

# SIPA

# Bulletin

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INDIA USED  
ABROAD 53

CRAZY COVER  
LOVER 58

## Editorial

### SIZE MATTERS

All over the World stamp issuing institutions are increasing the joy and happiness of collectors and philatelists by issuing special items like miniature sheets, sheetlets, maximum cards etc once in a while. Following suit, India Post – though had issued trist M/s from 1973 started issuing more in number from 1980's. In recent years the collectors were privileged to have a glimpse of quite a few maximum cards also.

However, as usual with our esteemed India - Post, the sheets and cards doesn't fit to sizes and shapes satisfying any standards and function. Of course, the hobby is to give joy, pleasure and pride in possessing the collectables, many of the collectors getting pride and pleasure in exhibiting the collections is inevitable. In other words, the foremost or major usage of miniature sheets and maxim cards are in exhibiting on the standard album sheets of size 22cm x 29cm.

That is why, most of the postal organizations of popular countries restrict the size of these special items to aesthetic visual effect size and compatible with standard album sheet.

In other words, the sizes should give flexibility for the exhibitor in affixing these items in the standard album sheets.

Moreover, in order to fit into the state of affairs in exhibiting only, two standard sizes have been fixed for maximum cards by the authorities. Those two standard sizes will happily fit in with the standard album sheets. But most of the maxim cards issued by India Post have sizes bigger than standard sizes fixed internationally.

On the whole, if the issuing authorities make note of the standard sizes for maximum cards, and the literal meaning of word 'miniature' compared to stamp sheet - for miniature sheets, the joy, happiness, pleasure and pride of the collectors will soar skyhigh. We wish and pray that good sense will prevail with India - post.

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## Peking Man Liu Chan

The anthropologically famous Peking man (Sinanthropus Pekinensis) is a component part of the evolution of mankind. Peking man could walk fully erect, had language and used stone tools and fire. He lived in a cave and subsisted on hunting.

The cranium of Peking man was unearthed in a cave on Dragon Hill at Zhoukoudian, a small village about 30 miles southwest of Beijing. A perfect cranium was for the first time discovered on December 2, 1929 by Fei Wenzhong, China's well-known archaeologist and paleontologist (1904-1982). The discovery startled the academic world and provided important evidence of the evolution of mankind. Peking man lived no less than 690,000 years ago. His cranium was similar to that of the ape but his jaw and limbs resembled those of man testifying to the fact the physical structure of Peking man had evolved into modern man through ages of labor.

1989 is the 60th anniversary of the discovery of the first cranium of Peking man. To mark the occasion China issued a commemorative pre-stamped post card bearing a picture depicting the life of Peking man and a stamp design showing a reproduction of his head moulded by the Beijing Museum of Natural History.

(Courtesy : China Philately, 1990)

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### Monthly Second Sunday Meetings

With President  
Mr. G. Balakrishna Das on the Chair,  
19 members attended the meeting on  
08.08.2010. Mr. T.T. Kesavan spoke  
on "Agony and Ecstasy of Making my  
first philatelic exhibit - Children's day"

# STAMP NEWS

## INAS - 300

07.07.2010

500

0.8mill

In April 1956, the Government of India gave its approval for the creation of Naval aviation wing for the Indian Navy and acquired an aircraft carrier ex- HMS Hercules, along with two aircraft squadrons of Hawker Seahawk for its air wing. On 07 July 1960, INAS - 300 was commissioned with 23 Seahawk Mk 6 aircraft along with aircraft carrier HMS Hercules at the Royal Naval Air Station in Brawdy under the Command of Lt Cdr BR Acharya, sporting on its crest the White Tiger of Rewa.



The aircraft carrier HMS Hercules was later commissioned into the Indian Navy as INS Vikrant. INS Vikrant, with 18 aircraft White Tiger squadrons deployed in the 1971 war, inflicted heavy losses on the enemy. INAS - 300 won one Maha Vir Chakra, five Vir Chakras and one Nao Sena medal.

The re-born White Tigers of the Indian Navy were now a totally professional outfit and came out with flying colours during frequent embarkations, joint exercises, Dissimilar Aircraft combat Training and Air to Air gunnery exercises. In the last few years the Harriers have added a new dimension to their operations with increased multinational exercises in which the Indian Navy Participates.

Presently, the Sea Harriers are upgraded with evolving technology. The upgraded Sea Harriers christened LUCH (Limited Upgrade Sea Harrier) would certainly add more teeth to and boost the fire power of INAS - 300, being fitted with Beyond Visual Range Missiles.

Always coming out with extraordinary results, the White Tigers have built an enviable reputation for themselves.

Theme : Armed forces, Indian Navy, Wars, Aircrafts, Aviation.

## PIGEON AND SPARROW

09.07.2010

500

0.4mill

**Pigeon** : The Rock Pigeon (*Columba livia*), Or Rock Dove, is a member of the bird family Columbidae (doves and pigeons). In common usage, this bird is often simply referred to as the "pigeon".

Wild Rock Pigeons are pale grey with two black bars on each wing, although domestic and feral pigeons are very variable in colour and pattern. There are few

visible differences between males and females. The species is generally monogamous, with two squabs (young) per brood. Both parents care for the young for a time.



Habitats include various open and semi-open environments, including agricultural and urban areas. Cliffs and rock ledges are used for roosting and breeding in the wild and in cities the artificial rocks are provided by ledges and roof spaces.

The adult is generally 23.37 cm long with a 64-72 cm wingspan. Pigeons are very agile fliers that can reach speeds up to 85 miles per hour with their tapered, falcon like wings.

**Sparrow** : The House sparrow is a chunky bird, ranging from 14 to 18 centimeters in length. It has a large rounded head, a short tail, and a stout bill. Ranging in weight from 24 to 39.5 grams with females usually smaller than males. The males are larger during the winter, and females larger during the breeding season.

The House Sparrow is a very social bird. It is gregarious at all seasons when feeding, often forming flocks with other types of birds. It also roosts communally, its nests are usually placed together in clumps, and it engages in a number of social activities, such as dust and water bathing, and "social singing", in which birds call together in bushes. The House Sparrow feeds mostly on the ground, but it flocks in trees and bushes.



Boisterous, perky, pesky house sparrows, once a common sight, are now rapidly disappearing, not only in India but worldwide. Rapid urbanization has contributed to the decline in the house sparrow's population.

Theme : Birds, Flora & Fauna.

## RATH YATRA, PURI

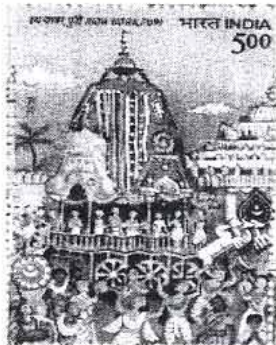
12.07.2010

500

0.4mill

The world famous Car Festival of Puri popularly known as 'Rath Yatra', 'Gundichi Yatra' and also 'Ghosla Yatra- is the biggest and the grandest car festival of all, having given the word "Juggernaut" to the English language. The festival commemorates Lord Jagannath's (Lord Krishna) annual visit to his aunt's home, along with his brother Balabhadra and sister Subhadra from his abode (main temple) to Gundicha Temple where they remain for nine days. This mammoth and spectacular Rath Yatra is held on 'Asadha Sukla Dwitiya' (June - July) every year at Puri, the temple town in Orissa. It is both religious and cultural event.

On the Rath Yatra day, the three presiding deities, decorated richly are taken out from the temple precincts in an elaborate ritual procession to their respective chariots in a traditional ceremonial manner, known as 'Pahandi', and pulled through the streets of Puri to Gundicha Temple by thousands of pilgrims who congregate at Puri for this annual event from all over the country and abroad.



These chariots are made every year with the wood specified for the purpose, which is brought customarily from the ex-princely state of Dasapalla by a specialist team of carpenters who have hereditary rights and the privilege of making the chariots resembling the temples structures.

After the festival, the chariots are broken and bits are used for firewood in the kitchens or sold to pilgrims as relics. New chariots are made each year according to the specifications contained in the temple's manuals.

A glimpse of Lord Jagannath on the chariot is considered to be very auspicious and saints, poets and scriptures have repeatedly glorified the sanctity of this special festival. The sanctity of the festival is such that a touch of the chariot or even of the ropes with which they are pulled is considered enough to confer the results of several pious deeds or penance for ages.

Theme : Religions, Hinduism, Culture, Festivals.

## JAWAHARLAL NEHRU & TALKATORA STADIUMS

01.08.2010                      500,500                      0.4mill

### Jawaharlal Nehru Stadium, Delhi

The Jawaharlal Nehru Stadium, in Delhi was constructed to host 9<sup>th</sup> Asian Games in 1982. The massive facility is an all-purpose sports arena hosting football and other sporting events, as well



as large-scale entertainment events. The stadium can accommodate 75,000 spectators. It is one of the biggest stadiums in India and the 57<sup>th</sup> largest in the world. The upcoming commonwealth Games - 2010 will be held in this stadium from October 03 to 14, 2010. The stadium will also have two new venues, four synthetic greens for the Lawn Bowls event and a 2500 seat gymnasium for the Weightlifting event. In addition 150m long tunnel is being constructed for the opening and closing ceremonies as well as the Athletics Events of XIX Commonwealth Games.

### Talkatora Indoor Stadium, New Delhi

Talkatora Indoor Stadium at New Delhi was constructed to host 9<sup>th</sup> Asian Games in 1982 with recycle building materials and fly ash and boasting on heat

reflective glass. This is a dome shaped stadium and eco-friendly with solar lights, energy efficiency lights, rain water harvesting and than wonderful green lawns. Talkatora Stadium is the unique example of modern architecture skills. It can accommodate 2,700 spectators. In this complex, boxing event of Commonwealth Games 2010 will be held on from 05 to 13<sup>th</sup> October 2010.



Theme : Sports, Games, Stadiums, Commonwealth Games.

## SYED MOHAMMED ALI SHIHAB THANGAL

01.08.2010                      500                      0.3mill

Syed Mohammed Ali Shihab Thangal was born on 04<sup>th</sup> May 1936 at Panakkad near Malappuram, Kerala. His father P.M.S.A. Pookaya Thangal was a freedom fighter and a spiritual leader.

After the preliminary religious studies and high school he went to Egypt for higher studies. During 1956- 1966 he studied at the illustrious Al Azhar and Cairo Universities in Egypt. He acquired a Postgraduate degree in Arabic linguistics. He was also a scholar of Sufi traditions. His collection of essays in Malayalam "Religion, Society & Culture" won the S.K. Pottekad Award constituted in memory of the Janapeeth Laureate.



Education and philanthropic services were his special area of activities. He was actively associated with a large number of educational institutions, among them are the Mampad College which was the first regular college in East Eranad, and the Nooriya Jamiya Islamiyya of Pattikkad.

He led an exemplary life and was a role model for political leaders and social workers. He led the Kerala Muslim Legue as President and was its leader for over three decades.

Syed Mohammed Ali Shihab Thangal was an influential leader of high repute who contributed much to the consolidation of secular democratic traditions of the State. He breathed his last on 01 August 2009.

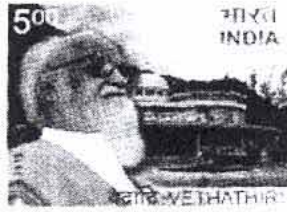
Theme : Personality, Leaders, Freedom Fighter, Social worker.

## VETHATHIRI

14.08.2010                      500                      0.4mill

Thathuvagnani Vethathiri Maharishi was born on 14<sup>th</sup> August 1911 in Guduvancherry, a small village near Chennai to Varadhappan and Chinnammal.

Vethathiri could not get proper schooling, but through his intense passion for learning, he started educating himself from a very young age. He worked for his livelihood as an apprentice weaver, qualified himself as a practitioner of alternative system of medicines, like Siddha, Ayurveda and Homeopathy, was a government employee, a master - weaver owning one thousand looms, and the head of a flourishing textile firm. Later when material wealth ceased, he kept on smiling and continued searching the wealth of truth.



God, origin of man, life-energy, poverty etc. had always intrigued him. He wanted to find answers to these questions. He studied, searched and researched the philosophies, the teachings of Siddha Saints such as Thirumoolar and Thiruvalluvar, Thayumanavar and Vallalar and by meditation he formulated a complete science of living. He transformed the traditional form of yoga and simplified it into the form of physical exercise, Kayakalpa, Kundalini yoga and introspection, incorporating meditation, ethics and metaphysics.

Based on his theory, he established a world Community Service Centre (WCSE) having its headquarters at Chennai with more than 1500 meditation centres in India and abroad. The WCSE is running a specialized course, yoga for holistic health (physical, mental, spiritual and social health) in more than 100 centres in Tamil Nadu.

His contribution to yoga and meditation system is of great importance and interest not only in India but all over the world. On, 09 Jan 1975 he was invited to the United Nations to give a talk on the "Value of Yoga and Meditation." He wrote 70 books and 2000 poems in Tamil and several in English too. He passed away on 28<sup>th</sup> March 2006 at the age of 95.

Theme : Religion, Hinduism, Saints & Sages, Leaders.

### P. JEEVANANDHAM

21.08.2010                      500                      0.3mill

P. Jeevanandham also known as Jeeva, was born on 21 August 1907 into an orthodox family in the village Boothapandi, in the then princely state of Travancore which is now in Kanyakumari District, Tamil Nadu.

He grew up in an atmosphere in which untouchability was widely practiced. The young Jeevanandham resented the very idea of untouchability. The national movement and Gandhi's call to wear khadi and his stand against untouchability influenced him to join the movement. Disregarding the displeasure of his family he organized meeting and took his dalit friends into the area where entry was denied to them. He participated in the Vaikom struggle along with E.V. Ramasamy Periyar.



When he was in twenties, he took charge of an Ashram at Siruvayal near Karaikudi in what was then Ramanathapuram District. The purpose was to implement

Gandhiji's constructive programme. Ashram life gave Jeevanandham an opportunity to enrich his knowledge and concepts by wide reading. When Mahatma Gandhi visited his ashram, he praised him for his selfless service and described him as a valuable wealth of the Nation.

In the nineteen thirties he joined the Communist Party and organized a people's movement for freedom struggle. He was imprisoned several times. In the first general elections held in 1952, he was elected to the State Assembly. He was instrumental in moving Kanyakumari into Tamil Nadu.

With deep interest in Tamil and in literary matters, Jeevanandham was also founder of Tamil literary magazine "Thamarai" and the communist newspaper "Janasakthi". In 1962, his health suffered a setback. He breathed his last on 18<sup>th</sup> January 1963.

Theme : Leaders, Freedom Fighter, Literature.

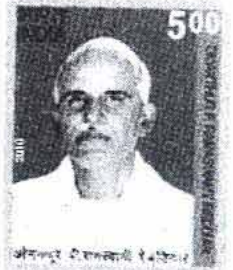
1

### OMANTHUR P. RAMASWAMY REDDIAR

25.08.10                      500                      0.3 mill

Omanthur P. Ramaswamy reddiar was born on 1<sup>st</sup> February 1895 at Omanthur in Villupuram District of Tamil Nadu to Shri Muthurama Reddiar and Smt. Aranganayaki.

He completed his high school education at Walter Scott High School at Tindivanam. He actively participated in the freedom movement and was imprisoned several times. He was the first Chief Minister of Madras Presidency on 23<sup>rd</sup> March 1947. He remained Chief Minister merely for two years, but in these two years he was able to implement several far reaching schemes. He banned the Devadasi system in the temples, he initiated the construction of a dam at Lower Bhavani Sagar and was instrumental in getting the dams constructed on Malampuzha River in Palaght, Kerala and Periyar Hydro – electricity project.



He advocated the need for the creation of Crop Insurance Scheme for farmers. He encouraged cooperative marketing for agricultural products.

He ordered and implemented for the first time the entry of Dalits into Hindu temples by issuing specific Government orders. He was the first Chief Minister who established the Home Guard system to assist the local police. He introduced an Employment Exchange system.

Omanthur P. Ramaswamy Reddiar is remembered as an efficient Chief Minister. He retired from active politics in 1962. After his retirement he dedicated himself to social activities by establishing Appar Orphanage and Vallalar High School.

He passed away on 25<sup>th</sup> August, 1970.

Theme : Personality, Leader, Chief Minister, Freedom fighter.

## G.K. MOOPANAR

30.08.10

500

0.3 mill

Shri Govindasamy Karuppiyah Moopanar, better known as G.K. Moopanar, was born on 19 August 1931, at Kapisthalam Village in Thanjavur District at Tamil Nadu to Shri R. Govindasamy Moopanar and Smt. Saraswathy Ammal.

While his family circumstances did not allow him to continue studies beyond high school, he went on to learn English and Hindi apart from his mother tongue Tamil.

In 1950, he came into contact with the Congress party stalwart Shri Kamaraj and became his staunch follower. Devoting himself fully to the activities of the congress party, in due course he became the President of the District Committee, and a member of the State Congress Committee, before working his way up to the national scene as a member of the Rajya Sabha from 1977 to 1989 and also General Secretary of the All India congress Committee from 1980 to 1988. In February 1988 he became the President Tamil Nadu congress Committee, and in 1989 he became the Leader of the congress party in the Tamil Nadu Legislative Assembly. In 1996 Shri G.K. Moopanar split party called, the "Tamil Manila Congress."

A great statesman and political leader, Shri G.K. moopanar served as the President of Thiruvaiyaru Thiyaga Brahma Sabha, and the Co-operative Society of Chandrasekarapuram. He breathed his last on 30<sup>th</sup> August 2001.

India Post is happy to issue a commemorative postage stamp on G.K. Moopanar.

Theme : Leaders, Personality, Politics.

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## INDIA USED ABROAD - ADEN, VICTORIAN ERA THE MAIN POST OFFICES

VISPI S. DASTUR

In the case of "India Used Abroad" barring India stamps used in Burma, which was a vast and separate territory by itself, it is the tiny port of ADEN which offers the most abundant and capacious selection of Indian stamps with its infinite postmarks, variations in cancellations, etc.

Aden (known as 'Arabia Felix', 'Attanae' and 'Eden' in bygone era) is an excellent harbour on the most southerly point on the Arabian coast. It consisted of a large dead volcanic crater; popularly known as the Crater where the Army was stationed and Steamer Point - the main point of embarkation where the Indian (Parsee) stores and the Church were situated. It has been in existence for the last 4000 years or more and is reputed to be the legendary burial place of Cain and the place of Queen of Sheba of the

Bible. Due to its strategic and prominent position it has been the leading trading port from times immemorial. Marco Polo mentions Aden in his book; Ibn Batuta, Valentia, Theodoret and other eminent travellers passed through Aden.

It was for a long time under the Egyptians. In 30 B.C. it was annexed by Emperor Augustus of Rome. In 595 A.D. the Persian monarch, Khushro Parvez made it a part of the vast Persian Empire and also established an early and efficient system of postal runners. In 632 A.D. it fell into the hands of the Arabs. In the early 15<sup>th</sup> century it was in the hands of the Turks.

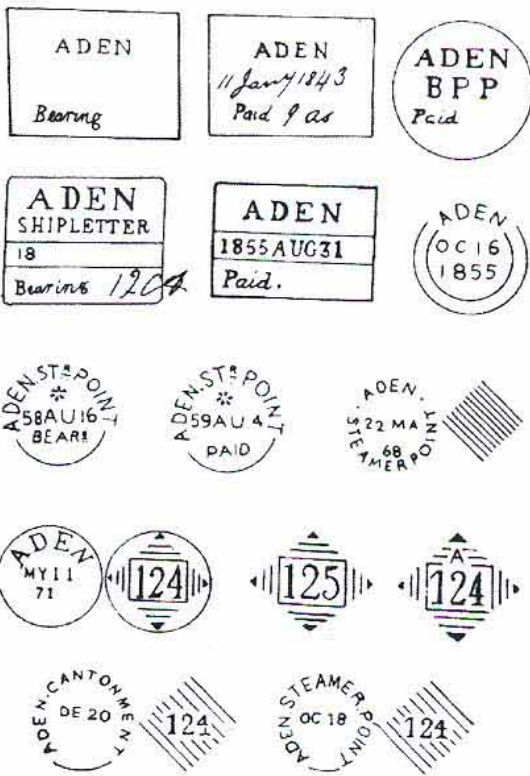
The Portuguese under Albuquerque attacked Aden in 1513, but were repulsed, though a part of the force held Sirah Island for a day or so. Albuquerque landed at Perim in 1513 on his return from the Red Sea and named it the Island of Vera Cruz. The Arab defenders were so impressed by the ferocity of the attack that their commander offered the town to Albuquerque's successor, Capt. Major Lopo Soares de Albergaria when he called at Aden in 1517. The offer was rejected by Soares as he was more interested in sailing up the Red Sea. The Turks gained possession in 1538. The Dutchman, Van den Broecke unsuccessfully tried to open a factory at Aden in 1614. The British had contact with Aden in the early 17<sup>th</sup> century voyages undertaken by the East India co. from England. Between 1630 and 1642 the Turks were ousted by Sultan of Sanaa who established the Sanaa line of Zeidi or Shia Imams. In 1728 the Chief of the Abdali tribes, Salah bin Salem threw off his allegiance to the Imam of Sanaa and declared himself independent Sultan of Lahej. On May 3, 1799 Perim was taken by a force under Lt. the Sultan of Sanaa. Col. John Murray sent from Bombay to garrison it with the view of preventing the French, then engaged in the occupation Egypt, from proceeding to India, to effect a junction with Tipoo Sultan. The destruction of Napoleon's fleet at Alexandria by Lord Nelson in the Battle of the Nile put an end to the French design of restoring then-fortunes in India. Perim was found untenable as a military position and the troops were withdrawn in September 1799.

Aden was considered as a convenient post for a permanent fueling base (coal station) for the H.E.I.C.'s and other steamers. In 1829 arrangements were made in this connection. The 'Hugh Lindsay' (a wooden paddle steamer built at the Bombay Dockyard presumably by the Wadias) under the command of Commander John Wilson, I.N. which left Bombay on March 20, 1830 and reached Suez 32 days later stopped at Aden for coaling. However, Aden was abandoned as a coaling station in 1830. Stafford B. Haines in the ship 'Palinurus' surveyed Aden and the neighbouring shorelines in 1834 - 37. The island of Socotra was occupied by the British from 1839.

On January 4, 1836 the Madras ship 'Deria Dolat' belonging to Nissa Begum, a niece of the Nawab of the Carnatic, and sailing under British colours was driven ashore near Aden and was plundered by the locals. Sir Robert Grant, Governor of Bombay, used this incident to recommend to the Court of Directors of the H.E.I.C. the annexation of Aden which was again felt to be the most suitable as a coaling station. Capt. S.B. Haines, I.N. was

despatched to Aden in the H.E.I.C. sloop of war 'Coote' and instructed to obtain the place by purchase. Haines arrived at Aden on December 28; 1837 and after negotiations the Sultan agreed to cede the Peninsula to the British in the following March in consideration of an annual pension of 8,700 dollars. However, before the treaty signed Haines came to know of a plot to seize the papers and person by the Political Agent and hence proceeded to Bombay. On October 24, Haines returned to Aden but his efforts at peaceful negotiation were thwarted by the Sultan's son. On December 18, the H.E.I.C. schooner 'Mahi' and the barque 'Anne Crichton' arrived at Aden. On January 16, a force consisting of H.M.S. 'Volage' under Capt. H. Smith, R.N. and H.M.S. 'Cruizer' commanded by Major Baillie arrived at Aden with European and Indian troops. On the same day a skirmish took place at Back Bay. The town was bombarded and taken by an assault mounted on Front Bay on January 19, 1839.

SOME POSTAL MARKINGS  
ADEN



Thus, Aden fell into the hands of the British, having the pride of being the first 'capture' in the reign of the young Queen Victoria. A treaty of Friendship was signed between Haines and the Sultan's representative on February 2, 1839. Haines' appointment as Political Agent of Aden was not confirmed until October 11. Haines was rewarded for his part in the capture of Aden, but, in later years was charged with misappropriation of funds and not maintaining proper accounts; he died a pauper at Bombay. Aden's administration was placed under the Bombay Government. With the opening of the Suez Canal, Aden's strategic significance enhanced, as it became the Gateway to the vast Indian Ocean and the East, especially at a time when 'Brittania ruled the waves'.

In his 'A Statistical Account of the British Settlement of Aden' published in 1877, Captain F. M. Hunter the then Assistant Political Resident in Aden mentions the early postal history and arrangements of Aden. "In January 1839 the month and year of the occupation of Aden by the British, a post office was opened in the settlement and an establishment with two clerks and four peons was sanctioned. One of the assistants to the Political Agent, or the Civil Surgeon, performed the duties of Postmaster and received, for so doing Rs. 100/- p.m. In 1857 the Aden office was placed under the Director General of Post Offices in India, a Postmaster was appointed on RS. 250/- p.m. and one clerk was added to the establishment. Up to this time there had been no office at Steamer Point and when mails were received or despatched, a clerk and peon used to come down for the purpose from the Crater, the mail being carried on camels. After the opening of the overland route, this arrangement proved inconvenient and accordingly the headquarters of the office was removed to Steamer Point. A building of mud and plaster was constructed, but the growing wants of the settlement led in 1863 to the building of a more commodious structure, which was completed at a cost of Rs. 20,000/- (much improved and enlarged in 1877).

An examination of the Aden Government records and other Indian official documents by Murray Graham, however, has revealed inaccuracies in this account. The records show that there were no proper organised post office arrangements under the control of the Political Agent at so early a date. Moreover, it can now be stated positively that whatever Aden postal arrangements were, they were under the control of the Postmaster General, Bombay from 1839 onwards and that all that really happened in 1857 was appointment by the P.M.G. of a full time professional Postmaster in place of the Residency official who had previously performed the duties. Most significant of all, however, is the new light which the records shed on Hunter's account of the Steamer Point Office. It is now clear from the official correspondence passing between Aden and Bombay that a post office of sorts was indeed opened at Steamer Point in or about 1857, but equally clear that 'the building of mud and plaster' was quite inadequate for use as 'the headquarter of the office' and that it was not until completion of the 'more commodious structure' in 1868 that the Head Office was removed from the Crater to Steamer Point. According to Croft this is confirmed by the Bombay Official Establishment List of 1868, the first such list to refer to two offices in Aden; the date of the official sanction is given as March 31, 1868. The Arabian sub-offices apart, there were never more than two post offices, one in the Crater and the other at Steamer Point, the former having functioned continuously, though in differing premises, from 1839 throughout the entire period of Indian administration, the latter continuously from 1857 throughout the same period.

Captain John Hobson (Bombay European Regiment), the Staff Officer was apparently acting Postmaster immediately after the capture of Aden. In January 1840 the Bombay government appointed Lt. Griffith Jenkins, Indian Navy to take charge of postal arrangements at Aden. Jenkins was invalided to England in September 1840 and Commander Haines appointed Lt. J.C. Cruttenden, Indian Navy in his place. Asst. Surgeon John P. Malcolmson may have been the first Postmaster to be appointed on a salary of Rs. 100/- p.m. He was followed by

James Vaughan and Lt. R.L. Playfairs. Towards the end of 1854 Hormuzd Rassam took office as Postmaster; he is well known for the Mrs. Layard letters during the Abyssinian campaign. Aden's first full time Postmaster was W.L. Nicker who was appointed by the P.M.G. Bombay on September 25, 1857. Pursuant to the British Government passing the Act of 1837 arrangements were made between, the P.M.G. and the H.E.I.C., for the establishment of a regular packet service between India and Suez. It was operated by the Indian Navy and additional and larger steam vessels were introduced from time to time e.g., the 'Semiramis' in 1838 and 'Victoria' in 1839. The steam vessels stopped at Aden for mails. Initially, the service was not operated during the Southwest Monsoon but later by April 1843 it was throughout the year. Upto 1843 the steam vessels were the Atlanta, Hugh Lindsay, Berenice, Zenobia, Victoria, Cleopatra and Semiramis I and II.

Between 1844 and 1850 the fleet was augmented and a bi-monthly mail between Aden and Bombay was added. The provision of Section XX of India Post Office Act of 1837, which made it compulsory for commanders of private; vessels to carry letters if required to do so by Indian postal officials applied to Aden. 'Ship Letter' carriage both eastwards to India and westwards to Suez would be an alternative available to the correspondents at Aden.

A Royal Charter was awarded to the Peninsular and Oriental Steam Navigation Company (P & O) in 1840 for the carriage of mails. A regular steam service was established in January 1845 which provided an additional facility for Aden residents. The P & O made further incursions and the H.E.I.C. bowed out of the Bombay - Suez packet service; the finishing blow to the H.E.I.C. was their loss of a complete mail which they had sent on a native sailing dhow, having no steamer available to carry it on from Aden. The P & O won a new contract from the Admiralty for carrying the mails from Bombay to Suez in July 1854.

Mail was also carried between 1897 and 1899 by the Italian Steamship Line on ships plying between Massaua in Italian Somaliland and Aden. Two types of special cancellations were used by the Line. Aden was also an important port of call for ships with Sea Post Office sorting arrangement started in 1868 between Suez and Bombay; the Sea P. O. sorting arrangements were curtailed to the Bombay - Aden run in 1890.

The earliest existing letter known to emanate from Aden is dated June 15, 1839 and is from James Burns, a private in the Bombay European Regiment describing the Battle. The India Post Office Act of 1854, which came into force from October 1, 1854 and provided for postage stamps and postal rates was also applicable to Aden. Indian lithographed stamps were used at Aden and the earliest cover with stamps is dated March 1855. They were followed by the De la Rue 'East India' and 'India' issues.

Aden's position astride the red Sea route between Europe and the East accounts not only for the paquebot mail but also for the stamps of countries other than India being cancelled at Aden; stamps of Great Britain, Australia, Ceylon, Canada, French Colonies, Egypt, Kenya, Mauritius, Mozambique and Switzerland have been noted cancelled at Aden. Postal rates of P & O mail packets was 4as. per ½ oz.; by Indian Navy vessels it was the inland rate of ½ a. per ¼ tola; by private ships a ship letter charge of 1a. at the port of delivery in addition to the inland rate.

Examples of privileged and concessionary mail are also noted from Aden. Until 1855 soldiers and seamen were allowed to send letters free of charge provided that they were superscribed by their officers in the proper manner. In 1855 this privilege was withdrawn and such letters, if properly superscribed, were carried at the concessionary rate of 1d. or 8 pies. The rate was increased to 9 pies in 1874 and subsequently to 1a. in 1895. The concession disappeared with the introduction of the Imperial Penny Post in 1899. It should be noted that the concessionary rates applied only to non-commissioned ranks and no similar concessions were granted to officers. However, in 1868 - 69 during the period of the Abyssinian War a concessionary rate of 4 as. for mail routed via Southampton and 6 as. 8 ps. for mail routed via Brindisi was allowed for officer's letters properly signed and counter - signed.

#### **ADEN, ADEN STEAMER POINT, ADEN CAMP, ADEN CANTONMENT MAIN POSTAL MARKINGS**

1. 'ADEN / Bearing' in rectangle without compartments in black c. 1840 - 65.
2. 'ADEN / Paid' in rectangle without compartments in red c. 1843 - 1854.
3. 'ADEN / Year month day / Paid' in three compartments in Red c. 1855.
4. 'ADEN / SHIPLETTER / - / Paid' in rectangle with three compartments in red c. 1847-67.
5. 'ADEN / SHIPLETTER / 18 / Bearing' in a rectangle with three compartments in black c. 1866
6. As in 5 above but with 'Paid instead of Bearing' c. 1861 -66.
7. 'ADEN / B.P.P. / Bearing' in a large circle in black c. 1852 - 64. The letters 'B.P.P.' stand for 'British Packet Postage' and refer to the arrangement between Britain and India for optional prepayment of mails carried by the newly introduced P & O service. The P. O. Act of 1854 made letters sent by H.M. mail packets liable to B.P.P.
8. As in (7) above but in red with 'Paid' instead of 'Bearing' c. 1840 - 46 and between 1855 and 1864 as a receiving mark.
9. 'ADEN' on top of an arc of two circles c. 1855 - 70. It had been seen in black, red and blue.
10. ADEN STR. POINT / Year month day / BEARG' on top of single line are in black c. 1858-60.
11. As in (10) above but with 'PAID' instead of 'BEARG' in red c. -60
12. Dastur Type 1 diamond of dots c. 1855. This type should be on cover or with some indication that it was used from Aden as similar cancellation was also used in India.
13. Dastur type 2b '124' in black with a small and narrow '4' used at Aden Camp c. 1855 - 69. It showed that it was P.O. No. 12' under Bombay G.P.O.
14. Type 2b: '124' in black with a larger and wider '4' used at Steamer Point c. 1858 - 1867. This has also been noted in red.
15. Type 2b: '124' not legible as the obliterator had become very worn out c. 1869. Seen in black and blue.
16. Type 2 duplex with 'ADEN' and '124' c. 1868 - 69.
17. ADEN / STEAMER POINT' in circular form without the circle line and with date in the center and a duplex of a

diamond of bars c. 1868. It is also seen in non-duplex form without the diamond of bars in black, blue and red used as a date stamp c. 1868-69.

18. An intaglio 'POST OFFICE ADEN' in circular form in black c. 1870. It has also been noted in blue.

19. Type 5 duplex with 'ADEN' in serif letter c. 1870 - 72. Robertshaw, Robson Lowe and Pratt record this type with year but we have noted an 1871 cover with the said cancellation without the year.

20. 125' in a square with receding bars at the sides in blue c.1871 used at Aden Camp. One of the rare cancellations of Aden especially on cover.

21. As in (20) but with 'A / 124' instead of '125' used at Aden Camp c. 1871 - 72. A cancellation difficult to obtain especially on cover.

22. Type 2 'ADEN CANTONMENT' and '124' duplex c. 1872 - 74

23. Type 2 'ADEN STEAMER POINT' and '124' duplex c.1872-4

24. Type 2a 'ADEN STR POINT' c. 1860 - 68 seen in blue and black.

25. As in '23' above but in larger size and without year but an ornament above date 1869 - 70.

26. 'ADEN CANTONMENT' in serif letters in a single line c.d.s. c. 1871 - 72.

27. As in (25) but in sanserif letters c. 1873 - 87. It is seen with and without year in date.

28. As in (25) but with 'ADEN STEAMER PAINT' c. 1870 - 72. This has been noted used as an obliterator on an 1871 cover.

29. As in (27) but with 'ADEN STEAMER POINT' C. 1872 to late 1870's. It is seen with and without year in date in four different types.

30. Type 6 with 'ADEN' and 'B-22' c.1875 - 86. Under the All India Series of 1873 -74 Aden Steamer Point P.O. was allotted "B- 22" being P.O. No. 22 under the Bombay Circle (B). Seen in both duplex and non-duplex forms. We have noted a cover dt. Feb. 11, 1875 i.e. earlier than recorded date of May 22, 1875. There are three varieties (1.) spaced dot after 'N' of 'ADEN' and a short hyphen (2) Dot close to "n" and long hyphen (3) Dot after 'N' raised and 'A' uneven.

31. 'ADEN CAMP' and 'B-22/1' duplex with the '1' exactly below the first '2' c. 875-78.

32. As in (31) but with '1' below the bar c. 1876 - 82. It is also seen in non-duplex form. We have noted a cover with full point after 'P' of 'CAMP' (not recorded by Pratt).

33. Type 7 'B' in a square of bars with or without 'ADEN' duplex c. 1879 - 1906. We have a cover used on August 27, 1879 i.e. before the earliest recorded date of Sept. 9, 1879.

34. ype 7 'B' in thinner size in non-duplex form c. 1879 - 80.

35. Type 8 'B' in a circle of bars c. 1883 - 1910.

36. As in (35) but in a smaller size c. 1888 - 94.

37. 'ADEN - CANT' around circumference in small c.d.s. 1886 - 92. We have noted an 1888 cover with a full point after 'T' which is not recorded by Pratt.

38. 'ADEN' across center of c.d.s. in five types with and without, year, with and without full point after 'N' etc. C. 1879 - 86. We have noted a very thick crude letters 'ADEN' cancellation on an 1880 cover.

39. 'ADEN' on top of c.d.s. in ten types during Victorian era and seen on Victorian issues.

40. Type 10 'ADEN' squared circle with four bars c.

1884 - 86.

41. Type 10 'ADEN' squared circle with three bars c. 1886 - 98 seen in three different types of letters and settings.

42. Type 10 'ADEN CANTONMENT' c. 1888 - 93. It has been recorded with year; however, we have noted an example without year on an 1888 cover.

43. Type 11 'ADEN CAMPM large sized squared circle c. 1893 - 94.

44. Type 12 'ADEN' with small letters c. 1898 - 1907.

45. Type 12 'ADEN' with larger sized letters c. 1898 - 1907.

46. Type 12 'ADEN CAMP' with and without code letter c. 1895 - 1907.

47. As in (44) but with 'ADEN CAMP'.

48. Type 14 with 'REG' in different sizes. Other registered markings are boxed 'REG No' and four and three or no compartments and other usual All India type registration markings with 'ADEN', 'ADEN CAMP' and 'ADEN CANTONMENT' and 'R' in circle, etc.

49. Type 14 with 'INS' for 'Insured' in different sizes.

50. Type 14 with 'PAR' for 'Parcel' in different sizes.

51. Type 14 with 'DEP' for 'Deposit' in different sizes.

52. Boxed 'INSUFFICIENT', 'INDIA UNPAID', POSTAGE DUE\*, FOREIGN POSTAGE DUE', 1 ANNA AND 2 ANNAS 'SHIP LETTER / POSTAGE DUE', SHIPLETTER / POSTAGE DUE / ONE ANNA': and 'T' in circle are the main postage due markings used during this period. "St Bg / As 4' etc. Steamer Bearing markings have also been seen on covers from / through Aden.

53. Some of the instructional markings are "TOO LATE' in different sizes, 'UNCLAIMED' 'REDIRECTED', 'MISSENT: IN / INDIAN MAIL', REEXPEDITE', etc.

54. Other town name c.d.s. are also seen.

An 1869 cover has been seen from Aden with East India stamps cancelled with an unrecorded experimental diamond of eight diagonal bars in blue used by the Indian Sea post Office, Bombay - Suez. The cover has an oval 'SEA'POST OFFICE / B/13-8/69 in the same blue colour.

An unusual boxed 'INSUFFICIENT' in blue has been noted on a cover dt. ept. 2, 1869 from Aden.

An unboxed "RE - POSTED' in black has been seen on an 1871 cover from Aden. This instructional marking has not been recorded' by Renouf, Robson Lowe, Cooper, Robertshaw or Pratt.

An 1874 registered cover has been noted with two different types of cancellations used for obliterating different stamps at different places on the same cover i.e. 'ADEN STEAMER POINT' & '124' duplex and 'ADEN STEAMER POINT' around circumference of c.d.s. in a different type.

We have noted a cover with 'ADEN' across diameter c.d.s. without any day, month or year, (not recorded by Robertshaw, Robson Lowe or Pratt).

We have seen a cover With 'F' instead of 'E' of 'ADEN' in the B-22/1 type due to worn out obliterator. We have; noted an East India l/4a. inland postcard with three 3ps. Carmine stamps to make up the foreign postal rate of 1 anna.

'We have an 'ON HER MAJESTY'S SERVICE' 1/2 a. overprinted, 'Oh HMS' in large size service postal stationery cover used locally in Aden although Service covers are not noted so used by the various authors. 'RANK NOT STATED' along with 'INDIA UNPAID' on letter from England to Aden.



We have seen two 1888 covers from Aden to Bombay with the stamps cancelled at Bombay with 'B-I' (the old Bombay cancellation, resurrected for use on incoming mail by ship) as the stamps had escaped cancellation at Aden.

We have seen a 1902 postcard with combination franking of a pair of 2 mil. Egypt and India Victoria 1 a. stamps all cancelled Type 12 'ADEN CAMP' from Captain Tempest Hikes of 2<sup>nd</sup> Battalion, Royal Indian Fusiliers from South Africa.

We have noted registered cover from Aden with a strip of 5 East India 12 as. stamps and 7 Great Britain 1/2d + 4d affixed and obliterated with 'B02' of the British P.O. at Suez, the Indian stamps have been defaced by a smear with the same ink as the 'B02' obliteration; it seems that the letter was not posted at Aden and carried by steamer to Suez where the P.O. refused to accept Indian stamps.

We have noted the 'ADEN STEAMER POINT' c.d.s. with month and day inverted, broken letters in the month, etc.

It may be mentioned that Indian stamps ceased to be used in Aden from April 1, 1937.

(Note: the type numbers mentioned are as per the author's handbook "India used abroad")

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## **CATALOGUE AND ITS IMPORTANCE IN STAMP COLLECTION**

**FREDUN P. SEERVAI**

Very few philatelists realise that catalogue has its importance in stamp collecting. Stamp collecting is one of the best hobbies. It not only gives pleasure but it increases our knowledge. One may get pleasure by looking at the stamp but one will not become knowledgeable by looking at the stamp. One has to search for knowledge in the literature of philately, past and present; but relatively a very small number of collectors devote their time to the philatelic publications.

Every craft has its tools and although philately is not a craft, in the generally accepted sense of the term, there can be no doubt that the tools form an essential part of its practice.

These tools, in our stamp collecting, we call accessories. Many accessories are required to make stamp collecting pleasurable.

Some collectors begin to collect stamps without bothering about the accessories and learn their use after years of bitter experience. This bitterness could have been avoided if right implements had been used from the start.

A stamp catalogue is an important part of every serious Philatelist. It is a sad but undeniable fact that comparatively few collectors avail themselves of the vast store of knowledge in a standard and specialized catalogue.

The stamp catalogue is an unusual source of reference that contains all the information you would ever want to know about stamps. It is necessary that every philatelist should own his own stamp catalogue. If he cannot afford it he should make use of it in a library.

Many collectors look into the catalogue only to know what their treasure is worth that's all. We have no doubt that many collectors who refer to a catalogue really do not know to make the best use of it.

There are far more things in a stamp catalogue than mere prices.

A standard stamp catalogue enlists all issues and also gives all details of the issue. The varieties listed and the footnotes given in the catalogue are all results of ten years, some time decades of concerted work and dedicated research. To dismiss them lightly, not only shows contempt for philatelic knowledge but defeats one's own end by failing to appreciate the finer points of the subject. Stamp catalogues whether illustrated or not describe all the stamps that have been issued by countries dealt with in the catalogue. In addition, they contain other information about stamps, such as date of issue, occasion on which they were issued, description of their colour, shades, surcharge and over prints-perforation and water mark, type of paper and method of printing, names of printers and names of designers, number of stamps per sheet; total numbers printed, total number sold on the date on which they were withdrawn from sale, the date on which they became obsolete and other details which go to make up the fabric of philately. All the above information helps us to identify the stamps in our possession and also helps us to arrange them in proper and orderly manner on our stamp album pages.

Catalogues are constantly revised and kept up to date. The catalogues are published almost every year by different big dealers and now even by Postal Departments of some countries. Some catalogue publishers issue monthly supplements to inform about the new issues. The Stanley Gibbons Monthly is one such example.

Stamp collectors should not be confused by the prices printed in the catalogue but only remember that the price quoted is not the actual trend of the whole stamp market but only the prices when they are available with them. Naturally, therefore he will purchase the stamps at a much lower price than given in the catalogues.

The price thus is only a rough guide. The collector will know or will have an idea as to what he will have to pay if he has to purchase from his friends or from local dealers.

(Courtesy : Deccan philatelist, 2002)

\* \* \* \* \*

## WHEN THE BOAT COMES IN, WHAT NEXT?

### Tale of a crazy cover lover

Tony Buckingham

On 21 April 2005 Britain and Australia issued their second joint issue of stamps. Unlike other countries, Great Britain rarely participates in joint issues. Our first was in 1988 for the Australian Bicentenary. I can still remember the problems getting Australian postmarks on covers already postmarked in Britain.

Being a collector at heart, I like to arrange special first day covers and am not content to take the easy route. Last year, when Royal Mail issued a joint French/ British Entente Cordiale set, I could have sent my French stamps to Edinburgh and got them cancelled there. But I couldn't get excited about a Paris (Scotland) postmark, so I got in touch with La Poste. They agreed to send us the stamps in advance so we would take the covers over to France for a real French postmark. I thought naively about taking my wife, Cath, on a romantic trip to Paris you know a super hotel, coffee on the Champs Elysees, a walk by the Seine at night, a delicious meal in a quaint little bistro in Montmartre. What could be nicer?

#### The best laid plans

The best laid plans of mice and men rarely work out. The stamps never arrived, so in the end Cath and I spent our day in Paris sticking stamps on envelopes not quite what I had in mind. To make matters worse, Paris was almost closed to motorists due to a Royal Visit by The Queen. We drove round a few times before we found a car park ... in nearby Calais. Boxes of covers are heavy and it didn't help turning the wrong way as we left the car park just as the rain started. Luckily, we found a taxi and then the true spirit of Entente Cordiale came into play. La Poste philatelic staff were wonderful. Two helped us stick the stamps on the covers, and then one stopped and started postmarking. We had two different GB postmarks and had chosen two different genuine Paris ones. When it came to postmarking our covers, previously signed Cath, as my French is basically E addition s'il vous plait [the bill please] if we could have both postmarks on one cover. To my amazement, there was no problem. To me, an old cover man, it was great to see the covers actually postmarked on the first day in Paris, not Edinburgh.

You are probably wondering what this has got to do with the Australian issue? Nothing really, but it does somehow set the scene.

For each stamp issue, I try to find a great connection: so what for Australia? The British part was easy. It is the 300th Anniversary of Blenheim Palace, which

is featured on the 43p stamp. Produce the cover for them; add the Duke of Marlborough's autograph and even I am happy.

#### We missed the boat

So what connects Australia with Britain? Cricket? Dame Edna? Botany Bay, Captain Cook and the Endeavour? I liked the last one, so wrote to Whitby and awaited a reply. After a few weeks, I thought a phone call would be a good idea so I looked them up on the web. To my surprise, HMS Endeavour had been ordered to Australia and, even better, was due to arrive at Botany Bay (Sydney) four days before the stamps were issued.

There was a slight problem. Endeavour was leaving Whitehaven the following Monday and this was Tuesday. I phoned Whitby and by Wednesday we had agreed a deal, Cath designed the cover, we got the wording approved and all we needed was the picture. It was due to arrive on Thursday. The cover would be printed by Saturday and our outworkers would make up the envelopes over the weekend. A doddle! Then, Cath and I would drive them to Whitehaven (a mere 400+ miles away) on the Monday. As you might have guessed, the transparency didn't arrive till Friday so we missed the boat. Literally!

#### Fly me the covers

The first port of call for the Endeavour was Madeira, so we had to fly there to get the covers on board. One delight of my business is Customs. They do not care about our covers as they do not understand them, but they can make life very complicated. I was sure Portuguese customs in Funchal would not be different. We allowed four days in Madeira. I would have preferred three as we were extremely busy, but we dare not risk the Endeavour being late.

Our boxes of covers were separated from us at Gatwick and sent separately as large items, which was funny as they were considerably smaller than our suitcase. On arrival we couldn't find them; panic, woe, woe, etc, then I suddenly saw them on a trolley near the exit. We grabbed them and left. I got the distinct impression that someone wanted to stop me (paranoia?) but we had hurried along and got through safely and into a taxi.

Now all we had to do is get the covers on board ...

#### A ship in port

We had arrived on Saturday and Endeavour was due Monday. We were at first confused by a local tourist ship looking vaguely like the Endeavour ('I'm not putting my covers on that', I muttered darkly) but in reality it was a tub offering tourists a trip round the Island.

On Sunday, Cath spotted the real Endeavour in the harbour. We walked the 60 miles round the docks and there she was. The Captain, Chris Blake, was pointed out to us. I imagined he'd been briefed by the Endeavour Foundation and was expecting a couple of crazy cover producers and a large box of envelopes. Unfortunately not. No one had thought to mention that we were coming, nor the fact he was supposed to be signing covers for us. Luckily, he was great about it. We rushed back by taxi to our hotel, grabbed

the covers and returned quicker than the speed of light before he could change his mind.

By then the ship was adrift from the harbour wall and it looked as though we had another serious problem, particularly as rain was threatening (Paris all over again?). But luck was with us: we missed the rain, got the covers on board and briefed the Captain where to sign.

I tried to get us back early, but the cost was 50 per cent more than the original tickets, so we were forced to enjoy the sunshine for two days ...

Ironically, on the way back we were chosen for a complete security check at the airport (coincidence or just me still being paranoid?!).

### Something will turn up

The Endeavour was due to arrive in Sydney on 16 April. As I left the covers on board, I honestly had no idea of how I was going to get them back from Australia. But like Wilkins Micawber, I always think something will turn up. I started writing letters, making phone calls, sending emails and generally panicking the staff.

The first problem was getting someone in Sydney to pick up the covers from the ship and get the stamps affixed. In theory easy, but in practice things didn't work. One friend who was going to be there suddenly found he had to stay in England. A dealer I knew was ill. It's that old law of Sydney Odd. There were also the rules of engagement. We have to stick to the rules and this of course meant rules from two countries. Royal Mail decreed that you could get the Australia (Scotland) postmark up to 18 May, but only if you had the UK stamps postmarked on 21 April. Bit of a problem if your covers don't arrive in Australia until 18 April. I had to get some covers back earlier if we were going to do GB versions. Eeek! The only answer was Gisborne, a remote town in New Zealand. I tried to con my Kiwi friends into going there but no one fancied a 10-hour drive on bad roads. The only way to get the covers off was the ship, but email and mobile contact was spasmodic. It looked as though all was lost, when eventually I got a message from Endeavour. They had sent a few blank covers to my friend in Auckland. These were sent back home to us and we managed to get the GB only covers sorted in the nick of time.

But still the question was: would Endeavour make it through the roaring forties to Sydney? More importantly, who would get our covers stuck in Australia?

It was here that Ann Russell from Australia Post stepped in. She was brilliant and Commodore Chris Blake once again was the rock that we needed. He got the envelopes to her; she understood all our complicated sticking and postmarking requirements and the covers were sent back so quickly we almost didn't need the extension.

In the end, we produced 375 pairs, each with four different postmarks: two from Britain (Whitby and Whitehaven) and two genuinely from Sydney, Australia. It is possibly my best ever project, although it has good opposition. My other favourites include getting a Spanish postmark (San-tander) on the Spanish Armada issue in 1988, carrying covers on the Maiden Voyage of QM2, flying covers on the last Concorde flights and persuading President Mandela to sign our Nobel Peace Prize cover. Through covers like these, we've raised over £600,000 for

good causes - admittedly small beer by Group Captain Randle's standards, but I am proud of it just the same.

Tony Buckingham is the Chairman and joint Managing Director of Internetstamps Ltd he originally built up Benham from a hobby business to the biggest cover dealers in Great Britain, sold it in 1996 retired in 1997, but found he was addicted to trays of covers, so returned with Buckingham Covers in 2001.

### Postscript

While finishing this article, I was interrupted by a slight problem on Friday 3 June. I was due to be carrying covers over Buckingham Palace with the Battle of Britain Memorial Flight on 11 June for the 200th Anniversary of Trooping the Colour. The only problem is they thought it was the Poppy Flight on 10 July. The covers were being offered in the Express on Sunday the 11th and the artwork had already been sent. Oh calamity.

After dozens of phone calls I tracked down the lead plane, a CI 7a operated by 99 Squadron at RAF Brize Norton. By late afternoon I had re-arranged flights, changing charities, and was looking forward to Cath and I spending Friday the 10th at a Oxfordshire hotel after delivering the covers to Brize Norton and collecting them on the Saturday. Just a normal day in the crazy life of a cover lover.

(Courtesies : Gibbons Stamp Monthly, 2005)

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