

ARABIAN GULF STATES

POSTAL HISTORY

QUARTERLY



15 March 1974: This Neil Donaldson cover is one of now three recorded covers franked with the 1971 30 Baizas inverted overprint and the only one with two copies of the error – 2nd and 3rd stamp.

Edition 41 – Summer 2012

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Welcome to Edition 41 of the Quarterly

Edition 41 is the second of the four Quarterly's scheduled for 2012. As you are well aware it is quite delayed, for various reasons that I won't bother you with, but nonetheless here it is.

It includes a number of new discoveries – in particular illustrations of early Kuwait telegrams, money orders and receipts not published/recorded before.

In addition to this the modern postage due collection of Jafar Islah is also presented showing various covers from between 1963 and 1978.

It also includes the final chapter of John Vasallo's Fujairah story.

In spite of the delay of Edition 41 – Edition 42 has actually been prepared in parallel with Edition 41 and will be released before Christmas.

The final of the four 2012 issues will be with you before the end of January 2013.

Best regards,

Thomas Johansen

Bahrain

Bahrain Squared Circle – Type 2

It was not until his 1994 supplement that Neil Donaldson mentioned the existence of two varieties of the Bahrain Squared Circle canceller – Type 2 – describing the earlier variety as one smaller in size (20mm) and with smaller lettering.

The existence of the smaller Type 2 (for simplicity Type 2A) is certainly an interesting one since its lifespan must have been a very short one. We know that Type 1 is recorded used on a registered letter dated 10 August 1886 and as you can see from the below dated example of the larger version (Type 2B) – 13 September 1887 – it would seem that Type 2A was only in use for about 1 year.

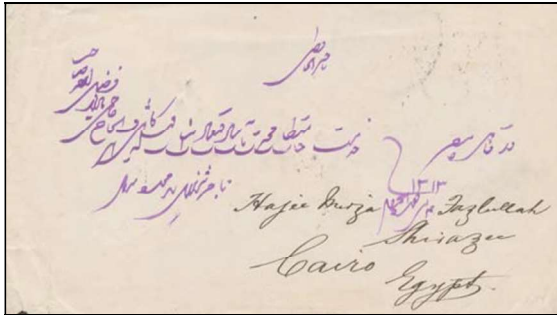
For comparison purposes two examples of each type have been illustrated below – The diameter of the Type 2B circle is 22mm.



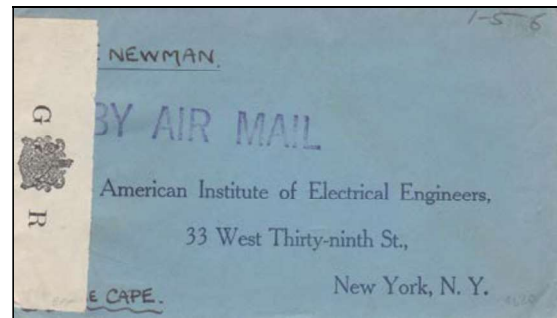
Both examples of Type 2A are without year in the date and with Type 1 recorded in August 1886 the two Type 2A strikes are most likely from 1887.

However, a conundrum does exist being that Donaldson lists the earliest recorded use of Type 2 as 19 October 1886 in his 1975 book but doesn't mention the existence of two varieties until 1994. Does that mean that this early use was of the larger variety?

Add to this that Type 2A is similar in size to that of the Muscat Squared Circle, which is recorded, used without the year during early 1885. Was Type 1 and Type 2A in use at the same time?



Sticking with Type 2 the above cover is possibly the earliest record of a westbound letter (earlier postcards exist) having been sent to Cairo, Egypt on 18 April 1896. It has arrived at Bombay on 30 April 1896 and continued its journey from there on 9 May 1896 (SEA POST OFFICE A) transiting Suez on 9 May 1896 and arriving in Cairo on 10 May 1896. The letter has been franked with 3as, which is an overpayment of $\frac{1}{2}$ - maybe due a late fee. A similar cover sent from Bushire to the same address in Cairo in 1891 was also franked with 3as.



Edition 40 illustrated a cover sent to the USA via HK but only franked with the westbound rate of 21½as. A second similar cover has come to light dated 25 June 1940 transiting Hong Kong, where it was also censored, on 4 July 1940. The front of the cover has had "VIA THE CAPE" applied in manuscript confirming the intention of the sender when franking the cover. Presumably the post office accidentally included the cover in the wrong mailbag.

The Crash of the BOAC Short Sandringham Flying Boat "PORTLAND" at Bahrain

Edition 26 of the Quarterly included an article comprising of illustrations and information about the three of the four recorded crashes in which mail of Bahrain origin was salvaged, including the Portland crash which happened at Bahrain on 23 August 1947. Back then the incident report was not included in the presentation but over the next five pages, courtesy of Mike Phelan, you will be able to read through the findings of the Accident Investigation Branch.



ACCIDENTS INVESTIGATION BRANCH

Report No. C.A.107

AIRCRAFT: Short S.25 Sandringham V. ENGINES: Four Pratt & Whitney Twin
(Plymouth) G-AHZZ Wasp. Type R.1830/90D.

OWNERS: British Overseas Airways Corporation.

CREW: Captain R. F. Stone, Captain—Minor Injuries.
Captain G. W. Alington, First Officer—Killed.
Mr. T. D. Campbell, Navigating Officer—Slight Abrasions.
Mr. C. L. Berrington, Radio Officer—Slight Abrasions.
Mr. A. Mellon, Supernumerary Radio Officer—Killed.
Mr. F. D. Everest, Engineer Officer—Slight Abrasions.
Mr. D. J. Moore, Steward—Minor Injuries.
Mr. C. Gould, Catering Apprentice—Killed.

NUMBER OF PASSENGERS: 18—7 killed.
1 injured.
3 minor injuries.
3 abrasions.
4 uninjured.

PLACE OF ACCIDENT: Marine Air Base, Bahrain, Persian Gulf.

DATE AND TIME: On the 23rd August, 1947 at 0059 hrs.

ALL TIMES IN THIS REPORT ARE G.M.T.

1. NOTIFICATION

By telephone from B.O.A.C. at 0900 hrs. 23.8.47.
The scene of the accident was visited seven days later.

2. CIRCUMSTANCES OF THE ACCIDENT

The accident took place at night when the aircraft, piloted by Captain Stone, was alighting at Bahrain after a flight from Karachi.

The aircraft was on the return journey of a scheduled passenger service Poole—Hongkong. It arrived at Karachi at 0638 hrs. on 22nd August, 1947. Between 0940 hrs. and 1130 hrs. the aircraft slipped its moorings three times, but on each occasion the Captain found it necessary to return owing to a defective port inner engine. After the third mooring the Captain cancelled the flight for 8 hours and during that time the defect was located and rectified. The aircraft took off at 1932 hrs. after a routine search of the area had been made for obstructions or debris. When airborne the Captain signalled the coxswain of the control launch: "Everything perfect—setting course."

An uneventful flight followed in good weather conditions, and according to the pilot the aircraft and engines functioned satisfactorily.

When approaching Bahrain the Steward carried out his duties of instructing the passengers to secure their safety belts and of closing the cabin com-

municating doors. At the Bahrain Air Base preparations were made for a night arrival.

The alighting area was searched for obstructions by two launches and a flare path laid into wind. The Flying Control Officer passed the relevant meteorological details and alighting instructions to the aircraft's Captain who had subsequently stated that conditions were good and that the flare path appeared to be excellent. The coxswain in charge of the control launch which was stationed 50 yds. downwind of No. 1 flare directed a "green" Aldis signal light towards the aircraft. His evidence was that the aircraft was plainly visible to him by its landing, navigation and cabin lights. It was his opinion that the aircraft touched down about 75 yds. short of the launch and then bounced 15-20 ft. He has stated that the second impact was definitely heavy and markedly right-wing low and that the aircraft then swung viciously to starboard; this was followed by a noise of rending metal, and at the same time the starboard landing light went out. In a few seconds the aircraft settled in a nose-down right-wing-low attitude about 20 yds. downwind of the launch.

The evidence of the aircraft's crew was that the first touch-down was heavier than normal. Two of them stated they rose from their seats in anticipation of an emergency and that they thought that the aircraft was right wing low when the second impact occurred.

The rapid ingress of water prevented some of the

passengers from obtaining their lifebelts. Of those who succeeded two required assistance to fit them and two were unable to inflate them.

The Engineer Officer left the flight deck and went through to "D" cabin where he found that the escape door had jammed. On entering the "Promenade" which was rapidly filling with water he found that here also the main entrance door had jammed and that the passenger cabin "B" was in darkness and submerged. He ordered the passengers to pass through "C" cabin to the rear of the aircraft and instructed one of them to locate and open an escape door situated in the tail. The arrival of the control launch was delayed as the result of the fouling of its propeller by a mail bag. The Engineer Officer was compelled to forcibly eject two passengers who showed reluctance to enter the water, thereby endangering the escape of others. After the last surviving passenger had left he climbed to the top of the hull and assisted the Navigator to extricate one of the crew through the astro-dome. The crews of the control and passenger launches were successful in rescuing all who had left the aircraft, although considerable difficulty was experienced in getting them aboard the launches due to the height of freeboard and a deficiency of rescue aids.

3. FURTHER DETAILS

(a) (i) The Aircraft

The Plymouth is a high wing monoplane flying boat equipped to carry 22 passengers. It is fitted with four Twin Wasp power plants driving three-bladed fully feathering Hamilton hydromatic propellers.

It was designed as a Sunderland by Short Bros., and constructed by the Blackburn Aircraft Co. during 1944. Conversion to the Plymouth type was carried out by Short and Harland of Belfast during 1946 and 1947.

A Certificate of Airworthiness was issued on 25th April 1947, and the following day Captain [unclear] delivered it to the B.O.A.C. Base at Hythe.

At the time of the accident it had completed 432 hours flying without mishap, and it had been flown by 22 pilots without adverse criticism.

Three of the engines were fitted during the conversion, and had each completed a total running time of 457 hours at the time of the accident.

The port inner engine was installed at Bangkok on 19th August 1947, and had completed 41 hours running.

The aircraft and engines had been maintained in accordance with the Air Registration Board approved B.O.A.C. Maintenance Schedules.

(ii) Certificates of Safety and Bilge Figures

On the day of the aircraft's departure from Karachi it was issued with a Certificate of Safety at 0900 hrs.

Between 0940 hrs. and 1130 hrs. three attempts at departure were made but on each occasion the port inner engine failed to start. An entry in the Technical Log revealed that the failure was due to "Vapour vent and carburettor de-icer pipes found to be crossed, vapour vent pipe to tank being

connected to air intake, causing petrol to be sucked up from tank direct into intake and causing fuel to continue to syphon into the intake with engine stationary." After this defect was rectified a new Certificate of Safety was issued at 1830 hrs. Since the installation of this engine at Bangkok it had completed 26 hours running.

Bilge figures were recorded prior to the issue of each Certificate and these figures indicated that the amount of water found in the hull bilge compartments was no more than normal.

(iii) Loading

The maximum permissible laden weight for alighting is 56,000 lbs., and the position of the centre of gravity must lie within a range of 10.1 inches to 27.1 inches aft of the datum point.

The alighting weight of G-AHZZ was 53,400 lbs., and the position of the centre of gravity was approximately 16.1 inches aft of the datum point.

At the time of the accident the distribution of the passengers was:

"A" cabin	— 6 (all killed)
Lounge	— 4 (one killed)
"B" cabin	— 3
"C" cabin	— 4
"D" cabin	— 1

(iv) Handling of Aircraft

In Pilots and Flight Engineers Notes for Plymouth Aircraft (A.P. No. 1286) para. 47, Section (ii) reads as follows:

"In calm sea conditions, at night or at weights above 50,000 lbs., approach at about 95 knots I.A.S. until at about 300 ft. Then ease back the control column and open up the inner engines to maintain a speed of 80-85 knots I.A.S., and a rate of descent of about 200 ft. per min. As soon as the 'step' touches the water ease back the inner and then the outer throttles.

N.B. It is desirable not to touch down at a speed greater than 85 knots I.A.S. because the water resistance of the hull becomes excessive at greater speeds. Moreover, the water drag tends to trim the aircraft down by the nose, which may further increase the resistance to such an extent that unduly high stresses are produced in the aircraft."

The Officer in charge of training for No. 4 Line, B.O.A.C. has stated that for alighting a Plymouth at night at an all-up weight of 53,500 lbs. his method of instruction is:

"The aim for touch-down is on the starboard side of No. 2 flare. When height is lost to about 50 ft. and the aircraft about 300 yds. from No. 1 flare, arrest the rate of descent and reduce speed to 85 knots I.A.S. Maintain this speed and control the rate of descent by use of the throttles and endeavour to touch-down on the 'step' at about 85 knots I.A.S.

As soon as the aircraft is in the water close the throttles and hold the control column in the neutral position."

The pilot has stated he carried out a normal approach with the intention of touching down

abreast of the launch. Full flap was applied at 1,000 ft. at an I.A.S. of 95-100 knots; at 500-600 ft. with both landing lights on, the aircraft was lined up with the flare path and a straight approach made with engines slightly on at 95 knots. Captain Stone has said that he did not observe his rate of descent and that just prior to the touch-down he throttled back the engines and eased the control column back for the hold-off. He considered that the aircraft touched the water about 40-50 ft. short of the launch at an I.A.S. of 85-90 knots and said that he felt a pronounced drag with a nose-down tendency. To counteract this he eased the control column back, but as the aircraft left the water for 1-2 secs. he opened up the engines to "hold" it. His statement continues: "The next touch-down commenced perfectly smoothly but immediately developed into a violent swing to port." He believed that he was then thrown forward and to starboard and into the sea.

(b) The Crew

The Pilot

Captain Stone joined Imperial Airways on 14th April, 1933, as a Ground Engineer. After obtaining Pilot's "B" Licence on 13th February, 1936, he was appointed Probationary First Officer on 17th February, 1936.

His total flying experience amounts to 8,550 hours of which 3,412 hours by day and 447 hours by night have been as 1st pilot in flying boats. He has been operating through Bahrain during periods of the last ten years and has carried out numerous night alightings at that base.

Captain Stone's "B" Licence is valid and endorsed for this aircraft and he also holds a valid 2nd Class Navigator's Licence.

First Officer

Captain G. W. Alington was granted Pilot's "B" Licence No. 21570 on 11th March 1942; it was valid at the time of the accident and endorsed for this type. He also held a valid 2nd Class Navigator's Licence and a P.M.G.'s W/T Air Operator's Licence. He had completed 5,253 hours flying and of this total 2,787 hours by day and 286 hours by night were as 1st pilot.

Navigating Officer

Mr. T. D. Campbell gained 2nd Class Navigator's Licence No. 2048 on 21st May 1947, he also holds Pilot's "B" Licence No. 25378, valid and endorsed for the Short S.25.

He has completed 2,165 flying hours by day and 245 hours by night.

Radio Officer

Mr. C. L. Berrington joined B.O.A.C. on 6th June 1946, and was issued with P.M.G.'s W/T Air Operator's Licence (Provisional) No. 902 on 13th July, 1946. He has completed 1,160 hours flying.

Supernumerary Radio Officer

Mr. A. Mellon joined B.O.A.C. as Ground Radio Operator on 12th January, 1942, and was posted as Radio Officer on 1st April, 1946.

He held a Certificate of Proficiency in Radio Telegraphy and P.M.G.'s W/T Air Operator's Licence No. 315.

He had completed 1,477 hours flying as Radio Officer.

Engineer Officer

Mr. F. D. Everest joined B.O.A.C. on 22nd October, 1941 and has completed over 3,000 hours flying.

He holds Aircraft Engineer's "O" Licence No. 20 which is valid for this type. He also holds Aircraft Engineer's "M" Licence No. 4804, Categories A, C, and X.

Steward

Mr. D. J. Moore commenced his duties with B.O.A.C. during April 1946, and has been regularly employed as Steward up to the date of the accident.

Catering Apprentice

Mr. Gould, age 18, joined B.O.A.C. on 1st October 1945, as an apprentice and had completed about 300 hours flying during his duties.

(c) Alighting Instructions and Weather Conditions Bahrain Flying Control to G-AH2B.

1. QFF (Barometric pressure at mean sea level) 999 mbs.

Wind: N.W. 6 m.p.h.

Clouds: Nil.

Visibility: 6 miles.

2. Water Calm.

Low tide 0129 hrs.

Current: Nil.

3. Alighting Area: Flarepath in "D."

Buoy: As indicated.

The Meteorological Officer recorded that the air temperature at the time of the accident was 87.8°F. and the humidity 64%.

(d) Schedule and Flight Plan

Outward service 29F (Poole—Hongkong) was scheduled to depart from Poole at 0700 hrs. 11/8 and arrive at Hongkong at 0610 hrs. 17/8 with night stops at Augusta, Cairo, Bahrain, Karachi, Calcutta and Bangkok. The return service 30F, was scheduled to depart from Hongkong 64 hours after its arrival, viz. 2200 hrs. 19/8 and arrive at Poole at 1425 hrs. 24/8 with night stops at Rangoon, Karachi, Cairo and Augusta.

The outward journey of G-AH2B was on schedule up to the time of arrival at Bangkok where the requirements of an engine change delayed departure by approximately 77 hours. Thus its arrival at Hongkong at 0954 hrs. 20/8 was 754 hours behind schedule. In collaboration with the 1st Officer and Navigating Officer, Captain Stone drew up an itinerary for the return journey which planned their

arrival at Poole 1 hour 55 minutes ahead of schedule. The new schedule was signalled to bases en route as follows:

"Depart Hongkong 20/8 2145, night stop Calcutta operating to following schedules:

21/8	E.T.D. Calcutta	2320
22/8	E.T.A. Karachi	0730
22/8	E.T.D. Karachi	1915
23/8	E.T.A. Bahrain	0135
23/8	E.T.D. Bahrain	0230
23/8	E.T.A. Cairo	1000
23/8	E.T.D. Cairo	1100
23/8	E.T.A. Augusta	1730
24/8	E.T.D. Augusta	0400
24/8	E.T.A. Poole	1230."

Note: For Standard Time at

Augusta	add	1 hr.	to G.M.T.
Cairo	"	2 hrs.	" "
Bahrain	"	4 hrs.	" "
Karachi	"	5½ hrs.	" "
Calcutta	"	5½ hrs.	" "
Rangoon	"	6½ hrs.	" "
Bangkok	"	7 hrs.	" "
Hongkong	"	8 hrs.	" "

The return flight commenced as indicated in the itinerary, which was 11½ hours after its arrival at Hongkong and only 23½ hours behind schedule.

After alighting at Bangkok and Rangoon the aircraft reached Calcutta at 1140 hrs. 21/8 and departed 2318 hrs. Owing to favourable winds Captain Stone reached Karachi nearly 1 hour ahead of his timetable. In view of fresh instructions that a call was to be made at Basra, Captain Stone decided to vary his advertised itinerary. He therefore requested a stop of only 3 hours at Karachi instead of 12 hours, as he considered that a night stop at Bahrain would be more acceptable.

Three attempts were made to carry out this new flight plan and at 0940 hrs., 1010 hrs. and 1115 hrs. the aircraft slipped its moorings, but on each occasion a defective engine prevented its departure. After the third attempt Captain Stone cancelled the flight for 8 hours. At 1932 hrs. a normal take-off was made.

(e) Composition of Crew

An analysis of the qualifications of the crew revealed that:—The Captain, 1st Officer and Navigating Officer were licensed to pilot and/or navigate the aircraft.

The Radio Officer was assisted by a qualified supernumerary.

There was one licensed Engineer Officer whose duties could, at the discretion of the Captain, be undertaken by the 1st or 2nd pilot.

The Steward was assisted by a catering apprentice.

Note: The C. of A. states that a minimum crew of 2 pilots or 1 pilot and 1 operational engineer must be carried. In compliance with Air Navigation Directions a licensed Navigator and Wireless Operator were obligatory.

(f) Excessive Fatigue

During the investigation all the surviving members of the crew except the Captain made statements that in their opinion the flying schedule of the return journey was too strenuous and that they had suffered considerable fatigue. The Captain has stated that he was not conscious of any personal fatigue and that he had given consideration to this subject when compiling the return flight itinerary in collaboration with his First Officer and Navigating Officer. It is noteworthy that no member of the crew complained of fatigue to the Captain.

Enquiries showed that the composition of the crew was such that all personnel could be given relief of their duties and that, with the exception of the Engineer Officer, this had in fact been carried out under the instructions of the Captain.

(h) Examination of the Wreckage

Enquiries made at the scene of the accident revealed that the depth of the water of the alighting area was not less than 2 fathoms at low tide, and that no under-water growth which could be considered as a contributory cause of the accident was found during the diving operations.

The wreckage was examined 7 days after the accident and after the aircraft had been towed to shallow water. The engines, propellers and interior fittings were badly corroded as the result of salt water immersion. The inspection revealed that the nose of the hull forward of the pilots' windscreen had broken away as a complete unit. This was recovered later and it was noted that the planing bottom on the starboard side had collapsed. The sides of the hull and planing bottom to the rear of this nose portion had torn open from the back of the pilot's compartment and diagonally rearwards up to the front of the Lounge cabin. The compartment had disintegrated, and passenger cabin A and the steward's pantry were a tangled wreckage.

The starboard wing spars outboard of the outer engine were fractured; the wing, with the leading edge crumpled inwards and downwards, subsequently broke away during removal of the aircraft.

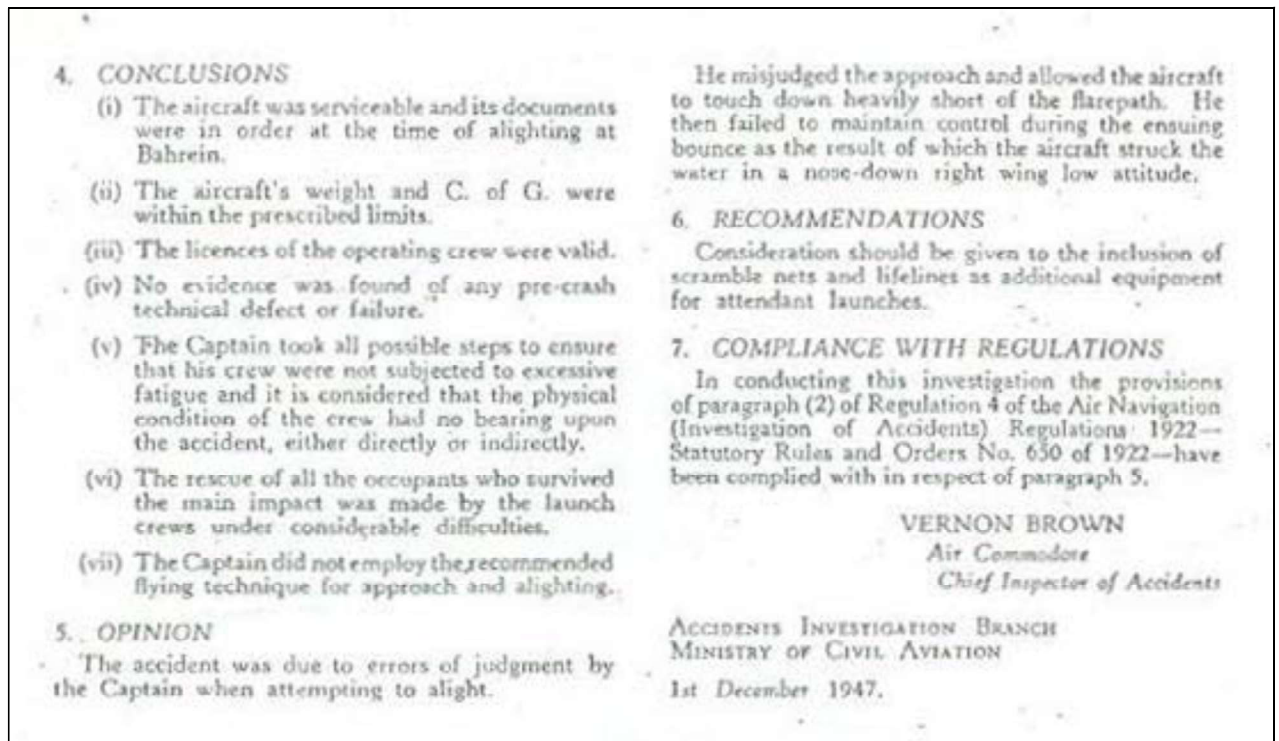
The strut and bracing wires of the starboard float had failed in tension and the float was crushed inwards on the starboard side forward of its front attachment.

An inspection of the hull at the rear of the wing rear pick-up revealed a radial compression buckle on the starboard side, a radial tensile split on the port side and a compression buckle extending across the top of the hull immediately above.

The cowlings of the port inner and starboard engines were pushed inwards on their starboard side and had pulled outwards on the port side.

No evidence was found of any pre-crash failure or technical defect. A careful examination of the undamaged part of the hull and of the detached pieces subsequently recovered showed no indication that the aircraft had come into contact with any solid object when alighting.

It was considered that the primary structural collapse was consistent with the aircraft striking the water in a nose-down right wing low attitude.



Below are illustrated two more covers from the BOAC crash – the cover on the left was sent from Ceylon whereas the cover on the right was sent from India.



Bahrain 1948 Olympic 2½as Double Overprint

This beautiful stamp has been included in the Quarterly a couple of times before – once in a request to record all the used examples known and once as part of a look at the Bahrain K-121 experimental canceller.

This time it is to share with you the Neil Donaldson sketches of how the sheet was broken up/distributed – they can be viewed on the net two pages.



BAHRAIN OLYMPIC GAMES 2 $\frac{1}{2}$ anna DOUBLE SURCHARGE (SG65a CWS3a)

TOP HALF OF SHEET (ROWS 1 - 10)

PLATED POSITIONS.

HRH		HRH
10/57		2/59
£125		£110
HRH 4/65 £46	HRH 7/52 £26 4/5 £31	RL 4/74 (93) E £45 R £46
BPA 19780 (8/52)		
HRH 7/67 £54 B/K 12/81 E £125 R £190	B/K 9/80 (707) E £70 R £175	HRH 5/60 £42 B/K 4/74 (585) E £45 R £42 BPA 79479
5014364 11/76 (265) E £60 R £110 BPA 35877 (2/60) ←		
RL 11/78 (2564) E £75 R £46 BPA 26601 (7/55)		
BPAE 3676 (8/74) BPA 52671 HRH 10/60 £44		
B/K 3/78 (148) £ £50 R £100 RPS 58,458 HRH 3/52 £45 1/73 £46 BPA 45144 (5/62)	<u>USED</u> 1.21 10.10.49 HRH 12/58 £45 X	HRH 4/50 £44 10/57 £42 3/58 £36 12/65 £45 HRH 12/71 E £360 R £300

7

Sheet No. 31430

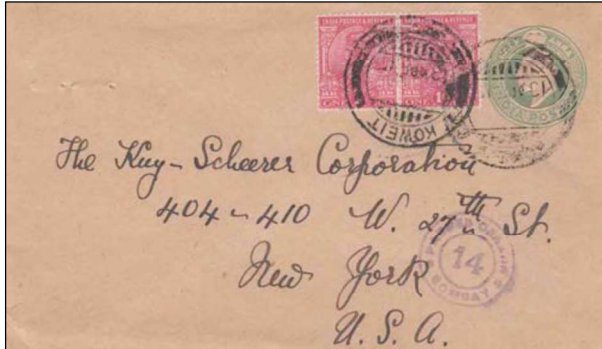
Row ~~10~~⁹/₁₂
f. 21 10/2
10-10-49

		<u>USED</u> T. 14 22 AR 49 ? HRH 11/6 (64) £40	SG 2/74 (202) ROTHSCHILD £40 R £62	SG 4/72 (1234) £45 R £46
<u>USED</u> FPD 756 25.10.48 COVER	SG 7/75 (398) £40 R £60	<u>USED</u> T 13 ?	<u>USED</u> T 13 ?	SG 9/75 (134) £30 R £40
	SG 11/75 (172) £90 R £70			SG 9/75 (127) £40 R £34
	<u>USED</u> TYPE 13 25.10.49 (?) HRH 9/52 £65 11/70 £320 BFA 18284 (11/51) BFA 1004 (11/79)		<u>USED</u> T 13 23.10.48 HRH 9/52 £32 HRH 6/60 £44 BFA 27325 (10/55)	<u>USED</u> T 13 23.10.48 HRH 10/59 £30 BFA 27325 (10/55)
	<u>USED</u> TYPE 13 25.10.49 (4 STRIKES ON PIECE) SG 1947 £150 ?		<u>USED</u> T 13 25.10.48 (4 STRIKES ON PIECE) BFA 16405 (10/50)	
SG 2/69 (25) BARNARD FOR SALE £100 R £130				
	HRH 12/60 £39 ? BFA 68971			

38

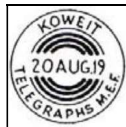
Kuwait

The front page of Edition 38 illustrated the same KGV stationery used in Kuwait and sent to the same US recipient but was dated 30 May 1917. There are some 4-5 examples of this stationery linked to this specific correspondence.



This one shown here is dated 17 April 1917 and has been up-rated with two copies of the 1911 KGV 1a carmine value. It has had a circular "14" "PASSED BY CENSOR - BOMBAY" hand-stamp applied.

The Telegraphic Cancellers of Kuwait



The Quarterly has not previously discussed the two telegraphic cancellers of Kuwait but with the recent emergence of a number of telegraphic documents now seems the perfect opportunity to do so.

According to India Office File No. 122-N of 1931 the proposal to establish a wireless station at Kuwait dates back to 1908, when the question of establishing permanent wireless stations in the Persian Gulf was discussed. The main proposal was finally sanctioned in 1914 and the wireless buildings at Kuwait were practically completed by the end of 1915. It was in the meantime thought advisable to erect a powerful radio station at Basra, so it was found unnecessary and undesirable to provide Kuwait with a wireless station and instead decided to connect Kuwait with Basrah by a land line – the Sheikh also preferred the land line solution.

The land line was completed and the telegraphic connections established between Kuwait and Basra on 4 December 1916.

Onwards with the two recorded telegraphic cancellers – Donaldson Type 3 and Type 4 – the first of which is with the old spelling "KOWEIT" and the rare one of the two.

Donaldson mentions a piece bearing thirty-two 2as KGV stamps, dated 20 August 1919, as the only recorded example of the strike in his 1975 book. He then modifies this in the 1994 supplement by telling us that the piece was divided in to two pieces – one of six and one of twenty-six stamps. In addition to this he also records another piece bearing a block of four 2as KGV and a vertical pair of 4as KGV, also dated 20 August 1919, and two separate copies of the 1R KGV – both dated 20 February 1920. All in all these four recorded usages give us an earliest recorded use of 20 August 1919 and a latest recorded use of 20 February 1920.



As mentioned at the beginning of this article a number of telegraphic documents recently surfaced – the first of which is shown here. As far as the Quarterly is concerned it is the first and only record of a telegram in its entirety bearing with the “KOWEIT” telegraphic canceller.

With the telegram dated 19 June 1919 it is also the earliest recorded use of Type 3.



The use of the “KUWAIT” telegraphic canceller, Type 4, is common and recorded canceling the high value KEVII stamps and almost all KGV single star Indian stamps. In addition to this it is known used on many overprinted stamps too. The 1994 supplement lists the earliest recorded use of Type 4 as 23 December 1921 whereas the latest recorded use is 25 August 1928.

A few examples of Type 4 used on Indian KGV stamps are shown here.

Four different documents all of which show the use of Type 4 are illustrated on the next two pages.



C. Class } DE
Prefix } Code WE

MESSENGER TELEGRAPHIC No.

Recd. from H Bc Sent at II M.
To
By

KUWAIT
14 JULY 23

Handed in at (Office of Origin).
Bombay Date Hour Minute Service Inland & F.O. No-Id.
13 21 15 3842 R 21
TO Fixed here at 7 IL 2 M.
Leotmy Abdul Kunal-Kran Sixty unsatisfactory dollar
163 Java eighteen July September
Seventeen
Buck

The name of the Sender, if telegraphed, should be written at the bottom.

No. Station.
 Date 26/7 1911
 Received Re ltr of for Telegram
 No. 1-00
 for Akhali Bura
 1
 N.B.—No inquiry respecting this Telegram can be attended to without the production of this paper.

The document shown above is a telegram sent from Bombay on 13 July 1923 at 21.15. The telegram arrived at Kuwait the next day and has received a Type 4 strike dated 14 July 1923.

The remaining writing seems to be in some sort of a code.

The last piece showing Type 4 is interesting from two perspectives. Again it is a receipt for a telegram sent from Kuwait and the date, 26 July 1920, is interesting because it is the earliest recorded use of Type 4 by almost 1 year and 5 months.

With the latest recorded use of Type 3 being 20 February 1920 it reduces gap between Type 3 and Type 4 to just five months and six days.

Finally, it illustrates the use of Donaldson Type 14A used to indicate the Telegraphic Station from which the telegram was sent. Even though Donaldson Supplement shows a cover, dated 16 December 1918, using the “KOWEIT” cachet was Type 14A initially intended for the Telegraphic Department?

The Zeppelin covers of Kuwait

The 2001 Seiger-Verlag Zeppelin Post Catalog lists five Zeppelin flights where covers of Kuwait origin were flown. All five flights were during 1933 and 1934 and the dates have been listed below:

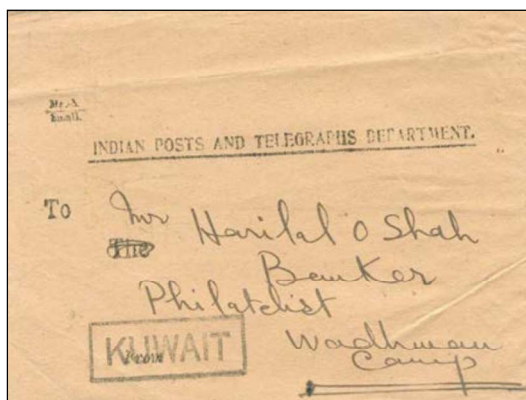
1933: 05 August	4 th South America Flight
1933: 14 October	Chicago Flight
1934: 23 June	3 rd South America Flight (Argentinienfahrt)
1934: 13 October	10 th South America Flight
1934: 27 October	11 th South America Flight

Covers from the four South America flights have previously been illustrated in the Quarterly with covers from the three Brazil flights included in the Kiddle-sale. A postcard from the Argentinean flight has also been illustrated previously but the below cover is the first such cover that we have recorded in the Quarterly.



As for the 1933 Chicago flight the Sieger-Verlag had no such image in stock when I asked them if they had any images of covers of Kuwait origin from this flight.

INDIAN POST AND TELEGRAPH DEPARTMENT



The Kiddle-sale included an Indian Posts and Telegraph stationery envelope described as the only recorded example. A second example has now surfaced and is in many ways identical to the one in the Kiddle-sale except for the date

since it was sent on 6 March 1943 instead of 10 March 1943. It was sent to the same addressee being Hanilal O'Shah who, by the way, was also the recipient of the Indian stationery up-rated with Bu'Said overprints which was also illustrated in Edition 39 (page 53).

The Horseshoe, The Serial Number and the Postage Due Stamps

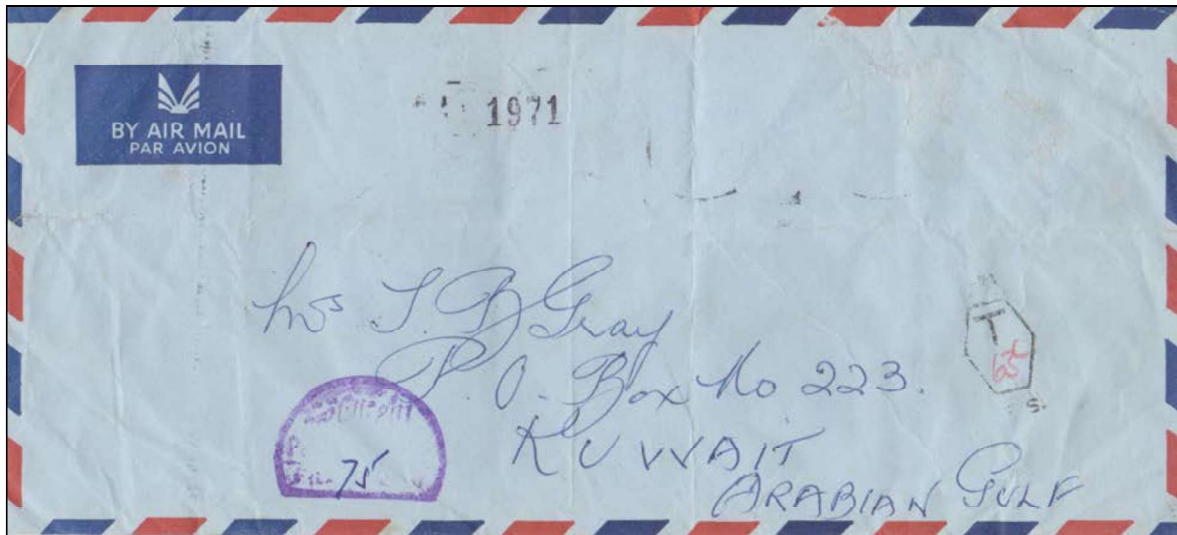
Kuwait issued two sets of postage due stamps, the first in 1963 while the second was released in 1965 – the values issued were:

19 October 1963:	1, 2, 5, 8, 10 and 25 Fils
01 April 1965:	4, 15, 40, 50 and 100 Fils

1963 Covers



The postage due stamps and the horseshoe normally go hand-in-hand along with a serial number (as recorded by Terry Jones in Edition 5) but on one occasion, being on 31 January 1963, this was not the case since the postage due stamps has yet to be issued. The exception is shown here and was also illustrated on page 48 of Edition 39 being a postcard sent from Sweden to Kuwait. It was included of the Kiddle sale and is the earliest recorded use of the postage due horseshoe.



The first cover featuring the combination of horseshoe and postage due stamps is shown here and dated 6 November 1963, 18 days after the postage due stamps were introduced. A serial number, in this case "1971", has also been applied to the front of the cover, something that we will document was a practice carried out by the post office up to the latest recorded use of the horseshoe/postage due stamps in 1978.

The cover shown here is unusual because it shows the use of a strip of three of the top value 25 Fils of the 1963 postage due issue.





The cover on the left was sent from London on 30 October 1963 where it had the “T-21c” handstamp applied. Upon arrival in Kuwait the deficiency was converted to 24 Fils as illustrated by the red “24” manuscript applied on to the horseshoe. The deficiency was paid in the form of two 2 Fils and two 10 Fils postage due values cancelled on 24 November.



The above cover was sent from London on 13 December 1963 and has again had the “T-21c” handstamp applied at origin. Postage due was again 24 Fils this time paid with a strip of 3 of the 8 Fils postage due values.

1964 Covers



The above cover was sent from Accrington in March 1964 arriving at Safat Kuwait on 21 March. Postage due was applied in accordance with the “T-21c” mark applied at origin and again converted to 24 Fils. The postage due horseshoe was applied, 24 Fils confirmed, and

the postage due stamps applied on the back of the cover, cancelled on 25 March. The cover finally made it to Ahmadi on 28 March.



The two covers shown here have both had postage due of 25 Fils applied to the front of the cover. Both covers were sent from the UK and franked with 3d – the right cover was sent on 1 July 1964 while the left cover was sent on 24 June 1964. Both covers have been numbered with “153” and “73” applied to the fronts in manuscript and both postage dues were paid with a copy of the 25 Fils postage due value.

1965 Covers



Three covers in all from 1965 with the above left cover dated 14 February 1965. The serial number “65” applied in manuscript to the front the cover and the 21 Fils in postage due has been paid with two copies of the 10 Fils value and one copy of the 1 Fils value. The cover on the left is a local unpaid cover which is dated 31 July 1965 – it has been paid with postage due of 8 Fils – double the local rate of 4 Fils. There is no serial number applied to the cover.

The below cover is a similar local cover dated 21 September 1965 which again was unpaid. This time it is a double weight cover and has been charged 16 Fils in postage due. As was the case with the above local cover no serial number has been applied to it.



1966 Covers



Only one cover from 1966, which was sent from Ireland, where it received a “T” tax due mark, on 31 January 1966. Upon arrival in Kuwait the cover has had serial number “206” applied in manuscript to the front of the cover along with a postage due horseshoe with “35” applied in red manuscript. The postage due has been paid with the 10 and 25 Fils postage due values and cancelled 2 March 1966.

1967 Covers



The three covers shown here are all incoming covers the first of which was sent from the UK on 17 April 1967. The tax has been applied on to the cover in manuscript and converted to 17 Fils in Kuwait. It has been paid with two 8 Fils and one 1 Fils postage due values and cancelled 24 April 1967.

The second cover is an air letter sent from the UK on 11 July 1967. It has received a triangular Kuwait censorship on the back applied prior to the affixing of the postage due stamps, which have been cancelled 16 July.

The final cover here is a regional cover sent from Bahrain to Kuwait on 27 July 1967. A “T – P.G.” hexagonal hand-stamp has been applied at Bahrain with the cover receiving postage due of 23 Fils upon arrival in Kuwait.

The top cover was sent from France on 6 November 1967 and it appears that the stamps have been removed resulting in the postage due at Kuwait. Total postage due charged was 34 Fils and has been paid in the form of one 1 Fils, 8 Fils and 25 Fils value cancelled 21 November 1967.



The second cover is an unpaid local cover but unlike the two previous local covers this one has had the serial number and the postage due applied in red manuscript next to each other. It is also the first cover in this collection where the postage due has been paid with the 2nd issue of the postage due stamps.



The final cover is an air letter sent from Pakistan to Kuwait and charged with 20 Fils postage due that has been cancelled on 27 December 1967.



1968 Covers



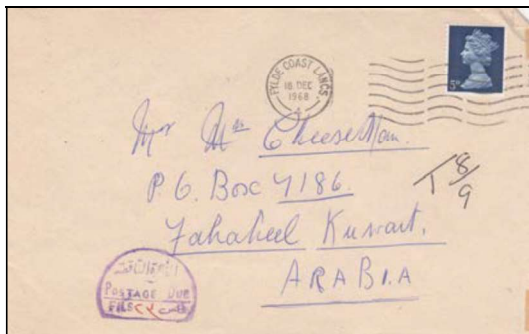
The cover shown here is particularly interesting since it has not only received a “Surcharge Owning to Insufficient Postage – Please Advise Sender” cachet but it also comes with a postage due notification from the K.O.C. Mail Office at Ahmad, The notifications informs the recipient of the postal due he has to pay in order to collect his letter.

The letter was sent from Belfast on Februray 1966 with the postage due stamps cancelled on 17 March 1966.



The above cover is similar to the 1967 cover sent from Bahrain in that it has also been franked with 15 Fils and received 23 Fils in postage due. The main difference being that the cover remained unclaimed and was subsequently returned to sender. It has been paid with a combination of the two postage due sets. The cover was sent from Bahrain on 6 February 1969 and the postage due stamps were cancelled on 10 February.

1969 Covers



The above cover was sent from the UK on 18 December 1968 being underpaid by 4d and having 8/9 applied in manuscript before leaving the UK. Upon arrival it has received postage due of 23 Fils cancelled on 23 January 1969 –no serial number has been applied.

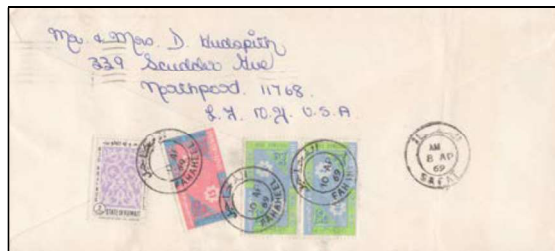
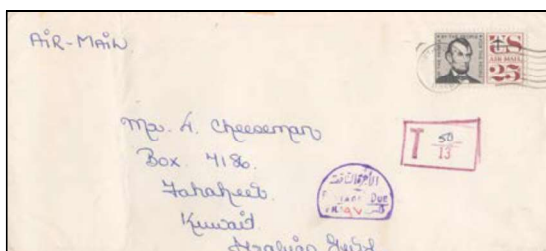
The final two covers on this page are almost identical both being sent from France, one on 28 February 1969 while the other was sent on 3 March 1969. Their serial numbers are almost consecutive the first cover being 2679 while the second cover is 2681.

Both covers have received 32 Fils in postage due and both have been cancelled on 7 March 1969.



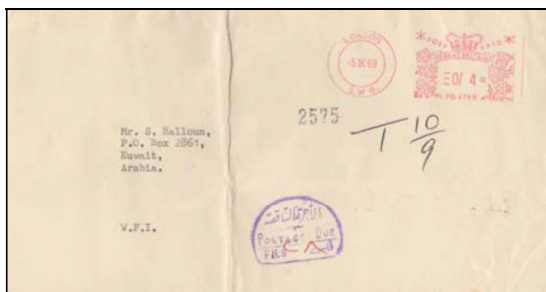


Three more covers from 1969 the first of which was sent from France receiving 25 Fils in postage due when it arrived in Kuwait. The 25 Fils postage due value has been cancelled on 16 March 1969.



The top cover was sent from the USA receiving 97 Fils in postage due upon its arrival in Kuwait. The postage due has been paid with a combination of 1963 and 1965 postage due stamps and illustrates the rare usage of the 40 Fils 1965 postage stamp. At 97 Fils of postage due it is also the highest paid postage due cover in this presentation.

The bottom cover was sent from the UK and has been underpaid by 5d resulting in 10d postage due confirmed by the UK post office applying T 10/9 in manuscript to the front of the cover. It has received postage due of 28 Fils upon arrival in Kuwait paid with a combination of 1963 and 1965 postage due stamps cancelled on 23 September 1969.

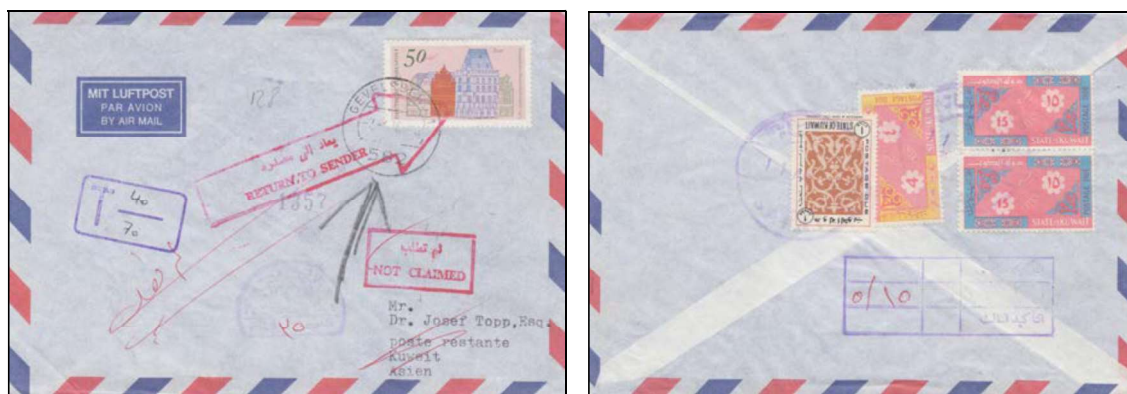


1974 Cover

The below cover was sent from East Germany in 1974 where it had a "T 20/35" tax stamp applied to the front. In Kuwait it received 12 Fils in Postage cancelled on 23 February.



1976 Covers



The above cover was sent from West Germany to Kuwait and has had a “T 40/70” tax stamp applied to the front in addition to a “Not Claimed” and “Return to Sender” cachet. Postage due of 35 Fils was claimed and cancelled on 11 April 1976.

The below cover was sent from the USA receiving total postage due of 65 Fils upon arrival in Kuwait. It shows the rare use of the 1965 40 Fils postage due value.

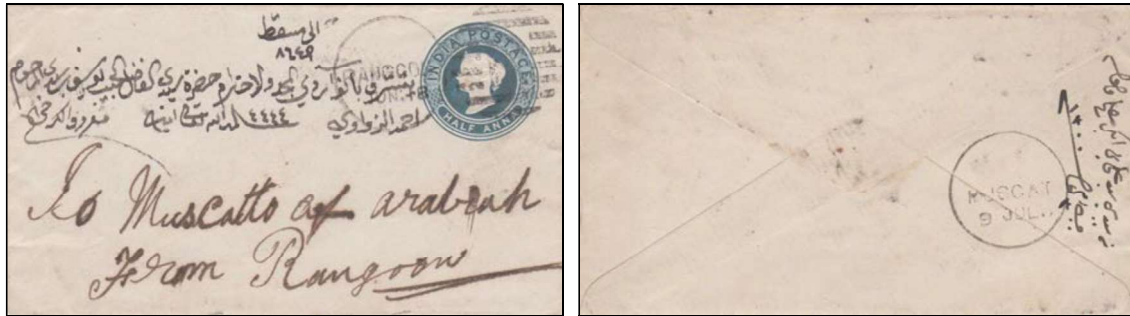


1978 Covers

The final two covers are almost identical both sent from West Germany on the same day. Dated 12 September 1978 they illustrate the latest recorded use of the postage due horseshoe and the postage due stamps. Though both covers have got 35 Fils applied to the horseshoe in manuscript – one has been paid with 40 Fils while the other has been paid with 50 Fils. The postage due stamps have been affixed unconventionally on the front of the covers and the first cover illustrates the rare use of the 50 Fils postage due stamp. Given that the post office was unable to affix the accurate amount it stamps were the other values sold out by 1978?

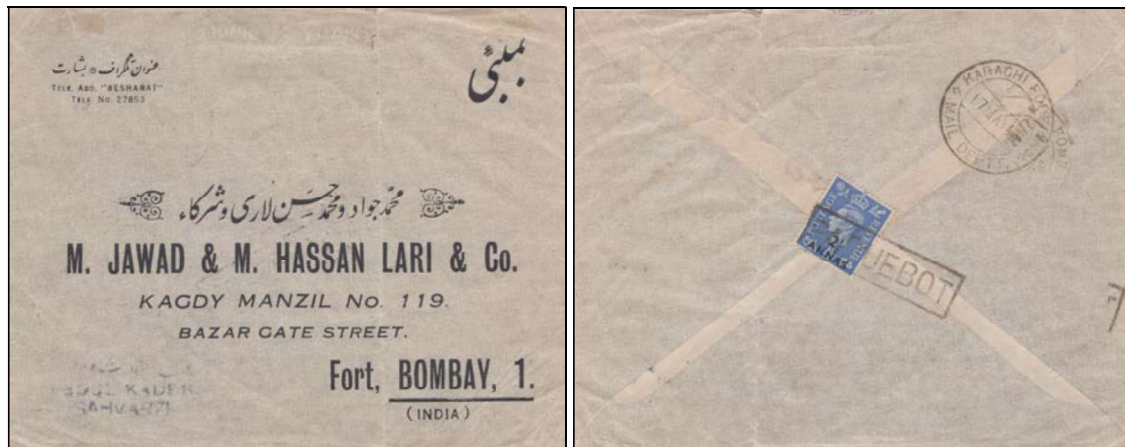


Oman



Above is an incoming cover sent from Rangoon on 18 June 1883 addressed to Muscat, Arabia where it arrived on 9 July indicating 21 days in transit.

It has had Donaldson Type 7 applied as an arrival back-stamp illustrating one of the few recorded examples of this practice.



The above cover was submitted to the Quarterly along with a description of the cover. The cover is dated 17 May 1948 and has been franked with the 1948 BPAEA 2½as value. The cover is described as “Although similar printed covers (BESHARAT 27853) may originate from Dubai this cover is almost certainly from Muscat. The firm ABDUL KADER SHAHWARZI had an office in Muscat but apparently not in Dubai. Does anyone have any additional information?”

Bait Al Falaj

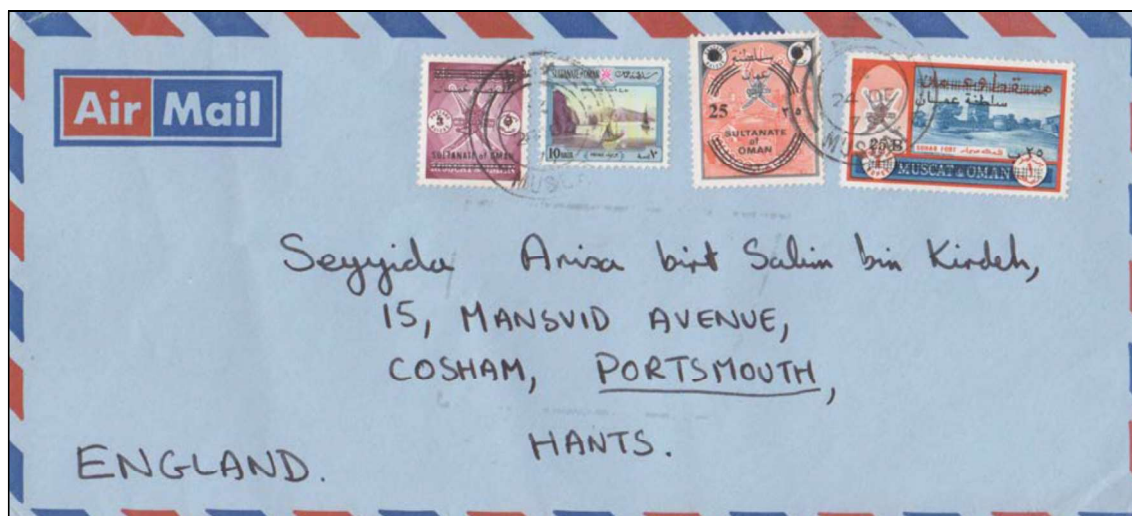


The cover shown here is a philatelic inspired cover dated 13 February 1972 showing early use from the Bait al Falaj Post Office.

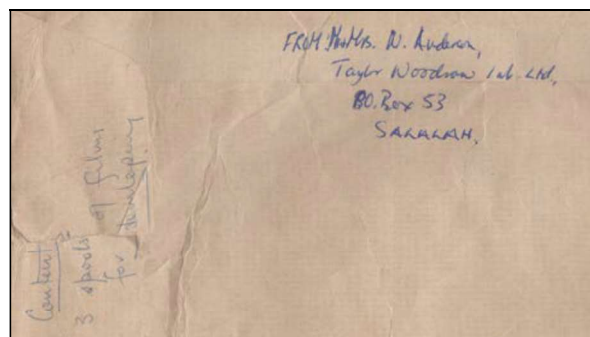
The earliest use recorded from this post office is by Gunn/Allen and is currently December 1971 though

Quarterly has not yet been able to document this date.

Interesting Frankings



Above is a cover dated 24 December 1972 sent to the UK and franked with 65 Baizas being the correct rate at the time. The sender has used all three of the 1971-1972 surcharges to make up the 65 Baizas in addition to a 10 Baizas value from the 1972 definitive issue.

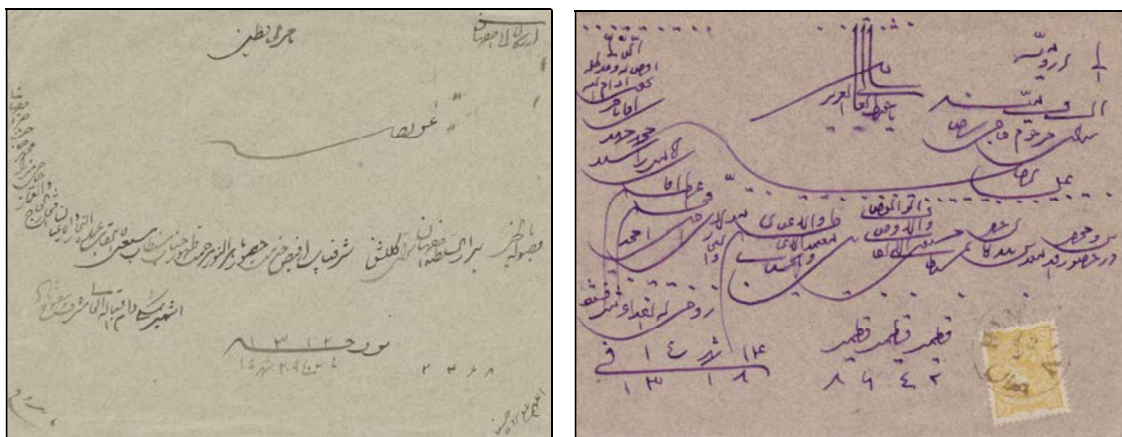


The above cover was sent as parcel from Salalah on 14 April 1972 and has been franked with a total of 585 Baizas including seven copies of the 1972 5B Harrison overprint. The contents have been highlighted on the back of the cover "Contents: 3 spools of film for development". The below right cover is a local cover sent from Muscat to Salalah on 27 March 1971 and franked with 1 Rial 415 Baizas. The final cover, dated 7 December 1971, was sent to the UK and has been franked with 10 copies of the 1971 5B on 3B surcharge.

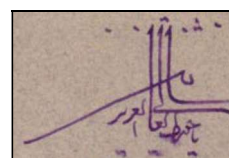
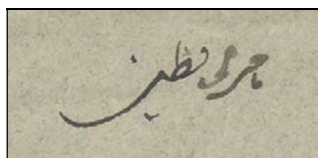


Qatar

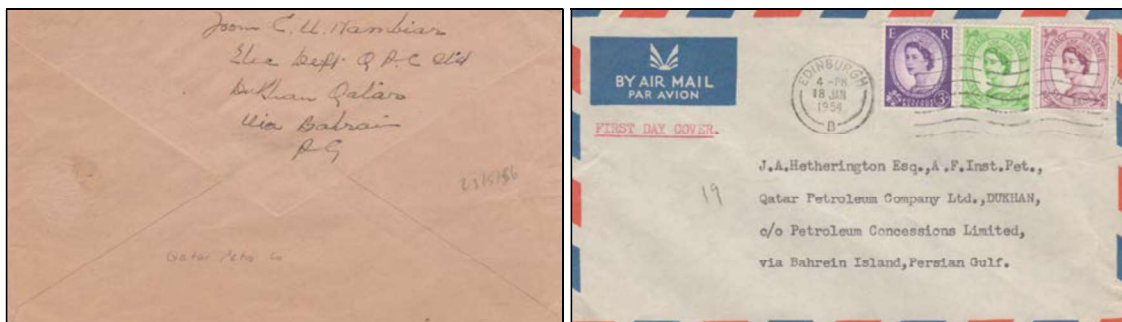
Ebay has recently had a couple of listings of classic Gulf covers, where some manuscript on the cover led the vendor to describe the cover as of Qatar origin. I forwarded the cover in question to Behruz Nassre who manages the Iran Philatelic Study Circle website – www.iranphilately.org (In case you are interested in a membership you can apply via the website).



The cover in question is illustrated above left with the manuscript upsized below. The manuscript resembles “Jazar Qatar” or “Peninsula Qatar” but Behruz explains it as follows:



“It says "ya khair al hafezi" – in Arabic not Farsi, which means something in line with 'stay good and protected'. You see this is on many covers from Iran and the region and the cover has nothing to do with Qatar. Behruz also included another cover (above right) with a much fancier and complete version of the same saying – manuscript upsized again.



We have often seen covers sent from Qatar during the early years of the post office with senders address applied as “via Bahrain”. However, it is not often that this is seen on incoming covers, the few of which exist, but the above 1954 cover from the UK shows the inclusion of “via Bahrain” in the address.

Cross Usage in Qatar

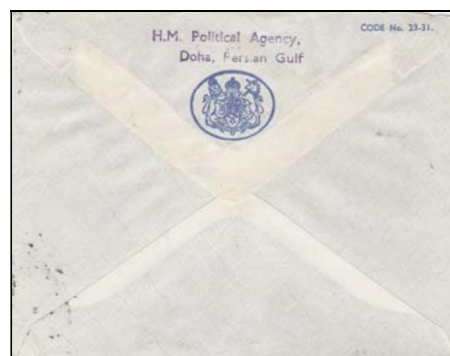
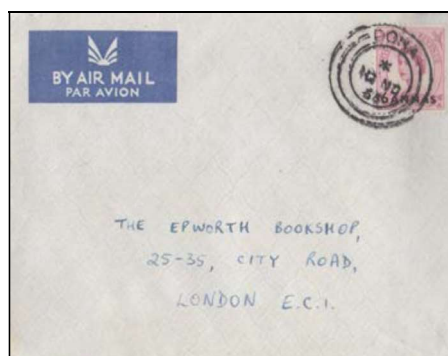


Three more cross usage covers of Qatar origin have appeared since the topic was covered in Edition 40 – all of which are shown here.

The top cover shows the use of the Bahrain KGVI 1/2a value used on a cover dated 18 July 1953. Below left is a cover dated 12 March 1959, which has been franked with the Kuwait QEII 12np and 15np values - both covers are cancelled with Doha Type 2. The final cover is from Umm Said, 23 May 1956, and franked with the Bahrain QEII 1/2a and 1 1/2as values.

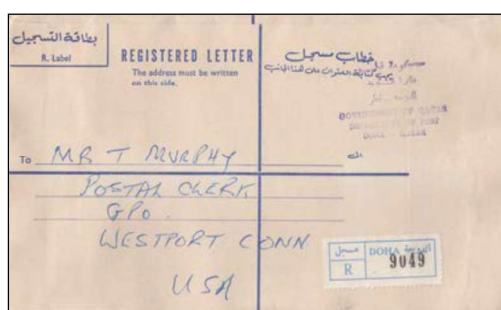


The last cover shown below is dated 10 November 1956 and has been sent from the Political Agency in Doha – the hand-stamp well placed above the seal on the back of the cover.

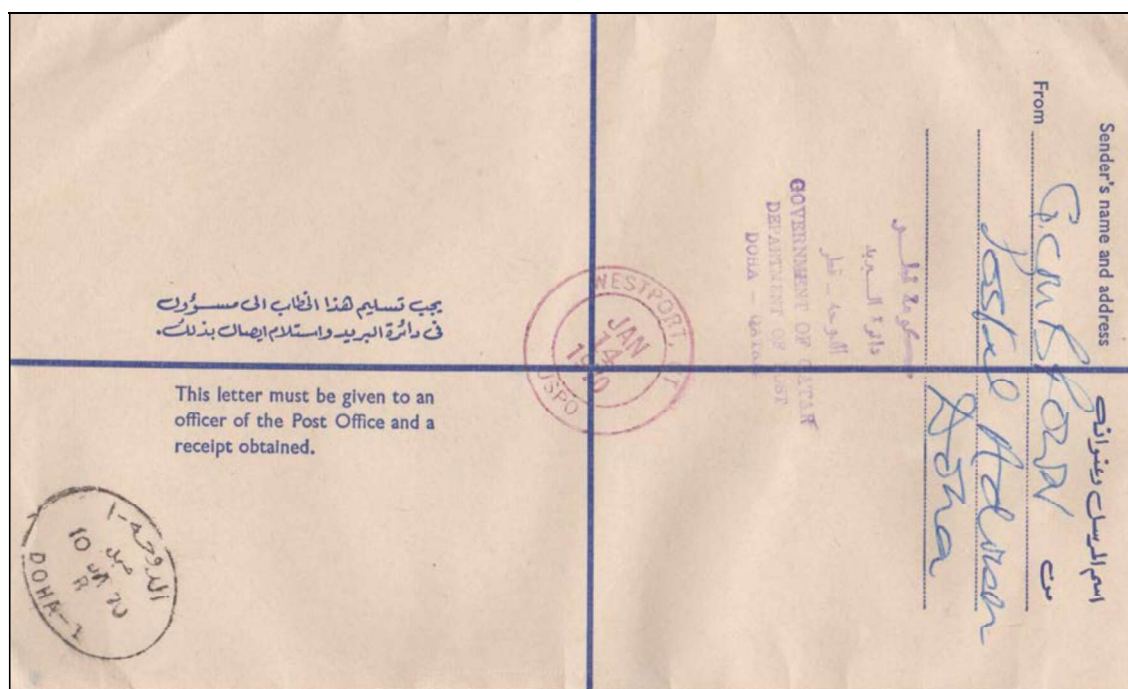


The Use of AL-FATEH Labels in Qatar

AL-FATEH propaganda labels have been illustrated in the Quarterly before but so far only from Bahrain and Kuwait. The cover shown below is the first record in the Quarterly of the use of the propaganda labels on mail of Qatar origin. The cover, which is dated 14 January 1969, has had two propaganda labels applied to it with the one on the front being tied to the cover with the DOHA-3 date-stamp.

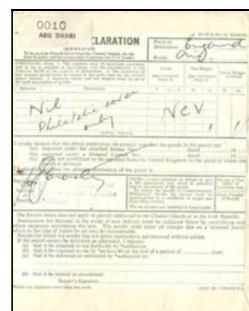


Unlike Bahrain, Dubai, Abu Dhabi and Muscat, which used similar brown registered letters in the 1960s, these registered letters don't seem to have been on sale at the various Qatar post offices. The registered letter shown here, dated 10 January 1970, appears to be distinctly unique to the Qatar postal service and has not been seen used at other Gulf post offices. Are there any earlier known usages of similar registered letters?



UAE – Abu Dhabi

The Abu Dhabi Parcel Canceller



Donaldson introduces us to the Abu Dhabi parcel cancellers on page 242 of his book where he speculates that they went in to service at about the same time as Type 3 –

meaning May 1964. However, the cover shown here is dated 2 May 1963 which indicates that the parcel canceller could have been introduced as early as when the post office was first opened on 30 March 1963.

Another interesting example of the parcel strike is illustrated below being an almost complete example of the packaging of a parcel sent to the UK 6 December 1970.



Two more images are shown on the next page illustrating the variety of stamps that were used to pay the postage required for sending the parcel to the UK being 3 Dinars 570 Fils.

According to the 1967 Postal Guide small parcels to the UK were charged at 25 Fils per 10 grams but it does not mention bigger parcels. A later, but undated, postal guide prices parcels to the UK at 400 Fils per each 250 grams.



The Progress of Abu Dhabi – 5 Fils



The 5 Fils value of the 1968-1969 progression set has already been discussed in the Quarterly in relation to its early release in order to shore up the stock of 5 Fils stamps for the 1968 Christmas season.

Courtesy of Rufus Barnes and the work that he has done in producing two Abu Dhabi articles for Gibbons Stamp Monthly the constant variety of the Arabic “broken I” is illustrated here.



The 5 Fils sheet comes in a 5 x 10 format with the variety found in position R1/4.

Besides being confirmed on two sheets it is also confirmed by a pair on cover (R1/3-4) dated 23 January 1969.

UAE – Dubai

Experimental P.O. K-46 and the Horseshoe Route

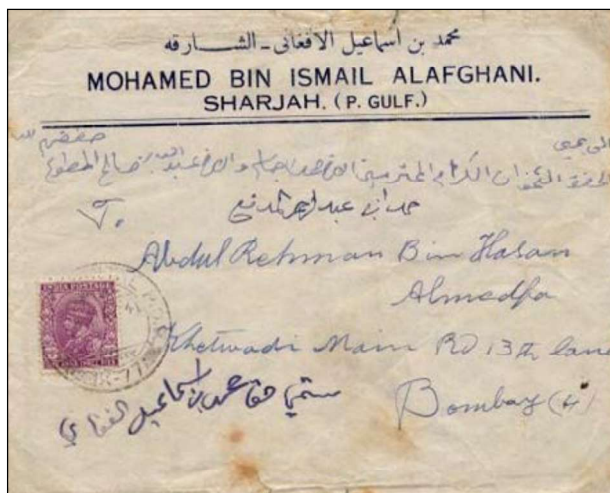
By P.H.G. Clarke (© 2012)

Research can be very frustrating, and a certain amount of patience is required – however forty years to solve one problem might be seen as excessive.

The story begins when I first met Neil Donaldson at the BPE Exhibition in the Seymour Hall, London in November 1971. He wrote to me on 9th January 1972 re the Experimental P.O. K-46 and Experimental P.O. K-77 postmarks (as used on mail from Dubai and Sharjah) and this set off a long series of letters between us on these topics. By December 1972 we had agreed on the following:

1. K-77 was used before K-46, and the dates of use did not appear to overlap
2. Ordinary Dubai postmarks (i.e. postmarks containing the word Dubai) were used on covers from Dubai during the periods of use of K-77 and K-46.
3. Covers with K-46 postmarks nearly all had Karachi postmarks on the following working day (it would not be possible to travel by sea from Dubai to Karachi in one day).
4. K-46 had been used on covers from PAIFORCE and from Egypt.
5. The B.I.S.N. steamer services were very erratic during the Second World War.

It seemed obvious from the above that K-77 and K-46 were located in Karachi, but there was no definite evidence whether mail from Sharjah and Dubai bearing these postmarks had been conveyed to Karachi by sea or by air.



The cover shown here is a K-77 cover dated 9 May 1941. As can be seen by the senders address it was sent from Sharjah.

In 1974 I was transferred to London and found myself just a 5 minutes walk from the India Office Library and Records (now part of the British Library). Over the subsequent years my perusal of the files, both of the India Office itself and of the Persian Gulf Political Agencies, indicated that the B.I.S.N. steamer services up the Gulf, had almost ceased

during the Second World War - examples were:

1. The Political Resident in the Persian Gulf had complained that few steamers had called at Bushire to take his official dispatches to Karachi for New Delhi. He was told

that steamers were far too valuable to be used for mail carrying during the war, but that he could have as many additional wireless telegraphers as he needed.

2. No steamers had called at Muscat for three months, and only one in nine months.
3. Bahrain was down to a fortnight's supply of rice. A
4. Almost no steamers had called at Dubai for the past year.
5. The B.I.S.N. was no longer in control of its steamers – all four of the V-class steamers were now in use as hospital ships and two of the B-class steamers had also been removed from service in the Gulf. The remaining two B-class steamers, plus a coaster from China, were under the control of the Ministry of Wartime Transport. (Ref: IOLR L/P&S/12/4101)

I first wrote to Neil on 7th February 1982 about what information he might have on the Horseshoe Route. He referred me to the H.M.S.O. (His Majesty's Stationery Office) publication "Merchant Airmen", but this publication regrettably gave no information on the dates of flights. I contacted British Airways in late 1983, and was informed that most of the records of Imperial Airways and B.O.A.C. in the early 1940s had been moved to Whitchurch for safe keeping and then destroyed in an enemy bombing raid.

Several years ago Franz Fedra suggested to me that we should make a list of all the K-46 dates on covers that we were certain had originated from Dubai or Sharjah (the list is shown below in Table 1) and includes our reasons for our belief that the covers were from Dubai or Sharjah. The list also includes covers from other sources; if there are several covers with the same date, these are included provided that at least one is from Dubai or Sharjah, since this is evidence of the transport of mail from Dubai or Sharjah on that date. One thing that stands out is the large number of separate dates in December, which strongly suggests that the covers must have been carried by some other method than B.I.S.N. steamers on their pre-war schedules



TABLE 1: Recorded K-46 covers

Definitely ex Dubai or Sharjah:

22 November 1941	Merchant's printed address; merchant's m/s address
01 December 1941	FF merchant's mark [sloping "1" in day]
03 December 1941	Merchant's hand stamp and manuscript "Dubai" in sender's address
11 December 1941	FF Zamani Sons
16 December 1941	Merchant's printed address

18 December 1941	Merchant's hand-stamp
29 December 1941	Merchant's hand-stamp; merchant's printed address
31 December 1941	FF merchant's hand-stamp
07 January 1942	FF merchant's hand-stamp
17 January 1942	FF merchant's hand-stamp
24 January 1942	FF merchant's hand-stamp
31 January 1942	FF merchant's hand-stamp
11 February 1942	Merchant's manuscript Dubai; merchant's hand-stamp
17 February 1942	Merchant's manuscript Dubai
1(4?) March 1942	Merchant's hand-stamp
29 May 1945	Sender's manuscript Sharjah in same distinctive writing as used for the address

Origin Uncertain:

25 January 1943	To Bombay but censored Karachi with manuscript Sharjah Arabia on back flap but not in sender's writing
-----------------	--

Not Dubai or Sharjah:

18 November 1942	Unit censor/T48/INDIA to London
22 June 1943	Ex Paiforce correspondence (*1)
15 October 1943	Ex Paiforce correspondence
19 May 1945	Front with G.B. 10d to Bombay, censored in Karachi

*) On 1 September 1941, after Persia was secured, *Iraq Command* was renamed "Persia and Iraq Force" or **Paiforce**.

Own Date Records with no Mention of Origin:

08 October 1941	
08 December 1941	Censored
10 December 1941	
05 January 1942	
23 February 1942	
23 March 1942	Sent to Bombay
14 May 1942	Karachi 1(6?) May 1942 – Censored
15 May 1942	Karachi 16 May 1942
23 May 1942	Refueling Superintendent
26 May 1942	
06 July 1942	Karachi 8 July 1942 – Censored with black octagonal DHB/14 and violet straight line DHB/17
22 July 1942	Karachi 24 July 1942 – Censored with black octagonal DHB/14 and violet straight line DHB/50
06 September 1943	Sent to the U.K.

In November 2010 there was a display of Wartime Airmails by Jeffrey Brown at a meeting of the India Study Circle in London. I asked him from where he had obtained his information. He kindly referred me to the British Airways Heritage Centre at Heathrow Airport. I visited the Heritage Centre twice early last year and found that they had records of flying-boat

movements during the war (“operational record charts”). These charts showed the flight numbers, dates of overnight stops, and registration numbers of the aircraft, but not the intermediate stops for refueling during the day or the names of any of the crew or passengers. I made notes of all the flights from numbers NE139 to NE171 and the details are shown in table 2.

TABLE 2: Horseshoe Route and Experimental P.O. K-46 postmark – 1941 to 1942

Flight	Flying Boat	Departure Basra	Arrival Karachi
NE 139	Corsair	20 November	20 November
NE 140	Circe	25 November	25 November
NE 141	Corio	28 November	28 November
NE 142	Cambria	01 December	01 December
NE 143	Castor	05 December	05 December
NE 144	Corinna	09 December	09 December
NE 145	Caledonia	13 December	13 December
NE 146	Camilla	15 December	15 December
NE 147	Coorong	18 December	18 December
NE 148	Cameronian	23 December	23 December
NE 149	Ceres	28 December	28 December
NE 150	Cleopatra	30 December (note 1)	30 December
NE 151	Canopus	01 January	01 January
NE 152	Castor	05 January	05 January
NE 153	Cooee	09 January	09 January
NE 154	Coriolanus	13 January	13 January
NE 155	Circe	15 January	15 January
NE 156	Corio	22 January	22 January
NE 157	Corinthian	23 January	23 January
NE 158	Canopus	28 January	28 January
NE 159	Corsair	29 January	29 January
NE 160	Camilla	07 February	07 February
NE 161	Clifton	06 February (note 2)	07 February
NE 162	Ceres	09 February	09 February
NE 163	Cleopatra	12 February	12 February
NE 164	Coorong	17 February	17 February
NE 165	Carpentaria	19 February	19 February
NE 166	Corsair	23 February	23 February
NE 167	Cooee	28 February (note 3)	28 February
NE 168	Cameronian	02 March (note 4)	03 March
NE 169	Cooee	08 March	08 March
NE 170	Carpentaria	11 March (note 5)	12 March
NE 171	Coorong	15 March (note 6)	16 March

- Note 1: Intermediate stop at Sharjah – presumably Dubai
- Note 2: Overnight stop at Bahrain on 6-7 February
- Note 3: Departure Habbaniyah on 28 February
- Note 4: Departure Habbaniyah on 2 March with overnight stop at Dubai 2-3 Mar
- Note 5: Overnight stop at Jiwani on 11-12 Mar
- Note 6: Overnight stop at Sharjah 15-16 Mar – presumably Dubai



The second K-46 cover shown here is dated 11 February 1942. Again the sender's address is Dubai but this time it has been applied in manuscript rather than by hand-stamps.

Finally in Appendix 3 I have attempted to match the flying-boat movements with the K-46 postmark dates. The basic rule is that the K-46 postmark must not be dated earlier than the arrival of the flying boat in the evening. It would take eight hours or more from Basra to Karachi, including refueling stops, and the flying boats did not fly at night – blanks means “no cover recorded”. (The list is subject to later revision)

TABLE 3: The Gap between Arrival Dates and Experimental P.O. K-46 Postmarks

Flight	Flying Boat	Departure Basra	Arrival Karachi	K-46 date	Gap
NE 139	Corsair	20 November	20 November	22 November	2 days
NE 140	Circe	25 November	25 November		
NE 141	Corio	28 November	28 November	01 December	3 days
NE 142	Cambria	01 December	01 December	03 December	2 days
NE 143	Castor	05 December	05 December		
NE 144	Corinna	09 December	09 December	11 December	2 days
NE 145	Caledonia	13 December	13 December	16 December	3 days
NE 146	Camilla	15 December	15 December	18 December	3 days
NE 147	Coorong	18 December	18 December		
NE 148	Cameronian	23 December	23 December		
NE 149	Ceres	28 December	28 December	29 December	1 day
NE 150	Cleopatra	30 December (note 1)	30 December	31 December	1 day
NE 151	Canopus	01 January	01 January		
NE 152	Castor	05 January	05 January	07 January	2 days
NE 153	Cooe	09 January	09 January		
NE 154	Coriolanus	13 January	13 January		
NE 155	Circe	15 January	15 January	17 January	2 days

NE 156	Corio	22 January	22 January	24 January	2 days
NE 157	Corinthian	23 January	23 January		
NE 158	Canopus	28 January	28 January		
NE 159	Corsair	29 January	29 January	31 January	2 days
NE 160	Camilla	07 February	07 February		
NE 161	Clifton	06 February (note 2)	07 February		
NE 162	Ceres	09 February	09 February	11 February	2 days
NE 163	Cleopatra	12 February	12 February	17 February	5 days
NE 164	Coorong	17 February	17 February		
NE 165	Carpentaria	19 February	19 February		
NE 166	Corsair	23 February	23 February		
NE 167	Cooe	28 February (note 3)	28 February		
NE 168	Cameronian	02 March (note 4)	03 March		
NE 169	Cooe	08 March	08 March		
NE 170	Carpentaria	11 March (note 5)	12 March	14 March	2 days
NE 171	Coorong	15 March (note 6)	16 March		

In summary, it is clear that there were enough stops by flying-boats on the Horseshoe Route to account for the large number of dates of the K-46 postmarks on mail from Dubai and Sharjah, but not enough stops by steamers. Any additional information would be welcomed.

The subject of K-77 remains open and I am seeking further dates before researching this subject.

Hugill's article also appears in the latest version of the India Post – the journal of the India Study Circle. For membership please have a look at their website www.indiastudycircle.org

Dubai K-46 Postage Due cover (Not related to Hugill's article)



The K-46 cover illustrated here is the only recorded example with postage due applied. The cover is dated 4 April 1942 and the postage due makes sense since the surface fee for mail from the Gulf to India had increased from 1a3ps to 1½as in late March 1942 – the ¼a deficiency was spotted upon arrival in Karachi and ½a penalty applied in manuscript.

UAE –Trucial States

The following is the 5th and final chapter of John Vasallo's presentation of Fujaira and its stamps and postal history.

FUJEIRA – The true story

Chapter 5: Fujaira – part of United Arab Emirates

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

25th June 1970: EXPO 70

The set consists of six values: 10Dh, 20Dh, 70Dh, 1R, 1R and 2Rs along with a 5R airmail mini-sheet – all of which were available in perforated and imperforated format.

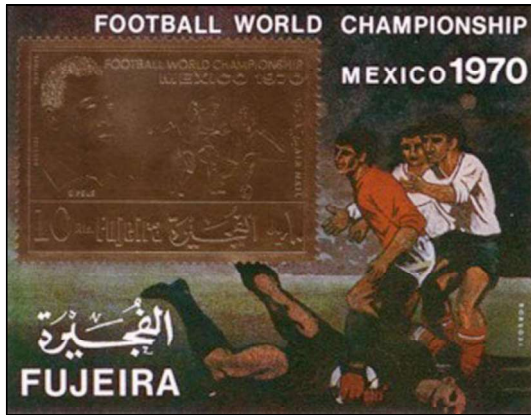


Fig 1: The 1R with the Australian Pavilion of this first issue commercially used on an envelope piece from the Fujaira Branch of the United Bank with the new round cancel and the minisheet from this set CTO – again with round cancel. This is the first set that used this type of cancel.

20th July 1970: 1970 World Cup, Mexico

The set consists of six values: 10Dh, 20Dh, 70Dh, 1R, 1R, and 2Rs along with a 5R airmail mini-sheet – all of which were available in perforated and imperforated format.

A separate 10R stamp depicting Pele was also produced and was made available in both silver and gold foil. Both varieties of the stamp were available in perforated and imperforated



The 10Rs stamp was also produced mini-sheet format and again in both silver and gold foil – with the gold foil version illustrated here.

Perforated and imperforated versions of the stamp seen on the mini-sheet exist

1st Nov 1970: Nasser

The set consists of six values: 10Dh, 20Dh, 30Dh, 40Dh, 50Dh and 5Rs along with a 5R airmail mini-sheet – all of which were available in perforated and imperforated format. The five lower value stamps were produced in one sheet and therefore available in se-tenant strip of 5. A stamp in gold foil was also produced with a value of 10Rs – it is available as perforated, imperforated and in mini-sheet format.

The two 5Rs stamps in the set are illustrated here. The Aswan Dam is only available in the mini-sheet format – all are available perforated and imperforated format.



20th November 1970: PETS

A series of three sets were issued each of which depicts different animal being horses, cats and dogs.

Horses: The set consists of six values: 10Dh and 20Dh (Postage) – 70Dh, 1R and 2Rs (Airmail) plus 5Rs (mini-sheet) – all of which were available in perforated and imperforated format.

Cats: The set consists of six values: 30Dh and 70Dh (Postage) – 1R, 2Rs and 3Rs (Airmail) plus 5Rs (mini-sheet) – all of which were available in perforated and imperforated format.

Dogs: The set consists of six values: 30Dh and 70Dh (Postage); 1R, 2Rs and 3Rs (Airmail) plus 5Rs (mini-sheet) – all of which were available in perforated and imperforated format.

15th December 1970: CHRISTMAS

A series of three sets were issued each of which depicts different aspects of Christmas being Christmas paintings, Madonna paintings and Stations of the Cross.

Christmas Paintings: The set consists of six values: 30Dh, 70Dh and 1R (Postage); 2Rs and 3Rs (Airmail) plus 5Rs (mini-sheet) – all of which were available in perforated and imperforated format.

Madonna Paintings: The set consists of six values: 30Dh, 70Dh, 1R, 2Rs and 3Rs plus 5Rs (mini-sheet) – all of which were available in perforated and imperforated format.

Stations of the Cross: The set consists of eighteen stamps, five of which are postage stamps all with 1R denomination, the next ten are airmail stamps again all with 1R denomination, while the last three are mini-sheets each with a 5Rs denomination – all of these being available in perforated and imperforated format.

At the start of 1971 the formation of the United Arab Emirates was announced and it was to commence in December 1971. Now the Government of Fujaira had a second agency complaining that they have a contract with no exit clauses to produce stamps. It was announced that any stamps issued for Fujaira and produced by Mr. Hage would remain valid for use until the end of March 1973. Stamps produced by Finbar Kenny after the 9th of May 1970 would remain invalid and considered unauthorized.



The cover shown here illustrates the use of unauthorized stamps from four different sets produced by Finbar Kenny in May-June 1970 after the termination of his contract. The stamps have been cancelled with the 6-sided Finbar Kenney canceller.

As a result of this announcement, Mr. Hage started producing a huge number of sets most of which are catalogued in Michel 'Gulf States Catalogue'. There are some large gold stamps issues and overprints of these stamps that are not are not listed in Michel and some examples will be shown here.

One of these huge gold foils is shown here depicting the Shah of Iran. It was printed in gold and silver and produced in both perforated and imperforated format. You will notice that the stamp is overprinted 'Amitie Franco-Iranienne' with a picture of De Gaulle and Georges Pompidou added to each side of the Shah.



The issues released during this period include many sets with up to thirty different designs – all released in both perforated and imperforated format.

Three sets were produced from Disney movies without any appropriate authorizations from the Walt Disney Corporation. The sets were divided in to three different themes:

- Famous cartoon characters
- Scenes from the movie “101 Dalmatians”
- Scenes from the movie “The Aristocats”

Each set was made up of twenty stamps and each set was made available in both perforated and imperforated formats.



Shown above is the imperforated version of the set of Disney characters.

The one set in particular that is worth mentioning is one of the multitudes of issues covering the 1972 Summer Olympics in Munich. The set consists of twenty-five 5Rs stamps depicting different Olympic events and was issued on 25 August 1972. Besides being produced in both perforated and imperforated formats, each stamp was also issued as an imperforated mini-sheet. And just as we thought excessiveness had found its limit each value was overprinted with the name of each Gold Medal winner in each event depicted by the stamps. The overprinted stamps were released on 11 December 1972. In order to compile a complete 1972 Olympics set you would have to have 150 stamps.



The cover shown above has been franked with four perforated stamps (without the winners name) the cover below has been franked with an imperforated mini-sheet, which has had the winners name overprinted on to the yellow section of the stamp. The cover was mailed on 24 April 1973 and has a Dubai transit stamp dated 7 May 1973 applied to the back. The cover finally arrived at White Plains on 12 May 1973.

It is worth noting that unlike the top cover, which reads FUJEIRA (Arabian Gulf), the bottom cover reads FUJEIRA – U.A.E.



Another interesting detail is that the cover is dated 24 April whereas Fujairah stamps were only supposed to be valid until 1 April 1973 yet the cover when through the system without being subject to postage due – probably because it was sent by the Department of Posts itself.

Was the 1st of April a target date not rigidly kept? I suspect that Fujairah had to extend the validity date to match the end of the contract with Mr. Hage (the 3-year contract was signed on 3 May 1970) to stop any potential litigation.



The above set is perhaps the hardest Fujeira set to find. It was issued on 25 April 1971 and is listed by Michel as 713 -718 and Block 63. I have never seen the set in CTO or imperforated format nor have I seen the mini-sheet.

On 1 January 1973 the United Arab Emirates' first definitive set was issued which included a 1¼ Dirham value depicting the famous fort of Fujeira. The UAE has always shown great constraint in its stamp issuing policy and with the previous individual emirates issuing policies being so detrimental for this new country and its acceptance by the philatelic community, it was ordered that all stamp records relating to these issues were destroyed. As a result there are no official records of which issues were approved by the authorities, which were not and nor are there any records of the quantities produced for each issue.



The above right stamp is the 1¼ Dirham 1973 stamp already mentioned whereas the other two stamps were part of the 1975 and 1984 National Day issues – in both cases they depict the Emir of Fujeira.

As highlighted by the 5 chapters now presented the history of Fujeira as a stamp issuing country has been filled with conflict and confusion as to which stamps were officially produced and which were not. Even in the late 1990s some new bogus labels came onto the market purportedly as Fujeira Stamps in the late 1990's.

These bogus labels, with no relationship to Fujeira, are illustrated on the next page with the intention of creating awareness of their existence.



What has been produced in the 5 chapters about Fujeira stems from sources such as CTO cancellation marks, FDCs, publicity material mailed to clients and official publications produced at that time. In addition to this I would like to highlight the help I received from Khalid Al Omaira and thank him for his great assistance in helping me gather this information.

Request for Material for Editions 42 and 43

Kuwait: Censorship labels tied with the boxed “PASSED BY CENSOR – KUWAIT” cachet or with Kuwait date stamps.

Postage due covers

Qatar: Covers cancelled with the Doha double ring numbers 1 to 6 – covers with interesting franking and your earliest and latest examples of this group of cancellers.

Dubai: Independent Period

General: British Period cross usage covers, stamps and pieces

Links, Contacts and Credits

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Bahrain Philatelic Bureau <http://www.comm.gov.om/>

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Kuwait Philatelic Section

Post Office Department

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Safat 13309

Kuwait

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Telephone number: 00971 4 353 8383

Website: www.epa.ae

Bahrain Philatelic Society

Email: bahrainps@yahoo.com

Website: www.geocities.com/bahrainps

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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