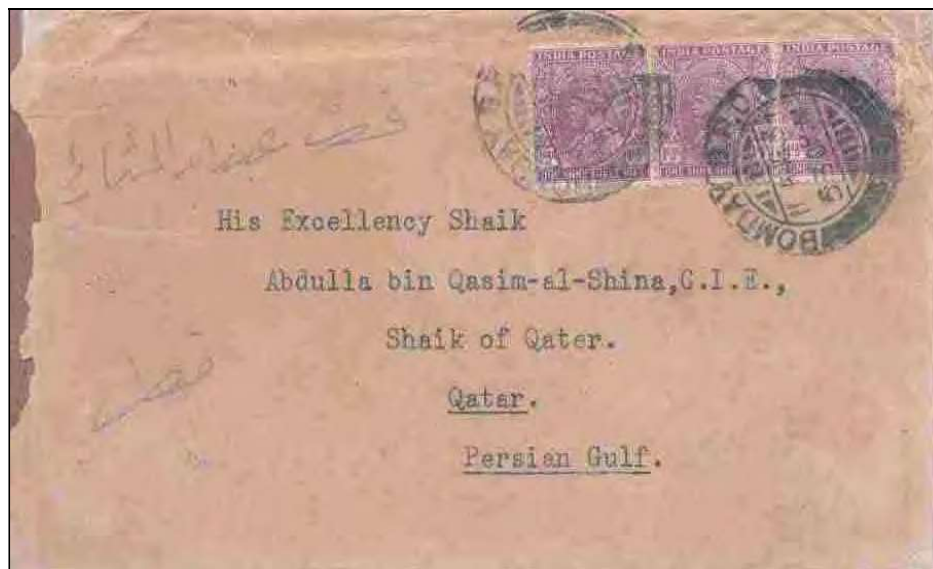


ARABIAN GULF STATES

POSTAL HISTORY & STAMPS

QUARTERLY



11 August 1934: A cover sent from Bombay, India to Qatar addressed to His Excellency Sh. Abdulla bin Qasim-al-Shina – Shaikh of Qatar. The reverse of the cover has Bouchir and Bahrain transit stamps. I believe this is the earliest recorded mail to/from Qatar.

Edition 26 - Spring 2008

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Welcome to Edition 26 of the Quarterly

Dear Philatelist and Subscribers,

First of all let me say that I had actually planned to release Edition 26 on March 26th but as it is with philately – things always take longer than expected. I had received quite a lot of interesting material over the past 3-4 months and there were a number of items that I had found that I wanted to illustrate but everything just took longer than expected. On top of that there was taking care of the wife, work, wife, kids, wife, family and, of course, the wife.

It is very pleasing that so many of you have renewed your subscription for 2008 but for those of you that have not I will be contacting you during April just to verify whether or not you want to continue your subscription. I can tell you that we have increased our number of subscribers in the Gulf for 2008 plus added a number of philatelic judges to our reader list. If you have yet to pay your subscription the payment methods are listed after the Credit at the back of The Quarterly.

March saw The Quarterly participating in its first philatelic exhibition in the literature category. It was rewarded a large silver which I was told is a pretty good result for journal of its type – Dastur was amongst the judges. The main objective was of course to create awareness about the Gulf as a philatelic area and we will continue to enter the journal in as many exhibitions as possible.

Have a great spring and please keep sending material.
Thomas

Comments, Questions & Corrections

Reader's Feedback

Edition 25:

BAHRAIN – Page 9: 21 ½ Annas cover to France

I wrote to the Argyll & Sutherland Highlander Museum requesting information on the recipient of the letter illustrated and got the following reply:

Although the museum does not hold personnel service records for those who served in the regiment in WW2, I did manage to find the following details about Philip Moore:

Born in New Zealand and qualified as a solicitor before the war. When war broke out he came to Britain and joined the army. He was posted to the 7th Battalion in 1939 and fought with the Battalion in France, commanding a platoon in C-Company. After the war he continued in the legal profession but commented that if he had not lost a leg he would have applied to become a regular officer after the war. He became Clerk to the court at the Old Bailey in London in 1968. He played the piano beautifully. He died in 1977.

It was whilst serving with the 7th Battalion on the 5/6/1940 (the cover was endorsed "MISSING 5/6/40" in red) during the rear guard action against the advancing Germans that he was wounded near St Valery Sur Somme. At the time of his wounding he had engaged the enemy, one German having fired at him but missed, Philip returned fire and hit the German. Philip was hit in the left arm but still managed to fire his revolver at the German soldier who had just fired at him. Another enemy soldier then took aim at Philip who in turn aimed at the German, both fired; both went down with Moore being hit in the thigh. He was later captured and taken to hospital. Due to his leg injury he had to have it amputated and was later fitted with a wooden leg. He was held as a prisoner of war for some time before being released back to Britain as he was no longer regarded by the Germans as a military threat (could no longer be an active combat infantry soldier). When released he managed to smuggle out of the camp various letters from his fellow prisoners by hiding the papers in his wooden leg.

KUWAIT – Page 19-22: Meter Marks (comments by Frank Mallalieu)

There are two mistakes in Joel Hawkins article (Edition 25) on early Kuwait meter marks. They are technical in nature, having to do with the descriptions listed under two of the illustrated postmarks. On Page 21 the postmark is described as having a "U" prefix at the bottom. The meter illustrated has a "P.B." prefix at the bottom. On Page 22 the postmark is described as having a "P.B." prefix at the bottom when in fact it has a "U" prefix at the bottom. It appears that the two illustrations or their descriptions got switched. Those things just happen some of the time, no matter how hard one tries to get things perfect! **Admission by Editor: Undoubtedly my error – not Joel's.**

KUWAIT – Page 29-32: 40 Naye Paise Registered Letters

The item about the Kuwait registered letters on page 29 onwards refers. What are the sizes of the letters?

There are 3 sizes in total: 152x94mm, 202x126mm and 293x152mm

Of passing interest, Mr. Sinclair-Brown, the addressee on the item on page 30, was a stamp dealer. I had occasional dealings with him in the late 1960s and early 1970s.

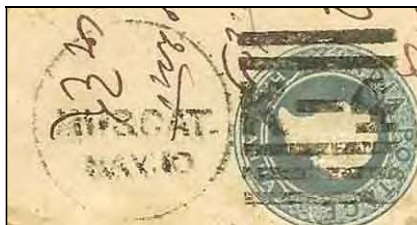
KUWAIT – Page 34-35: The Mystifying Blue Crosses

In the light of pages 34 and 35 of this edition, I can now see that I ought to have added to my remarks on Dec. 3 that, on arrival in London the blue crayon crosses were also added there - I had not then appreciated this might be important but this does have relevance to pages 34 and 35 also (the Qatar cover illustrated on page 49 in Edition 25. I have always believed blue crayon crosses to be a particularly British thing and I suspect that most registered covers left the Gulf without them and they were added on arrival in London. On Page 35, I would suggest the carefully ruled blue cross on the face of the cover would have been done by a Gray Mackenzie employee familiar with British practice (i.e. prior to posting) and the roughly applied cross on the reverse of the cover added in London in the GPO on arrival.

MUSCAT – Page 39: The backstamp on the K-4 cover



25mm diameter



26mm diameter

The MUSCAT MAY 10 on the reverse does not appear to me to be the datestamp segment of the Duplex - it appears to be smaller and differently spaced most noticeably in the space between MUSCAT and the dateline which is greater in the Duplex. Could the reverse be a Type 7?

Probably due to my own inexperience I didn't measure the two strikes but they differ in size by 1 mm. So one final question to verify that the backstamp is Donaldson Type 7: The Muscat is placed slightly above the middle of the strike (Top of the "C" in Muscat is 10 mm from the top of the circle and the bottom of the "C" is 11 mm above the circle) and it has a colon between the month and date instead of a period as illustrated in Donaldson's book. I presume that the colon is irrelevant but are these measurements in line with other Type 7's?

GBOS: “Compendium of overprints on GB stamps...” by John Gledhill

The new 6th edition is now out, and it has been completely rewritten. In response to requests from some users it has now been recast so that all the issues of a particular territory are together. It has also been updated to work well in electronic format under Word2007 (“docx” format). I have attached a short explanation of some of the advantages of the electronic version compared to the paper version.

It is right up to date, as at the Christmas 2006 edition of “The Overprinter”, including quite a lot of new QE cylinders.

It is now available by email or in paper format. It contains much new information since the last edition. It is amazing that new cylinders on issues from the 1950s are still coming to light now, 50 years later and even since the 5th edition in 2005. You will not find this information in ANY other catalogue or listing!

Email copies are free. Paper copies are £24 including post/packing in the UK (outside UK depends on the destination – please ask).

The new version is more compact (1Mb), simply because Word2007 is more efficient in handling tables than earlier versions. However, if you are not using Word2007 you can either download the free Microsoft add-on which lets you read 2007 versions (which it offers you if you try to read a Word2007 file), or I can send you a version in Word2000 (which is much bigger).

Please let me know if you want me to email you a copy. Or alternatively if you’d prefer to order a printed/bound copy, please do so with confirmation of your current postal address – I can also take payments through Pay Pal.

Finally, to those who have not yet discovered it, please have a look at (and take part in) the new “GBOS discussion forum” online at <http://gbos.informe.com/> - You can read it without registering, but to contribute you do need to register your name – see “How to use this site” > “information for new members”; when you do so it will ask you to type in a verification code which can sometimes be difficult to decipher (it’s to stop spammers) – if you can’t read it, just refresh the page till you get a legible one. Your username must be all one word (no spaces).

Best wishes and thanks to colleagues who have supplied new information.

Dr John M Gledhill
Web manager, GB Overprints Society
<http://www.gbos.org.uk>

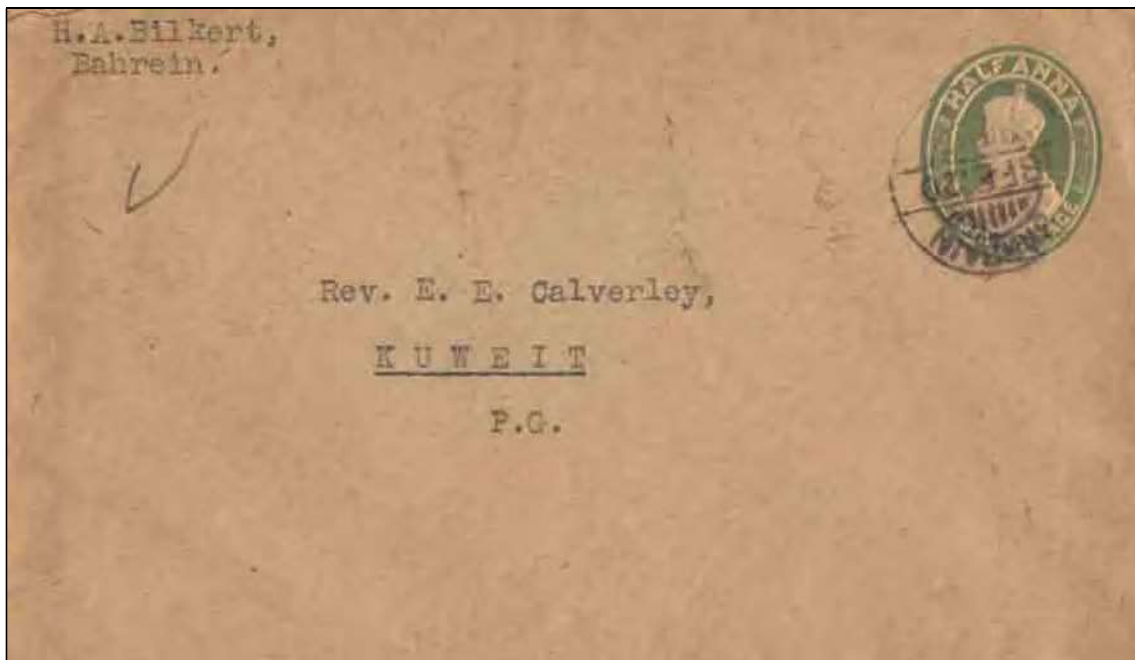
Bahrain

High Value QV and KE VII stamps used in Bahrain



The QV 1895 high value issue used in Bahrain – 2 Rupees (Carmine & Yellow-Brown) and 3 Rupees (Brown & Green) – Also illustrated is the KEVII 1903 2 Rupees (Rose-Red & Yellow Brown). The use of the stamps in Bahrain would most likely be related to either a parcel shipment or payment of insurance for a value dispatch – a service that was available in Bahrain at the time – possibly related to the pearl fishing industry.

Stanley Gibbons records the QV 1895 2 Rupees and 5 Rupees as used in Bahrain but the QV 3 Rupees value was unrecorded.. Does anyone have the QV 5 Rupees value?



18 February 1920: A previously unrecorded Indian stationary used in Bahrain. The letter was sent from Bahrain to Kuwait and has a Donaldson Type 3 “KOWEIT” arrival backstamp dated 23 February 1920 indicating 5 days in transit.

Bahrain Crash Covers

Research by Kendall C. Sanford – Illustrated cover from Thomas Johansen

“Air Crash Mail of Imperial Airways and Predecessor Airlines” by Kendall C. Sanford

22 AUGUST 1936: SCIPIO, MIRABELLA, CRETE

Crash of the Imperial Airways – Short S.17 Kent Scipio Class off Mirabella Bay, Crete
Australia – Great Britain Route



Captain: A.S. Wilcockson

First Office: S.G. Long

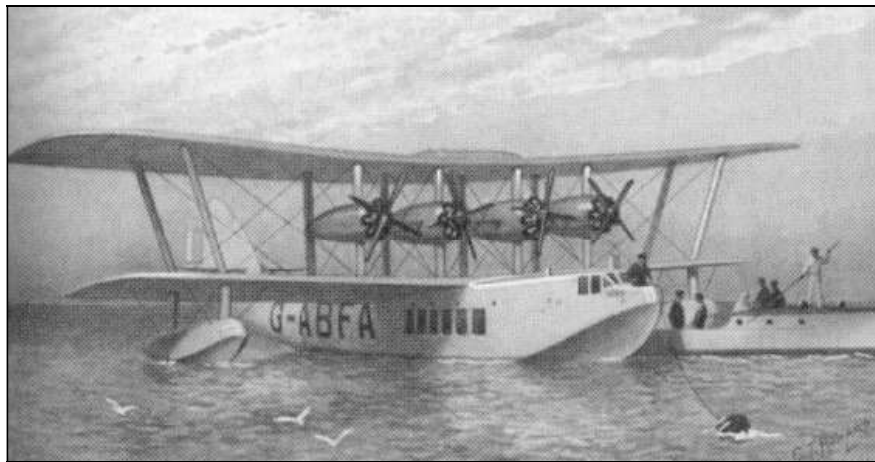
Wireless Operator: Birkenshaw

“Scipio” was landing at Mirabella Bay. One of the pilots had inadvertently set the tail-plane at maximum incidence, making the aircraft nose-heavy. When the Captain opened up the engines to make another landing attempt, the high thrust line increased the nose-down pitch and the flying boat dived into the sea and sank in a few minutes. The Captain, crew and all but two passengers survived. Reports that the aircraft encountered engine trouble and was attempting an emergency landing are incorrect.



The “Scipio” in Mirabella Bay after the Crash.

Thirty-eight bags of mail were recovered and dried out. It was reported that within six hours all the mail had been salvaged and handed over to the Greek Post Office in Athens. The stamps had soaked off many of the covers. Many different cachet and label varieties are known, as well as mimeograph explanations from various post offices. A study of many covers to countries other than Great Britain shows that the mail was processed through the Brindisi, Italy Post Office. A transit postmark was applied there on September 1st to some, but not all, of the mail. This mail was carried to Paris by train and forwarded from there. Some of the mail to Great Britain was carried by the next Imperial flight coming through Athens, arriving in London on August 25th. The balance of the mail to Great Britain was sent by rail to Paris, reaching London on the 27th or 28th of August.



19 August 1936: One of two identical covers sent on the same date to the USA via France. The “AVION ACCIDENTE” is a Type “j” cachet as per Kendall C. Sanford’s “Air Crash Mail of Imperial Airways and Predecessor Airlines”. The remaining stamps make up 9 Annas 3 Pies – 3 Pies short of the ½ ounce rate to the USA.



19 August 1936: Sent from Bahrain to San Francisco and franked with a total of 9 ½ Annas making up the ½ ounce rate. No stamps have been washed off.



19 August 1936: A third cover again with the Type “J” cachet applied and against sent to the USD via France. This cover is different from the two others as it was franked with a total of 15 ½ Annas making up the rate for 1 ounce to the USA – Ordinary 3 ½ + 2 x Air Fee of 6 Annas.

the previous page

FLYING-BOAT'S CRASH AT MIRABELLA

5/22/36

TWO PASSENGERS KILLED IN THE SCIPIO

A Reuter message from Athens states that the Imperial Airways flying-boat Scipio, carrying seven passengers and a crew of four, crashed into the sea in rough weather on Saturday when alighting in Mirabella Bay, Crete, after crossing safely from Alexandria, and sank.

Mr. T. A. C. Forbes, a retired Indian Police officer, and Lieutenant R. G. Wilson-Dickson, of the Royal Tank Corps, were killed. Of the five passengers rescued, Mr. J. N. Draught was seriously injured. The other four received slight injuries, as did the four members of the crew.

The local Cretan authorities and doctors rendered first-aid to the injured occupants of the flying-boat, who were as quickly as possible taken on board the Imperial Airways depôt ship Imperia. The cruiser Durban is expected hourly at Mirabella from Haifa.

A Reuter message from Mirabella states that the two victims of the accident were buried at Mirabella at noon yesterday.

A statement issued by Imperial Airways on Saturday night said that the Scipio was sunk by rough seas when alighting at Mirabella in the normal course of its voyage. The names of the passengers were given as follows:—Mr. T. A. C. Forbes, Lieutenant R. G. Wilson-Dickson, Mr. W. G. Miller, Mr. E. A. Beevor, Mr. J. N. Draught, Mr. Barrington, and Flight Lieutenant C. G. Davies-Gilbert. The statement continues:—

Imperial Airways extend their deepest sympathy to the relatives of the passengers. The commander, Captain A. S. Wilcockson, and the crew of three—First Officer Long, Wireless Operator Birkenshaw, and Steward Hemming—were also injured. All the injured were immediately taken on board the company's depôt ship Imperia and are receiving all possible medical attention.

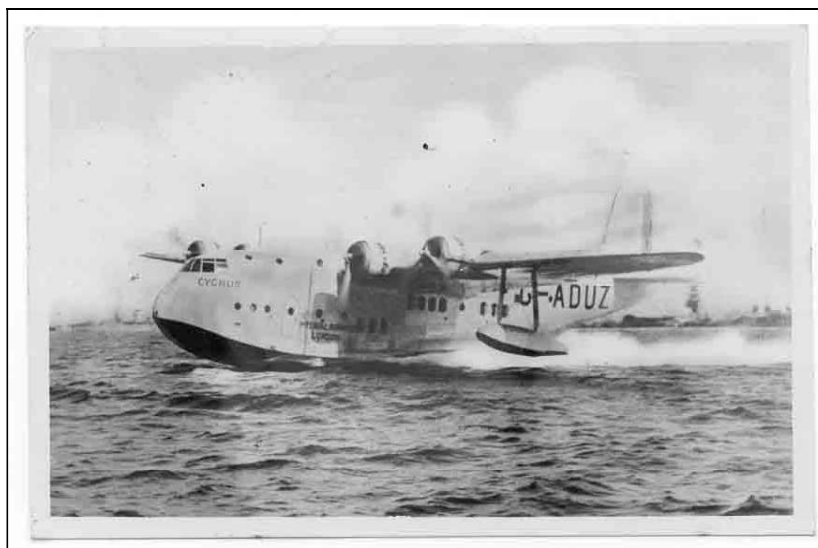
Imperial Airways state that the fleet of "Scipio" flying-boats have flown approximately 1,000,000 miles without any previous mishap resulting in injury to a passenger.

Lord Swinton, Secretary of State for Air, has sent the following telegram to Sir Eric Geddes, chairman of Imperial Airways, Limited:—

I am very grieved to hear of the accident to the Scipio. Please accept my sincere condolences and express my sympathy to the relatives of those who lost their lives and to the injured passengers and crew.

5 DECEMBER 1937: CYGNUS, BRINDISI, ITALY

Crash of the Imperial Airways – "Cygnus" Short S.23 "C" Class – G-ADUZ - Brindisi
Asia – Great Britain Route



Captain:	Roger P. Mollard	Radio Operator:	E.C. Barnes
Acting Captain:	F.U. Hollins	Flight Deck Clerk:	F.J. Hanscombe
2 nd Officer:	Ralph Mountain		

When taking off in a choppy sea, the Captain inadvertently set the flaps fully down, causing the aircraft to bounce off the water. It dropped with a splash, bounced up again, and after rising 20 to 30 feet, it dropped nose down, and the aircraft overturned and sank. The steward F.L. Stoppani and one passenger were killed. Five passengers were injured including the Government Director of Imperial Airways, Air Marshall Sir Johan Salmond. An enquiry later blamed pilot error for the accident. Imperial was censured for failing to have specified sufficient push-out windows and escape hatches when ordering the flying boats.

2nd Officer Ralph Mountain was awarded the Stanhope gold medal for the “bravest deed of the year. He dived 3 times to rescue passengers trapped in the cabin.



Most of the mail (100 bags with approximately 120,000 letters) was recovered in water soaked condition, and many varieties of cachets, markings, labels and mimeograph explanations have been recorded.

Drying Out Mails

ALL the 100 mail bags of the Imperial Airways liner Cygnus, wrecked at Brindisi on December 5, have now been salvaged.

The last batches of 120,000 sea-sodden letters were dried before delivery in a basement room at the General Post Office. Although some of the letters had been soaked in sea water for over a week, very few were so badly damaged as to be undeliverable.

The radiator-lined room where all this mail was dried is usually used to dry the wet clothing of postmen. For five days men were employed day and night placing thousands of letters one by one on the radiators. As soon as one batch had dried, other waiting bundles were opened and their contents spread out.

The floor was ankle-deep in the stamps of almost every nation east from Egypt to New Zealand.

Generally the first thing that happens when a letter is dried is that the stamp peels off.

British Airliner Crash Kills 2

LONDON, Dec. 5.—(AP)—One passenger and one member of the crew were killed today when the Imperial Airways flying boat Cygnus, en route from India to London, crashed in the outer harbor of Brindisi, on the southeastern Italian coast, with thirteen persons aboard.

The eleven rescued, including Sir John Salmond, a government director of Imperial Airways and former British Air Staff chief, all were injured. The dead were a steward named Stappani and a Captain MacDonald.

The Cygnus, one of the latest type 20-ton Empire flying boats and costing \$200,000 sank in the outer harbor after taking off. The cause was not determined.

A sister ship, the Capricornus, crashed in France last March, killing five, injuring eleven.



1 December 1937: A cover sent from Bahrain to Rodby, Denmark onboard the "Cygnus" – it is the only recorded cover originating from Bahrain – the origin is definable due to a faint Bahrain datestamp strike as the stamps have been washed off. It is also the only recorded cover applied with the "Service Postal Francais / Correspondence retardee / par accident d'Avion / Priere de ne pas taxer" cachet amongst the "Cygnus" crash mail.



23 AUGUST 1947: PORTLAND, BAHRAIN

Crash of the BOAC Short Sandringham Flying Boat G-AHZB "Portland" at Bahrain

The "Portland" on the "Dragon" route from Hong Kong to the United Kingdom crashed in to the sea while attempting to land at Bahrain. Much of the mail was salvaged in soaked condition and several war time cachets were applied on its arrival in London.



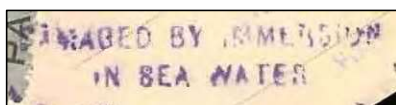
Left: A picture of the Short Sandringham Flying Boats - All the Sandringham aircraft were conversions from former military Sunderland flying boats.



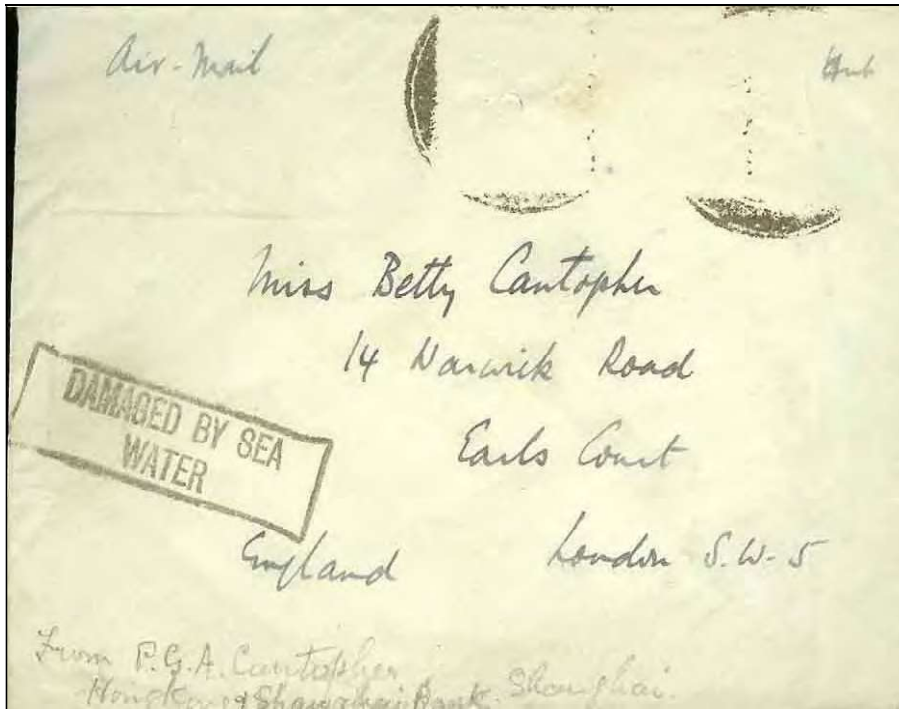
A Registered cover sent from India to England with a small $\frac{3}{4}$ boxed purple "DAMAGED BY SEA WATER" handstamp measuring 33 x 12 mm.



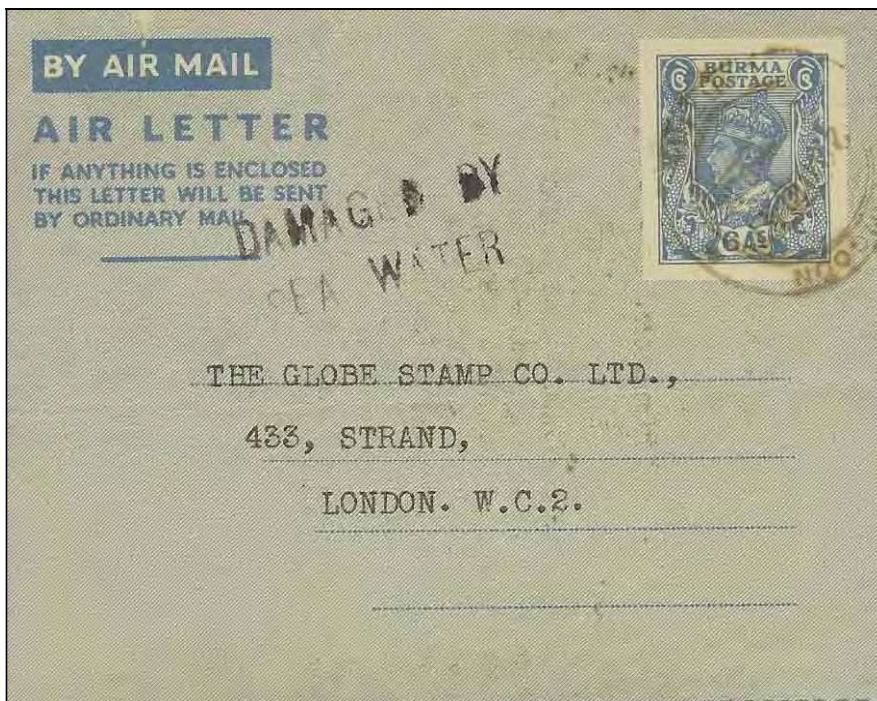
A cover sent from Panchgani to England with a long thin boxed purple "DAMAGED BY SEA-WATER" handstamp measuring 62 x 7 mm.



A cover sent from Bangkok to Scotland with a boxed small letter purple "DAMAGED BY SUBMERSION IN SEA WATER" handstamp measuring 55 x 13 mm



A cover sent from Shanghai to London with a boxed black “DAMAGED BY SEA WATER” handstamp measuring 42 x 13 mm.



An air letter sent from Burma to London with a black “DAMAGED BY SEA WATER” handstamp measuring 37 x 14 mm.

Bahrain Parcel Datestamp – Donaldson Type 28

A number of cut-outs with parcel strikes from Bahrain, Muscat and Dubai have recently turned up and some different frankings are illustrated here.



24 July 1958: With a total franking of 49 Rupees it is the largest franking that I have recorded the parcel strike used upon.



1 January 1959: Another piece cancelled with Donaldson Type 28 and with most of the British Commonwealth and Foreign Parcel Post Label intact – BAHRAIN 7022. The total franking is 27 Rupees 50 Naye Paise and as is the case with the previous cut-out the parcel strike is struck in black.

1957-1959 QEII 15 NP Carmine-Red Types I & II



TYPE I



TYPE II

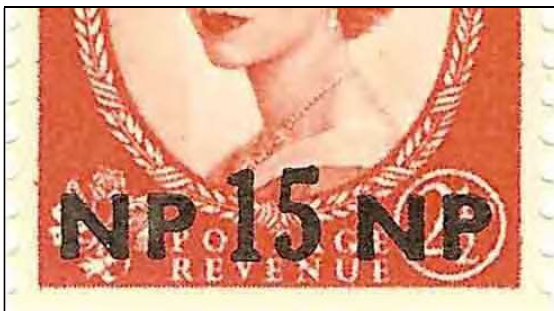
The following is based on the work of the Great Britain Overprint Society (GBOS) and taken from their website: <http://www.gbos.org.uk>

On the 1st of April 1957 a decimal system of 100 Naye Paise to 1 Rupee was introduced replacing the 16 Annas to 1 Rupee system. The 15 Naye Paise Carmine-Red was one of 11 new values issued on the same date. In 1959 another type of the 15 Naye Paise was released.

In Type I (top left) the top of the central cross is incomplete; in Type II (top right) it is complete. In general the whole frame of the central cross is much clearer in Type II.

In Type I (bottom left) the back of the Queen's neck points to the middle of the second leaf from the bottom and in Type II (bottom right) the Queen's neck points to the bottom of the leaf.

Furthermore, the right-hand edge of the dark border on the shoulder of the dress points to the red line in a "knot" in Type I (bottom left) but to the middle of the knot in Type II (bottom right). The thick red line on the left of the dress points to the edge of a leaf in die I and to the gap between two leaves in die II – another reason which is due to the tilt of the portrait.



TYPE I



TYPE II

Kuwait

Donaldson Type 39: Stages of Progressive Deformity

By Dr. Mashael A. Alhajeri: redab70@hotmail.com

PART ONE: Donaldson Type 39 – With a higher case ‘D’ in ‘Registered’:

In everybody’s favorite book Donaldson writes: “Type 39 was used on registered internal and external mail, and was soon replaced with other rubber cancellers with a lower case “d” in “Registered”.

Registered



Registered cover to Aden Camp with a multiple franking of the 20np Great Britain Wilding overprints. Dated March 17, 1958, and apparently the earliest recorded date for Donaldson Type 39.



A registered airmail cover sent from Kuwait to Aden franked with a pair of QEII Wildings overprinted 40 NP stamps and tied with 'مسجل - الصفاة - الكويت / 17 APR 1958 / Registered / KUWAIT - SAFAT' large bridged rubber handstamp (Donaldson 39; Al-Shakar KBC 33C, p. 58). The canceller is in a distorted condition, assuming a lemon shape. The cover bears a 'Safat Kuwait' (small letters) registration label. Three additional clear strikes of the canceller are seen on the reverse along with a Aden City 21 AP 58 receiver mark and another indistinct one with same date. Traces of a glued then removed green paper on reverse (customs declaration label?)

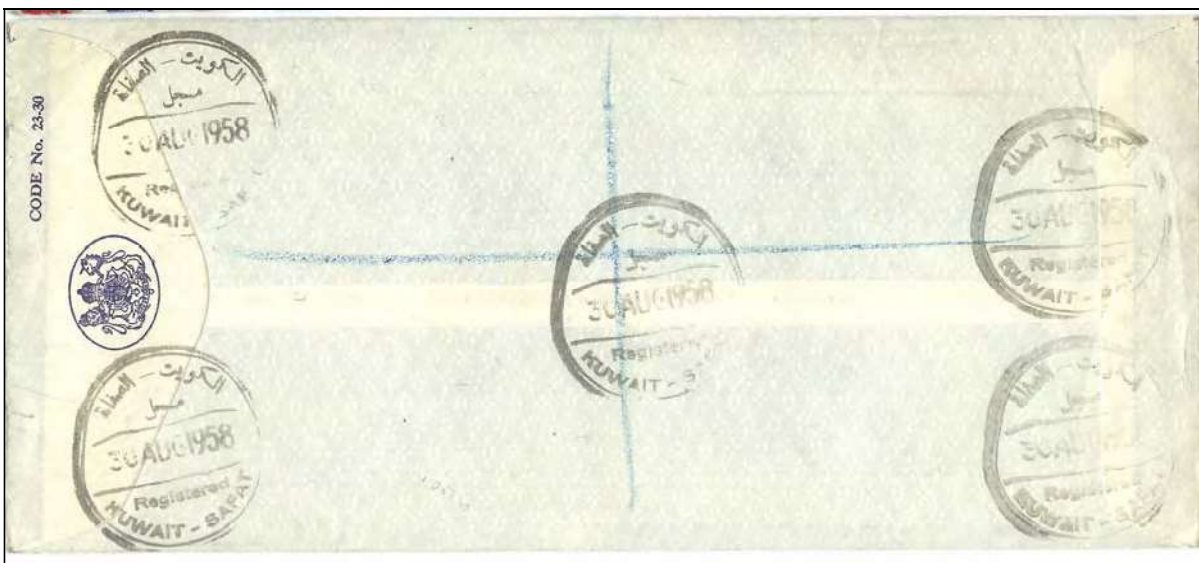
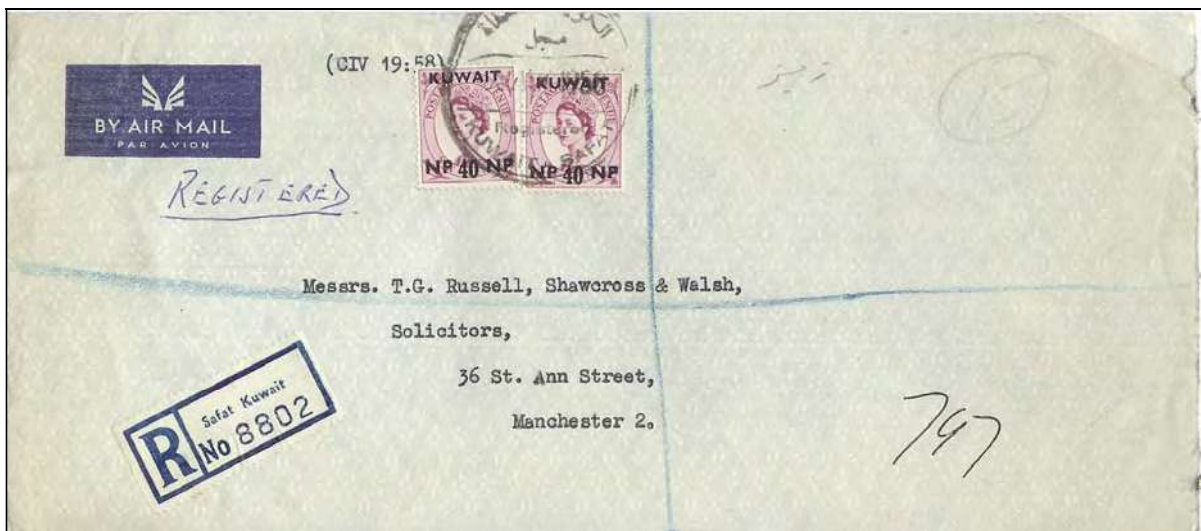


PART TWO: Donaldson Type 39 – With a lower case ‘d’ in ‘Registered’:

Registered



Official Correspondence: A registered airmail cover sent from Kuwait to Manchester and franked with 2x40 NP QEII Wilding overprinted KUWAIT, tied with 'مسجل - الصفاة - الكويت 30 AUG 1958 Registered - KUWAIT - SAFAT' bridged large bridged rubber handstamp. The cover bears a 'Safat Kuwait' (small letters; small print) registration label and 5 additional strikes of the canceller on the reverse. This, apparently, is official correspondence, as back flap of cover has an imprint of the GB Government Coat of arms.





Registered airmail cover sent from Kuwait to USA. Franked 40 NP and 6x1r QEII Wilding overprinted KUWAIT, tied with three strikes of 'الكويت - الصفاة - مسجل' 1 SEP 1958 Registered - KUWAIT - SAFAT' large bridged rubber handstamp (SEP on the date slug does not show; it was inferred from the receiver mark - letters stuck? A variety?). Bears a 'الكويت - الصفاة' Safat - Kuwait' (capital letters; very small print) crude registration label. Three additional clear strikes of the canceller on reverse. A Jersey City SEP 8 1958 receiver mark. Also a green customs declaration label (applied in Kuwait?).





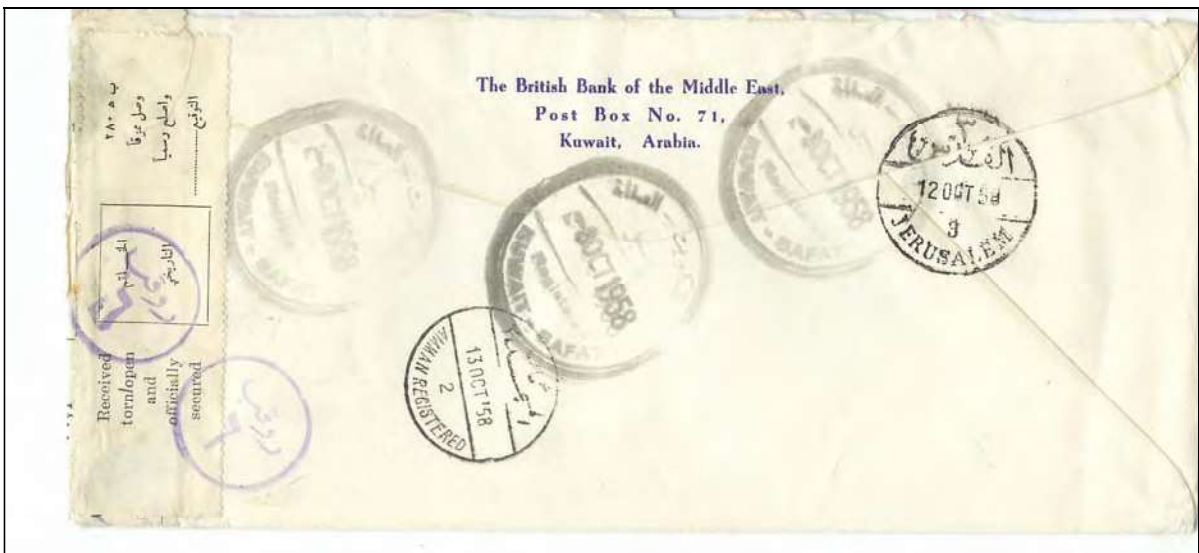
Registered airmail cover sent from Kuwait to Switzerland. Franked with 2x40 np QEII Wilding overprinted KUWAIT, tied with 'مسجل - الصفاة - الكويت' 5 OCT 1958 Registered - KUWAIT - SAFAT' bridged large bridged rubber handstamp. Bears a 'SAFAT (KUWAIT)' (capital letters; large print) registration label. Three additional superb strikes of the canceller on reverse. A GAIS 9 X 1958 Swiss receiver mark.





Registered airmail window cover sent from Kuwait (return address: British Bank of the Middle East) to Jerusalem. Franked with 1 r QEII Wilding overprinted KUWAIT, tied with 'مسجل - الصفاة - الكويت 8 OCT 1958 Registered - KUWAIT - SAFAT' bridged large bridged rubber handstamp, and a 'روقب' (censored) circular handstamp (applied in Jordan?). Bears a 'SAFAT 4' (capital letters; large print) registration label. Three additional strikes of the canceller on reverse, in addition to two more applications of the censor's mark. Also, an Amman Registered transit mark 23 OCT 58, and a

Jerusalem 12 OCT receiver mark (*very puzzling dates: as Jerusalem was under Jordanian administration at that time, the cover must have arrived to Amman before Jerusalem, but how is it the latter's receiver mark predates Amman's?*). Cover was damaged in transit, and thus officially sealed with a white adhesive strip; 'Received torn / open and officially secured (applied by the Jordanian Censor?)'.





Registered airmail cover sent from Kuwait to USA. Franked with 40 np and 1 r QEII Wildings overprinted KUWAIT, tied with 'مسجل - الكويت - الصفاة - مسجل' 4 NOV 1958 Registered - KUWAIT - SAFAT' bridged large bridged rubber handstamp. Bears a 'SAFAT (KUWAIT)' (capital letters; large print) registration label. Three additional clear strikes of the canceller on reverse, in addition to two Palo Alto Calif. NOV 10 1958 receiver marks.



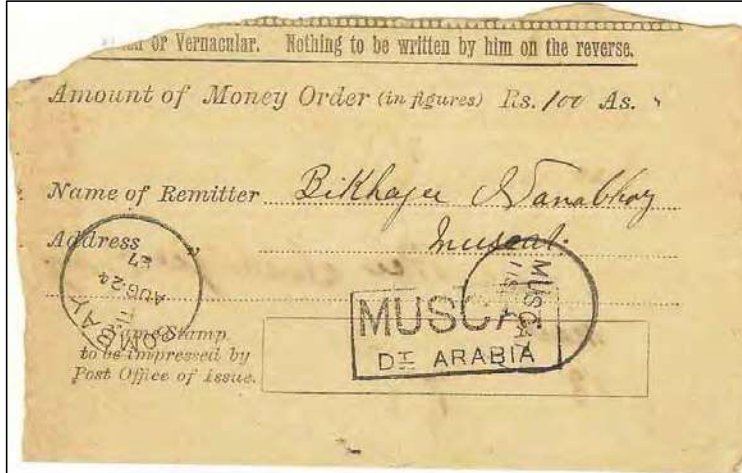


Registered airmail cover sent from a worker in Jewan Power Station to USA (*interesting, as he could have mailed this letter from Jewan PO, which was opened on 7/4/1954!*). Franked on reverse with 2x40 NP and 1 r QEII Wilding overprinted KUWAIT, tied with three strikes of 'مسجل - الصفاة - الكويت 15 NOV 1958 Registered - KUWAIT - SAFAT' large bridged rubber handstamp (NOV on the date slug unclear). Bears a 'Safat (Kuwait)' registration label (capital letters; large print). Two California NOV 20 1958 receiver marks (Los Angeles and Hollywood).



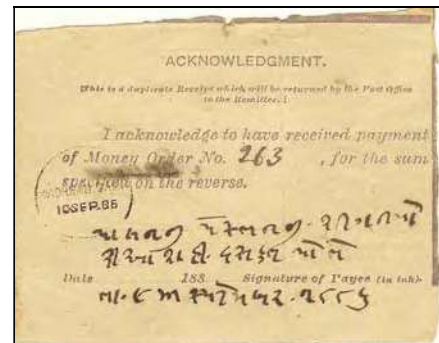
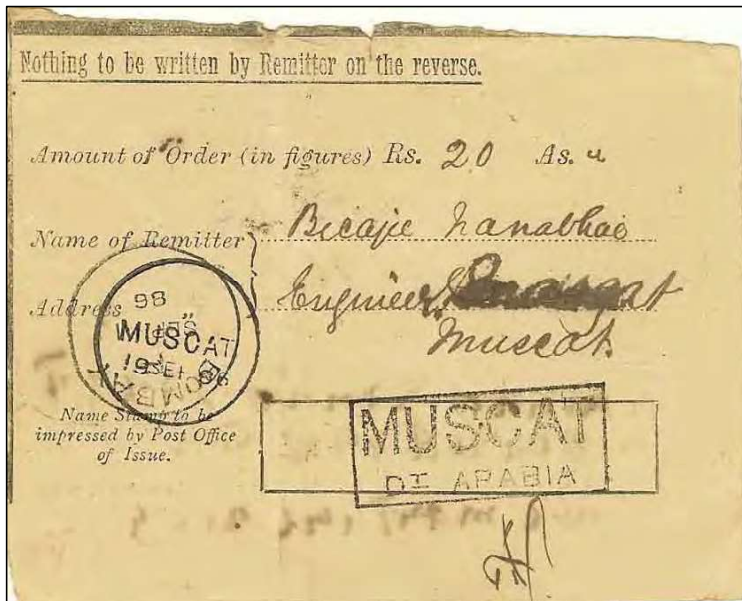
Muscat & Oman

Money Orders and Parcel Receipts



August 24 1887: A money order sent from Bombay for the value of Rupees 100.

The money order has had a Donaldson Type 8A applied to it dated 11 September 1887 along with a "Muscat Dt Arabia" handstamp.



10 September 1886: A money order sent from Bombay for the value of Rupees 20 on a different type of form.

The money order has had a Donaldson Type 8A applied to it dated 19 September 1886 along with a "Muscat Dt Arabia" handstamp.

Nothing to be written by Remitter on the reverse.

Amount of Order (in figures) Rs. 100 As. 0

Name of Remitter Phicaji Vamabhoj

Address Eugene Muskat

Name Stamp to be impressed by Post Office of Issue.

MUSCAT
DE ARABIA

ACKNOWLEDGMENT

Postage Stamp to be received in payment of Money Order No. 100 for the sum specified on the reverse.

Date 26 July 1888

Signature of Post Office

26 July 1888: A money order sent from Bombay for the value of Rupees 100 on the same type of form as the 1886 money order.

The money order has had a Donaldson Type 8A applied to it dated 12 August 1886 along with a "Muscat Dt Arabia" handstamp.

To be filled up by the Post Office.

(Nothing to be written by the sender on this side.)

Receipt for an Ordinary Parcel.

(To be cut off and returned to sender.)

No. 896

Postage } Rs. 12 As. 0

prepaid }

Date Stamp of Office of Posting.
MUSCAT
JUN. 90

Ram Initials of Receiving Officer.

This form is for Ordinary Parcels only, and must not be used for Insured or Value-payable Parcels.

(All the entries on this side to be filled up by sender.)

RECEIPT for* paid ordinary parcel

addressed to Sulhai widow of
Arjun Rao Rastogi Parah
Gurpuri Mazgaon Bombay

* Enter "Paid" or "Unpaid," as the case may be.

19 June 1990: A receipt for an Ordinary Parcel sent from Muscat to Bombay. The form clearly states that it is for ordinary parcels only and must not be used for Insured or Value-payable Parcels.

The Muscat Post Office clerk has filled in "paid" for the parcel on the bank and endorsed the front of the form with No. "896" and As. 12 and initialed the receipt at

the bottom of the form and applied a Donaldson Type 8A datestamp.



20 December 1921: A cover sent to New York cancelled by Donaldson Type 10A. It has a blank registration

label with Donaldson Type 17A “MUSCAT” applied in red. The letter has been franked with a total of 5 Annas making up the registered rate to the USA and has a New York arrival backstamp dated 31 January 1922 indicating 42 days in transit.

DUBAI TO MUSCAT VIA HENDJAM



Illustrated is an Indian Postal Stationery Postcard with Dubai Type 1 cancel dated 13 February 1928 addressed to Muscat, where it received a Type 14 receipt mark dated 26 February 1928. Of interest however, is the fact that it went via Hendjam, a small island in the Straits of Hormuz, off the larger island of Qishm. At Hendjam, it received an elliptical undated

transit mark. Tomkins – the Persian Gulf – and Cockrill – Mesopotamia (booklet 52) – both record only a large double ring cancellation for Henjam (their spelling). Apparently it was a British Naval Station in the early part of the 20th century. Tomkins records a Post Office opened in 1913 and that the island was handed back to the Persians in 1923. Cooper – India Used Abroad – and Parsons - The Indian Postal Agencies in the Persian Gulf area - record a similar large double ring cancellation with the spelling Henjam and the act that the Post Office was closed in 1923. The question is, if the Post Office closed in 1923, how then did it receive the transit mark? Is it simply that the Indian Agency Office closed and that the Post Office was handed back to the Persian government?

According to Bjorn Sohne the Indian Post Office was handed back on 30 March 1923 and a Persian Post Office opened in its place. This is a shield type of postmark which came into use all over Iran 1905 but Bjorn has never seen any shield cancellation used as late

as 1928 – it is a scarce postmark The reason for transit strike could be, like was already the case many years earlier, that the ship carrying the letter passed Hendjam, but wasn't going to Muscat and then passed it to another steamer that was heading to Muscat.

Commercial Use of the 1944 Al Bu-Sa'id Issue



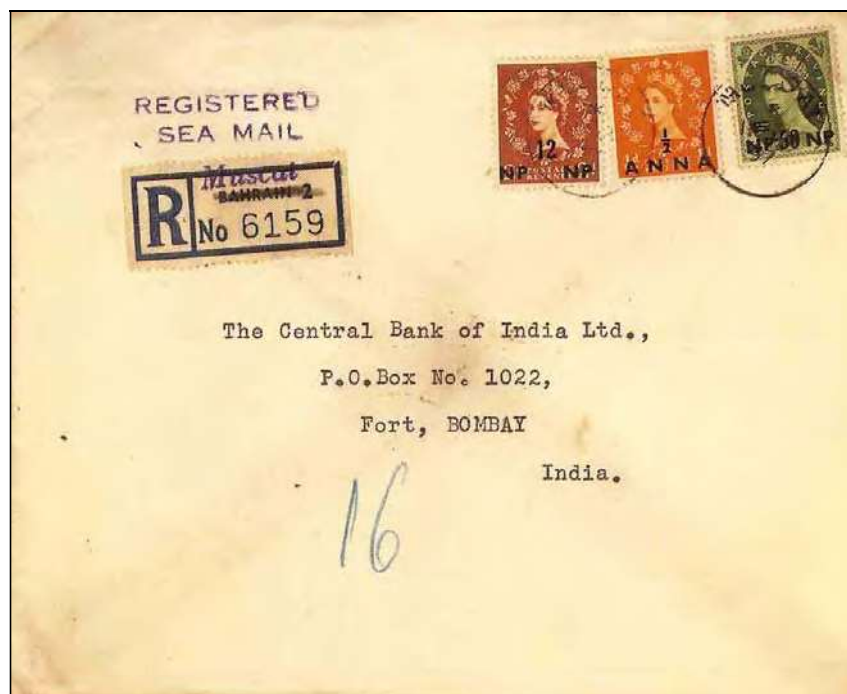
Two covers showing the commercial use of the 1944 Bu-Sa'id issue. The cover above dated 21 December 1944 and posted within the official date range of the issue and the cover below dated 27 August 1945 with mixed usage supporting the validity of the issue at a later date. Both covers were sent to the same addressee in Bombay.



Bahrain Registration Labels overprinted Muscat



Shown above is a scan of a registered cover from Muscat to France, probably philatelic. Of interest is the British style registration label Bahrain 2, overprinted with a straight line Muscat in an italic style. This is one of 3 recorded examples of this Muscat mark. On page 62 of the Postal History of Oman 1856 -1985 published by the Ministry of P.T.T. of the Sultanate of Oman, there is an example illustrated as well (below).



The third known example appeared as lot 1099, illustrated on plate 47 of the Harmers auction on 6 May 2004



Details of the 3 known examples are as follows:-

<u>Registration label no.</u>		<u>Date of Type 22 cancel</u>	
Oman PTT	6159	11 June	1957
Harmers Auction	6612	6 July	1957
France Cover	6845	17 July	1957



The Muscat Parcel Stamp

Unrecorded in Donaldson's 1975 book but mentioned in the 1994 Supplement as "probably introduced before 1959". Three samples of the parcel strike recently appeared in an auction.

All 3 were dated 22 February 1956 and the clearest of the 3 strikes is shown here. A 4th sample did appear as well, however, it was very faint and the date was not visible.

The 1978 Surcharges of Oman



30 July 1978: The 1978 surcharges were issued to fill the need for stamp values of 40 Baizas, 50 Baizas and 75 Baizas. It is possible that the stamps were overprinted as a result of a shortage of the given values in the 1972-76 definitive issue – possibly due to a delay in a reprinting of the 3 corresponding values. Were the 1978 Surcharges then overprinted in haste, issued and then withdrawn when the new stock of the definitive values arrived? I bought a collection of Oman stamps and covers in 2002 and in it was a complete FDC collection of Independent Oman. In the collection was a note stating that no official “First Day Cover” was issued for the Surcharges on their day of release.



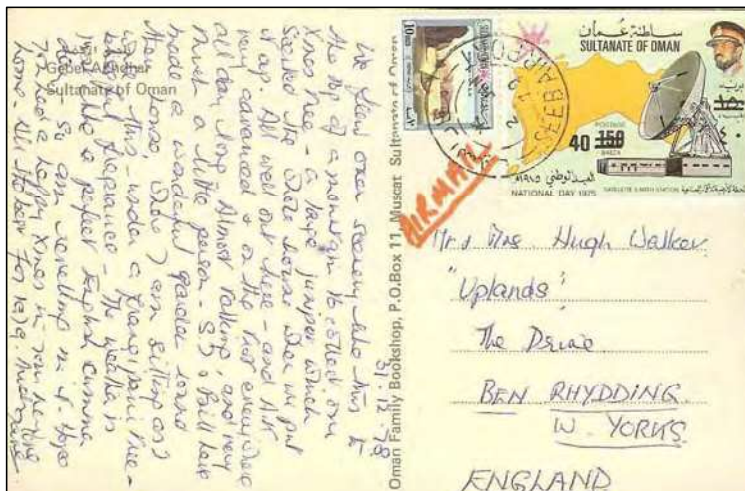
Stanley Gibbons recorded a “Double Surcharge” of the 75B/250B overprint; however, they do not list the above illustrated error “The Inverted Surcharge”.

Does anyone have a copy of the “Double Surcharge” or any other errors/varieties of the 1978 Surcharges?



Unknown date and origin but a cover sent to the USA showing the use of the 40B/150B surcharge – total franking 155 Baizas.

I believe that the correct airmail rate to the USA was 150 Baizas at the time.



2 January 1979:

A post card sent to England cancelled with Seeb Airport double ring showing the use of the 40B/150B surcharge - total franking 50 Baizas covering the post card rate to the UK.



24 May 1979:

An airmail letter sent to the USA cancelled with Ruwi double ring showing the use of the 40B/150B surcharge – total franking 90 Baizas.

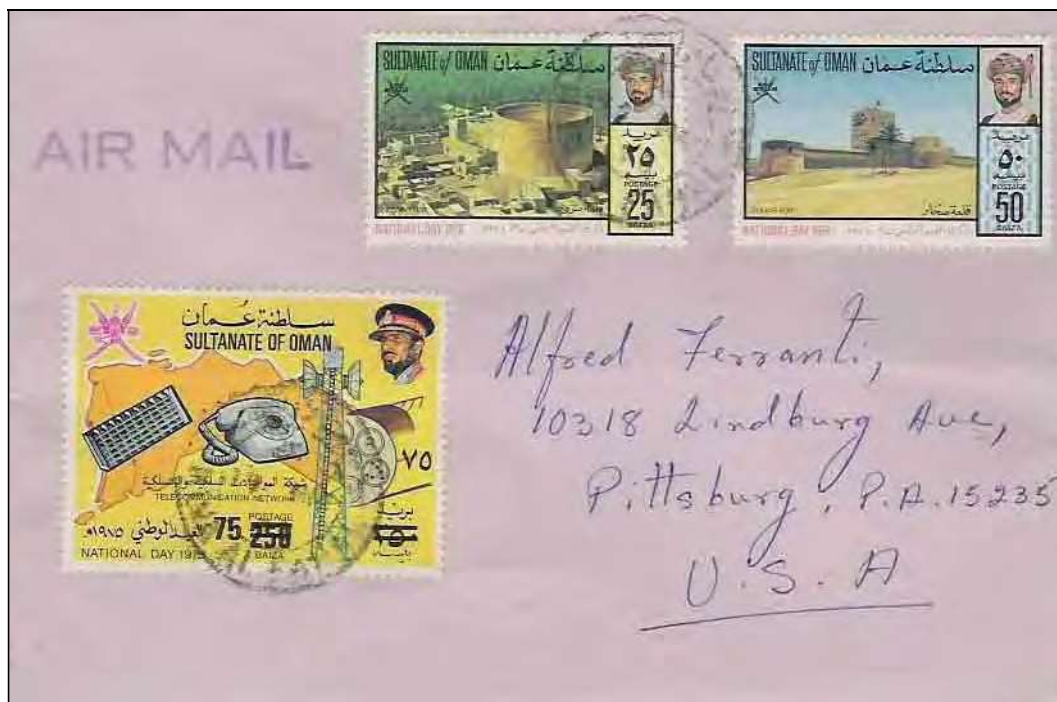
I presume that 90 Baizas rate covers some sort of printed matter/open letter rate to the USA.



14 September 1978: A cover sent from Ruwi, Oman to the USA franked with three copies of the 50B/150B surcharge making up a total franking of 150 Baizas covering the airmail rate to the USA.



13 October 1979: A registered cover sent from Salalah, Oman to the UK franked with one copy of the 50B/150B surcharge making up a total registered rate of 400 Baizas (Airmail 150 Baizas + Registration 250 Baizas).

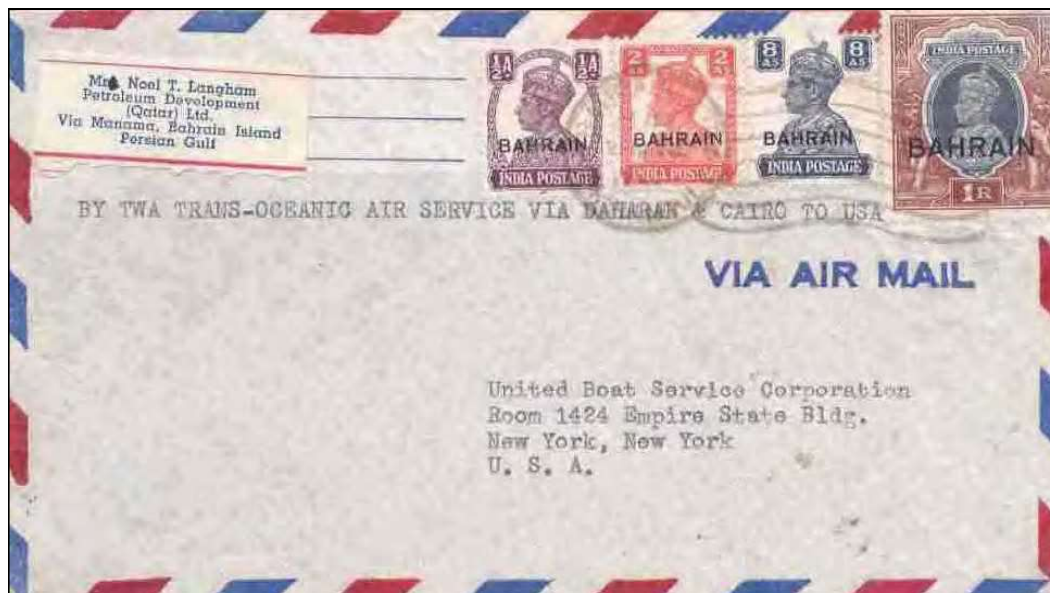


1978/1979: A MinaAl Fahal cancelled cover sent to the USA and showing the use of the 75B/250B surcharge – the total franking being 150 Baizas making up the airmail rate to the USA.



??? October 1978/79: A Central Post Office letter, cancelled October, showing the use of the 75B/250B surcharge making up the airmail rate of 75 Baizas to Bombay, India.

Qatar



23 April 1947: Pictured in Donaldson's 1975 book on page 217 a pre-post office cover sent from Qatar via Bahrain to New York. The cover is franked with a total of 26 ½ Annas (Air Fee 23 Annas + Ordinary 3 ½ Annas) making up a rate that was in use from January to May 1941.



20 June 1950: A cover submitted by one of our readers which he believed illustrated how post from Qatar was dealt with after the use of Qatar Type 1 ceased. This was prompted by

what appeared to be a Qatar sender's address on the reverse of the cover. However, prior to this, another reader had sent me the same image which he got from an auction house. This other reader advised me that the cover had not been sent from Qatar. I expect to be able to reveal in the next edition of the Journal precisely where the cover was sent from.

QATAR EXPRESS LABELS:

In Edition 23 (page 33) an express label on a cover to the USA was illustrated. In Edition 25 a comment was submitted relating to the origin of the Express level probably being the USA rather than Qatar. Sami Al-Salman sent me a few more examples of express labels applied to Qatar mail (illustrated over the next 3 pages) with the following comments:

In response to the comment made in Edition 25 on the express label on the Qatar cover I am inclined to disagree. It is unlikely that this is a USA label (express is spelled wrong). Furthermore the fine print shows a GPO serial number more likely to be found in the Gulf States. I think the attached scans further show that such labels were in use in Qatar during that period as was the special delivery hand stamp. It seems that there are two types of the express label one with EXPRESS and the other with the misspell “Expres” or is that French as it seems to have a dash over the E?



Furthermore there are two types of the “Expres” label: one with the words PS and the other with the word POD below special delivery.



19 August 1973: A cover sent “Expres” to the USA with the red misspelled “Expres” Special Delivery POD label.



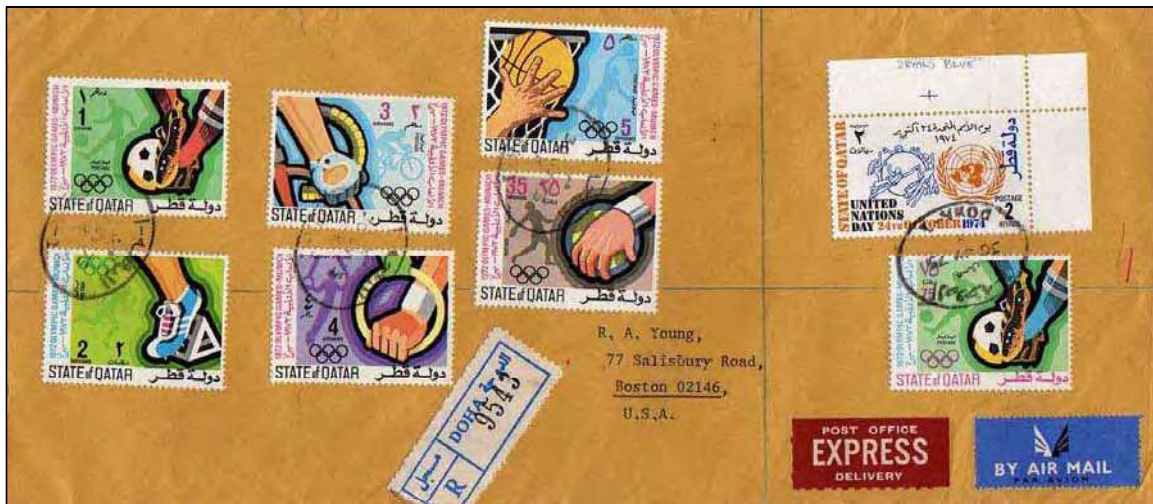
2 August 1975: A cover sent “Expres” to the USA with the red misspelled “Expres” Special Delivery POD label.



7 March 1974: A cover sent “Expres” to the USA with the red misspelled “Expres” Special Delivery PS label. The cover shows the rare postal use of the 10 Rials value.



13 November 1974: A cover sent “Expres” to the USA with the red misspelled “Expres” Special Delivery PS label.



30 July 1975: A cover sent “EXPRESS” to the USA with a correctly spelled express label. This label was previously illustrated in Edition 21.

Frank Mallalieu adds support and possible contradiction to Sami’s comments with his own view: “On Page 5, Edition 25 regarding the Qatar express cover with the bird stamps, the opinion expressed that the express label is a USA type is not correct. To the best of my knowledge the USA postal system does not and has never issued express labels. The terminology used in the USA for express mail is Special Delivery (also included in the two “French” labels. If by chance the USA postal system would have issued any such “EXPRESS” labels, they would not have spelled the word express as “EXPRES”. Further, although the photo of the enlarged EXPRES label on Page 33, Edition # 23, is rather blurry it looks like there is an accent mark over the second “E”. In fact, EXPRES (with accent mark) is the French spelling for express. In what language is the small lettering in the two lines of spelling at the bottom of the EXPRES label? I would say that this EXPRES label is definitely French, although it is possible that it could have been applied in the USA (but not very logical and very doubtful).



21 November 1974: A special delivery cover sent to the USA with a read “SPECIAL DELIVERY” handstamp. The cover shows the rare postal use of the 10 Rials value.



To commemorate the 11th GCC Stamp Exhibition Qatar issued the mini-sheet seen below on the left. The mini-sheet illustrated on the right was recently offered for sale in an Ebay auction at a price of US Dollar 1.250/-. One of our readers pointed it out to me as he found it to be very dubious so I contacted the seller who had the following comment: “These sheets were designed / ordered by a Gandhi collector who claims that he had submitted the stamp design himself to the Qatar Postal Administration and had them make 5 sheets for him. I have absolutely no reason to not trust his claim. I am absolutely confident that there are only 5 sheets in existence.

Has anyone in the Qatar Philatelic Association got any comments on this matter? There was a similar sheet made for a UAE issue – both sheets were unsold.



UAE - Abu Dhabi

Abu Dhabi-Dubai October 1968 postcard, by Alastair Gunn

<http://stores.lulu.com/awgunn> for publications on Arabian Gulf Postal History



I recently came across an interesting postcard; here illustrated on the left. It is interesting firstly as it has a black and white view of Dubai from the air; one can easily appreciate the changes which have taken place. However, the card is not from Dubai, rather from Abu Dhabi. (Did Abu Dhabi have such tourist orientated items as a picture postcard in 1968?) The Abu Dhabi stamp is cancelled with the illustrated 'castle' circular date stamp but

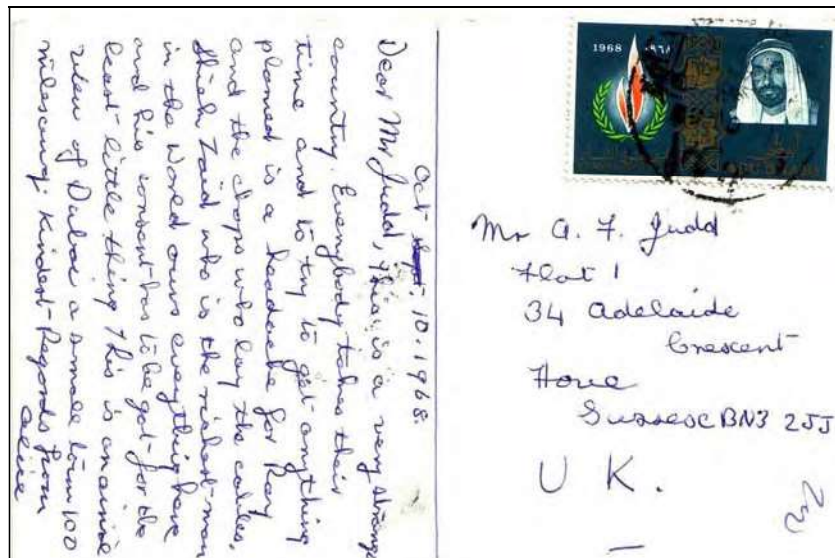
what is most interesting is the comment. It reads—

Oct. 10 1968

Dear Mr Judd,

This is a very strange country. Everybody takes their time and to try and get anything planned is a headache for Ray and the chaps who lay the cables. Sheikh Zaid who is the richest man in the world owns everything here and his consent has to be got for the least little thing. This is an aerial view of Dubai a small town 100 miles away. Kindest Regards from Alice.

It's a fascinating glimpse of how Abu Dhabi ran in the late 1960s and again shows why postcards are valuable additions to postal history, namely the messages in letters are generally lost but with postcards we get glimpses of a world which has gone.





9 October 1965: A similar post card as to the one shown in Edition 25 but this time with an O.A.T. handstamp applied.



Above a block of 8 of the 1964 definitive issues 5-Rupees value cancelled with Donaldson Type XX (BAHRAIN 2).

To the left a image of the 1971 5 Fils on 50 Fils provisional issue showing a gap in the green overprint covering the English '50 Fils'. Is this flaw a constant?

UAE – Dubai

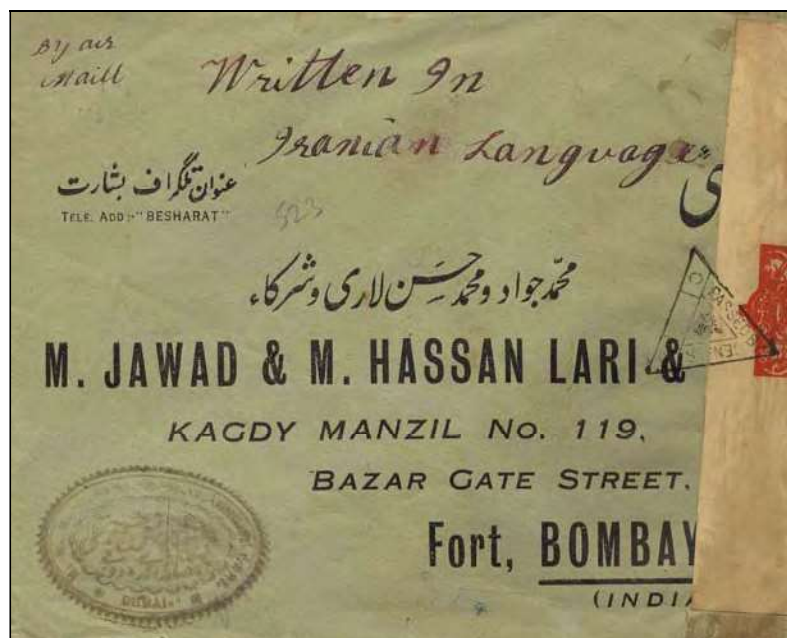
K-77: Experimental Cancellor applied in Karachi



We have now got 3 recorded dates of K-77 use on mail with Dubai or Sharjah origin:

1. 9 May 1941
2. 1 July 1941
3. 7 August 1941

7 August 1941: Illustrated here is one of three recorded covers, and the only one with a Dubai addressee, cancelled with the K-77 Experimental canceller. The K-77 was applied in Karachi to mail of various origins and as such, the origin can only be confirmed by the presence of a Sender's address.



Dubai Parcel Strike



A number of Dubai Parcel pieces have come to the market over the past 3-4 months as well – 3 of which are illustrated here. The dates recorded are as follows:

- | | |
|---|---|
| 1. April 7 th 1956: 7 Rupees 3 Annas | 2. May 8 th 1956: 7 Rupees 8 Annas |
| 3. Feb 1956: 7 Rupees 8 Annas | 4. April 8 th 1956: 7 Rupees 8 Annas |
| 5. April 9 th 1956: 7 Rupees 8 Annas | |

1966 New Currency Definitive set – Errors and Varieties



The new currency definitive set supposedly released on September 18th 1966 has got one listed error with Stanley Gibbons – SG 240a shown on the left – “R” instead of “A” in Dirhams

Below are two additional varieties:

1. The below left stamp showing a broken “A”
2. The below right stamp showing a raised “R”

Are these varieties constants and are there more?



The Establishment of a Philatelic Bureau in Dubai

The below letter, dated 15 December 1964 and sent from Dubai on 16 December 1964, announces the upcoming creation of a Philatelic Bureau as of the 1st of January 1965 to deal with the requirements of stamp collectors and dealers from around the world.

DUBAI (Arabian Gulf) Cable : POSTS Phone { Dubai 9 5 1 6 Deira 8 7 4 1	حكومة دبي GOVERNMENT OF DUBAI دائرة البريد العامة General Post Office	دبي (الخليج العربي) برقياً : البريد دبي ٩٥١٦ } هاتف ديرة ٨٧٤١ }
12/L-258.		Date 15th Dec. 1964.
Dear Sir, I have the pleasure to address this letter to you, conveying my sincere greetings for a Merry Christmas and a Prosperous New Year, wishing you the best of health, happiness and prosperity throughout the coming year. Due to my long absence from Dubai, I regret, it was not possible to answer letters or orders addressed to me during that period, in the meantime. I am proud to announce to my friends the Philatelists and Stamp Dealers, that I am establishing a special Philatelic Office, who will in future, take good care of all outstanding and future orders, which will be always under my personal control and supervision as from the beginning of the coming year. With kind regards. Sincerley yours, <u>Mr. Robert L. Littlefield,</u> <u>1205 W. Camelia Dr.</u> <u>Brandon Florida.</u> <u>(U.S.A.).</u>  <u>(E. T. LORENZO)</u> Postmaster General General Post Office, <u>DUBAI (A. Gulf.)</u>		

Dubai Independent Period Cancellers

By Khalid Omaira

A. The Unnumbered Single Circle Rubber Cancellers: Five types of unnumbered rubber cancellers have been recorded so far – all of which are similar in size.



Type 37a – Dubai Unnumbered Single Circle Cancel

Earliest Recorded Use: 19 August 1965
Latest Recorded Use: 19 August 1965

Type 37a is recorded used as a CTO on the first Dubai issue and the New York Fair issue. It is the only one of the 5 recorded rubber cancellers where the date is struck on two lines – date/month on top and year below.



Type 37b – Dubai Unnumbered Single Circle Cancel

Earliest Recorded Use: 9 August 1965
Latest Recorded Use: 25 September 1967

Type 37b is only known used on a registered mail and always applied with violet ink.





Type 37c – Unnumbered Single Circle Cancel

Earliest Recorded Use: 7 November 1970
 Latest Recorded Use: 28 June 1971

The Arabic font type of the word “DUBAI” in 37a is same as 37c but the date in 37a is two lines whereas one line in 37c.

TYPE 37c is only recorded used on Philatelic Bureau mail and always applied with violet ink – it is used on ordinary mail.



Type 37d – Unnumbered Single Circle Cancel

Earliest Recorded Use: 7 August 1972
 Latest Recorded Use: 22 May 1974

The Arabic font type of the word “DUBAI” in 37b is same as 37d but the position is not the same. In 37d “DUBAI” is close to the circle (3mm) but in 37b is about 7mm from the circle. In addition to this the English font is different.

Type 37d is only known used on ordinary mail and always applied with violet ink.





Type 37e – Unnumbered Single Circle Cancel

Earliest Recorded Use: 10 January 1976
Latest Recorded Use: 14 December 1976

The English font type of “DUBAI” in 37c, 37d and 37e is the same but the Arabic font is different across all 3 types.

Type 37e, the last type of the Dubai unnumbered rubber cancels is only recorded used on Dispatch Parcel Notes.

ادارة بريد الإمارات العربية المتحدة UNITED ARAB EMIRATES G. P. O.		DESPATCH NOTE		حاشية ارسال		بريد CP 2
Name and address of the sender <i>Ch: M. D. Rafi P/B No. 368 Deira Dubai</i>		اسم وعنوان المرسل اليه		 		
Name and address of addressee <i>Mrs. Nuzhat Shah nag class 5th, Najub Memorial High School Civil Line Surpura Wala</i>		اسم وعنوان المرسِل اليه		The UNITED ARAB EMIRATES الإمارات العربية المتحدة		
Complete the back of the form		اكمل ظهر الحاشية		Do not redirect (انظر ظهره) ☒ (see reverse)		
قيمة التأمين Insured value — words		رقم Figures		Ins. Value gold frs. (Figs) قيمة التأمين بالفرنك الذهب (رقم)		
قيمة التحويل Cash on delivery — words		رقم Figures		Custom stamp ختم المودك		
				Stamp of the office of origin 		
				Custom duty الرسوم الجمركية		
Number of عدد	4	(١) نوع التغليف Description of packing (1) <i>Sweaters, no. cut-pieces of school uniform 2 no; Pen, Scissors, Tissues</i>		ختم الشمع المستعمل في قفل الطرد المؤمن بطيخ هذا ان امكن Insured parcel closed with seal, the seal impression should, if possible be made here		Weight Gross الك ج
Parcels الطرود	1			Seal imp. ختم الشمع		2 380
Certificates and Invoices الشهادات والفواتير						
الإقرارات الجمركية Customs declarations		(1) Packet, caja, carton etc.		(١) زجاجة - صندوق - صناديق - صناديق الخ		

B. The Numbered Single Circle Rubber Cancellers: Four types of numbered rubber cancellers have been recorded so far. All are the same size and have the same font types - the only difference being the number added after “DUBAI” in Arabic and English.



Type 38a – Number 1 Single Circle Cancel

Earliest Recorded Use: 7 September 1967
Latest Recorded Use: 5 July 1969

Type 38a is only recorded used on mail from the Philatelic Bureau and always applied with violet. It was used on both ordinary and registered mail.



Type 38b - Number 2 Single Circle Cancel

Earliest Recorded Use: 3 December 1970
Latest Recorded Use: 3 December 1970

Type 38b – Dubai 2 – is also known used on mail from the Philatelic Bureau and only applied with blue ink. Only one cover has so far been recorded.





Type 38c - Number 6 Single Circle Cancel

Earliest Recorded Use: 28 March 1970
 Latest Recorded Use: 23 July 1970

Type 38c – Dubai 6 – is only known used to cancel mail from the Philatelic Bureau and was always applied in violet. It is different in that the English “6” is missing.



Type 38d – Number 7 Single Circle Cancel

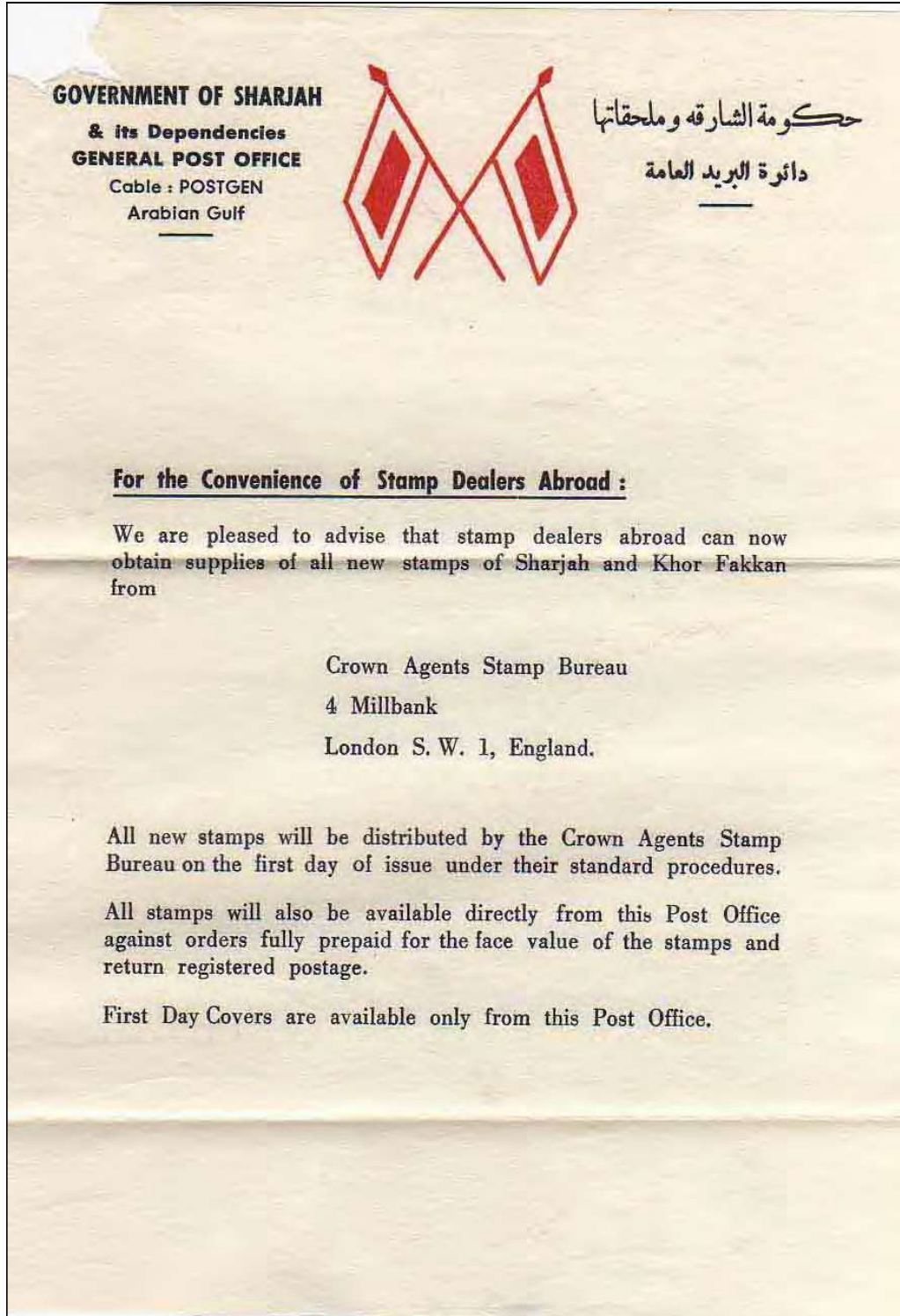
Earliest Recorded Use: 24 August 1967
 Latest Recorded Use: 5 July 1969

Type 38d is most commonly seen used as the FDC strike on the Falcon Aerogramme but was also used on other mail from the Philatelic Bureau and applied in violet.



UAE – Trucial States

On the following 4 pages are 4 self-explanatory documents from the Government of Sharjah – 3 of them displayed with the letter they were sent in.





Government of Sharjah
& its Dependencies
GENERAL POST OFFICE
Cable: POSTGEN

حكومة الشارقة وملحقاتها
دائرة البريد العامه

Due to the fact that the portrait of the old ruler is to be changed on the ITU stamps after the coup d'état of June the 24th, a possible delay of one week is expected. A new portrait of the new ruler Sheikh Khaled Bin Mohamad Al Qasimi will be on the stamps.

Also, all the stamps of Sharjah with the portrait of the ancient ruler will be destroyed. The definitive stamps will be overprinted locally with bars on the old ruler's head.

The denominations are as follows: 10 N.p., 16 N.P., 20 N.p., 30 N.p., 40N.p., 50 N.p., 1 R., 3Rs., 4Rs., 5Rs. and 10 Rs.,

The face value of the complete series is 24Rs. 66N.p. which is equivalent to about \$5.40 or £1.18 Sterling and the definitive stamps will be obtained direct from the G.P.O. Sharjah.

OFFICIAL ANNOUNCEMENT



KHALID MOHD. AL-QASIMI

RULER OF SHARJAH & ITS DEPENDENCIES

خالد بن محمد القاسمي
حاكم الشارقة وممتلكاتها

8th. May 1966

The Editor P.T.S. Journal
27 John Adam Street, Adelphi,
LONDON W.C.3

Sir,

It has been brought to my attention that you have published an article written by a former employee of this Government who was discharged from his duty and banished from our territories for reasons which in Great Britain would have meant a long jail sentence.

The contents of the article are false and malicious and we are surprised you have printed it without in any way checking with this Government or with Her Majesty's Political Agent in this area.

With Reference to Khor Fakkan, this is a dependency of Sharjah geographically not connected with Sharjah. Sharjah is on the Arabian Gulf and Khor Fakkan is on the Gulf of Oman. Regular air service connects Khor-Fakkan and Sharjah.

It is quite astonishing that you have printed the contents of the letter received by you attacking what has been a normal British practice in this century. Surely you are aware that the British Post Office used separate overprinted British stamps for the Post Offices of its protectorated and dependencies in the Arabian Gulf regions and elsewhere.

It is surely out of place for a London trade publication to print such letters about stamp issues for a Post Office serving a population of 5 000 with its own schools and hospitals, port, airport, fishing and other industries when it has been the practice of the Crown Agents to sponsor and distribute millions of stamps annually for such territories as Pitcairn Island, Tristan da Cunha, Falkland Islands dependencies (South Georgia, South Orkneys and South Shetland) some of which have a population below 200.

I trust that you will bring the correct facts to the attention of your readers (1) that the former letter containing untrue and malicious accusations was sent in by a man briefly employed by this Government and discharged for inefficiency, accepting bribes and other intolerable practices (2) he was not a citizen of Sharjah but a refugee found to be in the illicit employ of a Middle East Stamp firm in the Lebanon.

The stamps for both Sharjah and Khor Fakkan are all sold in our Post Offices at face value and any one can buy them. All stamps are valid for postage on local and international mail services.

Shaikh Khalid Mohd. Al-Qasimi
Ruler of Sharjah & its Dependencies.



حكومة الشارقة وملايكتها
Government of Sharjah & Dependencies

No. _____ رقم
Date 21st January, 1967 التاريخ

OFFICIAL ANNOUNCEMENT

Stamps Designers, Printers, Stamp Dealers and Collectors all over the world are advised that as of 3rd January, 1967 Mr. Fouad Antoun is no longer authorised to represent Sharjah General Post Office and the letter of representation and authorisation held by him from the Government of Sharjah is declared null and void as of that date.

All future stamp requisitions should be addressed directly to the Postmaster General, Sharjah, Arabian Gulf.


KHALID BIN MOHAMMED AL-QASIMI
RULER OF SHARJAH & ITS
DEPENDENCIES.

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.

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