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# Philatelic Bulletin

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## Introduction

Although the forthcoming Sailing stamps were not produced for any specific anniversary or event, 1975 is an important year in the life of a large number of sailing clubs both large and small. We invited several who celebrate major anniversaries to let us have potted histories and are glad to publish them as additional background notes to the issue.

Our recent Architectural Heritage Year stamps have been well received and those with an especial interest in the subject will wish to learn from Jean Farrugia's feature something of the fascinations of the current display in the National Postal Museum.

## RAF Covers

The second phase of the Royal Air Force Air Display series of flown covers begins on 17 May when a cover (RAF(AD)8) will be issued commemorating the Royal Navy Air Display Team. Cancelled with a special handstamp (BFPS 1503) it will be flown in the Fairey Swordfish and should be available by 25 May at 33p plus postage from the PRO

Royal Air Force Museum, Aerodrome Road, Hendon, London, NW9.

Two further covers in the RAF Squadron stamps are examples. Both recess and gravure and RAF(SP)8 (463 and 467 Squadrons RAAF). These will be available from the respective project officers, Flt Lt D Tilford, 57 Sqn, RAF Narham, Kings Lynn and PRO RAF Museum, Aerodrome Road, Hendon, London NW9 at 33p plus postage.

All proceeds of the covers are donated to the Royal Air Force Museum Appeal Fund.

## New Handling Charges

Postage, and where appropriate registration, are the main components of the handling charges, which accordingly have been increased as a result of the postal tariff increases of 17 March 1975.

The new handling charges are as follows:

|                                                                     |                                      |
|---------------------------------------------------------------------|--------------------------------------|
| United Kingdom                                                      | Orders under £2 at 8p each           |
| United Kingdom                                                      | Orders over £2 at 43p each           |
| Overseas (Surface)                                                  | Orders under £2 at 9p each           |
| Overseas (Surface)                                                  | Orders over £2 at 44p each           |
| Airmail                                                             |                                      |
| Zone A                                                              | Orders under £2 at 9½p<br>(1st ½ oz) |
|                                                                     | Orders over £2 at 44½p<br>(1st ½ oz) |
|                                                                     | Each additional ½ oz at 7p           |
| Zone B                                                              | Orders under £2 at 11p<br>(1st ½ oz) |
|                                                                     | Orders over £2 at 46p<br>(1st ½ oz)  |
|                                                                     | Each additional ½ oz at 9p           |
| Zone C                                                              | Orders under £2 at 13p<br>(1st ½ oz) |
|                                                                     | Orders over £2 at 48p<br>(1st ½ oz)  |
|                                                                     | Each additional ½ oz at 11p          |
| HM Forces                                                           | Orders under £2 at 8p each           |
| HM Forces                                                           | Orders over £2 at 43p each           |
| (All forces orders are sent airmail)                                |                                      |
| Note: Commonwealth concessionary postage rates have been abolished. |                                      |

## Gems from the RM Phillips' Collection

### XXIV One Penny Lilac Bisect

The use of a bisected One Penny Lilac to make up—with two other One Penny stamps—the  $2\frac{1}{2}d$  foreign rate on the letter to Chicago illustrated below, is not easy to justify. True there may have been a shortage of the 1884 Twopence halfpenny value in Birmingham in March 1886, but would there also have been concurrently a shortage of Halfpenny stamps?

And yet the cover doesn't look particularly philatelic (though the date is by no means too early for philatelic gimmicks!) and it has been passed without comment by the Birmingham and Chicago sorting offices. But I can find no mention of official authority for such a bisect.

Be that as it may, it is an unusual and scarce cover even if its pedigree is somewhat suspect.

A G RIGO DE RIGHI



### A New Commemorative Postage Stamp for the Inter Parliamentary Union Conference

A specially designed commemorative postage stamp will be issued to mark the Inter-Parliamentary Union Annual Conference for 1975, to be held in Westminster Hall, London from 4-12 September.

The stamp will be available on 3 September,

price 12p. Further details, including those of design will be announced later.

### New Philatelic Posting Box

A special philatelic posting box will be brought into use at Woking, Surrey from 11 June 1975.

## **European Architectural Heritage Year 1975**

### **British Architecture on Stamps**

To mark the recent issue of stamps commemorating European Architectural Heritage Year 1975 the National Postal Museum has mounted a special exhibition entitled *British Architecture on Stamps*. This will remain on view, together with its other special exhibition *A Valentine in the Post*, until July 1975.

This new exhibition, largely through the medium of the Post Office's unique collection of stamp designs submitted over the years—including some only recently re-discovered in its archives—attempts to trace the changing face of British architecture from Saxon times until the present day. As wide a range of subject for each era as was possible has been covered, and most of the buildings featured in the exhibition still stand today. Many, such as St Paul's Cathedral, and Westminster Abbey, are clearly recognised throughout the world as foremost amongst Europe's architectural heritage.

Of particular interest to philatelists is that part of the exhibition which has been devoted entirely to designs and essays produced for the current European Architectural Heritage Year 1975 issue, shown publicly for the first time.

The first part of the exhibition features churches of Saxon and Norman England and Norman and Medieval castles and palaces. The most interesting church featured here is probably St Andrew's at Greensted-juxta-Ongar in Essex, the only surviving Saxon church with a nave wall built of logs, and the oldest wooden church in the world. The design shown is one of those adopted for the *Village Churches* issue of 1972. As well as obvious choices for castles such as the Tower of London, Windsor and Caernarvon Castles, featuring designs produced for the *Silver Jubilee* issue of 1935, the *High Value Definitives* of 1953 and the *Investiture* issue of 1969, other subjects featured are the castles of Edinburgh, Durham and Harlech and the Norman fortified bridge over the river Monnow, the gatehouse of which, with portcullis, was built as one of four gates into the walled town on Monmouth. The most important of this last

group, from the point of view of British architecture, is Caernarvon Castle, one of many massive fortresses built in Wales by Edward I. All were famous in their day, throughout Europe, for their outstanding military architecture, combining palatial living quarters with sophisticated defences.

Few domestic buildings of this early period have survived but the designs produced for the *British Rural Architecture* issue of 1970, featuring Irish and Welsh cottages of stone and thatch construction, and the cruck-framed houses still to be seen in the West Midlands, Herefordshire and Wales, reflect the style of domestic architecture of that period. The latter date from the 11th century, the 'crucks' being pairs of curved timbers from the ground to the ridge of the roof, other timbers, supported by the crucks, carrying the walls and the roof. Other designs included in this group feature architectural treasures such as the box-framed houses of Shropshire, in which wood was used extravagantly in intricate patterns; the fine timbered houses of Suffolk, reflecting the wealth that came from wool in the Middle Ages; and other houses also to be seen in Suffolk decorated by *pargetting*, raised ornamental plasterwork added to half-timbered houses and dating from Elizabethan times.

A special feature of that part of the exhibition devoted to architecture of the 17th and 18th centuries is the group of designs specially produced by Rosalind Dease in 1973 to commemorate the 400th Anniversary Of The Birth Of Inigo Jones. These depict St Paul's Church, Covent Garden; the Princes Lodging, Newmarket (since demolished); and the Banqueting House, Whitehall. Included in this group is a lesser known design by Leonard Rosoman for the *British Bridges* issue of 1968 featuring an ornamental bridge in the grounds of Wilton House, built by Inigo Jones and his son-in-law John Webb. By no means forgotten, however, is Wren's superb masterpiece, St Paul's Cathedral, which was begun exactly three hundred years ago, in 1675. This is featured in designs produced by Ann and David

Gillespie, Turner-Bell and P Gauld for the Cathedrals issue of 1969. Separate panels have been devoted to the domestic architecture of England, Wales and Scotland and Ireland during this same period. They show designs, produced for the British Rural Architecture issue of 1970, highlighting regional architectural styles such as Cornish slate, the limestone of the Cotswolds and Gloucestershire, Welsh stone and slate, the stone and thatch of Ireland, and the crow-stepped gables of Scotland.

That part of the exhibition covering the 19th and 20th centuries features industrial as well as domestic and other architecture. Of particular interest is a little known set of 'album designs' produced by David Gentleman in 1966 depicting subjects such as the Liverpool Docks, the Potteries, Kentish oasthouses and a Welsh coalmine. Some public and royal buildings featured in this section are Balmoral Castle, an ancient mansion rebuilt by the Prince Consort for Queen Victoria in the Scottish baronial style in 1855; the New Palace of Westminster, rebuilt in the Gothic style between 1840 and 1860 following a fire of 1834; and Buckingham Palace, built in 1703 for the Duke of Buckingham and later remodelled by John Nash for George IV, its classical facade, instantly recognisable throughout the world, being added only in 1913. Also included in this group are designs featuring the Cenotaph, unveiled in 1920 on the anniversary of the Armistice, and Battersea Power Station, built in 1932. In sharp contrast, and highlighting the face of modern architecture, are groups of designs featuring modern cathedrals and universities, produced for the Cathedrals issue of 1969 and the Universities issue of 1971, and a design depicting the Post Office Tower to commemorate its opening in 1965.

The last part of the exhibition is devoted to a selection of contemporary photographs of Crown post offices drawn from Post Office archives. These have never been shown before, and they provide a unique opportunity of portraying changing fashions in architecture

over the last hundred years or so as reflected in buildings erected for a single purpose for a single customer, whose resources included the services of the leading architects of the day.

JEAN FARRUGIA

## Letters to the Editor

*Dear Sir*

You often get letters offering suggestions for commemorative items for your stamps, may I, then, offer the suggestion of relating two hobbies together, viz Numismatics and Philately.

The two are very much allied in that the items collected are small and portable, they both rely on the artists' rendering of the monarch and subject matter, they both are used as currency of some sort or another, and both hobbies have a large number of prudent followers. These, I think, are the most important relations between the two, except of course that one of our best 'British' Coin Engravers, William Wyon, (although of German descent, he was born in England) was responsible, through his bust of Queen Victoria on the visit to the Guildhall medal of 1837, for the well known engraving of Queen Victoria on the first penny Black.

May I suggest then, that maybe even once a year one issue of stamps be allocated for a commemorative of our best coins or medals by such eminent artists as, Thomas Simon, John Roettier, John Croker, Nicholas Briot, the Anthonys, Benedetto Pistrucci, the Wyon family and many many others of note, and how about one stamp in the series for the artist and the other three or four for his work.

I hope that something along these lines is possible.

Yours faithfully,

DAVID W GATE

*Northam  
Devonshire*

## British Special Stamps

### 10. 75th Anniversary of Universal Postal Union, 1949

During the past year virtually every postal administration throughout the world honoured the centenary of the Universal Postal Union with a special issue of stamps—the British Post Office, you may remember, issued four attractive stamps, all designed by Rosalind Dease, in June 1974. Those were notably ‘different’, but compare the majority of the recent issues with the 75th anniversary stamps issued just 25 years ago, especially the British ones, and you will find that there is a familiar look about them—the globes, UPU emblems and posthorns have all been used before.



between two hemispheres encircled by the commemorative inscription. Unaccountable squiggles in two of the corners and below the King's head signified little more than coils of fine wire and their omission would have improved a bold and acceptable design.

Percy Metcalfe's design for the 3d violet was perhaps the most tasteful of the four—a well-positioned reproduction of the famous UPU Monument in Berne, a nice modern type-face for the lettering and the King's head within a circle of just the right size on the right. A close examination of the ‘flying’ figures en-



The Post Office UPU stamps were issued on 10 October 1949, and again comprised four designs in horizontal format, and again photo-gravure-printed by Harrison and Sons in the same values and monochrome colours as the previous (Olympic Games) issue. The designers included a lady, Mary Adshead (only the second woman to design a British stamp—the first was Joan ‘Silver Wedding’ Hassall), Percy Metcalfe, CVO (who designed the 2½d Olympic Games stamp), H Fleury and the Hon George R Bellew MVO later Sir George Bellew, Garter King of Arms, who had previously designed the KG VI 10s and £1 definitive stamps.

For the 2½d ultramarine, Mary Adshead centred the oval medallion profile of the King

circling the Globe, however, reveals that the artist ‘took liberties’ with his version, placing the female figure on the right of the Globe in an upright stance, facing ‘against the traffic’ and thus breaking the anti-clockwise motion of the ‘flying angels’. Artistic licence resulting in an absurd caricature!

For the 6d bright purple, newcomer H Fleury depicted the goddess Concordia performing a ‘Salome’ dance across the Globe with letters in her hands—presumably express delivery—and becoming somewhat involved with the points of the compass. Excellent symbolism, though not very clearly defined. The Hon George Bellew's principal motif for the 1s brown was the Globe within the ring of a posthorn, a neat idea which was adopted by

Arne Johnson for his United Nations UPU centenary stamps last year, signifying the postal services girdling the world.

The British designs were generally well received and were far superior to the four basic designs for the Commonwealth Crown Colonies omnibus issues. Among the more picturesque and constant varieties were those on the 2½d—'Lake in Asia' on Row 14, Stamp 1 (Cyl. 3) and 'Lake in India', R8, S2, Cyl. 2. Quantities sold were 155 million of the 2½d, 32 million of the 3d and 1s, and 24 million of the 6d.

JAMES WATSON

## Espana - 75



*Stuart Rose CBE, FSIA, Design Advisor at the Post Office, receiving his medal for his paper "Industrial Design and the Postage Stamp" read to the International Philatelic Congress in Madrid on 8 April 1975. On the left is Dr Salvador Quesada, Commissioner-General of the World Philatelic Exhibition, Espana '75.*

## Special Handstamps

Unless otherwise stated, items for reposting bearing at least 6p in postage, should be sent to the Head Postmaster of the town where the special posting box is located, or the relevant District Postmaster in London, marking the outer cover "Special Handstamp".

7 June 1975 (P/C)

**National Lions Day—Lions International—7 June 1975 Attleborough Norfolk.** Special posting box at Exhibition in front of Attleborough Post Office.

21 June–5 July 1975 (R)

**Scottish National Orchestra Proms 75 Kelvin Hall Glasgow 21 June–5 July 75.**

Special posting box at Kelvin Hall, Kelvingrove, Glasgow.

29 June 1975 (C)

**Seventy Years of AA Service 29 June 1975 Basingstoke, Hampshire.** Special posting box at Fanum House, Basingstoke, Hants RG21 2EA.

6 July 1975 (P/C)

**Royal Air Force Gutersloh. Open Day 6 July 1975 British Forces 1512 Postal Service.** Special posting box at RAF Gutersloh BFPO 47. Items for reposting to Philatelic Officer Det 8 CPCCD at same address.

## Special Sailing Stamp Issue 11 June 1975

A new stamp printing process, developed by Harrison's has been used for the first time by the Post Office to produce the 4 'Sailing' postage stamps which are to be available on 11 June. The new technique is in fact two processes in one—photogravure and recess. It is possible to get with recess a firmness of line and dot not achievable by photogravure; the rigging and waves of the sea depicted in the stamps are examples. Both recess and gravure are intaglio processes; in the case of gravure, the indentations are etched into the cylinder mostly in the form of dots. The printing ink is transferred from these dots on to the paper and because of its viscosity is able to penetrate considerably. With recess, the printed image is mostly formed from lines which have been either hand-engraved or etched, and when the ink is transferred from these indentations, the ink viscosity does not allow for penetration into the paper. Consequently the printed image from a recess plate or cylinder tends to lie on top of the paper, thus giving a third dimensional effect that is not possible with other printing processes.

*See details overleaf*



### Printing Details

*Date of issue :* 11 June 1975

*Designer :* Andrew Restall MSIA

*Values and Subjects :* 7p Dinghies, 8p Racing Keel Boats 10p Cruising Yachts 12p Multihulls

*Printer :* Harrison & Sons Ltd

*Process :* Photogravure and Recess

*Size :* 41mm × 30mm

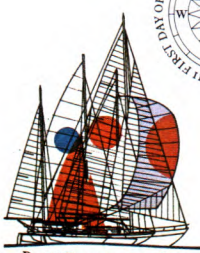
*Format :* Horizontal

*Perforation :* 15 × 14

*Paper :* Coated Unwatermarked all-over Phosphor

*Number to sheet :* 100

*Colours :* 7p *Gravure :* Brownish-black, Rosine, Bright Orange, Light Mauve, Dark Mauve, Vermillion, Violet, Gold. *Recess :* Black. 8p *Gravure :* Bright Blue, Bright Violet, Bright Orange, Vermillion, Purple, Royal Blue, Gold. *Recess :* Mauve, Blue Black. 10p *Gravure :* Reddish-Brown, Bright Orange, Blue-Green, Brown-Olive, Gold. *Recess :* Green, Black. 12p *Gravure :* Deep Turquoise-Green, Dull Ultramarine, Grey-Black, Bright Rose, Gold. *Recess :* Blue, Green, Black.

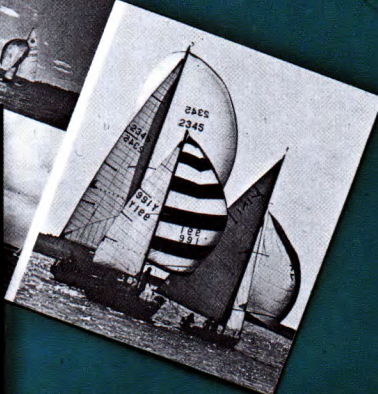


Post Office First Day Cover  
*sailing*

Mrs J Robinson  
200 Manorbie Road  
ILKESTON  
Derbyshire  
DE7 1AB



Post Office Mini Stamp  
*sailing*



## The Overlap

The issue on 11 June of 4 postage stamps depicting sailing craft will create for many collectors an overlap of hobby and sport.

Another overlap concerns Yacht racing in general and consists of one of the most important rules in sailing, and I quote, 'If an overlap has been established in proper time, any and all Yachts so overlapped shall allow the Yacht having established the overlap, room to pass the correct side of the mark or buoy'. In this racing rule 'proper time' is the all important

safe in most conditions and capable of sufficient speed to be used for racing with other boats of the same class. One of the boats which has popularized amateur sailing today is the 'Mirror' Dinghy. Cheap and safe, easy to build at home, and still capable of giving enjoyment in racing as well as family sailing. This has been one of the fastest growing classes over the last 10 years. Thirdly we have the fast, 'hairy' boat, designed solely for racing, often unstable in anything but flat



*420 class dinghies broad-reaching under spinnaker during a club race.*

wording, and in Dinghy racing is usually considered to exist if the boat concerned overlap before the first reaches the mark.

The third overlap concerns the stamps themselves, the 3 values, 7p, 8p and 10p, illustrate in turn, Dinghies, Racing Keel Boats and Cruising Yachts; however, the fourth value 12p depicts Multihulls. Both Catamarans and Trimarans can be found in all the other 3 classes depicted in this issue, and our third overlap is established.

Most enthusiasts are introduced to the sport, graduating from the small Dinghy, either crewing for a more experienced sailor, or jumping in at the deep end by sailing their own craft. Even within the Dinghy class there are many variants, starting with the safe family boat, invaluable for the beginner and his family. Slow and safe. Then there is the family racing craft; because of its stability is



*Unicorn class catamaran fetching to windward.*

conditions with little wind and requiring great skill to hold upright in strong winds. These can be of a 'single-handed' design or for two or more, requiring an experienced and agile crew to maintain speed and balance of the craft.

We now come to the overlap in the Dinghy class which is the racing Catamaran, more often with just 2 floats and a trampoline slung between them and of course, a mast that can carry maximum sail. This is the most thrilling form of sailing in any class or category, allowing speeds of up to 20 knots to be reached with one float 6 feet or so out of the water; one of life's special thrills, although the purist will say that a boat travels faster the more upright it is sailing.

Many Dinghy enthusiasts stay with Dinghies all their sailing lives, although some graduate to bigger things and the off-shore deep keel racing craft requires a different technique

from Dinghy sailing. More care is needed in navigation, together with a greater knowledge of tides, winds and weather changes. Although an off-shore racer may have a crew of 2 or more, each crew member must have some special knowledge or skills. Again we have the overlap in this group by the Catamarans and Trimarans.

In the last 'Round Britain' race, the Catamaran 'British Oxygen', with a crew of 2 obtained speeds of 29 knots and won the race overall.

In the third class—Ocean Cruisers—we come upon the aristocrats of the sea, large and very often luxurious with many sets of sail, solid keeled and again overlapped by Catamarans and Trimarans. This class requires a large crew, each member usually having a specialized job, but all capable of interchanging if necessary. A good navigator and radio telegraphist are essential as is a good cook. All must have the ability to jump about at speed when, for example, a change of sail is needed.

Multihulls depicted on the fourth stamp were first raced in Europe during the 1957 season and have gone from strength to strength in popularity, starting with the Proud Brothers and their 'Shearwater' up to the Hobie-Cat of plastic and aluminium; fast and ideal for

surfing. The Multihull design is based on the South Pacific Outrigger construction, and is renowned for Dinghy and off-shore racing. With new strengthening techniques and improved design, ocean cruising and racing Multihulls are gaining an ever growing number of enthusiasts.

However, with any form of sailing it is essential before making for the open sea, to acquire a knowledge of navigation, safety requirements, first aid, winds and tides, means of righting the boat, shortening sail, rules of the sea, 'man overboard' drill etc.; all this will help the would-be sailor to arrive at his destination safely. When one has attained such a standard of expertise, the joys of sailing are immeasurable. As keen as one may be to learn the 'rules of the road' and improve one's sailing technique, there is always some unforeseen danger at sea to be considered, and it would be foolhardy not to anticipate any eventuality.

One must end this article by expressing a deep admiration for the wonderful service afforded by the men of the Royal Naval Lifeboat Institute, whose devotion to duty and immense skill as seamen, are exemplary. They constantly risk their lives ensuring the safety and well-being of all seafarers.

ROLAND BROWN

## **Some Notable Sailing Anniversaries**

### **Royal Yachting Association**

On 17 November, 1875 the first General Meeting of the Yacht Racing Association was held. The activities of the YRA were then confined to adopting a nationally acceptable measurement and rating rule, a handicap system, and the development of the racing rules.

In the ensuing 100 years, as well as changing its name to the Royal Yachting Association, the Association has become one of the largest of the voluntary sports Associations and its activities have grown and spread over the whole spectrum of boating activity. Particular emphasis in the last decade, 'the yachting

explosion', has been placed on training and youth, and the activities in these fields are easy to identify. The development of the RYA proficiency scheme has led to the appointment of three full time professionals who head a pyramid of coaches, training committees and instructors spread throughout the country. Particularly worthy of note is the fact that in 1973 the Department of Trade asked the RYA to run the Yachtmaster examinations, and these have proved one of the most popular of all the RYA approved courses.

Apart from their general overall control of yacht racing rules, the RYA can also be seen

to be actively involved in running events throughout the country. These range from the World Speed Sailing Record through the Crystal Trophy for Multihulls, the National Team Racing Championships, the Youth Championships and the Ladies Championships to the Record Attempts Week for Powerboats on Lake Windermere.

The work of the Association which is most difficult to publicise, however, is that of the General Purposes Division. It is responsible for a range of operations which affect the widest selection of boating people. In this field, more often than not, no news is good news. The monitoring of proposed increases in harbour dues; supporting a sailing club's appeal against a commercial development; liaising with Government and local Government, harbour commissioners etc.; consideration of Bills introduced to Parliament which might affect boat owners or the amenities that they enjoy—these are just a few of the things handled. Many of them are un-newsworthy but they could each have an appreciable affect on boat users in a particular area.

The Association has now reached a turning point in its development. It has to adjust itself constantly to the changing needs of its members, to the potential requirements of those it hopes to recruit, to its relationship with Government and other official and semi-official bodies. Only by being strong in terms of both membership and financial resources can it achieve its aims and provide an efficient and satisfactory service to its members.

### **The Royal Thames Yacht Club**

The Royal Thames Yacht Club is celebrating its 200th anniversary this year, having been founded in 1775 by Henry Frederick, Duke of Cumberland (1745–90), Admiral of the White and brother of George III. His name is still remembered in 'The Cumberland Fleet', the name given to members' yachts. The present Admiral of The Cumberland Fleet is The Earl Mountbatten of Burma.

The earliest known regatta held by the Royal Thames Yacht Club was on the Thames

in 1775 and it is appropriate that this event is being commemorated by a special Thames Race and Rally which will terminate at Tower Bridge on 25 August, Bank Holiday Monday.

The Royal Thames Yacht Club, which is the United Kingdom's longest established Yacht Club, has a membership of about 1,600 and a West End Clubhouse in Knightsbridge as well as a sailing Clubhouse at Warsash on the River Hamble.

On 25 July, 1975 the Club is holding a 'Review of The Cumberland Fleet' in the Solent off Cowes. This will be a most spectacular event when it is hoped that as many as 300 of the members' yachts, led by their Commodore, His Royal Highness The Prince of Wales, will be reviewed by the Admiral of The Cumberland Fleet, The Earl Mountbatten of Burma.

### **The Royal Dorset Yacht Club**

The Post Office issue of commemorative sailing stamps on 11 June, 1975 coincides with the centenary celebrations of the Royal Dorset Yacht Club, which was established 100 years ago this year. To mark the occasion, the Yacht Club is holding an exhibition of the new stamps, mounted by the Post Office.

The Royal Dorset Yacht Club was established, and received its Royal Warrant, in 1875. Some very distinguished sailors were among the first few hundred members of the club, including His Royal Highness the Prince of Wales (later a Commodore of the Club, before he became King Edward VII), and several Marquises, Admirals, MPs and Dukes.

The Club still boasts many distinguished members, and honorary membership was recently granted to Sir Alec Rose in appreciation of his round-the-world voyage, and to the Rt Hon. Edward Heath for his efforts in the Sydney-Hobart Race and the Admirals Cup.

In recent years the Royal Dorset has worked more closely with other Yacht Clubs, and notably with the Royal Motor Yacht Club in the Daily Express and Daily Telegraph races. In 1973 the Club organised the first race of the UK Offshore Boat Association.

## **The Rye Harbour Sailing Club**

There has been a Sailing Club at Rye Harbour since 1925 when, as the Rye Bay Sailing Club, it was originally started by a local group of cruiser owners. By 1934 there were also several dinghies sailing and racing in the Harbour and within a very short space of time the two groups had amalgamated and the Club's name changed to that of Rye Harbour Sailing Club.

The craft sailing in those days varied greatly in size and pedigree but then, as now, the emphasis was on good seamanship, good sportsmanship and the sailing and racing of sailing boats. The Club did not strive for elaborate club house premises—indeed until as recently as 1967 the club house existed only as a rather shaky and very draughty old black shed heated by a temperamental paraffin stove.

During the war sailing as a recreation ceased entirely, for most members were with the Forces and Rye Harbour became the centre of much activity, both naval and military. However, even this was not without its advantages since, during that time, a concrete road and slipway were built which now provide good approaches to the water.

By 1946 members were returning to the Club, boats were being rescued from their wartime hideouts, and in that year a fairly normal racing programme was once more resumed. It was in that year also that the Merlin first found its way to Rye Harbour and this class has been raced there regularly ever since. It is a 14-foot dinghy, very fast and exciting to sail and, on occasion, equally exciting to watch. Although only a small club as sailing clubs go, the RHSC has in fact produced one Olympic crew in the Merlin class and one who was on the short list for the Olympic Dragon class team.

Racing at the Harbour takes place all the year round—out in the Bay in the summer months and on the River Rother from November to March. In addition, there is still an enthusiastic cruising section who go far afield in the summer and whose racing programme takes them not only out into the Channel but

across to the coast of France and back several times in each season.

In 1967 a large modern club house was built but the old black shed was not dismantled without many nostalgic regrets.

In 1962 the Club fought hard and successfully against the building of a sluice across the river and although there is at this present time an increasing number of large commercial vessels on the river, the needs of recreation, commerce and fishermen appear to have achieved a good balance in this small harbour.

## **The House of Commons Yacht Club**

The House of Commons Yacht Club was founded in 1950 and so celebrates its Silver Jubilee this year. The membership generally stands at around 60–70 Members, approximately one-tenth of the membership of the House.

The principal activity has been the sailing of match races at various places, both home and abroad. At home there have been series at Bembridge, Burnham, Itchen, Hayling Island, Torbay and Hamble. Abroad, there have been matches over many years at Deauville and at Cascais, Gibraltar and Bermuda. In addition, the Old World/New World Cup presented by the late Lord Bossam has been sailed for under the Club's burgee on both sides of the Atlantic.

Club Founders were Tufton Beamish (now Lord Chelmer), Reginald Bennett and Freddie Erroll (now Lord Erroll of Hale). The present officers of the Club are:

|                |                                |
|----------------|--------------------------------|
| Admiral        | The Rt Hon. Edward Du Cann, MP |
| Commodore      | Petre Crowder, MP              |
| Vice-Commodore | Dr Reginald Bennett, MP        |
| Rear Commodore | John Hannam, MP                |
| Hon. Secretary | Michael Grylls, MP             |
| Hon. Treasurer | Tom Normanton, MP              |

## **The Sail Training Association Schooners**

Many years ago the famous historian George Trevelyan wrote 'without the instinct for adventure in young men, any civilisation, however enlightened, any state, however well ordered, must wilt and wither'. Those words

are still true today, and in a highly industrialised society such as ours it is not easy for young people to find adventure. The youth of Britain have the natural instinct for adventure, but what outlets are there for it?

One is the STA Schooners. It was in 1966 that the STA launched a scheme that, to quote the words of its Director, Captain D E Bromley-Martin RN 'for the first time on any significant scale involved training on the sea but not for the sea'. The idea behind the scheme is to give young people training in the art of living, not only in an environment completely different to the one to which they are accustomed, but with fellow citizens coming from very different backgrounds to their own. The STA is not an organisation dedicated to the re-introduction of sail training for professional seamen or to the training of yachtsmen.

The courses attended by young men from all walks of life, and especially industry, are carried out in two large sailing vessels, 'Sir Winston Churchill' and 'Malcolm Miller'. Both carry out an annual cruise programme of two week cruises between early March and early December.

The ships are 300-ton TM built of steel, 100 ft LWL 135 ft LOA and rigged as three masted topsail schooners. Each has a permanent crew of Master, Chief Officer, Engineer, Boatswain and Cook. To these are added volunteers who are experienced off-shore sailors. Their task is to support and look after the 39 trainees between the ages of 16 and 21 who come from all walks of life for the fortnight's course.

The cruise fee for 1975 is £100, an amount few young men can raise for themselves, but often they are sponsored by their employers, by charitable organisations, or by any of the 50 voluntary committees up and down the country. Employers who act as sponsors usually find that it is money very well spent. Trainees need no qualification other than a desire to 'have a go'. On these cruises young men find out a great deal about one another. As Captain Bromley-Martin has pointed out, 'if you get, for instance a police cadet and a

boy from an Approved School out on the bowsprit together handling a headsail on a dark and cold night each soon finds that the other is actually human'.

Full particulars can be obtained from STA Schooners, Bosham, Chichester, West Sussex, PO18 8HR. Telephone Bosham 572429.

### **Mengeham Rythe Sailing Club, Hayling Island**

The Club was formed early in 1950 to provide amenities for local sailing and fishing enthusiasts of moderate means, and, was fortunate in securing a convenient Clubhouse on Salterns Quay.

The Club premises are situated on the south bank of Mengeham Rythe (Rythe being the local name for Creek) which flows into Chichester Harbour.

As the years passed sailing became more and more popular, fishing activities taking second place.

Membership increased from 250 members in its first season up to the present number of 650, this number includes family membership.

The Club has a very enthusiastic Junior Section who have proved themselves capable sailors and assets to the Club.

In 1971 the Committee decided that the Clubhouse was not large enough to provide the space and amenities required for the Members. Plans were drawn up and in the early Winter of 1972 a number of the male members assembled one weekend and demolished the old Clubhouse.

The Commodore at that time Mr D A Smith supervised the building of the new premises, and, through his efforts the official opening was held on 2 June 1973.

The Club does not employ any paid personnel, all work being carried out by the members, thus allowing a great amount of work to be done at very little capital outlay.

There are plans to add to the amenities of the Club over the years ahead, and, on this our 25th Anniversary we wish all Sailing Club's *Fair Winds* and *Good Sailing* for the future.

## Recent and Forthcoming Changes

### Scottish Pictorial Airletter Form—Highlands

On 18 June the fourth of the present series of air letter forms, the Highlands Airletter, will be available at all Scottish post offices, and philatelic counters in the remainder of the United Kingdom. It has been designed by Ruari McLean Associates and includes illustrations of the Kildalton Cross, Islay; St Clements, Rodil, Harris; Oban—Gateway to the Islands.

The cost of the airletter is  $9\frac{1}{2}p$  of which  $8\frac{1}{2}p$  is postage, and has been printed in Lithography by McCorquodale Ltd.

### Picture Postcards—Sailing Stamps

The series of Post Office picture postcards is being continued by the issue of a reproduction of the Racing Keel boat featured on the  $8p$  stamp. The cards will be on sale from 11 June, price  $5p$  each.

### Phosphor Bar changes on Regional Definitive Stamps

$5\frac{1}{2}p$  country definitive stamps for Scotland, Wales and Northern Ireland with one phosphor bar were introduced on 21 May 1975, as a result of the March 1975 change in postage rates. The stamps will replace the  $5\frac{1}{2}p$  country definitive stamps with two phosphor bands introduced on 21 January 1974.

To begin with, the stamp is being sold only from philatelic counters and from the Philatelic Bureau in Edinburgh. Later, it will be available at other post office counters.

Apart from the phosphor coding, the stamp is identical to the existing  $5\frac{1}{2}p$  country definitive stamps.

### Printer of The Year

Philatelic Bulletin wish to congratulate Cripplegate Printing Company Ltd, the printers of the Bulletin, on winning The Printing World "Print of The Year" Trophy for 1975.

## Postmark Slogans

Unless otherwise stated, items for reposting bearing the appropriate postage rate, should be forwarded to the Head Postmaster of the town where the slogan is to be used, marking the outer cover 'Postmark Slogan'.

19 May–28 June 1975 (P)

**The Samaritans Distress Despair. Phone or Visit in Confidence.** To be used at Harlow. First class machine.

9 June–13 July 1975

**See You At The East Of England Show Farm Britain Safely July 15, 16, 17.**

To be used at:

Peterborough, Corby, Huntingdon, Boston, Wisbech, King's Lynn, Grantham Cambridge, Sleaford, Bedford (Second class only). All first class machines except as stated.

### Repeat Campaigns

The Repeat Slogan **Chessington Zoo Surrey open every day of the Year** as publicised in Bulletin will now be used at Kingston On Thames on the following dates:

1 June–14 September 1975

1 December–21 December 1975

Please note the following: Two Slogans which were due to be withdrawn on 31 March 1975 will now continue in use at Wigan until further notice:

**Wigan Metropolitan a Strategic Communications Centre** (1st Class Machine).

**Wigan Metropolitan for Best Routes in Greater Manchester.** (2nd Class Machine)

The Slogan **European Architectural Heritage Year** will not be used at Leicester 4 June–17 June 1975 and not as stated.

P Denotes Pictorial

C „ Circular

R „ Rectangular

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