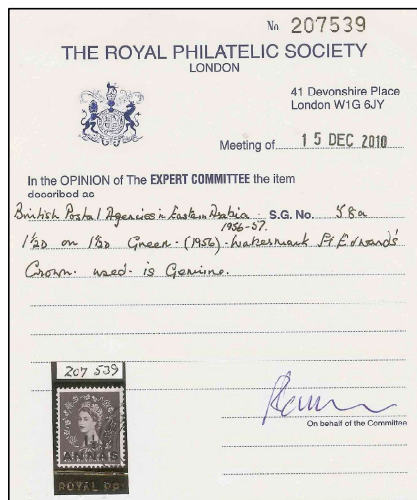
A registered cover dated 21 March 1940 and sent to the UK. It has been franked with a total of 31as cover the double weight air fee to the UK of 2*14as plus 3as

registration fee. The cover has been sent from the British Consulate and Political Agency in Muscat and the emblem engraved on the back of the cover is illustrated here.



Another British Consulate, Muscat cover this time from the British Period and franked with the 1951 value only KGVII 2 Rupees. The cover was sent registered to the British Embassy in Copenhagen. The cover was probably overpaid by 2a since the registration fee was 6as and the ½ ounce fee was 6as meaning the 2Rs franking would have covered 4 ounces plus registration.

Bits and Pieces



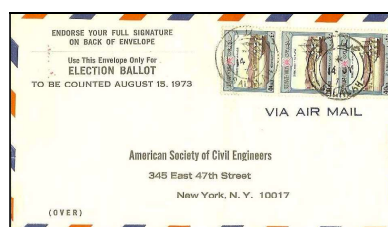
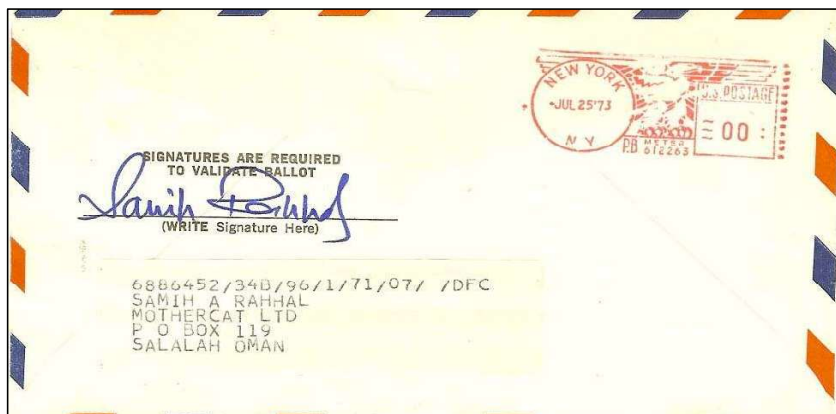
In Edition 33 Mike Osbourne and Adel al-Sarraf were kind enough to help out with an article on BPAEA 58a. The focus was on the original sheet and the varieties (other sheets) that have come to light since the watermark error was discovered. The stamp here was illustrated on page 32 and defined as coming from Sheet 3 and it has now been certified by the RPS.



In Edition 36 on page 32 we illustrated a last day of use British cover dated 29 April 1966 and a first day commercial cover franked with Oman stamps and dated 30 April. It indicated that the British Muscat (1) strike was used on 29 April but the Muscat Independent strike was used on 30 April meaning that the new cancellers were in place in time for the transfer of the post office. However, as is illustrated by the block of 4 shown here and dated 8 January

1968 the British parcel strike continued to be in use following postal independence.

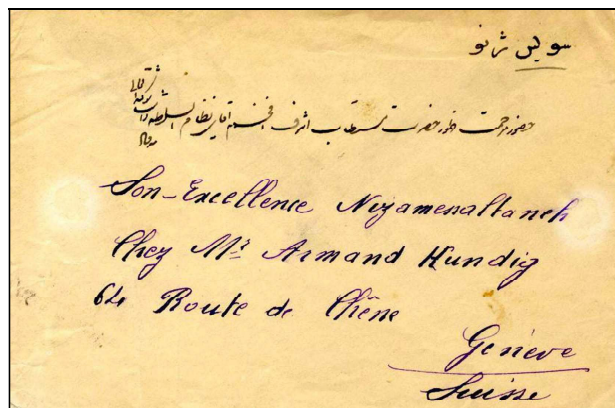
The final cover on this page is a cover sent from Salalah on 14 July 1973 to the American Society of Civil Engineers for what I presume relates to come sort of election associated with the



ASCE. In itself not unusual but the first time that I have seen a ballot cover sent out from the Gulf.

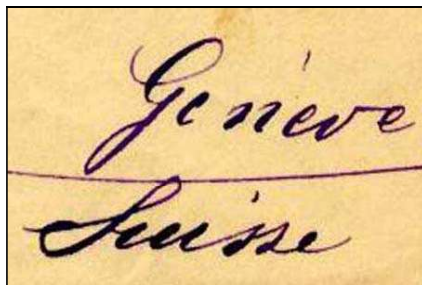
UAE – Dubai

Early Westward Mail from Dubai



Here is one from Dubai that you don't come across very often. The cover was sent from Dubai on 10 July 1912 and has a Geneva arrival stamp dated 3 August 1912 so 24 days in transit. Besides answering the question that early westbound mail from Dubai actually does exist the cover rather raises more questions so if you have any comments/questions please let me know.

1. The postal rate for letters within the Indian Inland Service to Europe was 2½as in 1912 so how did this cover manage to sneak its way through to Geneva at ½a? Was there a ½a printed matter rate or other rate?
2. What does it tell us about the running of the Dubai Post Office? Did the "Post Master" charge the sender 2½as but only stick a ½a stamp on and pocket the remaining 2as (given his reputation)?
3. If not, and since it is the responsibility of the dispatching post office to apply postage due, was Dubai not issued postage due handstamps until the post office was upgraded?
4. I have yet to see values above 1a used in Dubai until the last 1920s/early 1930s – did higher values even exist at the Dubai Post Office



UAE & Trucial States

Over the next few pages a number of postcards, recently sold over the Internet, are illustrated. Besides the pictorial effect of showing us what the UAE looked like in the 1970s and 1980s it also gives us an opportunity to have a closer look at where these postcards were sent to and at what rate.

1977

The first postcard shows a view of Deira from Dubai Creek and it was sent to Holland on 26 December 1977. The postcard has been franked with 65 Fils.

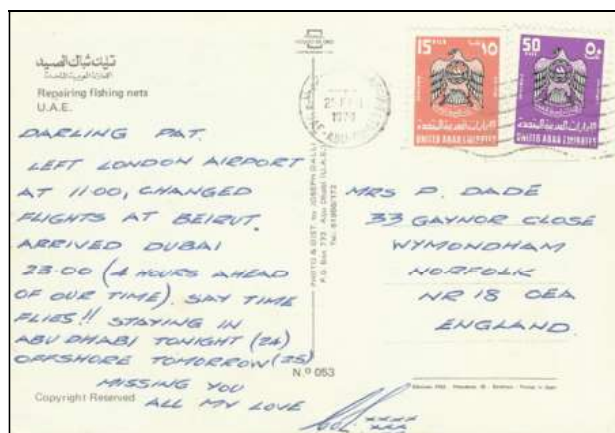


1978

The second postcard was sent on 22 March 1978 and shows boats transporting passengers across from one side of Dubai Creek to the other. It was sent to the UK and has also been franked with 65 Fils.

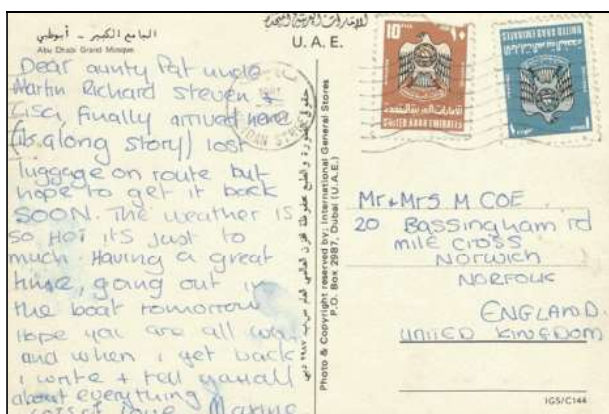


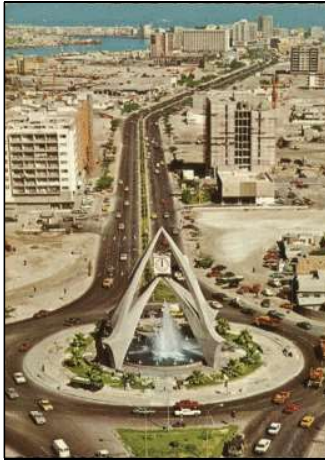
1979: The third postcard illustrates fishermen repairing their fishing net. It was sent to the UK and has also been franked with 65 Fils.



1980: The above postcard, which shows the Jumairah Mosque, was sent to Holland in 1980 and franked with 60 Fils.

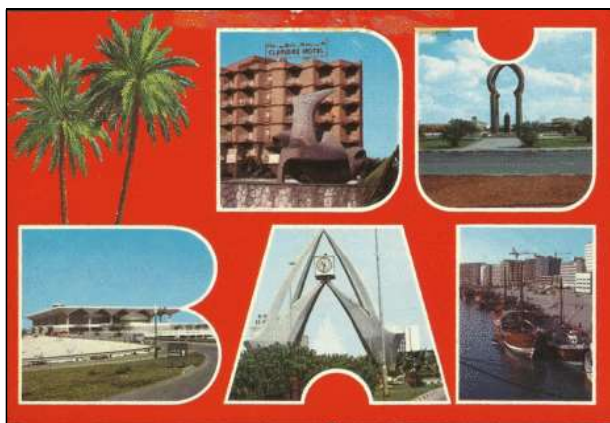
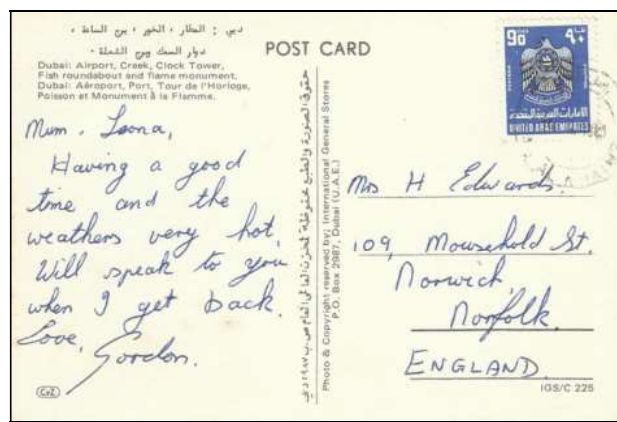
1981: The postcard below shows the Grand Mosque in Abu Dhabi and was sent to the UK in November 1981. It has been franked with 65 Fils.





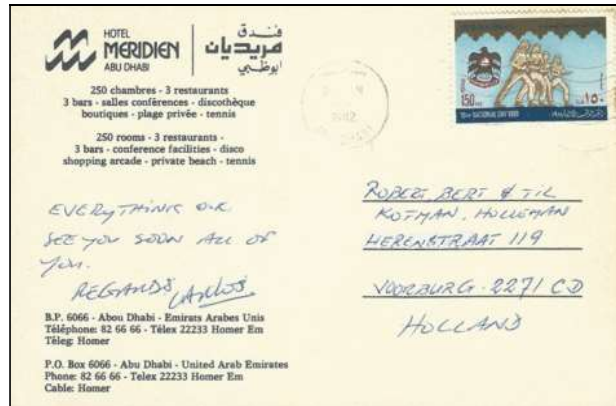
The above postcard depicts the Dubai Clock Tower and was sent to West Germany from Sharjah. Unfortunately, it is not possible to read the date the postcard was sent but it has also been franked with 65 Fils.

The below postcard appears to have been sent from Sharjah as well and though the date is unclear there seems to be a "1" at the end, maybe 81, however it has been franked with 90 Fils. It shows various places in Dubai including the Creek, Airport and the Clock Tower. The postcard below is sent from Dubai in August 1981 and has been franked with 180 Fils.

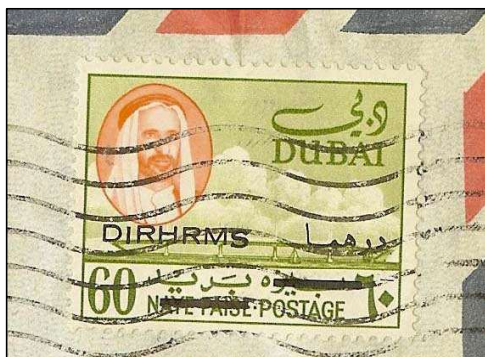
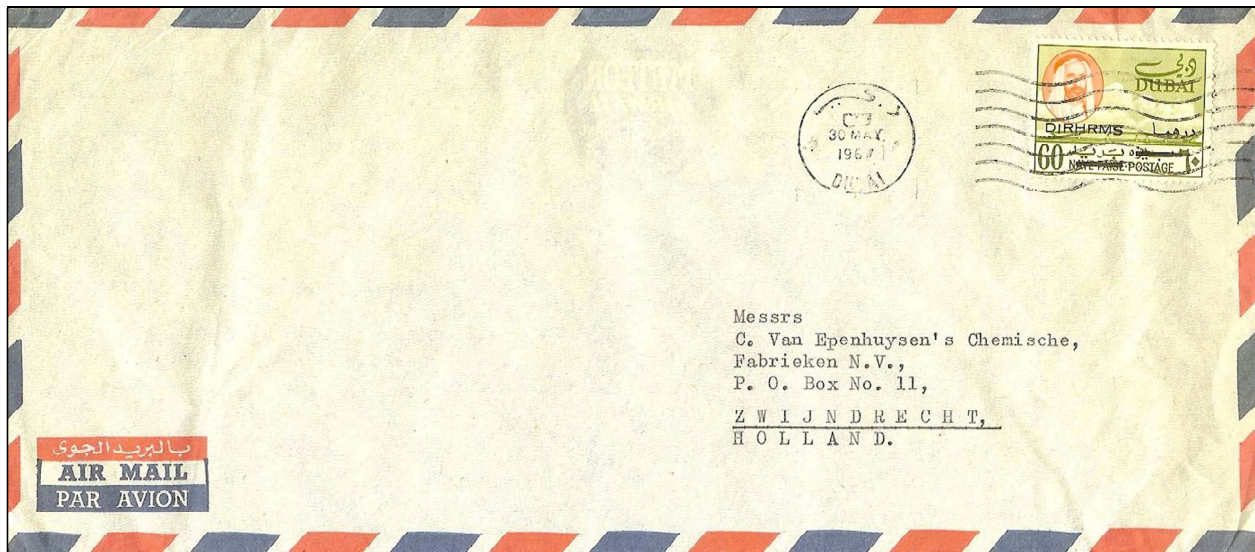


1982

The Meridien Hotel is one of the first 5-star hotels to be built in Abu Dhabi and it still lies in the same spot today. The post card was sent to Holland and franked with 150 Fils.



Though there is some inconsistency in the rates on the latter postcards it would appear that the postcard rate to Europe from 1977 to 1981 was 65 Fils as this rate has been documented during each of the 5 years.



The last cover to be illustrated in Edition 38 is a Dubai cover showing commercial use of the 1966 DIRHRMS error. The cover was sent to Holland on 30 May 1967 and is the second time that the error has been illustrated in the Quarterly but the first time on a full commercial letter.

If anyone has other covers franked with the error kindly forward a scan of your cover to me.

Links, Contacts and Credits

GOVERNMENT PHILATELIC OFFICES

Emirates Stamp Club
Emirates Post
P.O. Box 99999
Dubai
U.A.E.
+973 4 2031421
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Website: www.emiratespost.co.ae

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Qatar Philatelic Bureau
+974 4464309
Email: philatelic@qatarposts.com
Website: www.qpost.com.qa

Bahrain Philatelic Bureau
Postal Directorate
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Manama
Bahrain
Email: stamp@bahrain.gov.bh

Kuwait Philatelic Section
Post Office Department
PO Box 888
Safat 13309
Kuwait

INDEPENDENT PHILATELIC ASSOCIATIONS

Emirates Philatelic Association
P.O. Box. 33333
Dubai, UAE
Telephone number: 00971 4 353 8383
Website: www.epa.ae

Bahrain Philatelic Society
Email: bahrainps@yahoo.com
Website: www.geocities.com/bahrainps

Yahoo Group: arabiangulfphilately

Group home page: <http://groups.yahoo.com/group/arabiangulfphilately>

Arabian Gulf Philately is a yahoo group for people interested in the postal history and stamps of Kuwait, Bahrain, Qatar, Oman, Muscat and the UAE - Dubai, Abu Dhabi and the Trucial States.

The group is meant as a forum for exchanging information, asking and answering questions. It is neither a forum for buying and selling nor marketing and advertising - so a zero advertising policy. Amongst the many tasks planned for the group is setting up libraries and uploading documents about forgeries from Dubai, Abu Dhabi and other areas of the Gulf. This is done in order to safeguard and protect new collectors and requires input from the more seasoned of you. The information sent in to the group and the discussions that take place about material are not subject to pre-approval – as such there is no moderator for the group unless the group rules are broken.

Should you be interested in joining the group you can either do so via the above link or you can send me an email to one of the following addresses and I will send out an invitation.

arabiangulfphilately@gmail.com

kameltom2004@yahoo.com

The current membership stands at 17 with 16 photo albums and 3 PDF files uploaded in the group Library.

WEBSITES RELATED TO GULF POSTAL HISTORY

www.bahrain-stamps.com
www.kuwait-stamps.com

www.oman-stamps.com
www.dubai-stamps.com

www.abu-dhabi-stamps.com
www.qatar-stamps.com

6 interactive website containing more than 10.000 images of stamps, covers, philatelic items, cancellation marks, registration labels, postage due hand stamps, aerogramme and other postal markings. Without a doubt the biggest compilation of philatelic material related to the Gulf on the Internet today. These website are under constant development and all contributions are accepted in all forms: comments, image contributions, theories, photocopies, CD-ROMs of exhibitions and collections etc.

<http://www.groups.yahoo.com/group/arabgulfandyemenstampgroup>

A yahoo group created in 1999 with 899 member (As of March 2006) – a forum that focuses on anything that has to do with Gulf postal history but the group also includes Yemen and occasionally other regional post offices.

<http://www.gbos.org.uk/index.php/Home> - Great Britain Overprint Society

The GB Overprints Society (GBOS) helps members and collectors to explore the many ways and reasons why British stamps and other postal material have been overprinted, whether it is for use outside the UK or for special functions within the UK. This opens up a wide variety of avenues, which will interest not only GB collectors who want to find out other uses of their favorite stamps, but also collectors of particular countries or themes.

<http://www.indiastudycircle.org> - India Study Circle

This is the website for anyone interested in Indian Stamps, Postal Stationery, Indian States Stamps, Revenue Stamps and all areas of Indian Philately. Membership of The India Study Circle is a great way to learn more about all aspects of Indian Philately. It is also an excellent way to buy stamps, covers and all sorts of Philatelic material from other members, and to sell your own surplus material.

<http://www.postalcensorship.com> - censored and military postal history

Started in 1996 the postal censorship website was intended to concentrate on the story of Postal Censorship in Ireland during World War II, 1939-1945, known as 'The Emergency'. The site now hosts an array of Civil Censorship and Military Mail information mostly related to World War II but adding material from other periods as collectors provide covers to show and as other information comes to hand.

<http://www.wreckandcrash.org>

The Wreck & Crash Mail Society was formed in the latter part of 1994, and is devoted to the collecting and study of all aspects of delayed and/or damaged mail and interrupted mail services. Currently the Society is composed of four study groups, namely: the Air Crash Study Group, The Railroad Wreck Study Group, the Ship Wreck Study Group, and the Suspended Mail/Conflicts Study Group.

The Society publishes a quarterly journal "La Catastrophe", which contains articles on all aspects of wreck and crash mail, as well as news on new cover discoveries, auction realizations on wreck and crash mail, and questions from members who are seeking information on their crash and wreck covers and the stories behind them.

<http://friends.peoria.lib.il.us/community/howardcourtney/Catalog1.html>

Howard Courtney's fabulous website illustrating his knowledge about Dubai's Independent Postal Administration.

Many more pages will be added to this list once I define the exact web address that should be presented here with the web masters.

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Printed Version:		
The Gulf & India	USD 60	
UK & Europe	USD 70	STG 47
USA & Rest of the World	USD 80	

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USD Cash can be sent to:

Thomas Johansen, Credit Agricole Singapore, Capital Tower #22-01, 168 Robinson Road, 068912 Singapore, Singapore.

Sterling payments can be transferred to my UK bank account with HSBC Jersey:

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Name:	Thomas Johansen
Account number:	18101736

Please use your name as reference.

BACK ISSUES

Back issues are available from Edition 20 and can be obtained by contacting Thomas Johansen at arbiangulfphilately@gmail.com

Any other distribution of Editions 20 and onwards of the Quarterly is unauthorized.

Edition 1 to 19 can be purchased on www.lulu.com