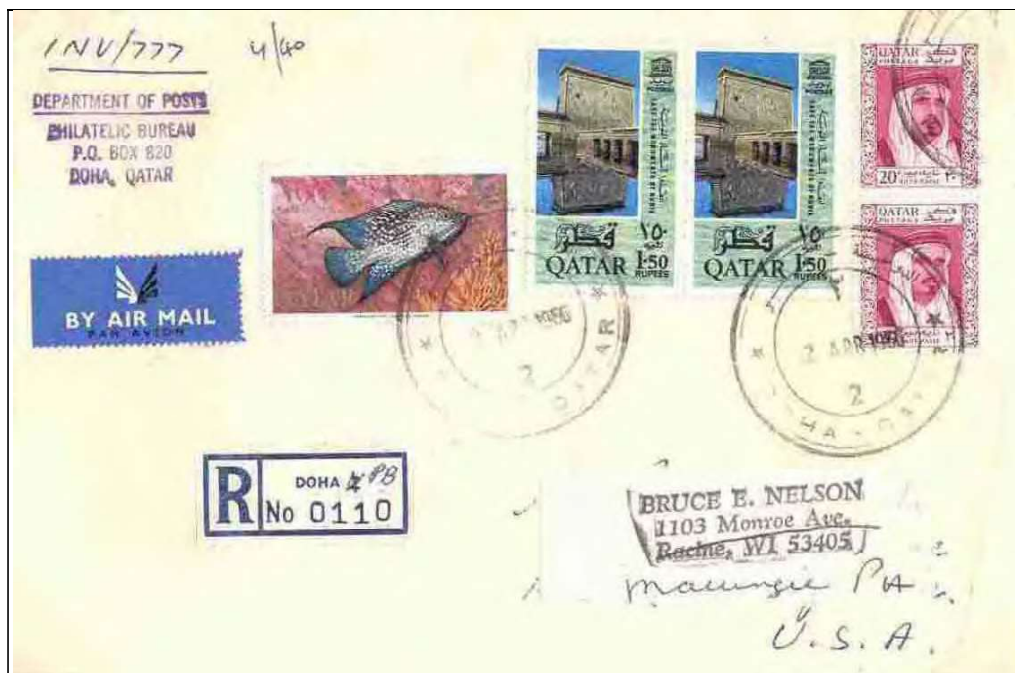


ARABIAN GULF STATES

POSTAL HISTORY & STAMPS

QUARTERLY



2 April 1966: A cover sent from the Philatelic Bureau in Doha cancelled with a large double circle strike – Doha/Qatar 2 – unrecorded by Donaldson and probably only used at the P.B.

Edition 28 - Autumn 2008

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Welcome to Edition 28 of the Quarterly

Dear Subscribers,

The world is changing around us as we look for that next philatelic catch to add to our collections. Question is will the buoyant philatelic market be able to survive or will it follow the fall experience by all other assets classes? With stock, housing and commodity markets in decline logic dictates that the art and antique markets will follow taking with them the philatelic market.

A couple of points to be made on Edition 28: First of all I have again omitted feedback simply because I have a backlog and not had time to do the necessary work associated with the feedback. One point though relating to Philip Kaye's article from Edition 27 – I messed up the order of the images and will reissue the electronic version of Edition 27 within the next couple of weeks. Also my apologies to people that collect Qatar - I have left out Qatar this time as I didn't receive any contributions – I have made up in part for it by illustrating a Qatar cover on the front.

It has been announced that the 2nd Arab Stamp Exhibition will take place from the 4th to the 8th of March 2009 in Dubai coinciding with the centenary of the opening of the Dubai Post Office in 1909.

As always a request for contributions goes out to all of you. The Quarterly has been signed up for London and Portugal 2010 and will be represented by the four 2009 issues so the more help I get the better it will be able to represent our philatelic area.

Enjoy
Thomas

Bahrain

Air Fees & Routes to the USA - 1931 to 1948

The following piece is illustrated by using Bahrain covers; however, it is applicable to all the Indian Post Offices in the Gulf – Bahrain, Muscat, Dubai and Kuwait though it only applies to Kuwait after the Indian Administration took over control from Iraq in May 1941. The first mention of Air Fees to the USA was in the Indian Post & Telegraph Guide of May 1931. Initially the Air Fee only paid for external air services to the USA; however, from April 1935 for an additional charge of 4as paid for US Internal Air Services. The first all-air PanAm flight across the Atlantic was on 30 June 1939 followed by the first Imperial Airways flight on 5 August 1939.

The presentation illustrates the changing air fees and routes from 1931 to 1948 and is presented as the air fee per ½ ounce. The surface rate to non-Empire countries including USA was 3as until late 1931 then 3½as for the first ounce and 2as for each additional ounce and remained so until 1948. The registration fee was 3as throughout the period. All rates are quoted in Annas (as): 1 Rupee = 16as – the symbols used for the various rates are: air fee (a), surface rate (s) and registration fee (r).

Air Fee – 6 Annas January 1931 – 2 September 1939

The 6as rate was first offered in the Postal Guide of May 1931 and covered airmail to the USA via England or France. The air section only went to England or France whereafter the service was continued by sea mail to New York. The rate has been recorded used in January 1931.



22 May 1932: A cover sent to California franked with 9½as comprising the airmail rate for the ½ ounce. The cover has a Basrah transit stamp dated 27 May 1932 and was sent onwards by Imperial Airways Service IW164 arriving at Brindisi, Italy on 29 May 1932. It was then forwarded by rail (still IW164) to Basle from where it was flown to Paris and then onwards by surface route to New York and finally overland to San Francisco. The airmail label has been cancelled by two red bars (British) indicating the end of the airmail section.

Quintuple Rate Cover – 2½ Ounces



28 November 1936: A cover sent to California franked with 40½as comprising the airmail rate for the 2½ ounces (a5x6as + s3½as + s2x2as + r3as) – a rare and unusual high franking. The US customs have applied a 10 Cents resealing charge after the letter was opened by customs.

Double Rate Cover – 1 ounce



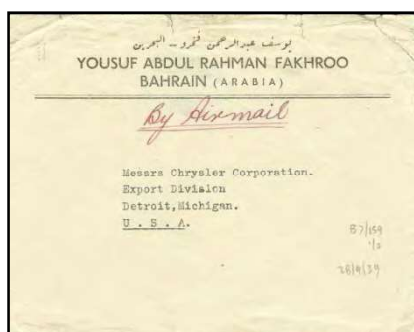
21 October 1936: A cover sent to California franked with 15½as comprising the airmail rate for the 1 ounce (a2x6as + s3½as). The cover has had “PAR AVION – NEW YORK TO SAN FRANCISCO” handstamp incorrectly applied to it, probably by the sender, but this has been corrected by applying three purple bars (British) across the handstamp and the “By Air Mail”. The extra 4as for US Internal Air Service had not been paid.

Air Fee – 18 Annas

2 September 1939 – 1945

Following the outbreak of WWII, the air fee to the USA was increased to 18as. Until the German invasion of France (10 May 1940) and the entry of Italy into the War (10 June 1940), the route was via Iraq, Egypt, Greece, Italy, France and UK, then by surface to New York.

Subsequently and until the latter part of the War, mail was flown by BOAC from Cairo to Durban (the "Horseshoe" route) and thence by surface to UK. The air fee of 18as remained valid throughout the war for mail sent via UK but its use following the fall of France is uncommon due to irregular service and the availability of other routes.



28 September 1939: A cover sent to Detroit, Michigan franked with 21½as comprising the air fee of 18as and the surface fee of 3½as covering a ½ ounce.

Air Fee – 30 Annas

29 April 1940 to June 1940

On 29 April 1940 a Trans-Atlantic air mail service was made available by BOAC via Marseille; air to Lisbon and Pan Am to New York. The route was only available for six weeks until the fall of France.

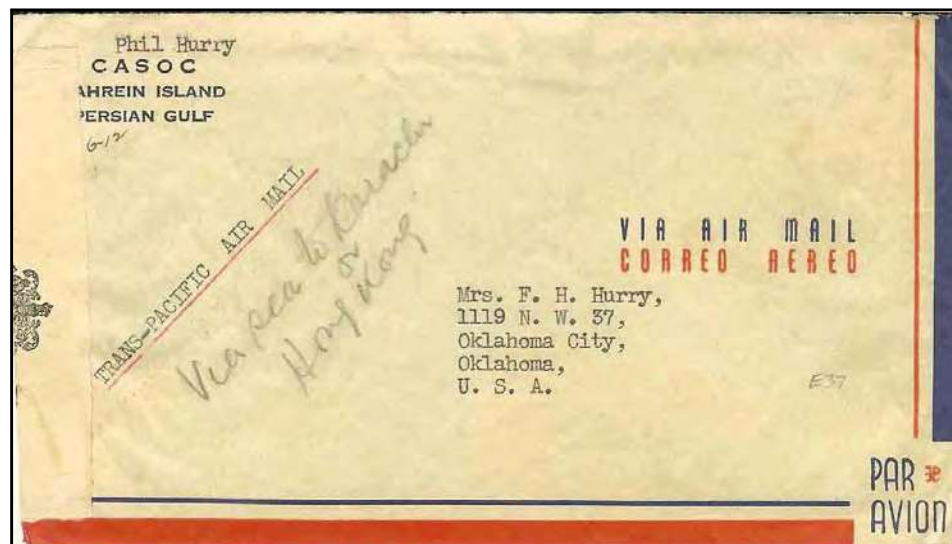


31 May 1940: A registered cover sent to New York with arrival backstamp dated 6 June 1940 and franked with 36½as comprising the registered airmail rate for a ½ ounce (a30as + s3½as + r3as). The cover has been superscribed "Transatlantic Clipper" The use of the "BAHRAIN" handstamp on the registration label is the earliest recorded use.

Air Fee – 40 Annas

21 February 1940 to 21 December 1940

From the 21 February 1940 a Trans-Pacific service was made available. Early use of this route is unusual since the 18as rate via London and the 30as rate via France were still available until June 1940. The route went via Karachi and Bangkok, then by land-plane service to Hong Kong with stops at Hanoi and Wai Chao Island (in the Gulf on Tonking). From Hong Kong the route was PanAm Airways' Trans-Pacific air service (designated FAM I4) via Manila, Wake Island, Midway, Honolulu to San Francisco



15 June 1940: A cover sent to Oklahoma City superscribed “Via Sea to Karachi or Hong Kong” which explains the unusual use of Donaldson Type 6A as cancellation on air mail. The cover illustrates use of this route immediately after the fall of France. It is the earliest recorded use of Donaldson Type 6A.

Air Fee – 55 Annas

21 December 1940 to 23 May 1941

In October 1940, following the closure of the Bangkok-Indochina-Hong Kong route, two new routes were announced in the Postal Guide dated 21 December 1940. The first, a 55as air fee, and more expensive route was via Chungking with BOAC to Rangoon – CNAC via Chungking to Hong Kong and PanAm onwards to San Francisco.

Mail from Bahrain via this route is uncommon due to its higher air fee.



15 April 1941: A cover sent to California and franked with 58½as making up the airmail rate for a ½ ounce (a55as + s3½as).



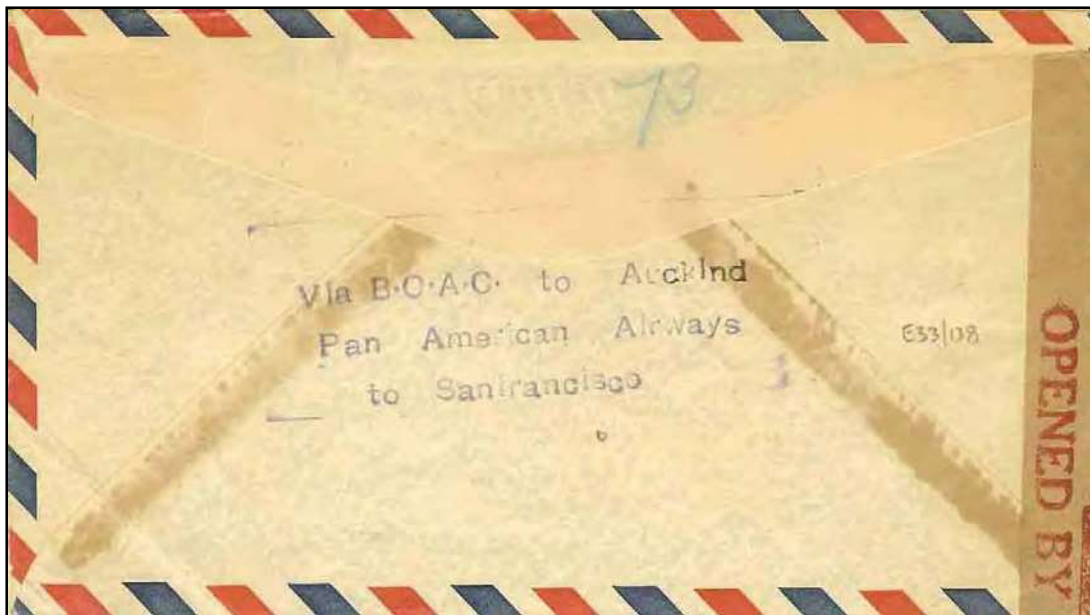
Air Fee – 45 ½ Annas

21 December 1940 to 23 May 1941

The second route to be introduced to the USA in December 1940 was by BOAC to Auckland connecting with the PanAm's FAM19 service to San Francisco. PanAm had opened this service in July 1940. It was priced at 45½as – 9½as cheaper than the Chungking route.



8 January 1941: A cover sent to California and franked with a total of 49as making up the airmail rate for ½ an ounce (a45½as + s3½as).



Air Fee – 44 Annas

23 May 1941 to 24 December 1941

The Postal Guide of 23 May 1941 announced a new air fee of 44as hereby unifying the existing two air fees of 45½as and 55as.

The route was initially operated by BOAC as far as Singapore and then by Qantas Empire Airways onwards; however, in October 1941, as shortages started hitting BOAC crew; Qantas' responsibility was extended to Calcutta. For mail to the USA, Singapore became a PanAm terminal in May 1941 so the Clipper services were moved from Hong Kong to Singapore and a shuttle service was introduced between Hong Kong and Manila to connect with the Clipper service. The *China Clipper* was one of a number of PanAm planes used for this service.



11 July 1941: A cover sent to California franked with 47½as comprising the rate for a ½ ounce (a44as + s3½as). The cover bears the “Via BOAC to Auckland/Pan American Airways to San Francisco” cachet.



24 September 1941: A cover sent to California franked with 47½as comprising the airmail rate for a ½ ounce (a44as + s3½as). The cover bears the “Via BOAC to Singapore/Pacific Clipper to San Francisco” cachet.

Air Fee – 22 Annas

24 December 1941 to August 1942

With the suspension of the Trans-Pacific services (following the Japanese attack on Pearl Harbour), the Indian Post Office announced that mail to the USA was being diverted via the Horseshoe route to Durban, thence by sea to Lagos and by PanAm's FAM22 to Miami. The estimated transit time for mail to the USA was a minimum of 2 months.

The Postal Notice reads: "On account of the present unsettled conditions in the Pacific, the transmission of airmails by the Trans-Pacific all-air route is suspended". Air mails for the U.S.A, Central and Southern American countries, and West Indies accepted on the service via Durban, with a transit time to the USA of not less than 2 months."



27 April 1942: A cover sent to Michigan franked with 25½as making up the airmail rate for a ½ ounce (a22as + s3½as). The cover has been superscribed "via Atlantic" and has a Shelby, Michigan arrival datestamp dated 8 June 1943 applied on the front indicating 42 days in transit. The censorship label is a CCSG South Africa Type 2A2 red on white U.C.8. and it has been tied by a CCSG South Africa type 8A violet "coat of arms" C (Durban) handstamp which confirms the use of this short-lived route. It is unusual for transit covers to be censored in South Africa.

This route is unusual and as in early 1942 mail was sent by a more direct route, initially across northern Africa via Kano and later across Central Africa via Leopoldville.

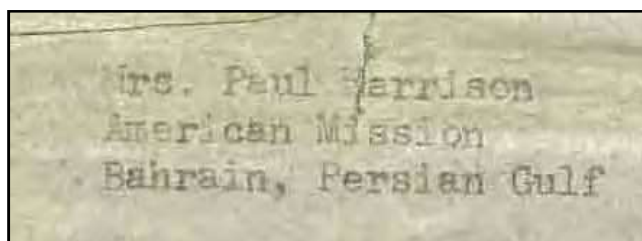
Air Fee – 40 Annas

March 1942 to August 1945

In December 1941, PanAm inaugurated a transatlantic service from Miami to Leopoldville in the Belgian Congo (FAM 22). There were several further proving flights during January and February 1942. Scheduled services began in March 1942 and from then on letters to the USA flew via the Horseshoe route to Egypt, Khartoum, Lagos or Leopoldville and then via Monrovia (Liberia), Bathurst (Gambia), Belem (Brazil), Port of Spain (Trinidad), San Juan (Puerto Rico) and up to Miami.



29 December 1942: A cover sent to Michigan franked with 43½as making up the airmail rate for a ½ ounce – superscribed via Lagos and South America.



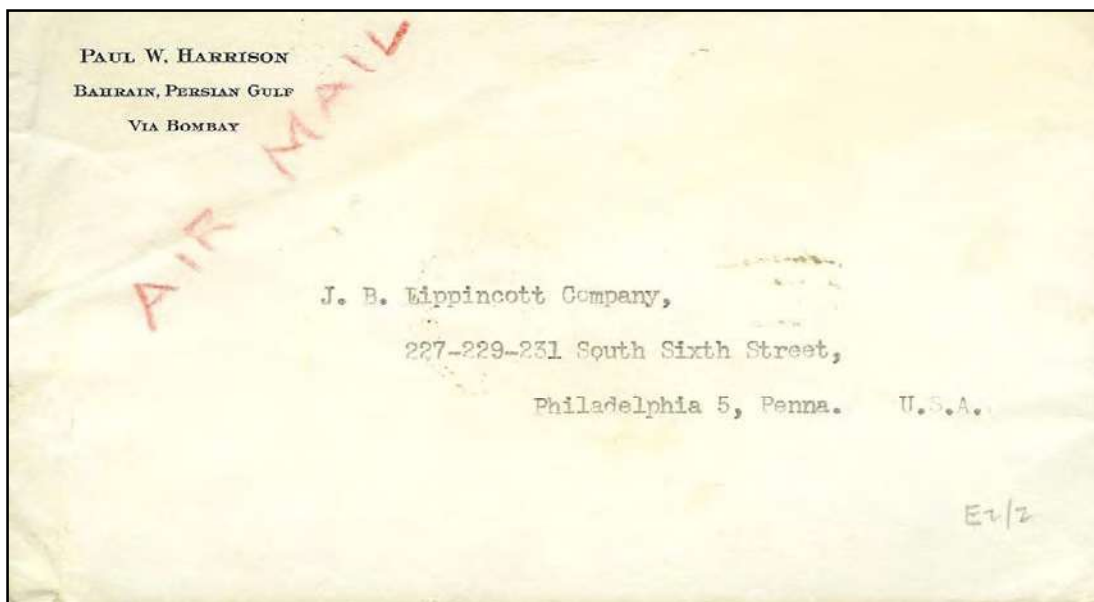
Air Fee – 29 Annas

September 1945 to January 1947

At the end of WWII, the air fee to USA was reduced from 40as to 29as and the route was again via London. The change is thought to have taken place in September 1945, though the change was first mentioned in the Indian Postal Guide for September 1946.



28 December 1946: A cover sent to New York and franked with 33as comprising the airmail rate for a ½ ounce (a29as + s3½as). The cover illustrates the late use of a rate that changed in January 1947.



Air Fee – 23 Annas

1 January 1947 to 29 May 1947

January 1947 saw the introduction of a reduced air fee of 23as – it was a short lived rate that only existed for about 5 months. The Postal Guide of September 1946 shows an air fee of 29as. The Supplement for April 1947 shows the entry as being deleted (without replacement) while the Guide for November 1947 shows an Inclusive rate of 18as leaving the 23as Air Fee “unannounced” in Postal Guides.



11 February 1947: A cover sent to California franked with 26½as making up the rate for a ½ ounce (a23as + s3½as).



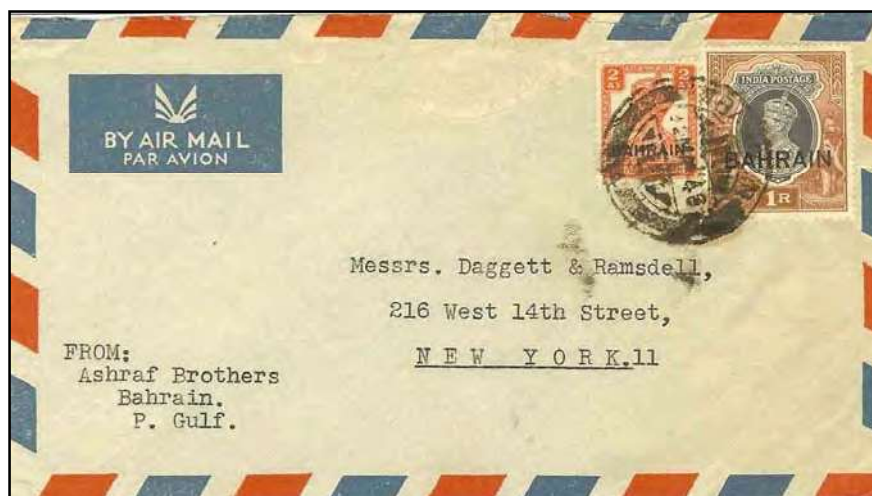
29 April 1947: A cover sent to Ohio franked with 26½as making up the rate for a ½ ounce (a23as + s3½as)

Inclusive Air Mail Rate – 18 Annas May 1947 to 31 March 1948

The 18as inclusive air mail rate introduced in May 1947 was the last Indian rate to apply in Bahrain. It was the only time that an inclusive rate to the USA was in use during Bahrain's Indian Period, which came to a close on 31 March 1948. Bahrain was transferred to the British Postal Administration on 1 April 1948 and all Indian postal rates were suspended.



30 October 1947: A cover sent to New York franked with the all-inclusive rate of 18as for a ½ ounce.



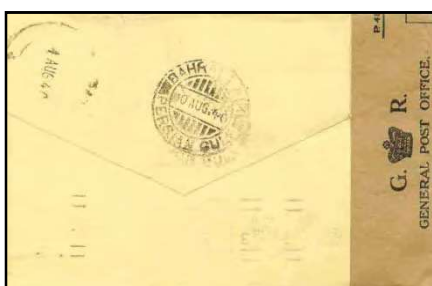
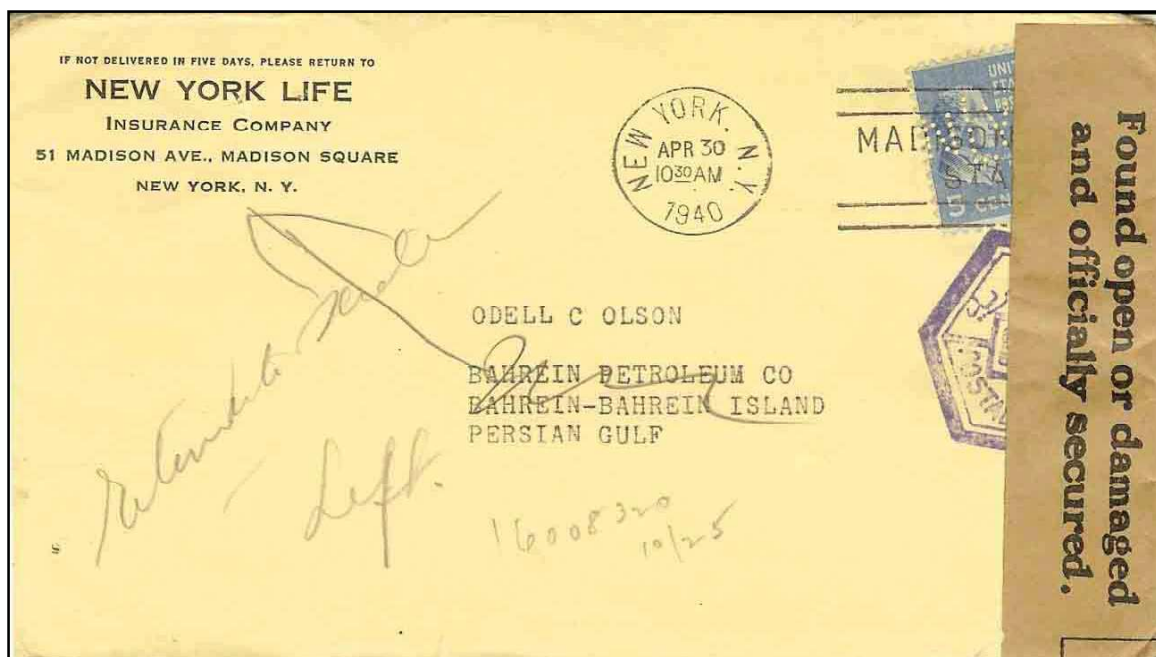
22 March 1948: A cover sent to New York and franked with a total of 18as illustrating the use of the all-inclusive rate on one of the last days of the Indian Period.



22 May 1928: A damaged cover sent to Toledo, Ohio where it had a "Received in Bad Condition – at Toledo Ohio" cachet applied to it and the same thing endorsed by typing on the front. The cover has then been secured with an official US Post Office Department label which has been tied with a Toledo, Ohio datestamp (1-June-28).



29 January 1936: A damaged cover sent to Bombay, India which has had a Lab.-39. Seal applied to it upon arrival in Bombay. The seal reads "Found Open or Damaged" "And Officially Secured". The label has then been tied with a Mandvi, Bombay datestamp (3 Feb 1936).



10 August 1940: A cover sent from the USA on April 30th 1940 – damaged during transit. It has been secured with a “Found open or damaged and officially secured” label probably in Egypt following censorship.



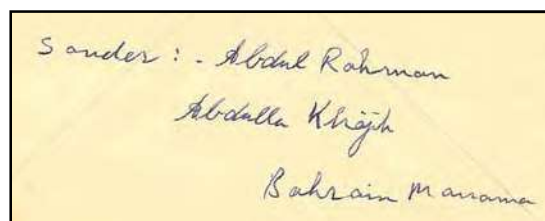
20 March 1939: A double rate cover franked with 5as covering one ounce of the EAMS rate to the UK. It shows the latest use of unoverprinted Indian stamps that I have recorded – excluding the 1946 Victory issue.



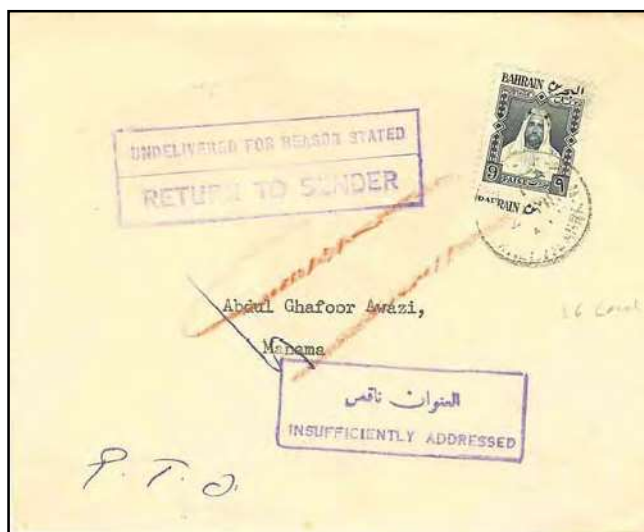
In continuation of the article in Edition 26 I have illustrated a post card that I recently came across which was involved in the August 23rd 1947 BOAC crash at Bahrain. The card has a mail order form glued on to its back and has received postage due upon arrival in the USA. The US postal clerk must have noticed that no additional postage had been paid to the 4as post card by the presence of an almost perfect Yeotmal datestamp – i.e. nothing no postage was soaked off. He consequently deemed the post card to be short by 4as of the 8as rate for post cards to the USA. This rate was first mentioned in the postal guide of November 1947 but was obviously in use before. Postage Due calculation in the USA: $8as - 4as = 4as * 2 * 25GC / 3\frac{1}{2}as = 57.2GC / 5US\ Cents = 11\frac{1}{2}\ US\ Cents$ (GC being Gold Centimes).



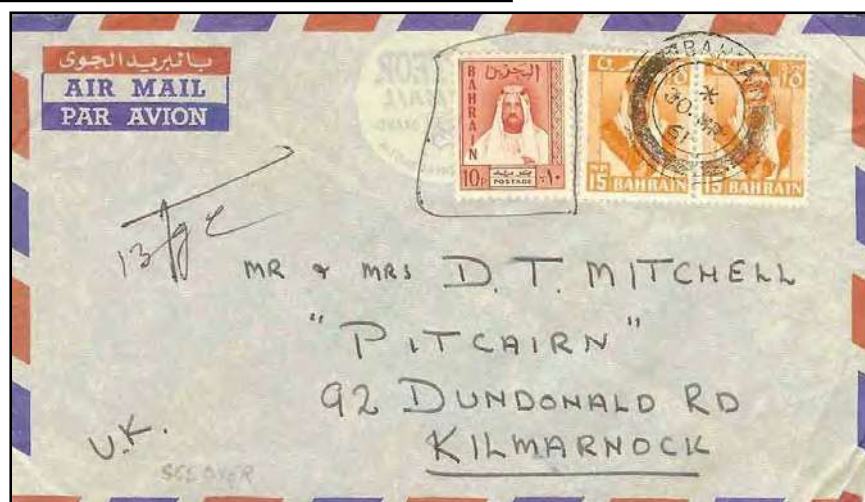
7 July 1949: A block of 4 of the 1948 5 Rupees KGVI issue cancelled with Donaldson Type 33. Back in Edition 20 I illustrated a block of 4 of the 10 Rupees value also cancelled with Type 33 but dated 16 August 1949. This is now the earliest recorded use of Type 33.



22 December 1951: A local cover sent from the Manama Post Office to Awali Post Office and franked with the local rate of 1½as. The Awali Post Office was opened on July 1st 1950 and this is the earliest local mail that I have recorded. The local rate of 1½as remained in use until the currency reform in 1957.



29 March 1960: Local mail with two cachets applied to it. The "Return to Sender" cachet was previously illustrated in Edition 24. The other "Insufficiently Addressed" measures 51 * 18 mm.

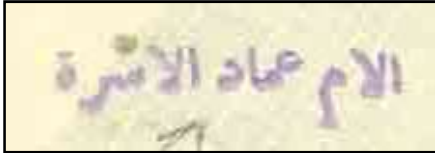


30 April 1961: A cover sent to Kilbarnock, Scotland franked with 40np including the 10np value from the 1961 local issue. The local stamp has correctly been disregarded as valid postage and cover has received postage due in the form of 13 Gold Centimes.

Kuwait

Kuwait has used a variety of commemorative, informative or other handstamps over the years and recently one of our readers was kind enough to share his collection of such handstamps with the readers of our journal. As the collection is comprehensive I will be splitting over the next 4-5 Quarterly issues starting with Edition 28.

1964: Mothers' Day



Three handstamps relating to Mother's day in 1964 have been recorded. The first and main handstamp (left) measures 22 mm in length and reads: "Mother is the pillar/cornerstone of the family".



The second handstamp measures 31 mm in length and reads: "Motherhood is Love & Sacrifice"



The third handstamp measures 22 mm in length and reads: "Motherhood is Loyalty & Selflessness"



21 March 1964: The FDC with the Mother's Day issue and all three Mother's Day handstamps.

The main handstamp has been recorded on three different dates: 21/3-1964 (on the FDC for the Mother's Day issue) - 23/3-1964 (on outgoing commercial mail) and 24/3-1964 on incoming commercial mail. The other two handstamps have only been recorded on the FDC.

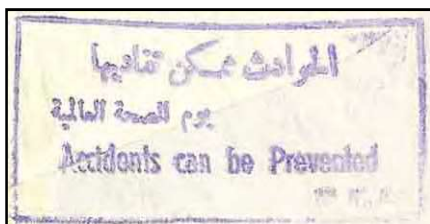


23 March 1964: The outgoing commercial cover sent to Germany where the Mother's Day handstamp has been applied over the stamp itself.



24 March 1964: A cover sent from Bahrain to Kuwait – Upon arrival it has received a Kuwait arrival backstamp dated 24 March 1964 and has had the Mothers Day handstamp applied in purple.

1961: Accidents can be Prevented



The “Accidents can be Prevented” cachet measures 59 x 27 mm and has been recorded used on the 29th of April and 1st, 2nd and 3rd of May, 1961. It is known applied in both purple and black.



A cover sent to the USA on the 1st of May 1961 with the cachet applied to the back of the cover.



On the left is the back of a cover sent to the USA on the 3rd of May 1961.

Below is an incoming QSL card which has received the cachet upon arrival in Kuwait.

Radio 9K2AP Confirming our
QSO of APRIL 24 1961
at 2105 GMT. Ur CV - 2xSSB
sigs were RST 5/9 on 14320 mc.
Xmtr - Rcvr: 4x2000 Collins S-Line
Pwr: 300 watts. Ant: TA33 JP
Remarks: TNKs For F.B. Also
B: 11

PSE QSL TNX 73's Bob

Accidents can be Prevented

Wm. Stearnet
Box 62
Kuwait
Persain Guck

10

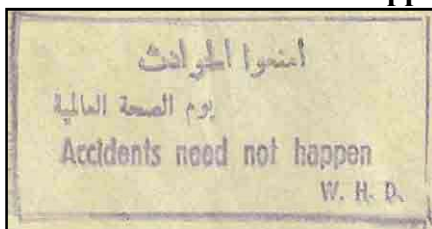


As a final illustration of the “Accidents can be Prevented” handstamp a cover which was sent from Milwaukee in the States to Kuwait. It has a 29 April 1961 Safat receiver datestamp which is when (I presume) the first cachet was applied. The cover has then been franked for

in Kuwait for its continued journey to Kabul and cancelled with 2 May 1961 Kuwait datestamp and had a second cachet applied to the back.



1961: Accidents need not happen



The “Accidents need not happen” cachet measures 54 x 26 mm and has been recorded used on the 27th and 28th of April plus the 2nd of May 1961. On two of the three covers illustrated here it has been applied together with the “Accidents can be Prevented” cachet. It is known applied with purple and black ink.





27 April 1961: The back of this cover is illustrated on the previous page which the “Accidents need not happen” cachet applied. The front of the cover has the “Accidents can be Prevented” cachet applied.



28 April 1961: Above is illustrated the back of a FDC commemorating Scouts sent from Germany showing the use of the cachet.

2 May 1961: Below is a cover sent from the UK to Neil Donaldson in Kuwait. It has had the cachet applied on the back with black ink.



1963: Arab Schools Games



The “Arab Schools Games” cachet measures 49 x 27 mm and has been recorded used on the 8th, 10th and 13th of November 1963.

The first illustration below is the use of the cachet on the FDC commemorating the event.



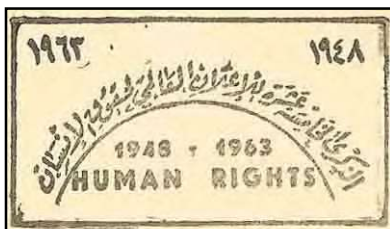
A cover sent to the USA on the 10th of November 1963 showing the use of the handstamp on the back.



The below illustration if of the latest recorded use of the cachet – 13th November 1963.

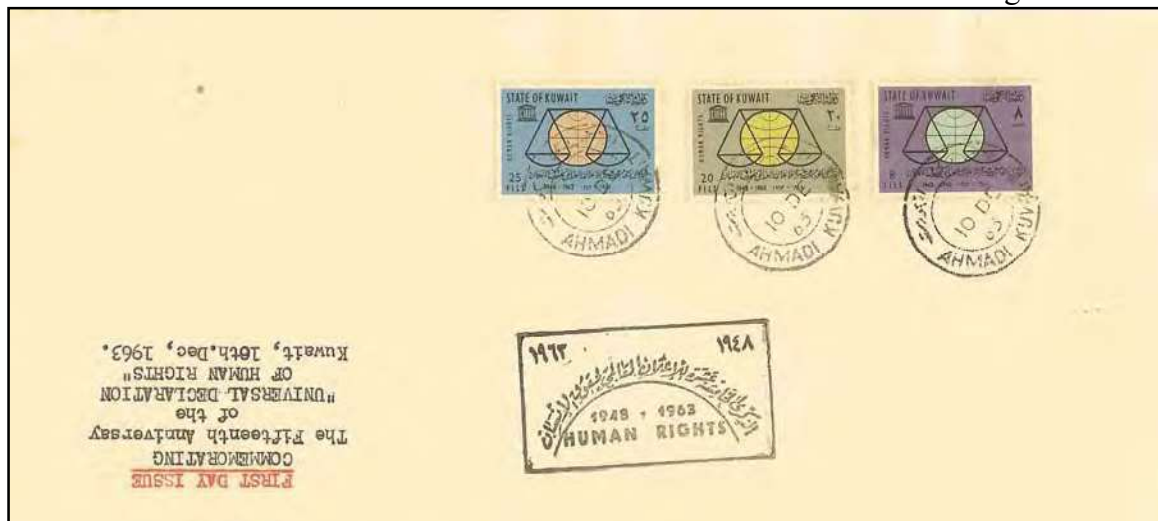


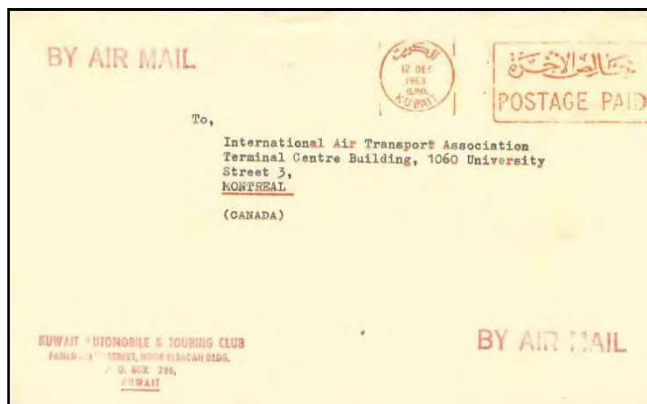
1963: Human Rights



The “Arab Schools Games” cachet measures 49 x 27 mm and has been recorded used on the 10th and 12th of December 1963. It is known applied with purple and black ink.

The first illustration below is the use of the cachet on the FDC commemorating the event.





A similar FDC is illustrated above but this time with the cachet applied with purple ink.

Below is the back of a cover dated 12 December 1963 illustrating the use of the cachet on commercial mail.



1964: Arab Soccer Trophy



The “Arab Soccer Trophy” cachet measures 54 x 33 mm and has been recorded used on incoming mail on the 14th, 15th, 16th, 17th, 18th and 19th November and once on outgoing mail on the 17th November.



Above an incoming cover sent from Egypt to Kuwait with a Safat backstamp dated 14 November 1964 and below an incoming cover sent from Jordan with a Kuwait backstamp dated 19 November 1964.





The only outgoing cover that I have recorded sent to the USA on November 17th and with a faint cachet on the back. I presume that creating awareness of a soccer tournament in Kuwait via outgoing covers didn't make sense – hence why the cachet is mainly found on incoming mail.



1965: International Meteorological Day



The “International Meteorological Day” cachet measures 48 x 28 mm and has been recorded used on the 23rd and 24th of March 1965. It is known applied with purple and black ink.

Below the cachet illustrated on the FDC – one in purple and one in black.





Two commercial covers both dated 24 March 1965, with the “International Meteorological Day” cachet applied on the front in purple and black.



1965: Participation Population Census



The “Participation Population Census” cachet measures 70 x 27 mm and has been recorded used on the 9th and 14th of April 1965. Both dates are recorded on incoming mail. The two covers are illustrated on the next page.



14 April 1965: a cover sent to Germany from Sharjah via Kuwait.



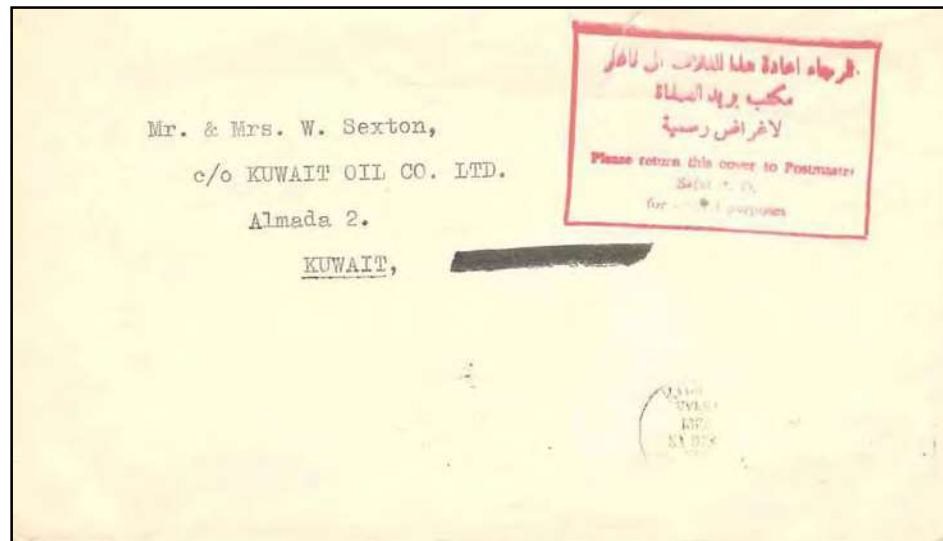
9 April 1965: A cover sent from the UK to Kuwait – the cover has also got a “Please return this cover to Postmaster” cachet applied – more about this on the next page.

1965: Please return this cover to Postmaster



The “Please return this cover to the Postmaster” cachet measures 57 x 36 mm and has been recorded used on the 9th of April and 27th of December 1965. In both cases it has been applied with red ink.

The below cover is an unfranked, presumably, local cover dated 27th December 1965.



1965: Remember Palestine and Strive for its Struggle



The “REMEMBER PALESTINE AND STRIVE FOR ITS RECOVERY” cachet measures 58 x 28 mm and has been recorded used on the 11th, 13th, 16th, 17th and 18th of May 1965. The below cover is dated 11 May 1965.





13 May 1965: A cover sent to Denmark with the cachet applied to the back – it is also franked with three copies of the 4 Fils Deir Yassin Massacre issue.



17 May 1965: A cover sent from the UK illustrating the use of the cachet on incoming mail.

Muscat & Oman



22 December 1872: A second cover has now been recorded with the rectangular registered cachet measuring 44.5*23.5mm – the other cover was illustrated in Edition 24 – page 34. Both covers are from 1872 and represent usage of the earliest known registration cachet to be used in Muscat.

Donaldson Type 3: The Sind Circle 23 Duplex



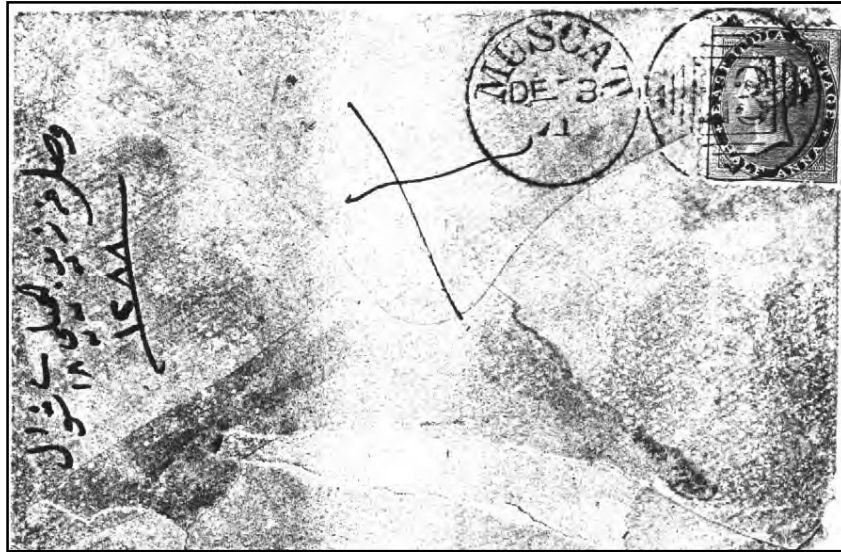
Sind Circle “23” Duplex: Donaldson Type 3 shown on the left as depicted in Neil Donaldson book, page 24, is one of the rarest Muscat cancellers.

In Donaldson’s own words (page 24-25): “In April 1869 the Muscat Post Office was transferred to the administration of the Sind Circle and was supplied with

another numeral cancellation – “23” boxed with a circle which was used in duplex. Although stamps are occasionally found bearing the “23” cancellation, the complete postmark is very rare. It had a theoretical life of four years, from 1869 until it was superseded by the all-India type in about 1873.”

Having looked through Alan Parsons’s book I noticed that he records later usages of the same Sind canceller in Baghdad (18) on 10 February 1875, Bushire (26) on 24 December 1874 and Linga (21) as late as 2 May 1875 which may mean that the theoretical use was 1869 to 1875.

Donaldson continues: “But the “309” 16-bar rhomboid was still in use in 1873 and Renouf records its use as late as 1875. According to Martin, the “23” canceller was broken in 1869 or 1870 and the Post Office reverted to using the “309”, however as illustrated here it is known as a complete strike in December 1871 so the damage must have taken place after that date.”



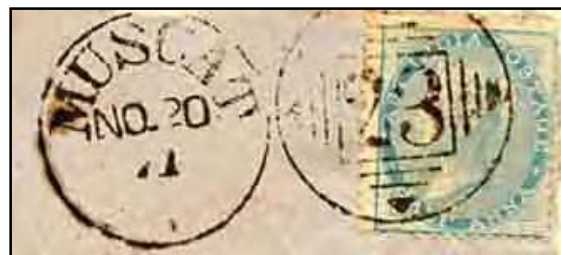
Now the reason that I thought I would compile a bit about the “23” is that I have seen several “23” being sold on various Internet auction sites as Muscat items over the past year and most often they are not. “23” was used in six different places and though I don’t which one was used where I have managed to dig out a number of “23”s that are illustrated on the next page. Other offices that will have used number 23 as part of a

double obliterator are: Shahpoora (NWP 1864), Ballapoor (Central Provinces), Dharmsala (Punjab), Kurnool (Madras) and Allahabad City.



Image illustrated with the permission of Sahara Publications Ltd.

All the postal circles that used the “23” double obliterator started their numbering at 1 and had more than 23 offices, so it will be possible to find it from any of them. The NWP No.23, Allahabad, will clearly be the most common. Each obliterator and datestamp was made individually, so it should be possible to identify the Muscat version from flaws, different sized numerals and spacing variations. And by collecting identified examples from the other offices will make it easier to eliminate them when you have only a partial strike, or just the numeral. The difficult bit is finding identifiable examples from the other offices. The Sind Circle '23' measures 23.5mm diameter.



I have illustrated a total of three Muscat “23”s in order to give as good an idea as possible

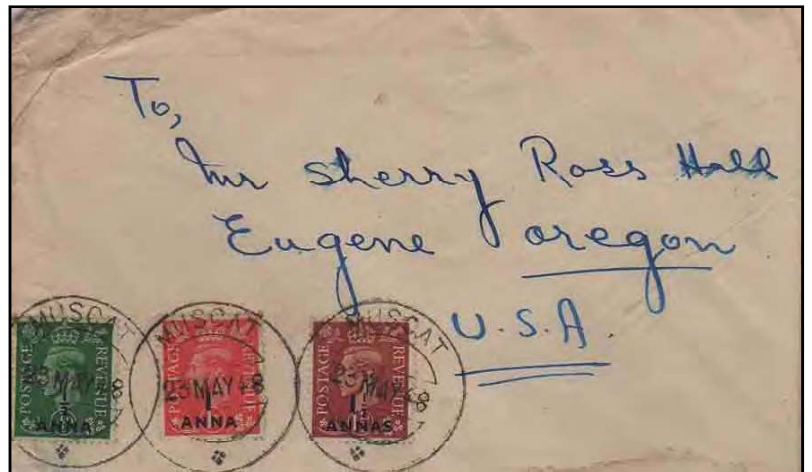
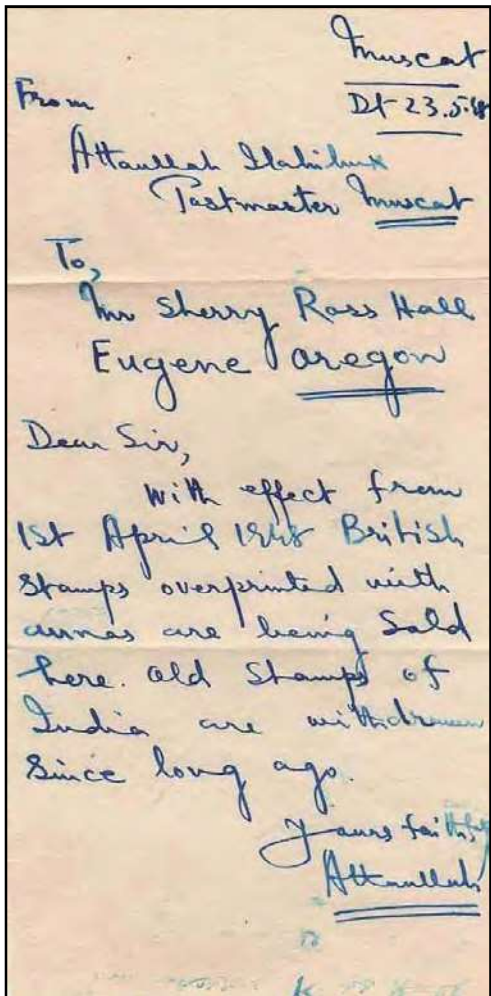


of how the Muscat strike should look. Features of the Muscat strike that seem particular is the slight downward pointing thin middle line of the “3”, The “2” seems to be quite “thin” and reaches outside its foot and the “2” has a vertical 90 degree line pointing up of the end of the two.

On the next page are eight stamps showing various “23”s for comparison – I don’t know the origin of any of them – except that they are not Muscat.



In all cases, except the bottom left pink stamp, the 2 doesn't go beyond its own foot – a characteristic of the Muscat strike. As for the 3's there are many different varieties.



23 May 1948: On the left is the reply from the Postmaster in Muscat to what I presume was a request for Indian stamps used at the Post Office in Muscat.



10 May 1949: A letter sent from Muscat to the UK and franked with the 6s Olympic issue. The sender applied the blue cross in Muscat but since 6s was the rate for normal air mails it was not sent registered, hence no Muscat registration label. When the cover arrived in London it was compulsorily registered in accordance with the regulations in the U.K as a result of the blue cross and the "Posted out of Course" handstamp was

applied. The correct rate for a registered letter to the UK was 10as.



A cover sent from Salalah, Oman via Aden (FPO 210 I think) on the 19th Sep 1967.

1970: The Sultanate of Oman – 23 July 1970



The "Sultanate of Oman" cachet measures 36 x 17 mm and has been recorded used on the 16th November 1970 (+ one more date presumably 23-11-1970). It is so far the earliest handstamp that we have seen from Oman and may have its origin in the rise to power of H.M. Sultan Qaboos and the subsequent renaming of "Muscat & Oman" to the "Sultanate of Oman". When H.M. Sultan Qaboos acceded to the throne on the 23rd of July 1970 he declared that the country would no longer be known as "Muscat and Oman" but "The Sultanate of Oman" in order to better reflect its political unity. However, it was not until the 16th of January 1971 that the 1970 definitive issue was re-released overprinted "Sultanate of Oman". On both copies displayed the date in the middle box is difficult to read but it appears to be 23-7-1970. Presumably the handstamp was used to create awareness of the new name while the old stamps were still in use.



16 November 1970: A cover sent to the USA and franked with 265 Baisa – it has had the handstamp applied to it below the address.



The other of the two covers which appears to have been cancelled on 23 November 1970.

I have been through my files of covers between the 23rd July 1970 and 16th of January 1971 and found two covers from August and September where the cachet was not applied.



Two more covers should the use of the Ministerial Complex issue without the date. The above cover is cancelled at Seeb Airport on the 12th of August 1977 and the below cover is from the CPO and is dated the 5th of August 1977.



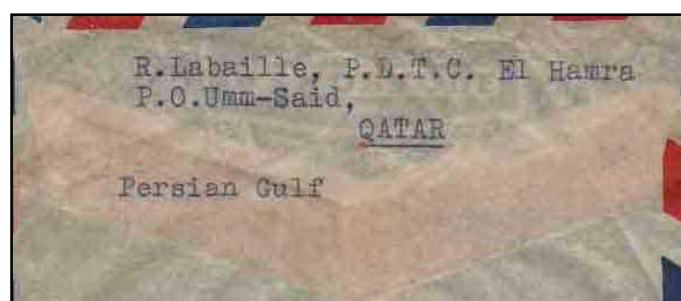
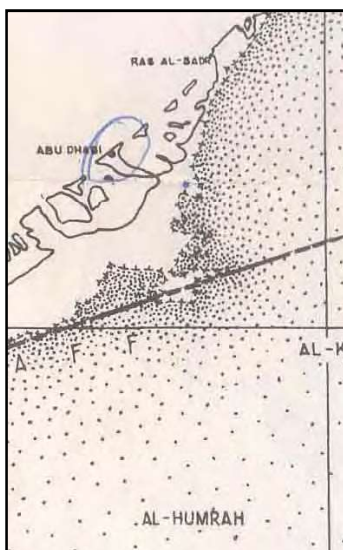
Can anyone clarify the 320/100 and how the Post Office got to 80 Baisa?

UAE - Abu Dhabi

Early mail to and from Abu Dhabi that has recently turned up:



3 December 1956: A commercial cover sent from Bahrain to Mr. R. Labaille, PDTC (Petroleum Development, Trucial Coast) at El-Hamra via the company's Post Office Box as the Umm Said Post Office.



6 April 1957: A philatelic cover sent from El-Hamra, Abu Dhabi sent to France via Umm Said, Qatar.

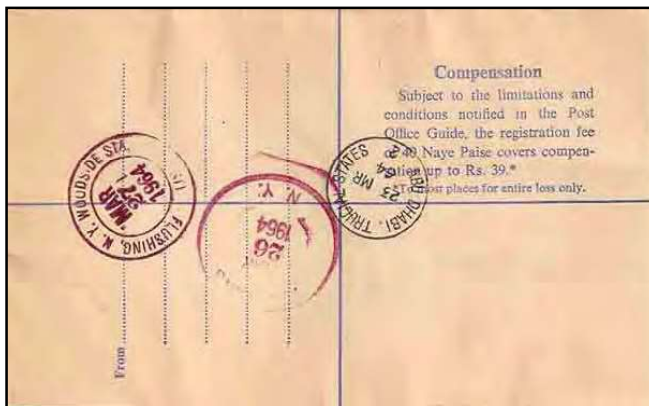
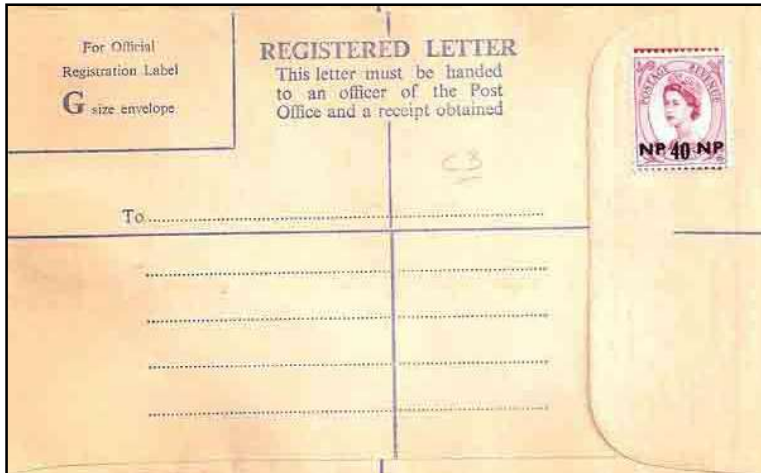
On the left a small map of Abu Dhabi which shows where Al-Humrah is located with regards to Abu Dhabi City. Incidentally it also shows Ras Al-Sadr which was mentioned in Edition 27.



21 May 1957: Another philatelic cover sent to France from El-Hamra, Abu Dhabi via Umm Said in Qatar.

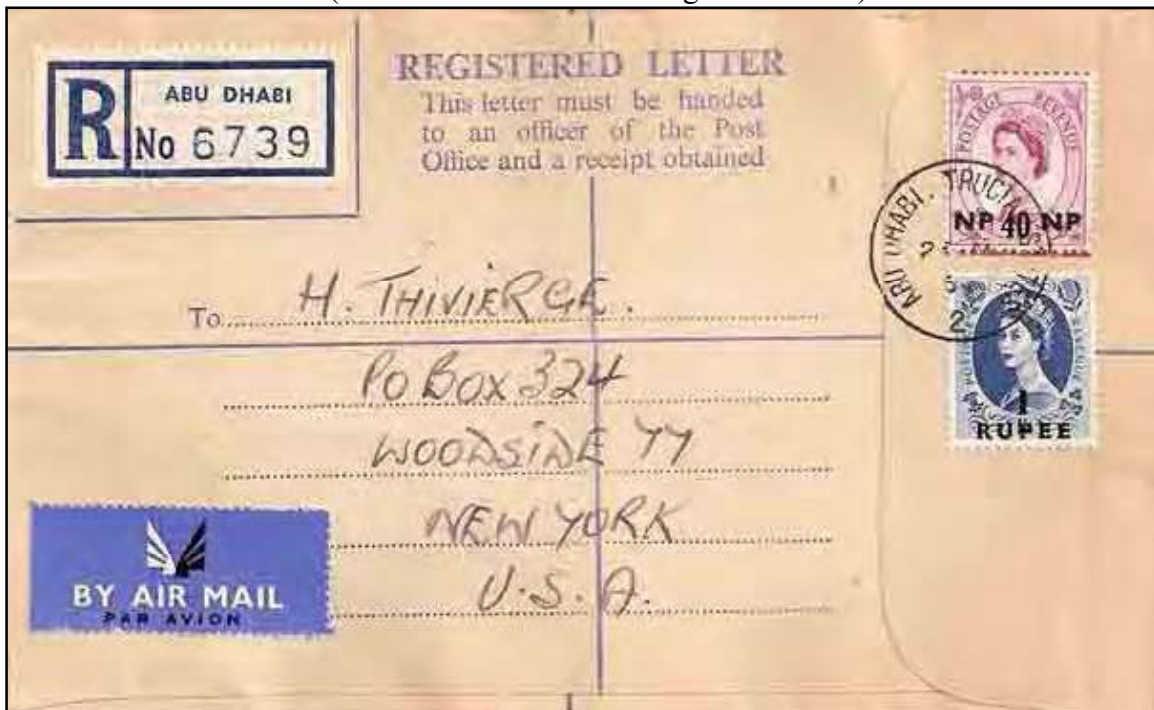


31 December 1957: A commercial cover sent from PDTC Juweza which I presume is also in Abu Dhabi as it has the same PO Box address and the correspondence from El-Hamra. However, I have not yet been able to find out where Juweza is.



Above is illustrated the early 1960s Shaikh Salman 40np registered letter with a BPAEA 40np value only QEII stamp applied over his portrait. Below is illustrated the postal use of this registered letter in Abu Dhabi where it has been cancelled on the 23rd of March 1964. The letter has had an Abu Dhabi registration label applied and has been uprated with 1 Rupee covering the registered airmail rate for a

normal letter to the USA (100NP Air Fee + 40NP Registration Fee).



1966: Inverted 20 Fils Error



The inverted 20 Fils 1966 overprint is one of very few errors to come out of Abu Dhabi. Neil Donaldson documents it in his books as follows: "One sheet exists with an inverted surcharge which lay slightly to the right, so that the inverted English "20" fall in the right-hand sheet margin and across the perforation gutters. This error is consequently seen to best advantage in horizontal pairs". He also states the four copies were postally used and has told me that the Postmaster, HP Wynn, had given him the sheet. During one of my visits Mr. Donaldson was kind enough to give me the record he had made when he broke up the sheet so I decided it was well worth an illustration in the Quarterly and called around trying to find pairs, blocks and covers with the error – what I have found so far is illustrated here and on the next page. The block of 6 illustrated to the right matches the bottom left corner in Donaldson's illustration marked "AND" – i.e. he kept it for himself.

ABU DHABI 20 FILS / 20 NP
SURCHARGE INVERTED (SHEET 10x10)

LEA 20 2 £5 = £100		B/K 8 @ £5 = £40		AND
		GIBBONS 2 £5 = £100		
SOLD PER B/K £18	PER B/K £18	2 £160		B/K 8 @ £5 = £40
RETURNED TO HWW	AND COVER £30			B/K £36
AND	RS COVER £35	Lot 75 SB 11.12.74 EST £200 REAL £30		AND
	B/K £336			

Sold - Collie (£300)

ANK R7/4
R1768
RS R8/3
R1686



A pair with left margin which could have been any of the seven left margin pair remaining.



Two covers of the four covers that exist, both cancelled on the 26th of January 1967, and both sent registered from Das Island and franked with 120 Fils.



UAE – Dubai

Registered Labels used in Dubai during the Indian Postal Administration

By Abdulla Khoory (comments or complimentary material is very welcome)

Registered Mail Services at the Dubai Post Office were made available when the post office was upgraded from a Branch Office to a Sub Office on April 1st 1942. Neil Donaldson states in his book that the Dubai Post Office was originally supplied with small blank numbered registration labels on which the name was either inscribed in manuscript or impressed with hand stamp – when going into detail interesting facts appear.



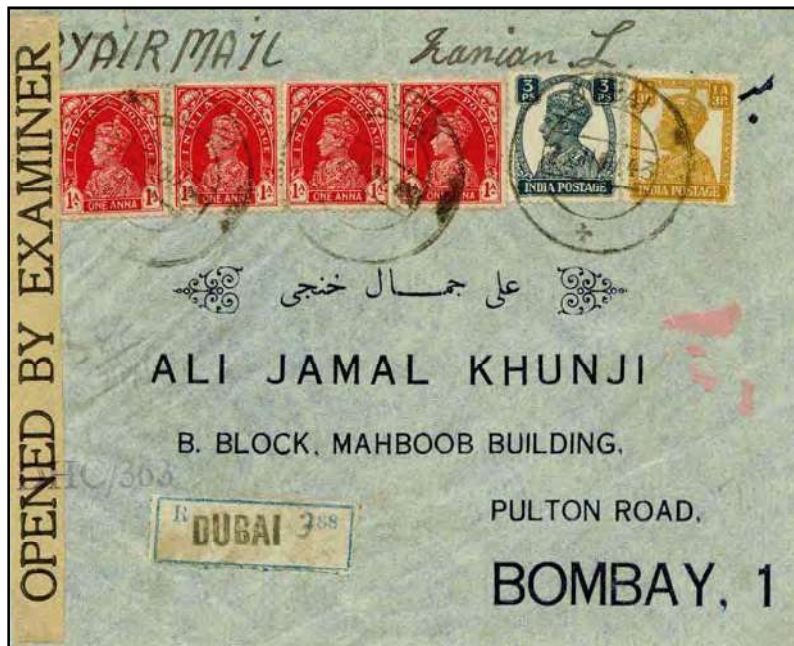
Dubai Post Office was first supplied with a small blank registration label (measuring 34 x 11.5 mm), hereafter known as RL1, which had a small “R” on the left and a number on the right. The “Dubai – Persian Gulf District” handstamp (Donaldson Type 9), hereafter referred to as RM1 (Registration Mark 1) measuring 53 x 13 mm was applied on to the label as proof of origin. Donaldson states in his book that RM1 was only introduced after WW2 and was invariably impressed directly on the cover. However, it was actually introduced during the very early days of the Sub Office, maybe from the very beginning and was initially applied on registration label RL1.



25 May 1942: An airmail cover sent to Basra, Iraq via Bahrain franked on the reverse with 17as making up the registered air fee to an Empire country and with Bahrain transit stamp dated 26 May and Basra arrival backstamp dated 2 June.



By early December 1942 a second handstamp (RM2) had been introduced and used impressed on registration label RL1, a combination that was in use at least until February 1943.



14 January 1943: A cover illustrating the use of RM2 on RL1 franked with 5½as which is the correct rate for registered airmail to India.



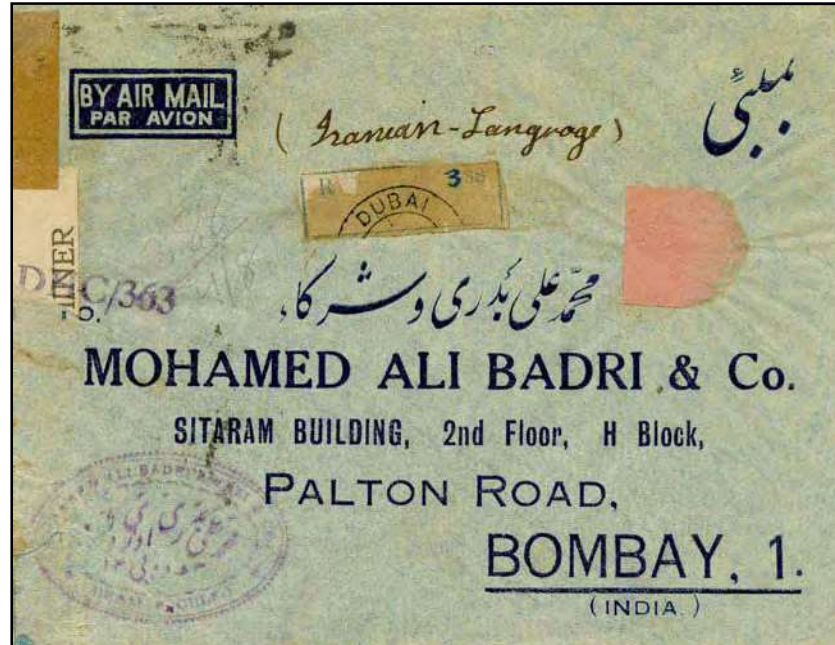
By the 10th of March 1943 the practice had change and RL1 was now being endorsed "DUBAI" in blue ink, something that continued at least until the 29th of August 1943.



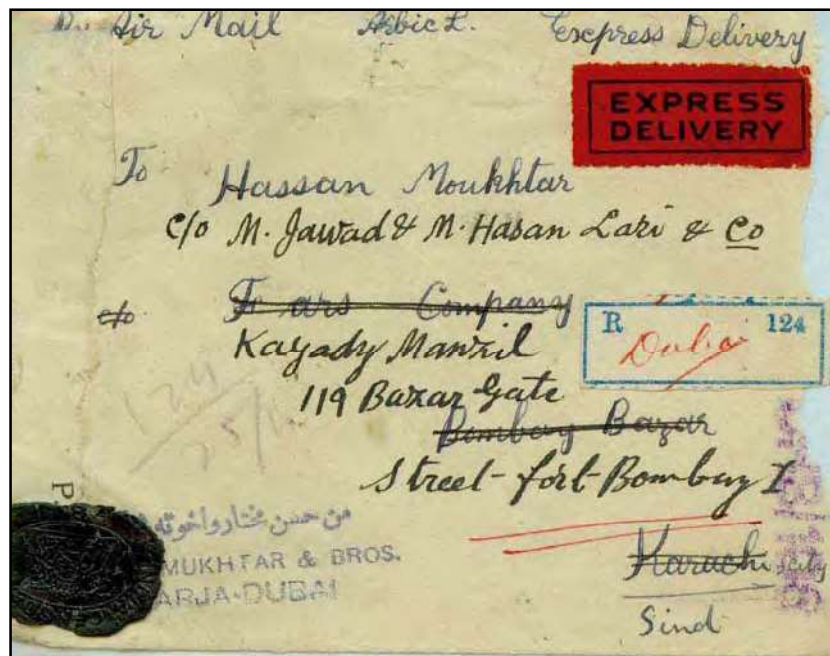
11 June 1943: An airmail cover sent to Karachi, franked with 5½as, and with Karachi arrival backstamp dated 16 June.



While the blue ink on RL1 practise was in use an unusual combination took place on the 4th of August 1943 - the top half of the Dubai postage due handstamp (Donaldson Type 11) was used to define the origin of the registered letter and applied on to RL1.

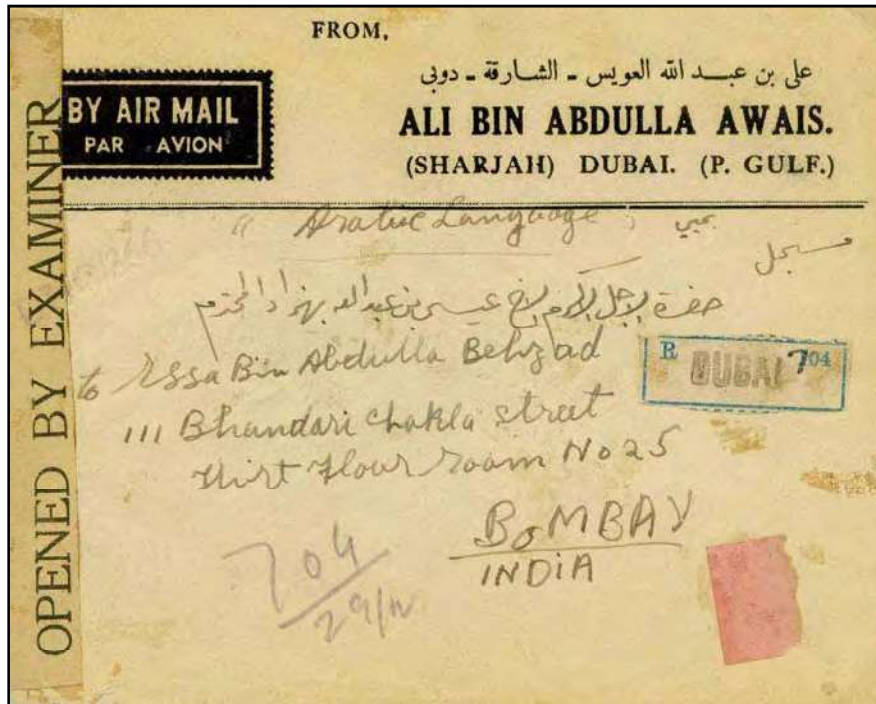


From October 10th to October 25th 1943 the ink used to inscribe the manuscript on RL1 had changed to red – either with as Dubai with capital D or small d.



12 October 1943: A cover sent to Karachi from Sharjah.

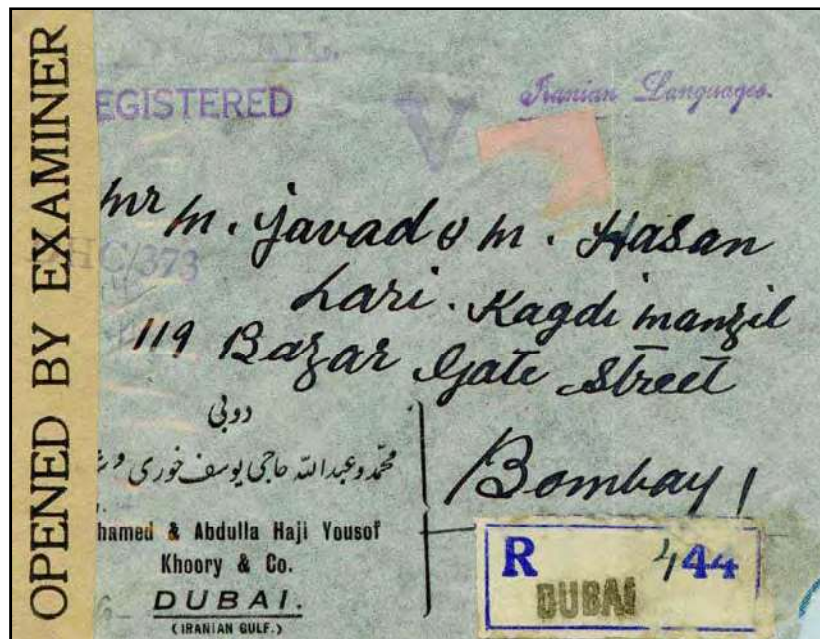
By the 11th of November 1943 and up to the 2nd of March 1944 we were back to the old practice of applying RM2 on to RL1



22 November 1943: A cover sent to Bombay illustrating the use of RM2 on RL1



A new and larger blank registration label measuring 45 x 17 mm, hereafter known as RL2, is recorded used by the 25th March 1944. It was used in conjunction with RM2 at least until the 7th of June 1944.





RM1 came back in to use on the new labels, RL2, during a brief spell from 30th of March to 1st of April 1944 – three covers have been recorded during these three days.



1 April 1944: A cover sent to Bombay and franked with 5½as.



By the 28th of August 1944 a similar, but dark orange, registration label had come in to use – RL3 measures 44 x 16.5 mm and had RM2 applied to it. This combination is known to have been in use until 6th November 1944.



28 August 1943: A cover sent to Bombay



New registration labels (RL 4) were introduced by the 13th of November 1944. The new version measured 45 x 15mm and was distinct from RL 2 by the higher position of the R and the numeral – 1mm versus 3mm – RM 2 continued to be applied.



13 November 1944: A cover showing new RL 4 applied with RM 2

The small blank numbered registration labels RL1 with RM2 applied appeared again for a short period of time during January 1945 but this was the latest recorded use of any registration label in Dubai during the Indian Period. From February 1945 RM1 was applied directly on to the covers with the earliest recorded example of this practice being the 22nd of February, 1945.





Above another cover showing the use of RM1 applied directly on to the cover.



Value Payable (VP) labels with V crossed out have been recorded on parcel pieces with usage of high value stamps in 1947 but not normal registered mail. In all recorded cases (15-20 pieces) the date is 17 May 1947.



Dubai Parcel Tags:

These parcels tags recently were sent to me by Ray McMillan and it is the first time that I have seen such items of Dubai origin.



Links, Contacts and Credits

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Bahrain
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Kuwait Philatelic Section
Post Office Department
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Dubai, UAE
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Website: epa.ae

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

WEBSITES RELATED TO GULF POSTAL HISTORY

[.bahrain-stamps.com](http://bahrain-stamps.com)
[.kuwait-stamps.com](http://kuwait-stamps.com)

[.oman-stamps.com](http://oman-stamps.com)
[.dubai-stamps.com](http://dubai-stamps.com)

[.abu-dhabi-stamps.com](http://abu-dhabi-stamps.com)
[.qatar-stamps.com](http://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.

[://groups.yahoo.com/group/arabgulffandyemenstampgroup/](http://groups.yahoo.com/group/arabgulffandyemenstampgroup/)

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.

[://www.gbos.org.uk/index.php/Home](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.

[://www.indiastudycircle.org](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.

[://www.postalcensorship.com](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.

[://wreckandcrash.org/](http://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.

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.

CREDITS

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If you send a check to my mother-in-law please attach a little note so that she can forward me a list of what payments she gets.