

ARABIAN GULF STATES

POSTAL HISTORY & STAMPS

QUARTERLY



17 December 1940: A triple rate cover sent to Illinois and franked with 128½as comprising the airmail rate for the 1 ½ ounce (a3x40as + s3½as + s2as + r3as). The cover has Peoria arrival backstamp dated 7 January 1941 indicating 21 days in transit. The Air Fee of 40 Annas was in use from 21 February 1940 to 21 December 1940.

Edition 27 - Spring 2008

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Welcome to Edition 27 of the Quarterly

Dear Readers,

Another busy spring with lots of philatelic action in the Gulf – new discoveries and some interesting items submitted. I must admit that from a personal perspective my spring has offered more challenges than normal – particularly work wise – so I haven't had time to chase you for contributions. However, fortunately plenty still came in and I think that you will find some interesting items and stories in this latest Quarterly.

I have not managed to follow up on the subscriptions either so you have not received confirmation or vice versa with regards to your 2008 subscription. However, this is something that I plan to deal with when I get back from my summer vacation in August.

Due to the excessive workload that I have had during the past 3 months I have not had time to properly study the many emails that I have received with comments and ideas so all of these will be dealt with in Edition 28.

With that I shall just wish you all a wonderful summer. I will be vacationing in the south of France during the full month of July so if anyone passes by, well, then I am always up for a glass of rose, a pasties and a game of boules.

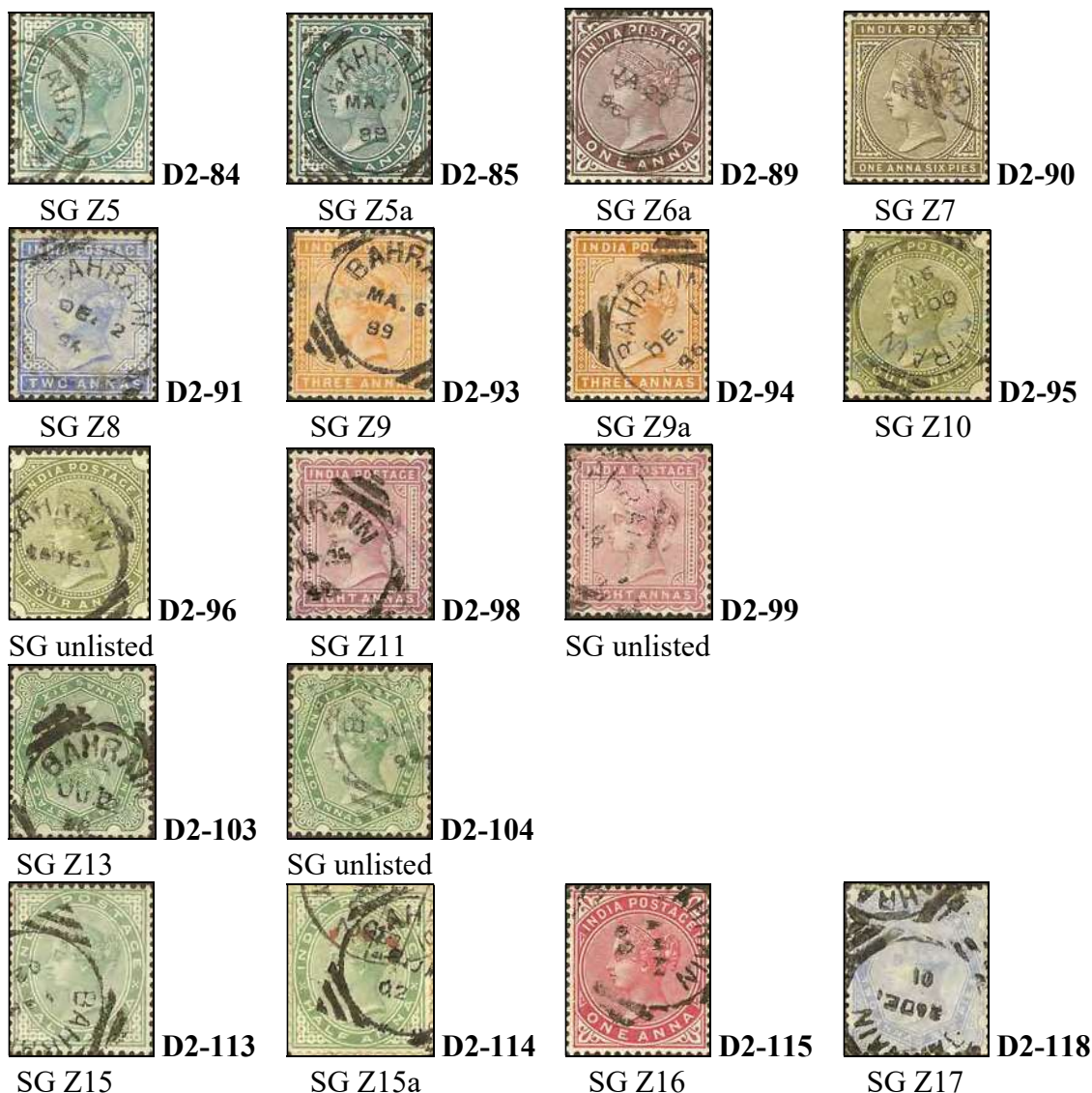
Have a fantastic summer and please keep sending material.

Thomas

Bahrain

India used in Bahrain – Cancelled with Donaldson Type 2

I am currently trying to accumulate images of various Indian stamps used in Bahrain, Muscat, Kuwait and Dubai in order to get as good an idea as possible of what is out there. In order to manage these usages a numbering system that is not limited and allows for the addition of new discoveries is needed. Given that Donaldson's typing of cancellation marks used in the Gulf during the Indian Period, in my opinion, is written in stone the idea is to number each stamp according to Donaldson's typing of the canceller used followed by the Indian SG number for the stamp – illustrated below. In case I have overlooked some weaknesses in this approach please let me know and in case you have other values cancelled with Type 2 then I would appreciate if you could send me an image.





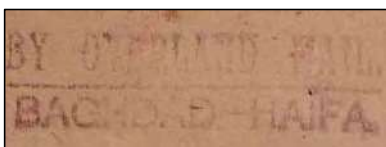
From 1923 the Nairn Brothers operated their overland routes which carried mail from Bahgdad to Damascus, Beirut and Haifa and then by train to Port Said. Such mail usually bore some sort of Overland cachet or was endorsed Overland Mail.

I found the following article on Saudi Aramco World's website which was first released in their July/August 1981 Volume 32 Number 4 issue. The article is reproduced as originally written and I have added a number of Overland Mail covers for visual pleasure – some of these covers are from the Zvi Alexander Collection of Overland Mail – so my thanks to him for letting me illustrate them here. (<http://www.saudiaramcoworld.com>).

The Nairn Way: Written by John M. Munro and Martin Love

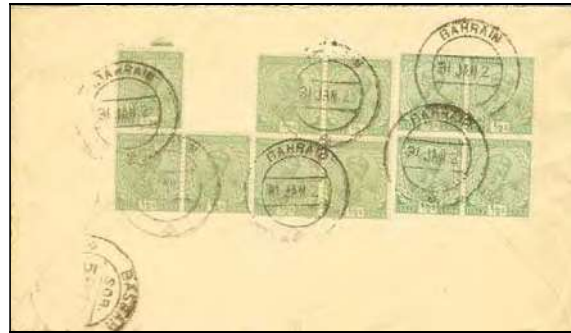
There's an old maxim that says, if you want to succeed in business find a need and fill it. And that, in a nutshell, is the story of Gerald and Norman Nairn, the men who pioneered the famous bus route across the Syrian Desert - the Nairn Way.

In a sense, the establishment of the transport service - the Nairn Transport Company - was accidental. After leaving their native New Zealand and serving in the British Army during World War I, the Nairns decided to set up a business in the Middle East selling automobiles. For the Nairns, it was an obvious choice. They had run a successful motorcycle dealership in New Zealand before the war, and knew, as well as anyone at the time, the internal working of the combustion engine. Their father, in fact, was one of the first people in New Zealand to own a car - a single cylinder, four-seater American Reo bought in 1905.



23 June 1924: A cover sent to the USA with Basrah (1 July) and Baghdad (3 July) transit stamps and Chicago arrival backstamp dated 28 July 1924. It is the earliest recorded Overland mail from Bahrain and an unusual example of registered Overland Mail. It has been franked with a total of 15 Annas was originally endorsed "By Registered Airmail" then deleted with the above illustrated Overland cachet "BY OVERLAND MAIL / BAGHDAD – HAIFA". (Zvi Alexander Collection)

More important, there was a need to be filled. In the Levant and Syria in 1919, there were very few automobiles and the few cars you did see had a precarious existence; their owners knew little about how they worked and even less about how to repair them if they broke down. So, with backing from an Arab family in Beirut, who saw the potential in the automobile business, the Nairn brothers went into business.

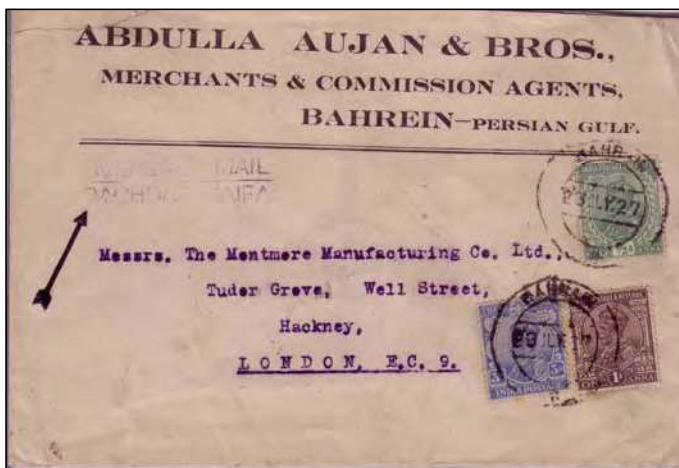


31 January 1927: A cover sent to the USA with Basrah transit stamp dated 5 Feb but without arrival backstamp. The cover has been endorsed "Per Overland Mail" and franked with a total of 5½as – interestingly with the ½a KGV in two shades of green.

By the end of the next year, however, business was so bad that they made a second decision: to run the cars they couldn't sell. They opened a taxi service between Beirut and Haifa, in Palestine.

Because their taxis soon cut the travel time for the 112-kilometer journey (70-miles) to less than a day - compared to the three days then usual for horse-drawn conveyances - the Nairns soon had to schedule daily trips, which in turn meant additional drivers and more cars.

Until then, they had been using Buicks but now Norman Nairn decided to buy two of the famous "Stanley Steamers," kerosene-fired, two-cylinder vehicles which had proved their worth on the smooth flat highways of America, but turned out to be quite unsuitable for the Nairn Way - and nearly ruined the venture.



23 July 1927: A cover sent to London with Baghdad transit stamp dated 31 July. The cover has been franked with 5½as and has a "OVERLAND MAIL / BAGHDAD – HAIFA" cachet applied to it (illustrated on next page). (Zvi Alexander Collection)

In Stanley Steamers, the engines were coupled to the back axle and power was generated by a boiler that vaporized the kerosene, a process which took about 20 minutes. Once the steam was up, these automobiles could accelerate from zero to 64

kilometers per hour (40 mph) in a matter of seconds, but since they had no accelerators and no gears, drivers had to regulate their speed by opening and closing the steam valve, and couldn't really slow down without using the brake - which imposed a severe strain on the whole braking system and necessitated the frequent change of brake linings.



9 September 1930: A cover sent to London with Basrah transit stamp dated 11 September. The cover has been franked with 5½s and has the above "OVERLAND MAIL / BAGHDAD – HAIFA" cachet applied to it. (Zvi Alexander Collection)

Another disadvantage was that after a long journey, the steam pressure would drop, the cars would stop and the driver would have to go through the laborious process of getting up steam again. As fresh water was not always available, the Nairns had to equip the cars with extra water tanks, thus increasing their load.

Another problem was that kerosene, often adulterated with water, played havoc with the car's vaporizing system. Soon, therefore, the Nairns swapped the Steamers for two second-hand Cadillacs.



17 April 1932: A cover sent to England with Basrah transit stamp dated 21 April. The cover has been franked with 5s and has "486 Overland via Basrah" superscribed.

There were other difficulties too. The track between Acre and Haifa, for example, included an eight-mile stretch of beach which was often flooded at high tide. The Nairns, equal to the challenge, took along a young boy who would ride on the running board and wade out in front of the car when the beach was underwater to find out if the water was shallow enough to allow passage of the vehicle. They also had to contend with the owners of the horse-drawn carriages whose business had been severely curtailed by the Nairns' service; they would pile rocks and boulders on the Beirut to Haifa track and try to intimidate the drivers.

Problems like that, naturally, cut into revenues, but with a loan to tide them over the Nairns not only survived, but extended the service to Damascus.



30 July 1933: A cover sent to Oxford with Basrah transit stamp dated 3 August. The cover has been franked with 5as and has had "By overland mail / Baghdad - Haifa Route" superscribed. (Zvi Alexander Collection)

The first real success, however, came in 1923 when the British consul in Damascus, C.E.S. Palmer, asked them to explore

the feasibility of crossing the Syrian Desert by car.

This was not a new idea. Lord Allenby the British commander in the Middle East during the war, had visited the ruins of Palmyra in a Rolls Royce Tourer and in 1919 a convoy of 10 Fords had tried to cross the desert from Etomascus to the Euphrates. Clearly, it was possible to cross the desert by automobile, but whether it was possible to create a regular service was far from assured; six of the Fords had to be abandoned.

At that point, the Nairns received encouragement from an unexpected - but necessary - source: a powerful Bedouin tribal chief, engaged in trade between Damascus and Baghdad. Like all traders of the time, the sheikh had been transporting his goods on camels. But as this was slow and risky - because the caravans, highly visible in the desert, were relatively easy targets for marauding tribesmen - the sheikh decided that a fast

motor route across the desert would be valuable.



17 November 1934: A cover sent to London with Basrah transit stamp dated 21 November. The cover has been franked with 20as which is the highest franking that I have recorded on overland mail from Bahrain. The cover has been superscribed "to be registered / Overland". (Zvi Alexander Collection)

On April 2, 1923, the Nairns set off on the first of six exploratory trips from Damascus. Three days and 880 kilometers later (550 miles) the convoy - a Buick, an Oldsmobile and a Lancia pulled up in front of the Maude Hotel in Baghdad. After one of these trips, Norman Nairn proposed to British officials in Baghdad that he and his brother provide a

regular mail service between Damascus and Baghdad. He pointed out that by using the desert track the normal time for mail deliveries between India and Great Britain could be cut down to nine or 10 days - instead of the customary six weeks needed to send mail by ship through the Suez Canal - by linking the overland route to the arrival of ships at Port Said.



18 January 1936: An unusual piece of overland mail in the form of Book Post franked with 1a and sent to Germany with Basrah transit stamp dated 22 January.

British officials in Baghdad were skeptical, and so were the French authorities in Damascus. But the

French government eventually approved the idea after all - even agreeing to provide a subsidy in gold to pay desert tribes for a guarantee of safe passage across the desert - and the Nairns, as a result, signed a contract with Iraq Posts and Telegraphs. Under the contract, the Nairns agreed to carry mail between Haifa and Baghdad on a weekly basis for a period of five years - and that the time for the journey should not exceed 60 hours. For every hour in excess of that limit, a fine would be imposed. This clause in the contract, incidentally, never had to be invoked.

The preliminaries over with, the Nairns, on October 18, 1923, just a little over six months after the first exploratory trip, officially opened their service - and the first run was a smashing success. Newspapers in Britain trumpeted that thanks to the Nairns' efforts, travel in the Middle East had been "revolutionized."



17 June 1936: A postcard sent via overland mail to the USA with Basrah (3 July) and Baghdad (5 July) transit marks. The postcard has been franked with 3as.

Not long after inaugurating the mail service, the Nairns also began to advertise their service for passengers

and freight and, realizing that if they were to develop this aspect of the business they would need more comfortable automobiles, procured four new Cadillac touring cars. With the introduction of the Cadillacs it was now possible to take seven passengers in addition to the luggage. The new cars were more reliable than the Steamers and faster than the old Buicks; even with the removal of the so-called dickey seat at the back and the installation in its place of a 16-gallon water tank, as well as the addition of two large petrol tanks on the running boards, the Cadillacs were able to shave off a couple of hours from the desert crossing.

Good cars were essential. The early route ran from Haifa to Beirut up the coastal track, from Beirut to Damascus across the mountains, and then into the desert. From Damascus the route was usually smooth; the only hazardous part of the journey was at Fellujah, where the cars had to cross the Euphrates on a ramshackle bridge that buckled and swayed under their weight. Once over the river, which was 330 meters (1,082 feet) wide at the crossing point, the going was easy and the cars would glide to a stop in front of the Tigris Palace Hotel in Baghdad covered with dust but in otherwise perfect condition.



12 December 1936: A cover sent via Overland Mail to England and franked with 5s. The letter was undeliverable and has had a "Return to Sender" cachet applied. The letter eventually ended up in the Bombay Dead Letter Office on 8 February 1937.

Not all the trips went smoothly, of course. In 1924, for example, a convoy of Buicks was late coming from Baghdad and Gerald Nairn and one of his associates went off from Damascus to find out what had happened. After driving some distance they came upon a disconsolate group in the desert surrounded by bags of mail - but no cars. A band of six men on camels had ambushed the little convoy and made off with the cars. Later, it was agreed that the outlaws couldn't have been Bedouins - since few Bedouins could drive - but in any case the Nairns never saw their Buicks again.



25 September 1937: A cover sent via Overland Mail to England and franked with 14s. The letter has the very unusual "OVERLAND MAIL" label applied to it – the only time that I have seen this used on an Overland Mail cover of Bahrain origin.

The Nairns were soon making two weekly journeys instead of one carrying, in addition to mail and passengers, diplomatic pouches for the British, French, Italian, American, German and Russian embassies. The fact that these governments entrusted some of their secret dispatches to the Nairns is some indication of how highly esteemed the service had become.

It was not long either before the crossing had become popular with some soon-to-be famous people: H. St. John Philby the British explorer of Arabia; writers Freya Stark and Gertrude Bell and, later, after the Nairns had introduced buses into their desert service, the famous detective-story writer Agatha Christie; she crossed the desert in one of the Nairns' buses and, in her autobiography, described how she helped Gerald Nairn pack picnic lunches for the trip.

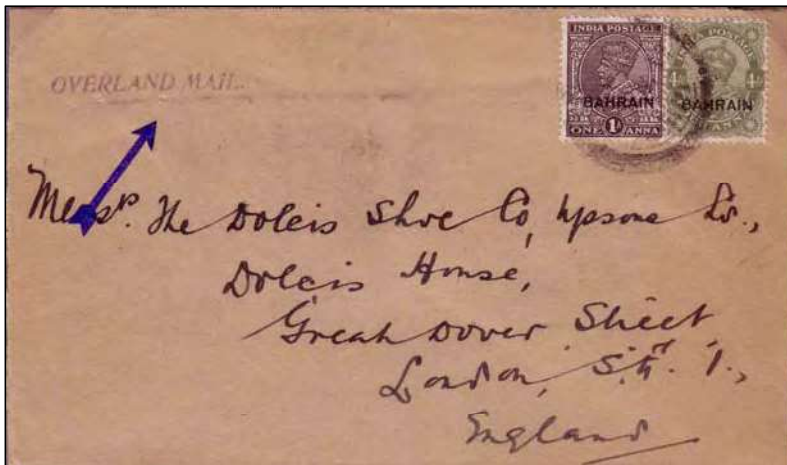


9 October 1937: A cover sent via Overland Mail to the unusual destination of the Canal Zone in Central America. It has been franked with a total of 6as.

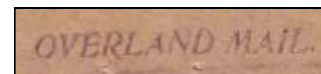
As the Nairns' enterprise prospered, competition was inevitable, and one company, owned by the Beirut brothers Francis and Alfred

Kettaneh, began to offer passengers the chance to see Palmyra when traveling between Damascus and Baghdad. The Nairns responded by cutting their time to a little over 24 hours.

By 1926 the Nairns were operating six-ton, American-made Safeway buses capable of carrying 16 passengers in comfortable, high-backed seats and almost two tons of luggage. With two drivers - which enabled the buses to drive at night too - the Nairns found they



could reduce the crossing time even more - to 20 hours.



11 November 1937: A cover sent via Overland Mail to England and franked with 5as. The letter has had a "leaning" Overland Mail

cachet applied to it. The cachet has been recorded from 1937 to 1940. (Zvi Alexander Collection)

The Safeways were a great success. Though they were heavy and liable to bog down in the desert mud during the brief rainy season in the winter, and though expensive to operate, they forced the Nairns to search for ways to economize - particularly through reductions in expenditure on tires.

With the Buicks and Cadillacs, the Nairns had discovered, they had to change their cotton-foundation tires every 6,400 kilometers (4,000 miles). They realized that what

they needed was a completely new type of tire, and eventually interested America's Firestone Tire and Rubber Company in the problem. Firestone began research into the development of a tire which could endure the heat of desert travel and focused on rayon,

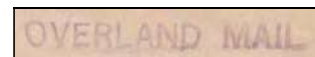


a new, synthetic fiber created by the DuPont Company. Rayon seemed to offer the heat resistance cotton could not, and as the tires made with this synthetic used considerably less rubber in their manufacture, they were much cheaper to make. Eventually, a completely new type of tire came on the market, with a life expectancy of 24,000 kilometers (15,000 miles).



20 November 1937: Another example of Overland Book Post (superscribed very faintly in pencil above the handstamp) this time sent to the USA with Basrah transit stamp dated 24 November and US arrival backstamp dated 12 December. The cover has been franked with 2½as and had an "OVERLAND MAIL" handstamp applied. The handstamp is recorded used from 1937 to 1940 and is probably the most common of the Overland handstamps and cachets. (Zvi Alexander Collection)

In other ways, though, 1926 was not an easy year for the business. All through the early 1920's, the fiercely independent tribes of southern Syria - which refused to cooperate with the French Mandate authorities - saw the Nairn Transport Company as a natural target, especially when they learned that the company was carrying gold bullion across the desert for a number of banks.



13 June 1938: A cover sent to the USA with Basrah (24 June) and Baghdad (25 June) transit stamps. The cover has been franked with 5½as and shows another Overland handstamp. (Zvi Alexander Collection)

CONTINUED IN THE KUWAIT SECTION!

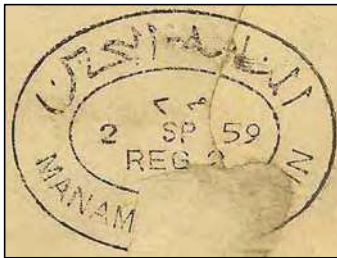
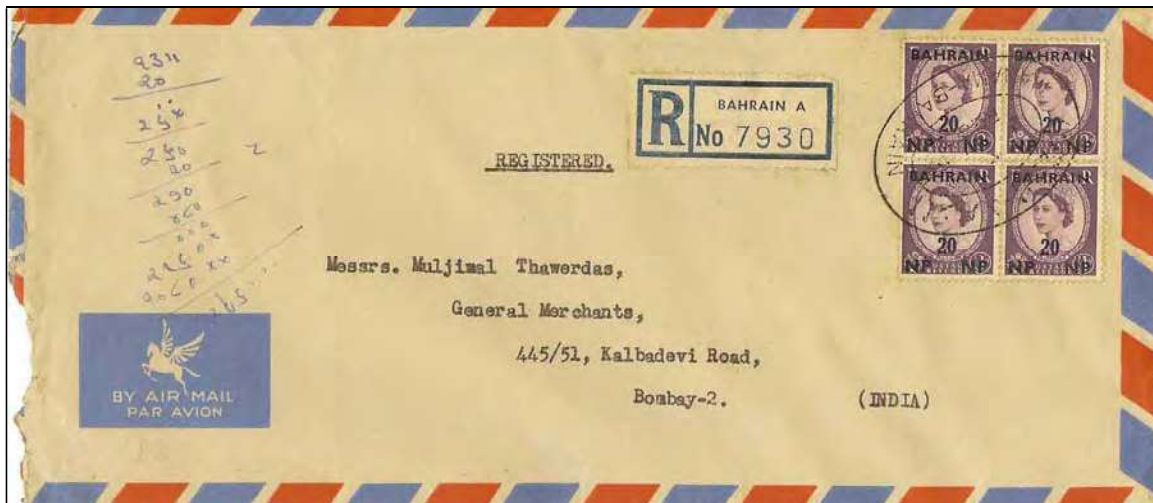


A parcel bag with a customs declaration form, which has been filled out mentioning the contents as “babies pyjama suit”, attached to the front

and franked with a total of 9as. I have not previously seen one of these so comments are very welcome. (Submitted by John Gledhill and the Great Britain Overprint Society – www.gbos.co.uk)



This incoming air letter (Donaldson Type 5C arrival backstamp dated 5 June 1943) was sent to me by one of our readers with the comment “this is going to need a LOT of research” – so I thought – lets get to work and sent a photocopy to John Gillham who replied the following: John’s first comment was that it is probably unique which I presume he bases on his 50 years of collecting Bahrain Forces. The senders address is a WWII undercover address used by Polish refugees. Censor 55 seems to be part Polish and part English, similar to the Anglo-Persian censors used in Iran during WWII. The PC90 label was used in the UK and some locations abroad. John has not seen the red censor strip with code GHQP before but it could well be British army in Egypt or Iraq. The Polish HQ was probably with the British HQ in the Baghdad area. During the Iraq revolt there were German air force Squadrons based in northern Iraq. Possibly the Polish were sent there to support the British and Indian Forces.

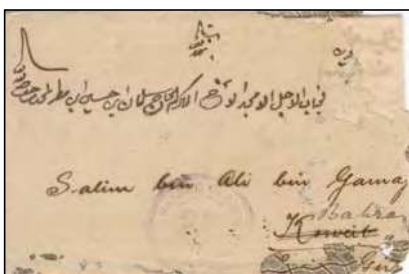


2 September 1959: A registered cover sent to Bombay and franked with 80NP – the cover shows very early use of Donaldson Type 37. Donaldson mentions in his book that the three types of the registration strike were registered in the Impression Book on August 26th – a week before this cover – currently the earliest recorded usage.

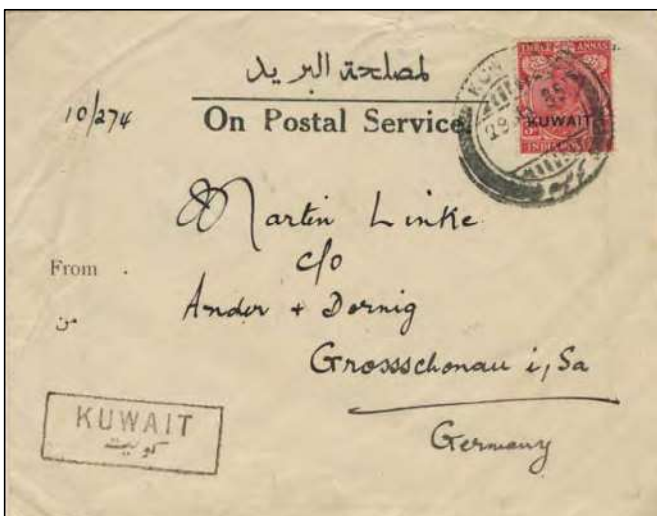


2 January 1960: A cover sent to Basle in Switzerland and cancelled with Donaldson Type 36 – the earliest recorded use of the Muharraq 1 strike. Type 36 was registered in the G.P.O. Impression book on 26 June 1959. The cover has been franked with a total of 2 Rupees along with a philatelic attempt to include the 1957 9 Paise local issue. The stamp has been correctly annulled and left uncanceled by the post office clerk.

Kuwait



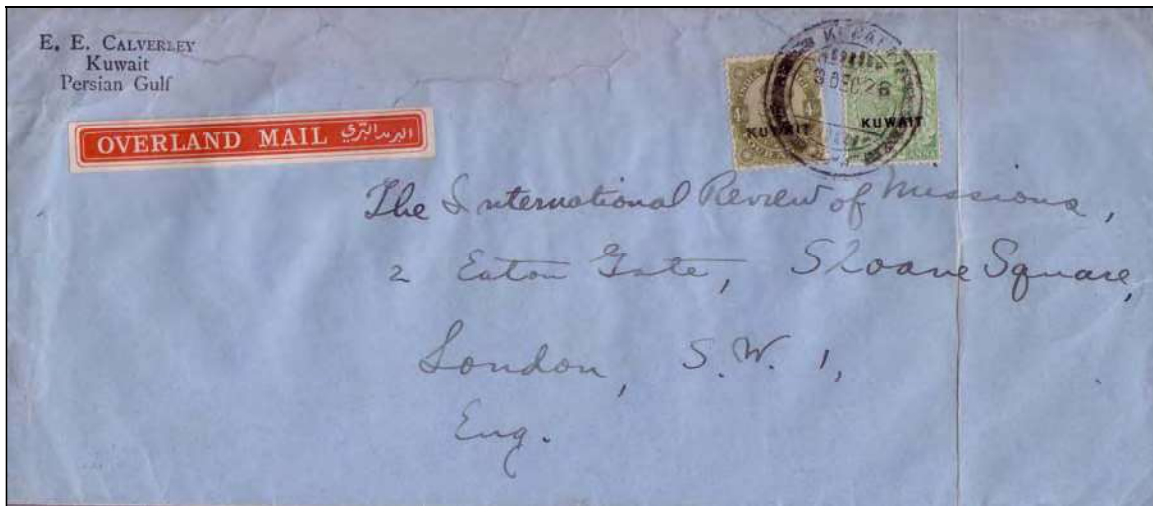
4 August 1916: An interesting cover sent from Bombay, India with Kuwait Type 2 arrival backstamp dated 18 August 1916 redirected and struck with Type 1 dated 1 September 1916 sent via Bushire (5 SEP) to Bahrain with Type 3 arrival backstamp dated 12 September 1916. The cover was intended for Bahrain and the sender correctly mentioned “Bahrain” in Arabic on the right corner of the cover but he wrongly mentioned "Kuwait" in English on the bottom right side. After verification by the Kuwait Post Office they found the mistake and redirected it to Bahrain.



29 September 1935: A registered “On Postal Service” cover sent to Germany and franked with 3as. The cover was sent as free official postage with the 3as franking covering the registration fee. It has had a Type 16 registration handstamp impressed directly on to the cover.

The Nairn Way: Written by John M. Munro and Martin Love (CONTINUED)

In the previous year, a band of brigands had held up a convoy carrying gold bullion, seized the cargo and mortally wounded a driver, and when other incidents followed in 1926, the Nairns decided they could no longer risk the Syrian Desert crossing. To keep the service going, however, they began to use the southerly route to Baghdad: by way of Haifa, Janin, Nablus and Jerusalem in Palestine, across the Jordan Valley to Amman, northeast to Rutba - where six 15-meter-deep wells (50-feet) dating back to the Romans provide water - and then on to Baghdad.



8 December 1928: A cover sent to England with Basrah transit stamp dated 8 December and franked with 4½as. The cover carries the Overland Mail label, similar to the one illustrated under Bahrain, but without perforation. (Zvi Alexander Collection)

This journey was, of course, much longer and the terrain more treacherous: two extra days were added to a trip that had formerly taken only 20 hours. Tribal rebellions against the French also slowed service. But by then the company had become sufficiently well established to weather this difficult period without undue financial strain. That same year, furthermore, a competitor went into receivership and Gerald Nairn was able to arrange a takeover of assets which included several buses, a handful of Dodge cars and a half-built hotel in Palmyra. Simultaneously, the Nairns sold out their ownership of both concerns, formed a new company called the Near Eastern Transport Company, and established offices in Damascus, Beirut and Baghdad. They also sold the hotel in Palmyra and abandoned the northerly route across the desert altogether.

By 1934, the Nairns were literally riding high - on new vehicles called Aerocars, Buick coupes towing small coaches capable of carrying 10 passengers. They also added a four-wheeled American Car Foundry coach - capable of carrying 24 passengers and fitted with reclining seats - as well as what was then the biggest bus in the world: a Marmon-

Harrington 38-seater powered by a 150-horsepower tractor driven off three axles. This 21-meter-long vehicle (70-feet), purchased in 1933, weighed 26 tons and gave passengers a smooth ride in seats modeled after those used in passenger airplanes. Riders also enjoyed such amenities as a buffet, a toilet and packed lunches.



29 March 1930: A cover sent to the USA with Basrah transit stamp dated 1 April and franked with 6as. The cover has been superscribed "Overland Mail" on the front. (Zvi Alexander Collection)

that coincided with, and partially developed from, the rapidly growing importance of oil in the Middle East.

By then the Nairns were offering an important auxiliary service to the Iraq Petroleum Company: transportation service to petroleum production sites in the desert. Later, after IPC began to build oil pipelines from Kirkuk to al-Haditha on the Euphrates, and from there diverging pipelines to Tripoli, in Lebanon, and to Haifa, the Nairns carried hundreds of workers and technicians across the desert to the pump station sites - as well as the food required to support them.



22 June 1937: A cover sent to the USA with Basrah (25 June) and Baghdad (26 June) transit stamps and franked with 3as. The cover has been superscribed "Overland" on the front. (Zvi Alexander Collection)

Although the Nairns' work for oil interests in the desert involved a great deal of time and energy, they continued to keep their regular cross-desert service operating, introducing more cars, more buses and eventually trucks on the Damascus-Baghdad run. By now, passengers expected to be taken across the desert in the shortest possible time and in maximum comfort. The Nairns concurred: during the 1930s they also operated a rest house at the halfway point on the route, at Rutba, where passengers

could take hot baths, tippie, or eat fried fish, Yorkshire pudding, roast beef, custards and fruits.

Under the Vichy French during World War II the Nairns had to endure some lean years, but in the period immediately after the war, the Nairns' company flourished. But in the post-war period the company began to decline as air transport developed, and political difficulties increased. By 1950 the Nairns had had enough; they handed over the company's shares to the employees.

Still, the cross-desert service continued until, in 1956, Iraqi customs officials imposed a customs guarantee so stiff that the firm had to cancel the Damascus-Baghdad service.

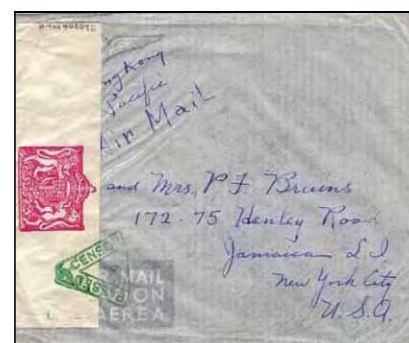
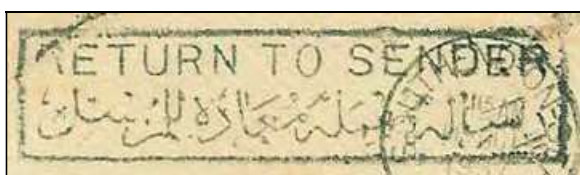


1 September 1943: A cover sent to Beirut with Basrah (6 September) and Baghdad (7 September) transit stamps and Beirut arrival backstamp dated 15 September. The cover has been franked with 6½as and is the only recorded registered overland cover of Kuwait origin. (Khaled Abdul-mughni Collection)

Gerald Nairn, in the meantime, had returned to New Zealand, where he died in 1980. Norman, after traveling to Bermuda and France, came back to Lebanon where he built a villa on the shores of the Mediterranean near Byblos. Until he died of cancer in 1968, he was a familiar figure at Beirut social gatherings. But though the company had passed into history, the Nairn name had not. Until the 1970's, one bus the Nairns had used continued to ply the route between Beirut and Damascus with passengers for the desert bus to Baghdad, which, in turn, continued to bear the Nairn name. But even this vanished one day, and with it went the last trace of a unique chapter in the history of the Syrian Desert.



An underfranked philatelic cover sent from the UK on 12 October 1937 addressed to "The Postmaster – Kuwait" – the cover has been franked with 1½ pence and the underpayment of 1 penny has been confirmed by the endorsement of 2d to pay. A postage due cached has been applied in Iraq and with 11 Fils which has been converted to 2as6ps. It has received a Donaldson Type 6 backstamp upon arrival (22 October) and a Donaldson Type 5 (24 October) before it left again and headed for the DLO in Baghdad via Basrah – the Return to Sender and Refused cachet are Iraqi.



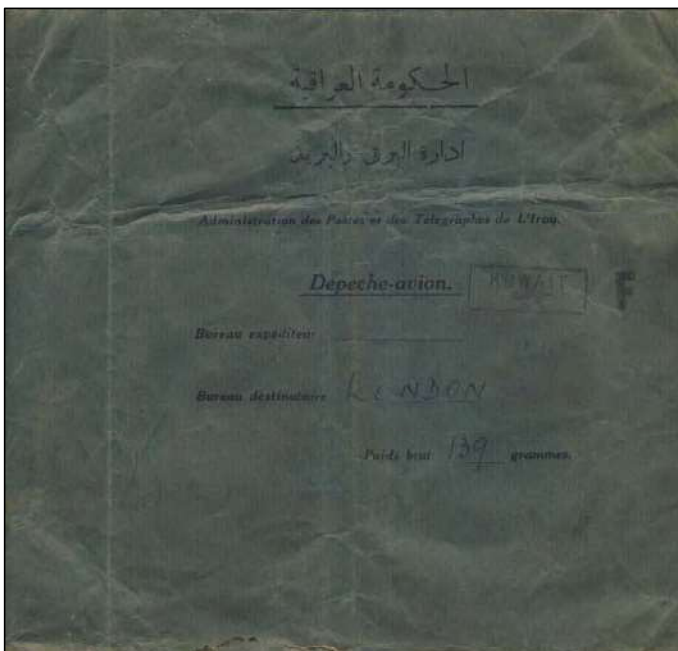
21 April 1941: A cover sent to New York and superscribed via Hong Kong and the Pacific franked with a total of 53as made up by 3as surface fee and 50as air fee. At the time

Kuwait was under Iraqi rates and not Indian rates – the corresponding Indian rate was 49as made up by 3½as surface fee and 45½as air fee.



4 February 1943: A cover sent to New York and illustrating the only time that I have seen a 10 Rupees value used on commercial mail from Kuwait – the cover has a Basrah transit stamp dated 7 February and New York arrival backstamp dated 13 May 1943. The total franking of 168½as is correct covering the airmail rate for 2 ounces via Lagos – the air fee via Lagos was 40as per ½ ounce (160as). The surface rate was 3½as for the first ounce and 2as for additional ounces – i.e. 5½as for 2 ounces – finally the registration fee was 3as – all in all adding up to the 168½as.

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



A large official cover with backstamps dated 1936 and with a Donaldson Type 16 registration handstamp applied to the front.

Does anyone know what the large F signifies?



1 June 1948: A cover sent to Bombay and franked with 5as of Indian KGVII overprints. The cover has had an open value Kuwait Due horseshoe applied to the front which has been endorsed 12as – twice the required airmail rate to India. The cover does not bear any outgoing Kuwait strikes so clearly the cover was posted after April 1st 1948 and as such the use of Indian stamps was invalid.



25 March 1958: A cover sent to India franked with a total of 3rps20nps. The cover illustrates an example of the slightly deformed Donaldson Type 39.

KUWAIT CANCELLER TYPE 39: STAGES OF PROGRESSIVE DEFORMITY

Dr. Mashael A. Alhajeri
redab70@hotmail.com

TYPE NO.	REMARKS	SCAN (REPRODUCTION)
Donaldson 39 Al-Shakar KBC 32A [p. 57]	• ‘KUWAIT-SAFAT / RegistereD’ bridged bilingual rubber handstamp. A higher case ‘D’ in ‘RegistereD’:  Used on registered internal & external mail [<i>Postal Agencies</i>, p. 180]. Later on was replaced with other rubber cancellers with a lower case ‘d’ in ‘RegistereD’, thus typed ‘Registered’. [<i>Postal Agencies</i>, p. 180]. See: Al-Shakar type KBC 33A [p. 58]. Due to excessive wear of the rubber cancellers, These latter cancellers became misshapen and rapidly lost their figures and by August 1958 had become enlarged and mis-shapen, one assuming the outline shape of a lemon. [<i>Postal Agencies</i>, p. 180]. After their deformation, they were again replaced later in 1958 by rubber cancellers similar to Donaldson T39 but with smaller seriffed letters and impressed in black or	 STAGE 1: original shape • Original (undeformed/undistorted) shape. • With a higher case ‘D’ in ‘RegistereD’. ↓

¹ T E Jones, 'Colour Plates Descriptions', *Arabian Gulf States Postal History Quarterly*, no. 18 (Winter 2005), p. 12.

	purple; and it is this cancellation which is usually found on the British Agency 15 NP. [<i>Postal Agencies</i>, p. 180]. For stages of deformation (deterioration), • See <i>infra</i>: Al-Shakar types KBC 32B [p. 57] & KBC 32C [p. 57]. "Type 39 and its successors rapidly • distorted to produce inky nightmare. No one loves number 39".¹ Note: there is a variety of this canceller – • see alshakar 63 and 110 (steel canceller?)		↓
Donaldson 39 (deformed) Al-Shakar KBC 32B [p. 57]	• ‘KUWAIT-SAFAT/Registered’ bridged bilingual rubber handstamp. A higher case ‘D’ in ‘Registered’ (First stage of deformity). • Deformed and assuming a lemon shape. • For details over this canceller’s function & original shape, see <i>supra</i>: Donaldson 39/Al-Shakar KBC 32A [p. 57]. • For details over this canceller’s further deterioration, see <i>infra</i>: Al-Shakar KBC 32C [p. 57]. • Example: Alshakar p. 57. • I recorded this canceller used on a cover dated 17/4/1958 (<i>own collection</i>).		 STAGE 2: deformity ↓
Donaldson 39 (deformed) Al-Shakar KBC 32C [p. 57]	• ‘KUWAIT-SAFAT/Registered’ bridged bilingual rubber handstamp. A higher case ‘D’ in ‘Registered’ (Second stage of deformity). • For details over this canceller’s function & original shape, see <i>supra</i>: Donaldson 38/Al-Shakar KBC 31A [p. 57]. • For details over this canceller’s first stage		

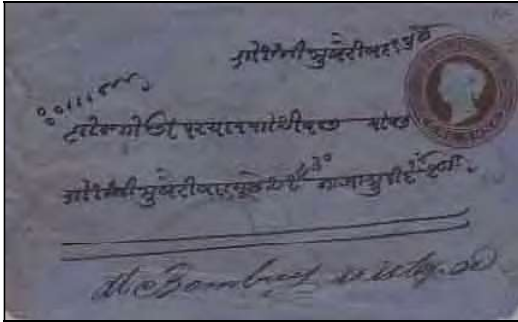
	of deterioration, see <i>supra</i> : Al-Shakar KBC 32B [p. 57].		STAGE 3: further deformity
Donaldson 39 Al-Shakar KBC 33A [p. 58]	• ‘KUWAIT-SAFAT/Registered’ bridged bilingual rubber handstamp. A lower case ‘d’ in ‘Registered’:  • Replaced the previous Safat registration canceller which came with a ‘registered’ with a higher case ‘D’ - See <i>supra</i>: Donaldson 39/Al-Shakar KBC 32A [p. 57]. • Donaldson does not list a separate cancel for this variety but notes that this canceller came into existence when the previous canceller wore out. [<i>Postal Agencies</i>]. • Used on registered internal & external mail [<i>Postal Agencies</i>, p. 180]. • For stages of deformation (deterioration), See <i>infra</i>: Al-Shakar types KBC 33B [p. 58] & KBC 33C [p. 58]. • Example: Alshakar p. 32, 56. • I recorded the following dates for this particular canceller: 30 AUG 1958 1 SEP 1958 5 OCT 1958 8 OCT 1958 4 NOV 1958		 STAGE 1: original shape • Original (undeformed/undistorted) shape. • With a lower case ‘d’ in ‘Registered’. ↓

Donaldson 39 (deformed) Al-Shakar KBC 33B [p. 58]	• ‘KUWAIT-SAFAT/Registered’ bridged bilingual rubber handstamp. A lower case ‘d’ in ‘Registered’ (First stage of deformity). • For details over this canceller’s function & original shape, see <i>supra</i>: Donaldson 39/Al-Shakar KBC 33A [p. 58]. • For details over this canceller’s further deterioration, see <i>infra</i>: Al-Shakar KBC 33C [p. 58].	 STAGE 2: deformity ↓
Donaldson 39 (deformed) Al-Shakar KBC 33C [p. 58]	• ‘KUWAIT-SAFAT/Registered’ bridged bilingual rubber handstamp. A lower case ‘d’ in ‘Registered’ (Second stage of deformity). • For details over this canceller’s function & original shape, see <i>supra</i>: Donaldson 39/Al-Shakar KBC 33A [p. 58]. • For details over this canceller’s first stage of deterioration, see <i>infra</i>: Al-Shakar KBC 33B [p. 58].	 STAGE 3: further deformity

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1. Al-Shakar, Salam and Saleem, *Kuwait Postal Cancellations (1915-2000) and Stamp Designs after Liberation of Kuwait* (Kuwait: Al-Shira'a Al-Arabi Est., 2000).
2. Donaldson, A N, *The Postal Agencies in Eastern Arabia and the Gulf* (Batley: Harry Hayes, 1975).
3. Jones, T E, 'Kuwait Cancellers (Part I)', *Arabian Gulf States Postal History Quarterly*, no. 2 (Winter 2001), 4-5.
4. Kiddle, Francis, *Kuwait: A Philatelic Exhibit Presented to the Royal Philatelic Society* (London: unpublished, 1996).

Muscat & Oman



Early use of postal stationary in Muscat: A “One Anna” embossed envelope (not cancelled) uprated with two ½a blue – the latter obliterated with a 16-bar 309 rhomboid. With a Muscat Type 2 (post-1873) datestamp, 7 Nov, and a Bombay arrival stamp dated 16 Nov. Based on known dates the usage is between 1873 and 1875.

REGISTERED ARTICLE ACKNOWLEDGMENT.
 88
 (To be returned to office of posting for delivery to sender.)

Received a registered article No. 170 addressed to—
 (Name) Kustumji Yarbaji
 Signature of addressee Kustumji Yarbaji
 Date of delivery 27/ 1888.

ON POSTAL SERVICE.

To Shriji Nanabhai
Muscat

Care of Postmaster MUSCAT
DE ARABIA

A registered article acknowledgement receipt sent from Muscat along with the “article”. The receiving postal clerk has confirmed date of delivery as 27 Jan 1888 whereafter the receipt has been returned to Muscat – receiving a Bombay transit stamp dated 28 Jan 1888 and a Muscat arrival stamp (Donaldson Type 8A) dated 12 Feb 1888.

Receipt for a Registered Article.

Received a registered article No. 767 addressed to—
(Name) Pannji Keshavnath
Keshavnath Receiving Officer.

Date stamp of

office of posting.

REGISTRATION MAKES THE TRANSMISSION OF A LETTER MORE SECURE ;
BUT THE POST OFFICE IS NOT RESPONSIBLE FOR LOSS UNLESS THE LETTER
BE ALSO INSURED. Currency notes or a part of a Currency note MUST BE REGISTERED.
Coin, jewels, &c., MUST BE INSURED. Postage and registration fee (2 annas) must be prepaid
in stamps. Sender should write his name and address in lower left-hand corner of envelope.
Acknowledgment of delivery of a registered letter or parcel can be obtained by sender on
prepayment of 1 anna in stamps, or an attested copy of addressee's receipt can be obtained at any
time within six months on payment of 3 annas.

A very nice and clean example and easily readable – note that the registration fee of 2as had to be prepaid in stamps. In addition to this there was an additional charge for acknowledgement of delivery of a registered letter or parcel against a prepayment of 1a in stamps. In addition to this an attested copy of addressee's receipt could be obtained at any time within six months on payment of 3as.

INDIAN POSTAL GUIDE—price 4 annas—obtainable through Post Office.



7 October 1933: A registered letter (1a postage + 2as registration) sent to Karachi, India and uprated with a total of 13½as making the total franking 16½as. The stationary measures 157x227 mm and was probably issued between 1911 and 1921 – the period where the registration fee was 2as – this fee increased to 3as in 1921. The cover has been endorsed with “5+6=11+2.6=13.6” (equalling the value of the stamps used to uprate the stationary – i.e. 13as6ps) and “weight 25 rates”.

It is thought that a “rate” is equivalent to one-eighth of a tola and that it was a very accurate measure intended to make the removal of anything from a registered package more difficult.

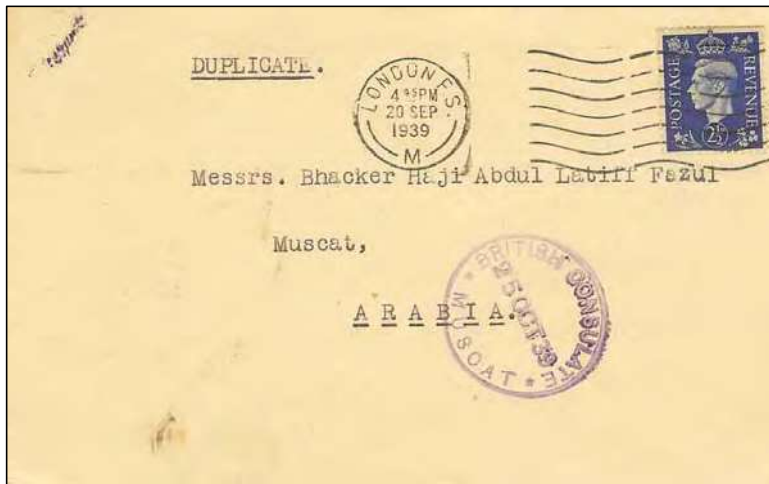
I have been unable to decipher the postage of 16½as but using these 3 numbers (5, 6 and 2.6) I come up with the following and would appreciate comments on it:

3as Registration fee

2.6as The surface fee: At the time the surface fee was 1¼as for each 2½ tolas. So if 1 tola equals 8 rates then 25 rates would be 3.125 tolas which would have required a double surface fee of 2½as – so 2.6

6as The air fee for inland mail at the time was 2as – was it only charged for 3 tolas?

5as Any Suggestions?



20 September 1939: A cover sent to Muscat from England with Donaldson Type 14 arrival backstamp dated 25 October 1939. The cover has had a British Consulate date stamp applied to the front and the back of it.

1971 Sultanate of Oman Overprint Varieties

A couple of overprint varieties were pointed out to me some time back by Ray McMillan. I have not found them on any of the covers that I have but have not checked the stamps I have lying around and whether they are constant and are found on all values remains uncertain – anyway, here are the three varieties recorded so far.



Broken "O" in "OF"



Break in lower part of "A" in Oman



Break in upper right part of "A" in Oman

Addressee Unknown Cachets



3 February 1988: A local cover sent from Salalah to Mr. & Mrs. Rod Mitchell in Mudhairab, Oman franked with the local rate of 40 Baisa.

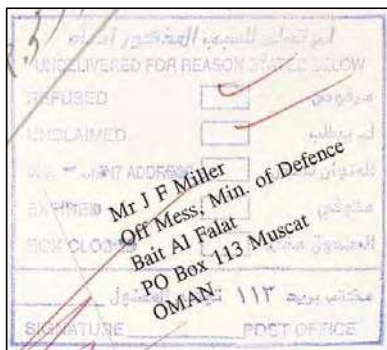
The cover has had a 43x73 mm “Undelivered for Reason Stated Below” cachet applied and ticked in red “Insufficient Address”.



3 March 1988: A cover sent from Virginia to Oman with Salalah arrival backstamp dated 19 March 1988. The cover has had a 45x75 mm “Undelivered for Reasons Stated Below” cachet applied and ticked in red “LEFT” then forwarded to Illinois, USA.

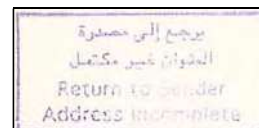


23 December 1988: A local cover sent from Greater Mutrah to Muscat. The cover has had a 43x59 mm “Undelivered for Reasons Stated Below” cachet applied and ticked in red “LEFT” then forwarded to Illinois, USA



4 February 2000: A cover sent from Australia to Bait al Falat (should have been Falaj) in Muscat. The cover has had a 54x61 mm “Undelivered for Reasons Stated Below” cachet applied and ticked in red “REFUSED” and “UNCLAIMED”. In addition to this it has had a 21x45mm “Return to Sender – Address incomplete”

boxed cachet applied.



Qatar

Below is an interesting piece of correspondence – the contents of a cover displayed in the Abu Dhabi section – which talks about the use of Bahrain stamps in Qatar.

c/o Petroleum Development Ltd.,
Qatar,
Via Bahrain.
Persian Gulf.
25 July 1950.

Dear Frank,

I was very pleased to receive your letter of the 15th this morning, and to hear all the news. I got the G.B. enclosures O.K. and so you will be seeing them again presently.

I realised yesterday that your birthday was in the recent past, so hope you will accept a belated but nevertheless very hearty wish for Many Happy Returns, and will accept as a present a mint set of Bahrain Current to 10R's. I wish I could send a more inspired item, but there just ain't any shops here, and I don't think I'll be able to make Bahrain for a while yet. I'm pretty certain that these were items which you had deliberately laid off. I will send them off tomorrow when the office opens.

Was glad to hear that the covers arrived O.K. The Sharjah bunch sound very satisfactory, and must have been sent over to the R.A.F. station there. I note they also arrived in double quick time. Hope we have the same luck when we try the G.B. lot.

The Sultan here is at daggers drawn with the sheik of Bahrain, and deeply resents the use, in his territory, of Bahrain stamps. As you say, he is angling for a change, as he takes it as a personal insult, making him appear inferior to the other gent. With an eye on the revenue probably, he even considered issuing a set of stamps of his own, in spite of the fact that he has no postal service, and only the Company would use them, but gave up the idea when he learned it would cost him £75,000 deposit with the U.P.U. to guarantee franking charges two ways, so I understand. There matters rest – for the moment.

Have still had no luck with Gwadar, but am still not despairing. Will send you a set as soon (if ever!) they arrive. This is my third attempt.

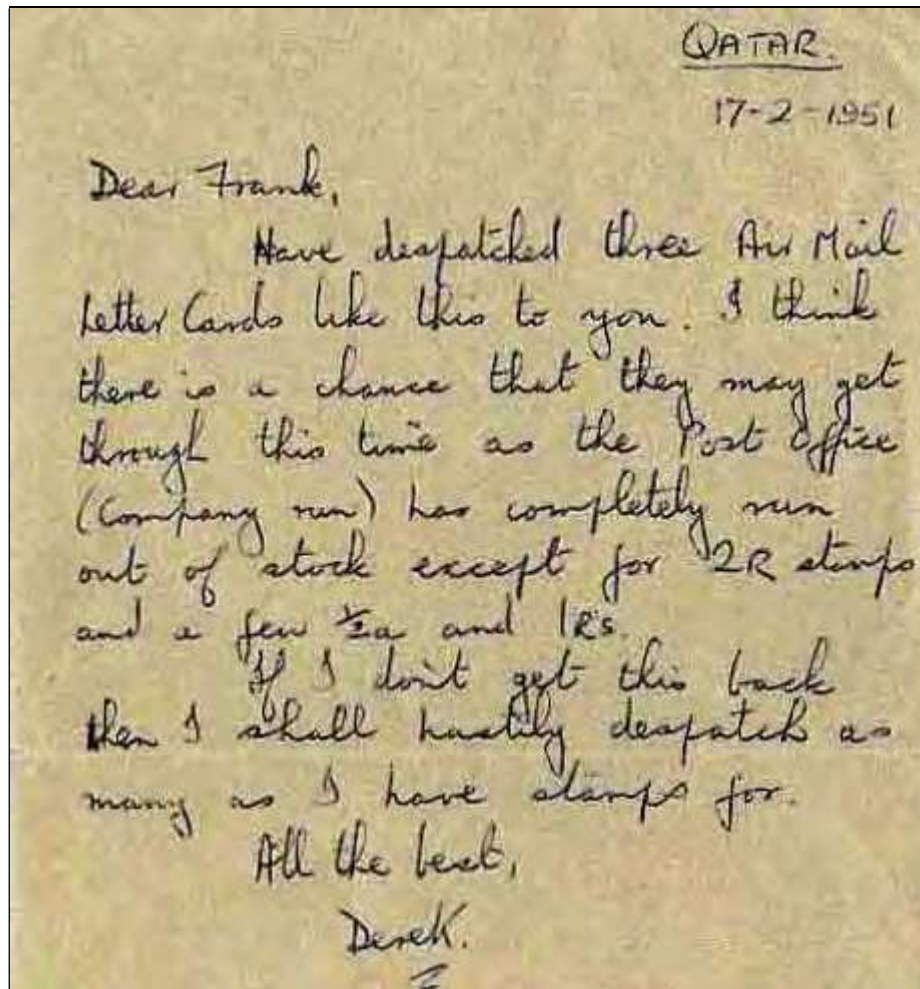
Was very sorry to hear of the trouble with the car, but consider you did the right thing in not using it any further, as the consequences could have been pretty disastrous had a recurrence of the trouble appeared in traffic. Perhaps you will get another before long.

The Farnborough do seems to have been up to the usual standard, and must have been well worth seeing. There certainly seems to be a terrific amount of activity in jets at the moment, and a big advance in performance every year. This seems to be one of the fields in which we do still lead the world.

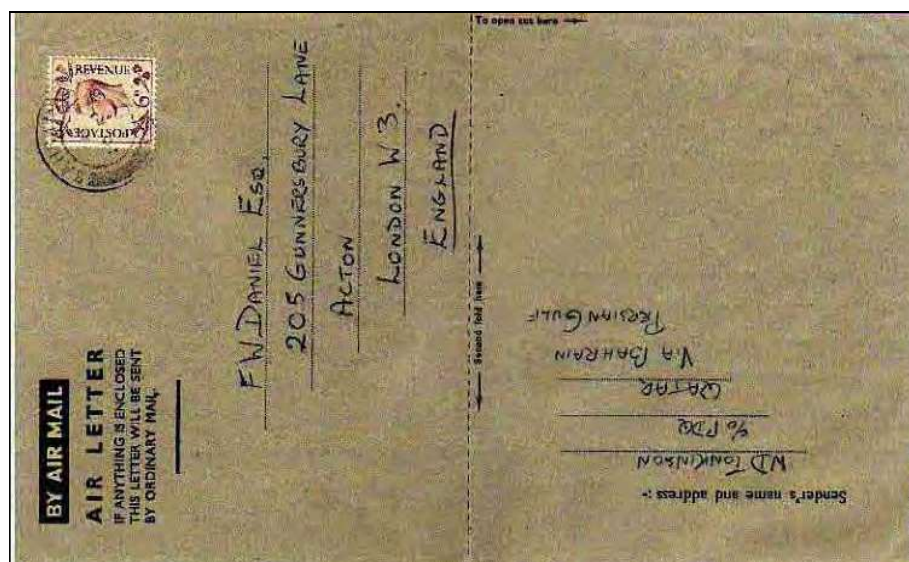
Was surprised to hear of the nurse leaving Gran all alone, and appreciate Auntie fixing her up nearby. I have just finished writing to her, and hope it will help her to feel a little better.

Many, many Happy Returns also to Auntie. I have a little item on the way from Down Under. I feel guilty about not writing so regularly as even I sometimes do, but the heat 105 - 120 every day makes you think of very little but sleep as long as the sun is out, and then the humidity begins. I found my fountain pen absolutely useless out here, as during the day the nib clogs continually, and at night the writing paper looks so frightful when you've finished. Not all nights are as bad as this of course, but Ras Sadr was a bad spot in that respect, more particularly so as I was in a tent. However, I shall try and write more regularly again now that is over.

Well, all the Very Best, Frank,
Cheers to Auntie, who I hope to hear of on holiday shortly,

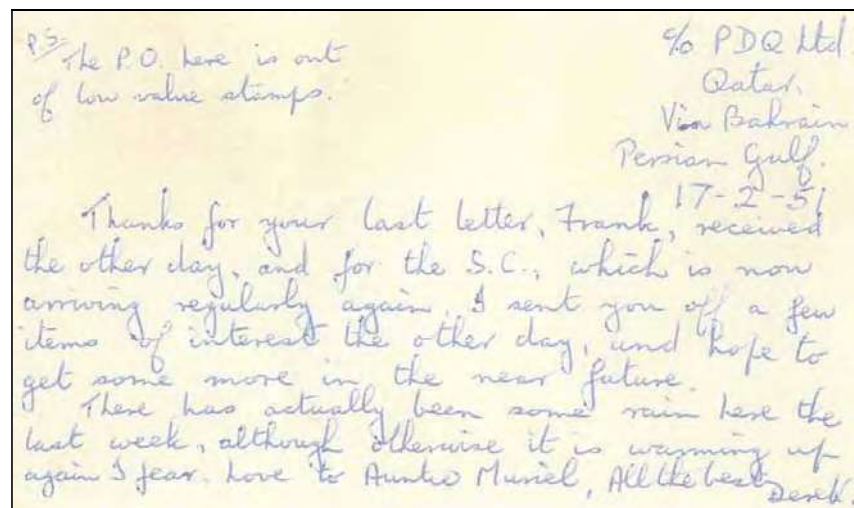


Additional correspondence from the same sender discusses the use of other stamps that the "value only" stamps – interesting referral to the lack of them in the letter.

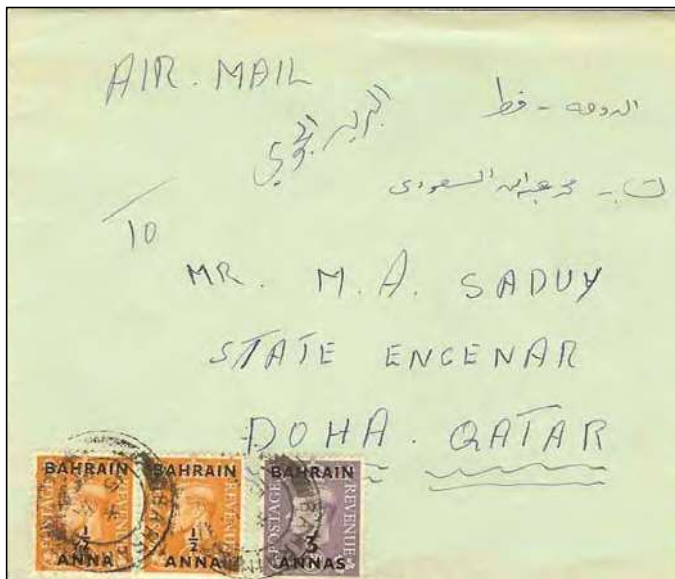




19 February 1951: Another piece of correspondence from the same sender and one of the covers that he refers to in the airletter as “hoping it will make it through”. In this case he has franked the letter with unoverprinted British stamps.



22 April 1951: A registered letter sent from Qatar via Bahrain and cancelled with the purple oval rubber datestamp.

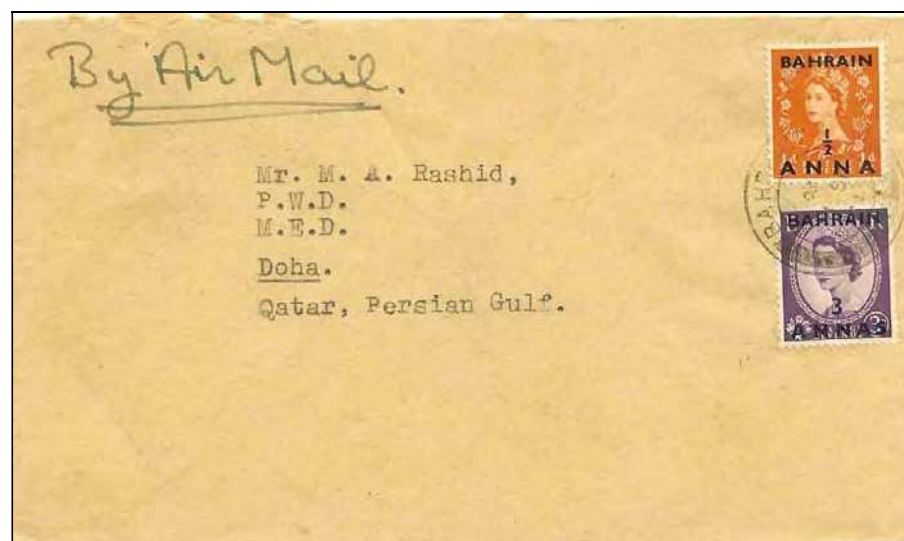
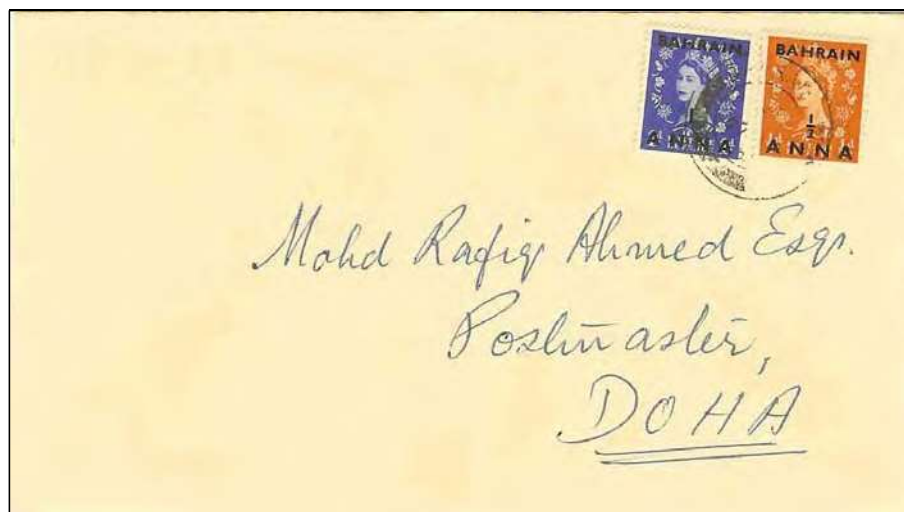


3 examples of mail sent from Bahrain to Qatar:

15 January 1954 on the left

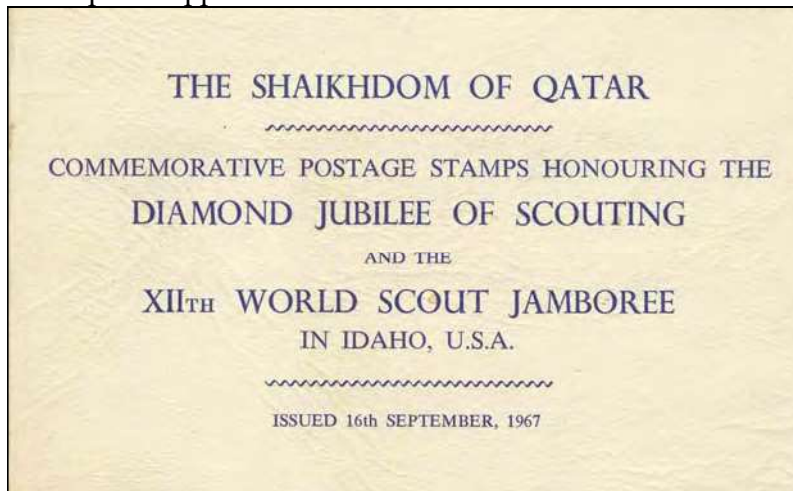
27 february 1954 sent to the Post Master – Mohamed Rafiq Ahmed – middle below

21 September 1954 – bottom image





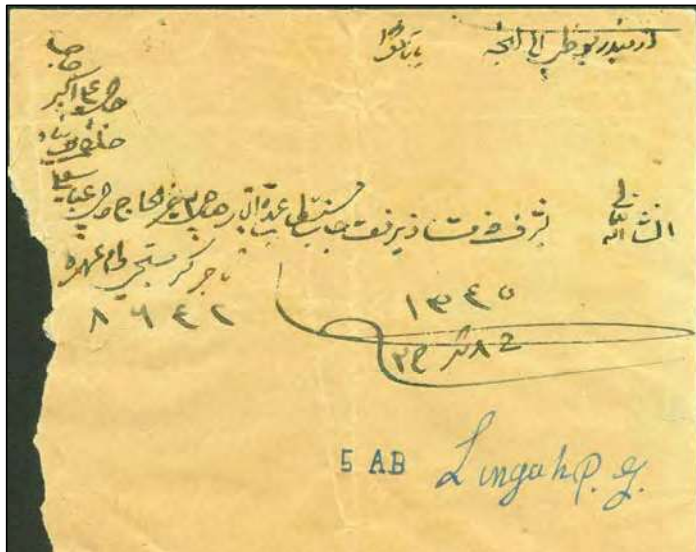
22 February 1953: In Edition 21 we illustrated a cover (30 June 1953) with a smaller version of the “Air up to Bahrain only” handstamp – back then speculating that it has Iranian origin. With this cover being from Lebanon the origin is more likely to be Iraq unless the handstamp was applied in Bahrain – once the air section was over.



This booklet from the 1967 Scout issue was recently sold at an Internet auction and since it is the first time I have seen it I thought I would illustrate it here.



UAE - Abu Dhabi



A 1942 letter illustrating what is now the earliest recorded piece of correspondence from Abu Dhabi.

The cover has got its origin written on the front “Bandar Bu Dhabi” which means the port of Bu Dhabi – which was how Abu Dhabi was referred to back then.

Unfortunately the letter did not pass through the postal system but seems to have been hand carried to Lingah p.g. – Linga

Persian Gulf. The cover has had 5AB endorsed – any ideas what this means?

A REMARKABLE COVER FROM RAS SADR by Philip Kaye

In June 2007, I bought this cover from the widow of the addressee in a lot of over 100 covers. I thought at the time that it was a nice example of the “Value only” overprints used in Bahrain but otherwise found it quite unremarkable.



Two months later, I bought another smaller lot of covers from the same lady and it included an Iraq Air Letter from Basrah in 1952. I later read the letter from a Derek

Tonkinson in which he referred to the fact that he had been relocated there from Qatar (by Iraq Petroleum Co. Ltd.) My thoughts turned to the earlier lot purchased which I re-examined more carefully. I found that it included four covers from Derek Tonkinson in Qatar and two other covers without any sender's address which looked as if they had probably been sent by him. Both were postmarked BAHRAIN 20 JU 50, one of which is shown above – the other very similar but with a single 6 Annas value. I looked inside the two covers and each had “RAS SADR DUBAI” printed in pencil on the inside of the flap in what appeared to be the same writing as on the reverse of the covers from Qatar mentioned above. I had not heard of Ras Sadr. Could these covers possibly be from the Derek Tonkinson whom I had known for more than twenty years? I did not know whether he had been in Iraq or the Gulf or what his profession had been. The next time I saw Derek, I asked if he had been in Basrah in 1952 and he had! I showed him the Iraq Air Letter which he confirmed having written and then showed him this cover. He confirmed he had written “RAS SADR DUBAI” on the inside of the flap before sending this cover from Ras Sadr in 1950 to his first cousin.



Derek was also kind enough to give me much interesting information about Ras Sadr. Ras Sadr 1 was an exploration well drilled by Petroleum Development (Trucial Coast) Ltd. – a subsidiary of Iraq Petroleum Co. Ltd – and was abandoned at 13002 feet which in 1950 made it the deepest well outside the Western Hemisphere. It was the first well to be drilled anywhere within the boundaries of what is now the United Arab Emirates. Derek was the Petroleum Engineer there during the later operations at the well in a party of up to twenty expatriate oil company employees involved in the drilling. Other than a small labour force recruited locally from elsewhere in the Gulf they were then the only inhabitants of Ras Sadr and lived in tents on the beach. For movements of personnel, communications and supplies they relied on a landing craft and the parent company's De

Havilland Rapide which was based on Bahrain for maintenance purposes. The Rapide usually made two flights daily from Bahrain to the airstrip at Dukhan in Western Qatar and return. Once or occasionally twice a week, these flights were extended from Dukhan to Ras Sadr where a landing strip had been prepared about a mile from the drilling site. The Rapide took the mail away from Ras Sadr on the return trip to Dukhan. Mail destined for Dukhan (the production drilling base of Petroleum Development Qatar Ltd) was taken off the plane in Dukhan but the rest of the mail continued on the plane until it reached Bahrain where it entered the Post.



It is a most curious coincidence that, at this date, if this mail had been taken off the Rapide instead at Dukhan and entered the Post in Qatar, it would have also received a Bahrain cancellation. Neil Donaldson records that the “OFFICE OF THE POLITICAL OFFICER / QATAR” cancel was last used on mail posted in Doha on May 23 1950 and the Postal Superintendent in Bahrain then instructed that future mail should be forwarded uncanceled to Bahrain until the first cancelling device simply inscribed “DOHA” was received. Neil Donaldson also records the first usage of the new “DOHA” cancel as 13th July 1950. Therefore mail posted at Doha for the whole of the month of June 1950 at least would have received a Bahrain postmark.

However the overseas mail from Ras Sadr continued its journey on the Rapide at Dukhan as there was then no Post Office other than Doha in Qatar which would have been involved in taking the mail overland and consequent delay. This cover was actually flown all the way from Ras Sadr to Bahrain and Bahrain to the U.K. It is a very rare example of mail from Ras Sadr in 1950 – a milestone in the history of the U.A.E. and the development of the oil industry there.

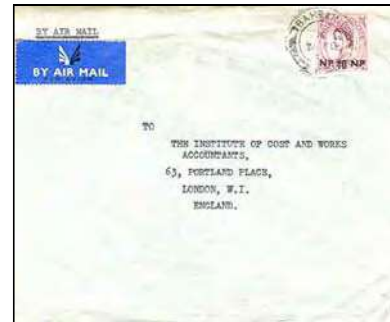
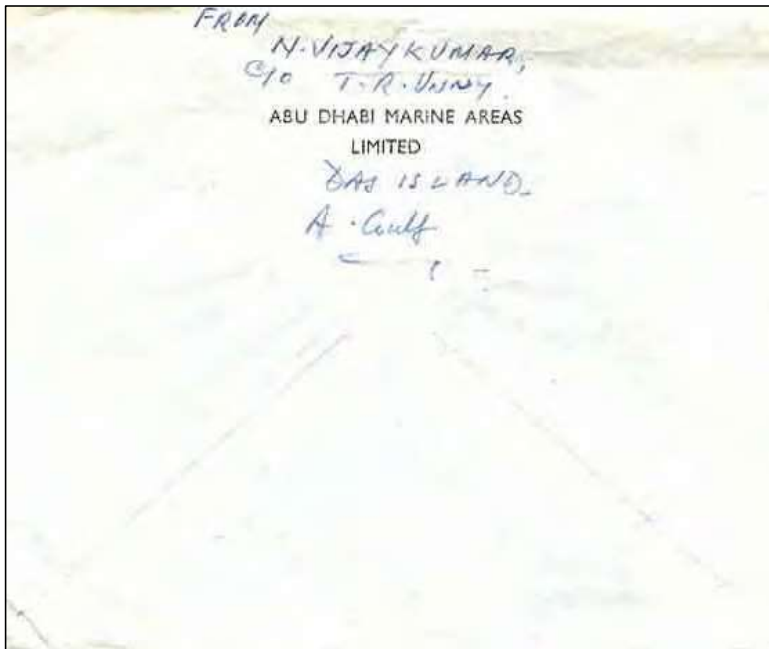
But that is not the end of the story. Derek also told me that he was aware that another cover from this correspondence was included in an auction in December 2007. I

contacted the auctioneer and was astonished to discover there was a cover virtually identical to one of mine with a single 6 Annas stamp and also postmarked BAHRAIN 20 JU 50 listed as Qatar. My enquiry as to why it was listed as Qatar elicited the information that on the reverse was printed Derek's name and a Qatar address (which would indeed have been his correct address a couple of months later). I told the auctioneer that I did not believe the cover was sent from Qatar and he immediately withdrew the lot. He sent me a scan of the reverse and I confirmed that it was not Derek's writing. In January 2008 this auctioneer enquired if I was aware of yet another virtually identical cover (to the one shown here – with 1, 2 & 3 Annas values and the same dated postmark) which appeared in another auction also in December 2007, also listed as Qatar. He told me the cover had not been sold in the auction but he understood it had since been sold privately. I was not previously aware of that cover and advised that auctioneer I did not believe the cover had been sent from Qatar. In March 2008, I received from the editor of "Arabian Gulf States Postal History Quarterly" a scan of the reverse of the cover which had appeared in the last-named auction on which were the same details in the same writing as on the cover withdrawn from the other auction.



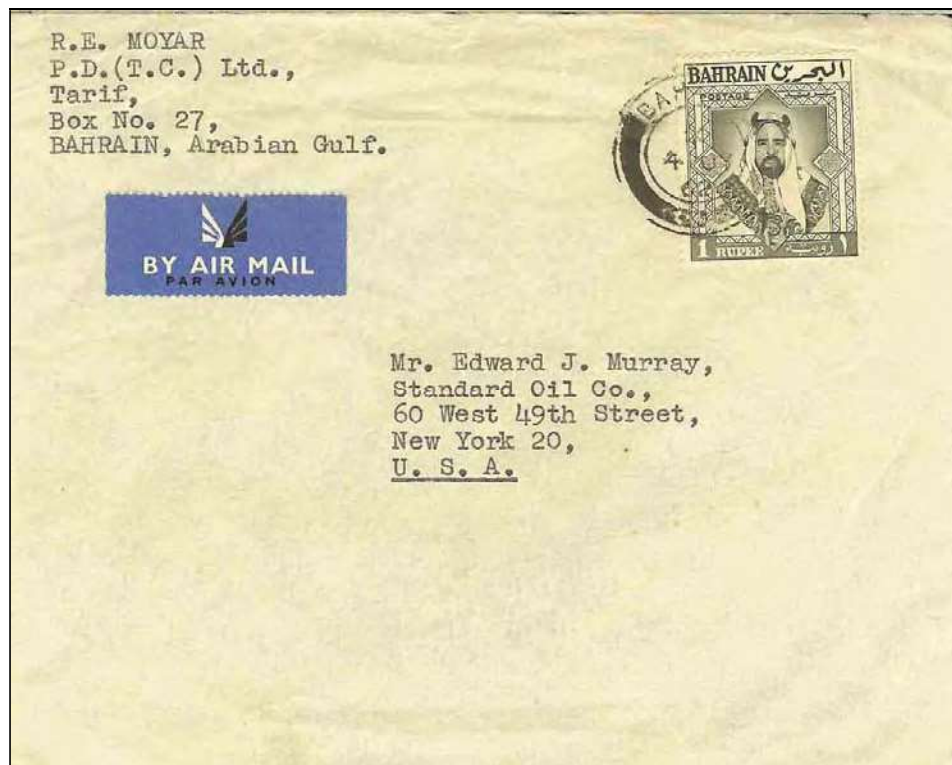
This has taught me a valuable lesson that not in all cases can reliance be placed on the accuracy of what appears to be a sender's address and this is particularly so in any case where this information could have been added after the cover was mailed, with the consequential potential risk of it having been done in an attempt to increase the value of the cover. I am indebted to Derek Tonkinson for all the information he has given without which this could not have been written. I thank him sincerely.

More Abu Dhabi mail sent via Bahrain



26 February 1959: A cover sent from Das Island to the UK cancelled with Bahrain Type 26. All mail from Das Island was sent via Bahrain and cancelled with Bahrain strikes until March 30th 1963 when Das Island got

its own two cancellers – the mail continued to go via Bahrain for another 3 years.



4 July 1962: A cover sent from Tarif in Abu Dhabi to the USA via Bahrain. The cover has been franked with 1 Rupee covering the airmail rate to the USA at the time.

Registered Letters used in Abu Dhabi

At least two registered letters were available for sale in Abu Dhabi. Abu Dhabi used the Bahrain Dinar as currency following the move away from the Rupee – Abu Dhabi did not adopt the Rial as the other emirates did due to border troubles with Saudi Arabia. Both these stationeries were part of an Abu Dhabi lot I came across which originated from the Post Master in Abu Dhabi at the time – H.P. Wynn.

For Official
Registration Label
H size envelope

خطاب مسجل
يجب تسليم هذا الخطاب الى مسؤول
في دائرة البريد واستلام وصل عنه.

REGISTERED LETTER
This letter must be handed
to an officer of the Post
Office and a receipt obtained

To الى

For Official
Registration Label

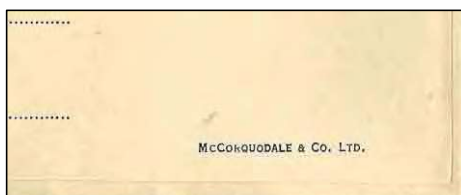
خطاب مسجل
يجب تسليم هذا الخطاب الى مسؤول
في دائرة البريد واستلام وصل عنه.

REGISTERED LETTER
This letter must be handed
to an officer of the Post
Office and a receipt obtained

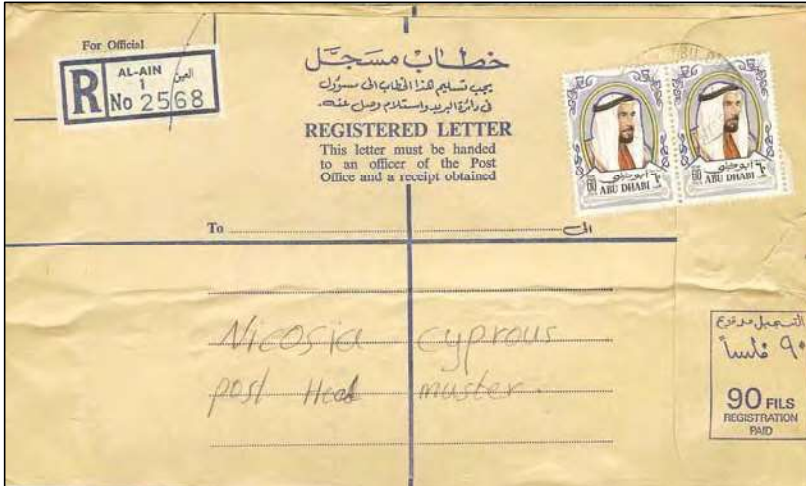
To الى

التسجيل مدفوع
٩٠ فلساً

90 FILS
REGISTRATION
PAID



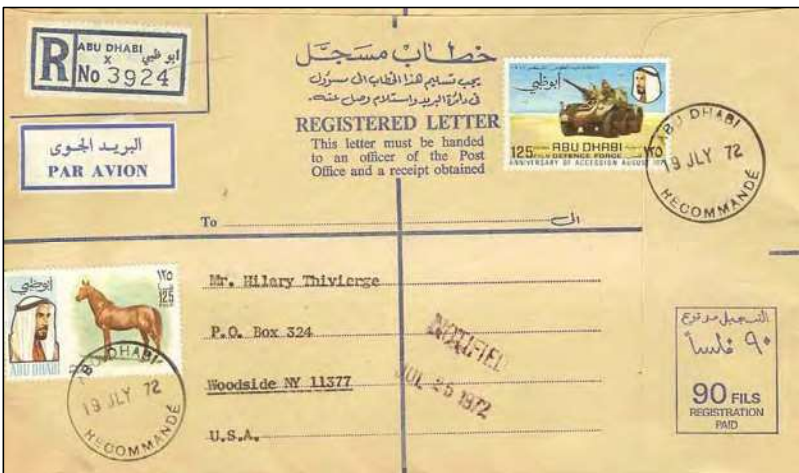
Both registered letters were made by McCorquodale & Co. Ltd. and are identical to the ones that were used in Bahrain at the time. The back of the two types is illustrated on the next page.



27 January 1971:

Commercial use of the 90 Fils registered letter sent as undercover mail to the Post Master in Cyprus with Beirut

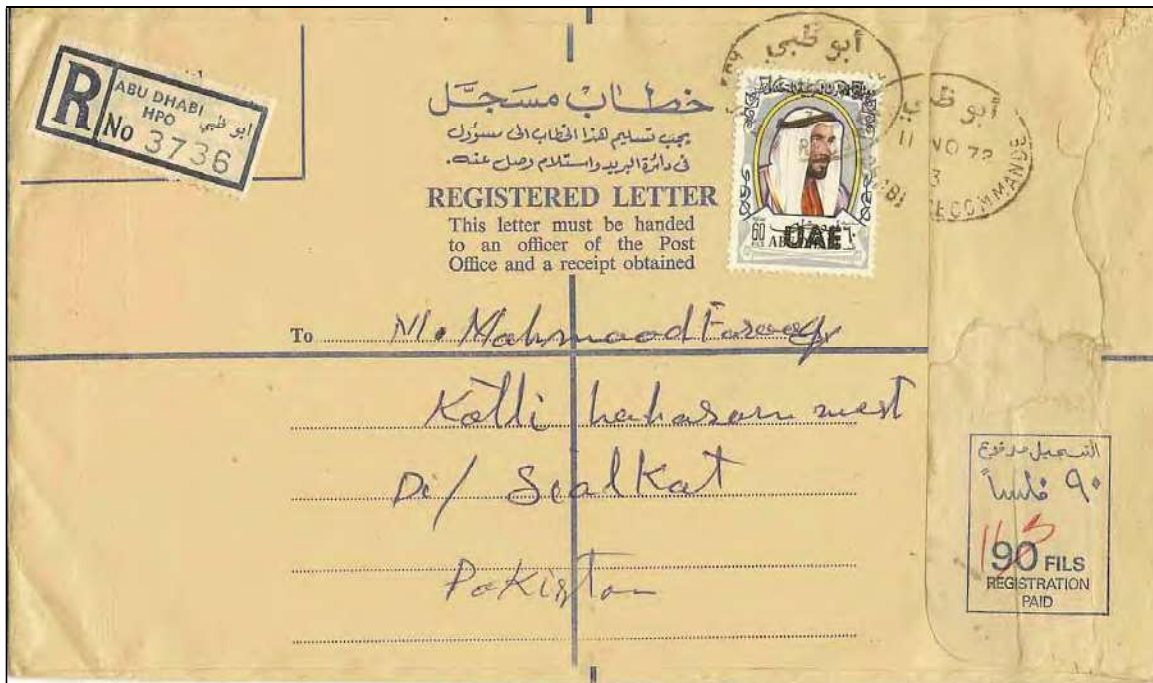
arrival stamp date 3 February. The letter has been cancelled with the oval Al-Ain / Abu Dhabi "Recommende" canceller and has an Al-Ain 1 British type registration label.



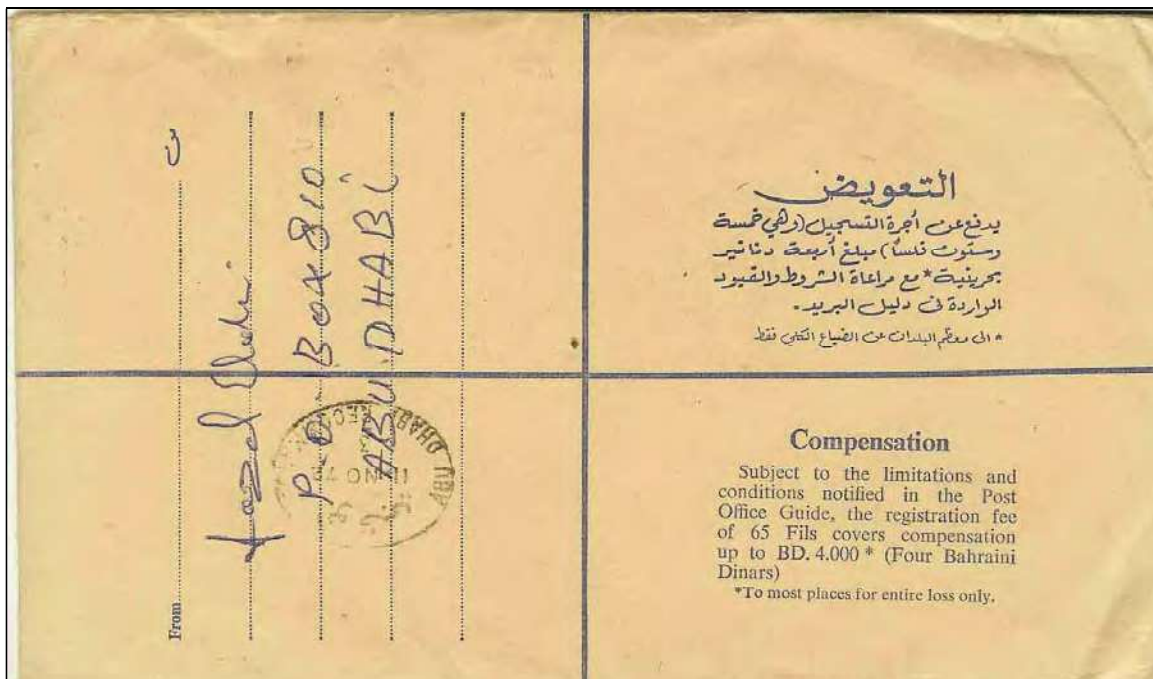
19 July 1972:

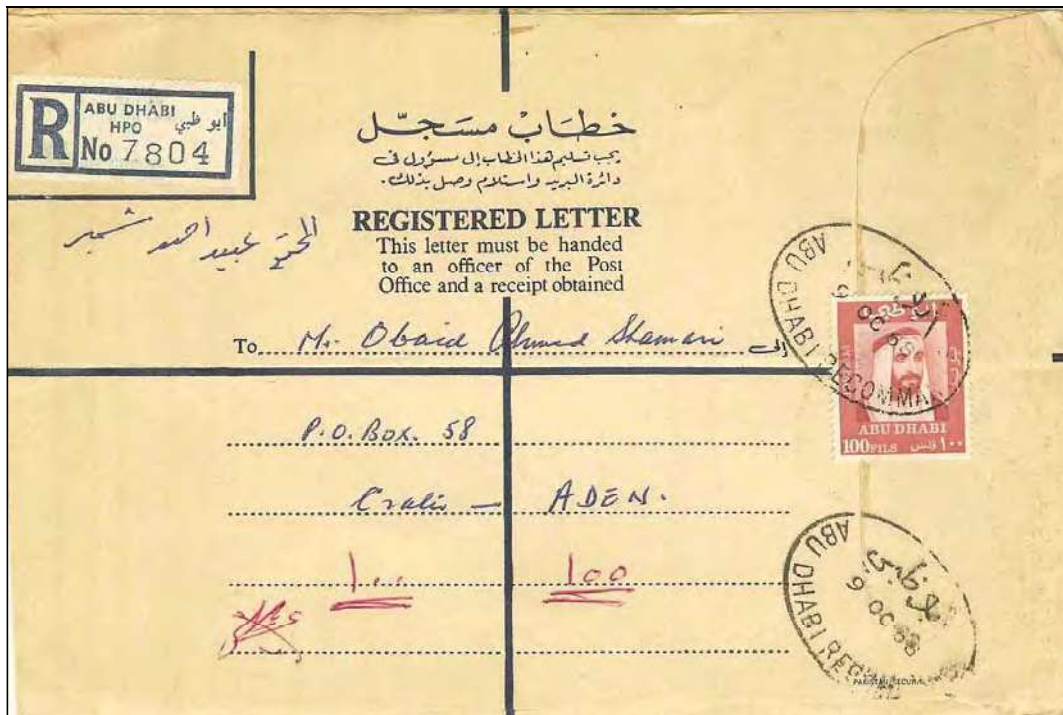
Commercial use of the 90 Fils registered letter sent to the USA with New York arrival stamp dated 25 July. The letter

has been cancelled with two Abu Dhabi circular "recommende" strikes and has also received two Abu Dhabi "Bureau d'Echange" strikes dated 20 July. The sender of the letter is H.P. Wynn – Director of Posts.



11 November 1972: A registered letter sent to Pakistan and cancelled with the small over “Abu Dhabi 3 Recommande”. The prepaid value seems to have been increased to 115 Fils presumably due to some sort of postage increase. I have not seen other examples of such late use of a Bahrain stationary in Abu Dhabi so can not confirm the uprating.

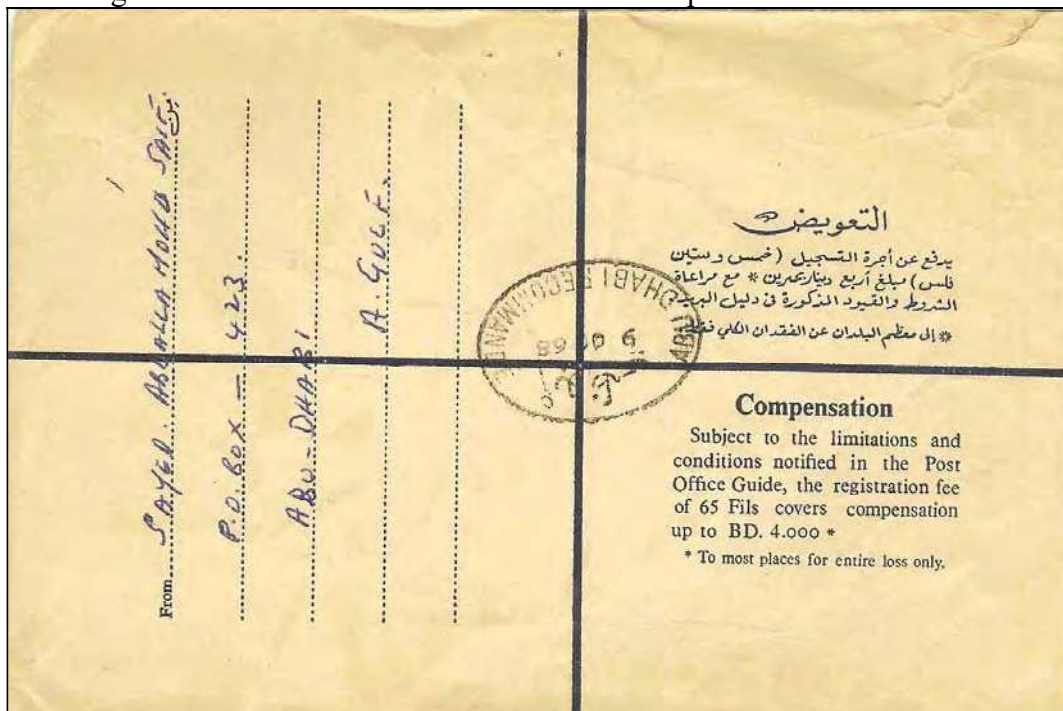




9 October 1968: A registered letter sent to Aden without prepayment but interestingly it is not a McCorquodale & Co. Ltd. print but Pakistan Security Printing Corporation. I have not seen any mint examples of this stationery and having browsed through what I have of letters with Bahrain origin I have not found any either – however it is fairly similar. It has been cancelled



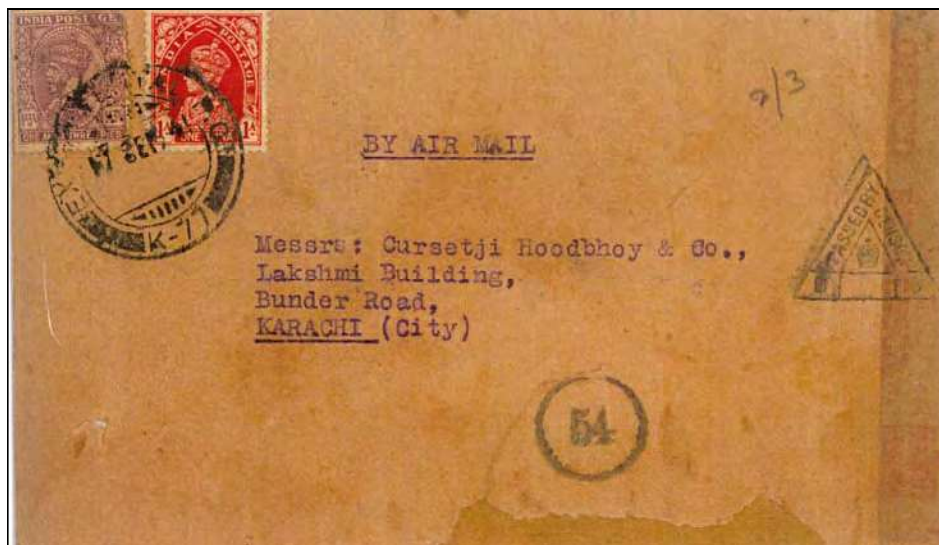
with the large oval Abu Dhabi “Recommande” datestamp.



UAE – Dubai



16 September 1941: In Edition 26 we mentioned three known K-77 covers of Dubai or Sharjah origin. Above is illustrated the fourth cover and the second of Dubai origin. It increases the date range to 9 May 1941 to 16 September 1941.



17 September 1941: Another example of a K-77 cover but without sender's address. Though the date matches the date range of the Dubai/Sharjah covers I doubt that it is of Dubai origin. It is certainly a type of cover that I have not seen used in Dubai at the time and the rate of 2as3ps doesn't match the 1as3ps used on the two Dubai covers I have seen.

1966 New Currency Definitive set – Errors and Varieties



Above is illustrated an interesting difference in the overprint with regards to the distance between the two bars and the 1 Riyal overprint. I have not specifically studied this issue nor have I seen a study of the issue so I don't know if the overprint was done in two separate printings or if the setting was just this irregular.



Sami Al Salman, who also submitted the two above examples, has sent me a few more items for display. Here on the left is the 1.25 Riyals overprint with a very weak “I” in Riyals.

Below is a piece which the use of two raised “R”s illustrated in Edition 26.



UAE – Trucial States

A Post Office announcement by Manama Post Office in the Dependency of Ajman declaring itself open for business as of the 5th of July 1966. Full local and international mail services were available.

POST OFFICE MANAMA (Dependency of AJMAN) ARABIAN GULF	دائرة البريد المنامة (ملحقة إمارة عجمان) الخليج العربي
<u>POST OFFICE OPENED AT MANAMA</u> A Post Office has been opened in the Ajman dependency of Manama, in accordance with the wishes of His Highness Sheik Rashid Bin Humaid al Naimi, Ruler of Ajman. Full Local and international mail service (surface mail, airmail, registered mail, parcel post, etc.) is in effect, and commenced on 5th July 1966. Manama is a Sheikdom located in the center of the Trucial Oman Area, and has been a dependency of Ajman since ancient times. It is the location of an important base of the Trucial Oman Army (Trucial Oman Scouts). While the British Army provides mail service for its Officers and enlisted personnel in the Trucial Oman Scouts, there has been a demand for an additional Manama Post Office mail Service. A full range of twelve denominations had been provided for the Manama Post Office by overprinting definitive and commemorative Ajman Stamps. In addition to the name of the Sheikdom of Manama, the stamps have been surcharged with the appropriate new currency denominations in place of the former Gulf Rupee values. The overprinted stamps are solely for postal use and Post Office sale. There will be no philatelic sale and no philatelic mail orders will be accepted. The Post Office Manama, Ajman Dependency Arabian Gulf	

Below is a map of the boundaries of the Trucial States illustrating the location of Manama, Ajman – I have been to the Manama area recently and I doubt very many people lived there in 1966 – less so with requirements for international postal services. This Post Office must have been opened with the political objective of claiming the land – very much in the same way that Bahrain introduced overprinted stamps in 1933 much to the objection of Persia.



10
FUJEIRA

30
FUJEIRA

80
FUJEIRA

4
FUJEIRA

Famous Paintings

Date of release : 15th March, 1972.

Values :

Children's Day : 100h, 300h, 600h, 4Rls, 5Rls.
Souvenir sheet : 10 Rls, perf. and 10 Rls, imperf.

Sculptures : 500h, 700h, 1Rl, 2Rls, 6Rls.
Souvenir sheet : 10 Rls, perf. and 10 Rls, imperf.

Madona : 200h, 300h, 500h, 4Rls, 5Rls.
Souvenir sheet : 10 Rls, perf. and 10 Rls, imperf.

Paintings : 500h, 1Rl, 2Rls, 5Rls, 4Rls.
Souvenir sheet : 15 Rls, perf. and 15 Rls, imperf.

The total face value of each of the Children's Day, Sculptures, and Madona issues is of 10 Rls which are equivalent to U. S. \$ 2.10 or Sterling £ 0.86.
Each sheet is of 10Rls. which are equivalent to U. S. \$ 2.10 or Sterling £ 0.86.
The total face value of the Paintings issue is of 10.50 Rials which are equivalent to U. S. \$ 2.20 or Sterling £ 0.92.
Each sheet is of 15 Rls. which are equivalent to U. S. \$ 3.10 or £ 1.10.

Terms of Sale

All stamps are sold at face value. Payment in full must accompany every order. Bank drafts or cheques in full convertible fund should be marked payable to Postmaster General - Fujaira.
Where registered postage must be included or stamps from the quantity ordered will be used as postage.
All orders and enquiries to be sent to :

N. I. HUSNI
Postmaster-General
Fujaira,
(Via Arabian Gulf)

Postal Notice No. 18



Illustrated above is a postal notice announcing the issue of 10 stamps depicting famous paintings due to be issued on the 15th of March 1972.

To the left is part of the letter in which the postal notice was sent.

The letter has been cancelled in Fujaira on the 17th of February 1972 and franked with the 30 dirham stamp due to be released the following month and shown in the postal notice above. It is an interesting illustration of the dubiousness of the stamp business in Fujaira.

Links, Contacts and Credits

GOVERNMENT PHILATELIC OFFICES

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

Director General of Posts
Philatelic Department
PO Box 3338
P.C 112
Ruwi
Muscat
Sultanate of Oman
Email: pttphil@omantel.net.om
Website: www.comm.gov.om

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

Bahrain Philatelic Bureau
Postal Directorate
PO Box 1212
Manama
Bahrain
Email: stamp@bahrain.gov.bn

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

INDEPENDENT PHILATELIC ASSOCIATIONS

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

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

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://groups.yahoo.com/group/arabgulfsandyemenstampgroup/>

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://wreckandcrash.org/>

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

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

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