

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

March 2023

March is Irish American Heritage month and we will celebrate Saint Patrick's Day on the 17th - that day when everyone is a little bit Irish. Be sure to set your clocks ahead one hour on March 12th when we change to Daylight Savings Time.

Other dates to remember and celebrate include National Anthem Day on the 3rd; National Oreo Cookie Day on the 6th; National Proofreading Day (pay attention, authors!) on the 8th; National Pi Day, obviously on 3.14; and, the first day of Spring this year is March 20th.

The third in our series of philatelic discussions will be presented during our March 14 club meeting. Again, drawing upon our Stamp Show displays from last October, we will look at the US C10a booklet and pane. Then we will move on to solving a C10a puzzle on cover. Members are invited, and encouraged, to add their thoughts and knowledge to the discussion.

Congratulations to new club officers: President Richard Kaye; Vice-President Kelley McDougall; and, Secretary Pat Hensley; all elected at our February 14th meeting.

Regards,

Michael Swope

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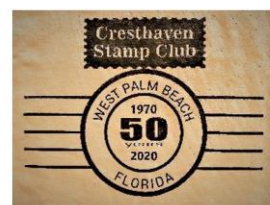
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Chapter Affiliate #923
Membership Affiliate #81338

Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays

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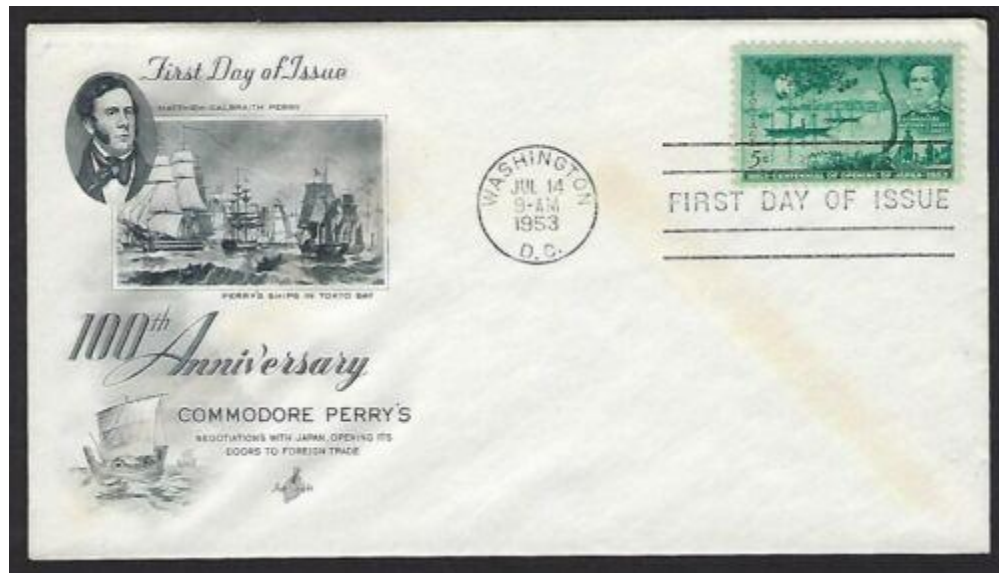
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Opening of Japan

Pat Hensley



This first day cover featuring the Commodore Perry, 5¢ postage stamp, Scott #1021, honors the 100th anniversary of Perry's negotiations, which resulted in the "Opening of Japan" to trade. It was issued on July 14, 1953, in Washington DC. This stamp features Commodore Perry's ships in Tokyo Bay and Mt. Fuji is in the background with a portrait of the Commodore in the upper right corner.

Matthew Perry was born in Rhode Island on April 10, 1794. His father was a navy captain so he was accustomed to navy life. At age 15, he became a midshipman aboard the USS Revenge under his brother's command. He also served on the USS President during the War of 1812. He served on other ships in the Mediterranean and was even offered a commission with the Imperial Russian Navy, but declined the offer.

Perry took command of the USS Shark in 1821 and sailed to Key West, Florida in order to claim Key West as a US territory. Following that assignment, he commanded the USS Concord. He served as the second officer at the New York Naval Yard and then became Captain. He believed that naval education was extremely important and pushed for an apprentice system to train new sailors. He also created a course of study at the US Naval Academy and is referred to as the "Father of the Steam Navy." He commanded the USS Mississippi during the Mexican-American War and led the force in taking San Juan Bautista.

Perry's biggest accomplishment occurred when President Millard Filmore sent him to Japan to open relations. On July 8, 1853, Commodore Matthew Perry led four steamships into Tokyo Bay where the Japanese people were very impressed with the giant steamships. The Japanese had never seen these ships before and called them "giant dragons puffing smoke."

After arriving in Japan, Perry demanded that he be allowed to present the President's letter to the emperor but his requests were denied. Perry opened fire on several buildings with his cannons and when the Japanese realized they couldn't fight these weapons, they allowed Perry to land. He gave the emperor many gifts including a steam locomotive model, a telegraph, and a telescope. He hoped that these offerings would show the Japanese how superior American culture was and encourage them to be open to trade.

The next year, both countries signed a treaty establishing peace. The treaty also called for opening of two Japanese ports to help and protect stranded US ships in the area, allowing them to purchase supplies, coal, and water in those ports.

Classroom Activities:

How many states made up the US in 1794? Draw a map of these states.

Describe one of the following ships and draw a picture of it: USS Revenge, USS President, USS Shark, USS Mississippi,

What caused the War of 1812? Draw a poster or a brochure sharing these causes.

What caused the Mexican-American War? Draw a poster or a brochure sharing these causes.

What do you think President Millard Fillmore's letter said? Pretend you are President Fillmore and write your letter to the Japanese.

References:

<https://www.mysticstamp.com/Products/United-States/1021/USA/>

<https://www.britannica.com/biography/Matthew-C-Perry>

Philatelic Facts



Postage stamp collecting began at the same time that stamps were first issued, and by 1860 thousands of collectors and stamp dealers were appearing around the world as this new study and hobby spread across Europe, European colonies, the United States and other parts of the world. As the hobby and study of stamps began to grow, stamp albums and stamp related literature began to surface, and by the early 1880s publishers like Stanley Gibbons made a business out of this advent.

The First Boca of Trinidad & Tobago

Dan Maddalino

Trinidad and Tobago issued a set of nine pictorial stamps in 1935, using illustrations of popular locations and important architecture found throughout the colony. The postal values of this set are 1¢, 2¢, 3¢, 6¢, 8¢, 12¢, 24¢, 48¢, and 72¢. These stamps were engraved and printed by Thomas De La Rue & Company, London; on watermarked paper and perforated 12¹. Neither the monarch, King George V, nor the allegory figure Britannia appeared on these stamps. In addition to sheet stamps, this issue was also prepared in coil and booklet pane formats². This set was reissued in 1936, perforated 12½. The first stamp of this issue is the emerald and blue 1¢ value, depicting the well-known island passage locally named “The First Boca” (*Figure 1*). The beauty of this 1¢ stamp made it very popular.

Just west of Corozal Point, off the northwestern coast of Trinidad, lay a string of three islands that create four channels. Through each channel runs a tidal flow between the Gulf of Paria and the Caribbean Sea. Each channel is named: The western-most channel separating Trinidad and Tobago from Venezuela, is known as “The Dragon’s Mouth”; the southern-most approach to the Gulf of Paria is “The Serpent’s Mouth” which lays off the southwest coast of Trinidad (This is the channel through which Christopher Columbus traversed on his third voyage of discovery in 1498); and, the northern channel closest to the island of Trinidad is “The First Boca” (Sp. “Mouth”). This is the channel Columbus departed Trinidad and the Gulf of Paria³ (*Figure 2*⁴). It is the illustration shown on the 1¢ stamp of 1935/36.



Figure 1, Scott #34

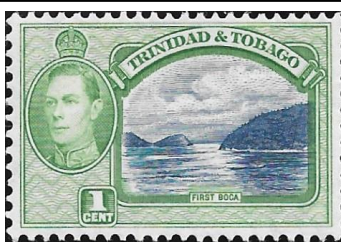


Figure 3, Scott #50



Figure 4, Scott #72

Trinidad and Tobago again reissued this set of nine pictorial stamps in 1938, using similar illustrations as in 1935 and 1936. This set included 1¢, 2¢, 3¢, 4¢, 6¢, 8¢, 12¢, 24¢ and, 60¢ postage stamps. These stamps were engraved and printed by Thomas De La Rue & Company, London, on watermarked paper, however, they were perforated 11½ X 11⁵. This time, the portrait of King George VI graced the stamps as reigning monarch. The 3¢ and 4¢ were reissued in new colors and a 5¢ stamp was added in 1941. Additionally, \$1.20 and \$4.80 postage stamps both perforated 12, were added to this set in 1940. The first stamp of this issue was the previously issued emerald and blue 1¢ value showing the well-known island passage: The First Boca (*Figure 3*)⁶.

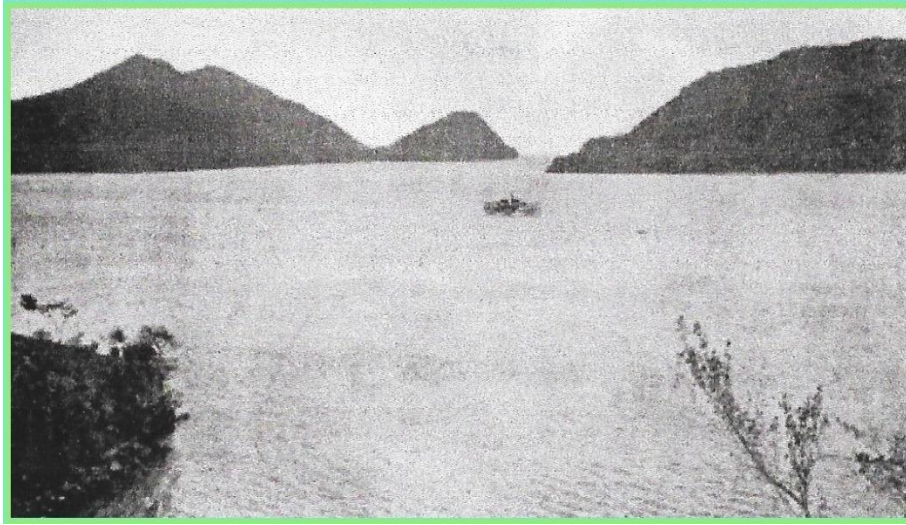


Figure 2, Real Photograph Postcard (RPP) "The First Boca"

Residents and tourists are drawn to The First Boca for its narrow passage, echoing channel with high walls and hills that rise 1,000 feet above tidal rushes. It is a spectacular view from the open sea⁷. Many ships have been reduced to splinters while attempting to navigate this First Boca. Shallow reefs, rocky outcrops, and unpredictable currents combine to threaten all vessels.

Finally, in 1953 The First Boca made its last appearance on a Trinidad and Tobago postage stamp issued under British Administration (*Figure 4*). The types of 1938 with the portrait of Queen Elizabeth II⁸, were again issued with values of 1¢ through 60¢, perforated 11 ½ X 11, and values \$1.20 and \$4.80 perforated 11 ½ with slight color changes. However, The First Boca 1¢ illustration remained unchanged. The First Boca is truly a majestic gateway.

END NOTES

Jay Bigalke (ed.), Scott Standard Postage Stamp Catalogue. Volume 6B, (Sidney, Ohio: Amos Media: 2022) p. 182

Internet: <https://www.kgvistamps.com> Accessed November 26, 2022

Internet: <https://travel.yodelout.com/tour-of-the-caribbean-the-bocas>

Accessed November 15, 2022

Internet: <https://www.music.si.edu/object/silgo,110712>. No copyright. Accessed November 30, 2022

Jay Bigalke p. 182

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Jay Bigalke p. 182

All stamps are from the collection of the author

FIGURE 1: 1st STAMP

The First Boca

FIGURE 2: PHOTO OF BOCA

The First Boca on 1912 Post Card

FIGURE 3: 2nd STAMP

King George VI and The First Boca

FIGURE 4: 3rd STAMP

Queen Elizabeth II and The First Boca

The Baby Clipper

Juan L. Riera

In 1931, Pan American Airways requested proposals for a long-range flying boat that could carry passengers and mail. Connecticut-based Sikorsky Aircraft Company responded by developing the Sikorsky S-42, which was first flown in March, 1934. Ten aircraft were produced and used primarily by Pan Am. The S-42 became known as the “Flying Clipper” and “Pan Am Clipper”. However, almost immediately, Pan American placed a request for proposals for a smaller version of the S-42, to operate along its Amazon and Yangtze River routes.



The first proposal came from the Fairchild Aviation Corporation in Farmingdale, New York; the Fairchild 91 A-942, that came to be known as the Fairchild 91 “Baby Clipper”. Alfred Gassner designed the single-engine, eight-passenger flying boat airliner. Unfortunately, before the prototype was completed, Pan Am no longer needed the plane for use in China, so Fairchild made a necessary adjustment for use in tropical Brazil. The first flight of this plane was on April 5th, 1935 and seven planes were eventually built. Two were delivered to Pan Am for use by Panair

do Brazil - one wrecked in Belem in 1941 and the other was scrapped in 1945. Pan Am cancelled the order for the remaining four airplanes, considering two to be sufficient for their needs along the Amazon.

The prototype was sold to the Spanish Republican Air Force, but the ship carrying it was captured by Nationalists, who named it “Virgen de Chamorro” and scrapped it in 1941. One was purchased by the Imperial Japanese Air Service for evaluation, wrecking shortly after delivery in 1937. This caused the Japanese to purchase a second that wrecked in Nanking, China, in 1939. Industrialist Garfield Wood bought a Fairchild Clipper that he sold to the British American Ambulance Corps before it was transferred to the Royal Air Force which used it in Egypt for air-sea rescue. Interestingly, Fairchild specially designed and built a baby clipper for the American Museum of Natural History; to be used by naturalist Richard Archbold for his second expedition to Papua New Guinea in 1936-1937.

The second proposal from Sikorsky Aircraft, was the S-43 Baby Clipper. This twin-engine flying boat airliner could accommodate between 18 and 25 passengers (although data shows that the limit was usually 19 passengers) with a separate two-crew forward cockpit, was designed by Igor Sikorsky. 53 planes were built, with Pan American Airways being the primary user in conjunction with Inter-Island Airways of Hawaii - that airline changed its name to Hawaiian Airlines in 1941.

Pan Am would fly passengers and mail to Honolulu in Sikorsky S-42 “Flying Clippers” from the continental U.S. and Inter-Island Airways would operate four S-43’s to ferry Pan Am passengers and local residents from Honolulu throughout the Hawaiian Islands. Panair do Brasil (a Pan American Airway affiliate) operated seven S-43’s; French Aeromaritime used five Baby Clippers on a colonial airway between Senegal and Congo; and, a few were used by miscellaneous companies in Alaska, Dutch KLM used one - presumably in the Caribbean, and Pan American used the majority of the S-43 Baby Clippers (including at affiliate PANAGRA) throughout Cuba and Latin America, including the Panama Canal Zone. As a matter of fact, a Pan American-Grace Airways S-43B crashed in the vicinity of Coco Solo, Panama Canal Zone, on August 2nd, 1937. Unfortunately, all 14 on board perished.



In conclusion, the Sikorsky S-43 “Baby Clipper” was the essential element for airlines to obtain lucrative mail-hauling contracts and the ferrying of passengers throughout Cuba, Hawaii, and the Panama Canal Zone from the mid-1930s to mid-1940s - based primarily on design proposals requested by Pan American Airways.



March 11, 2023, **Tropical Post Card Club, Spring Show and Sale** at the “Old School House”, 232 N.E. 2nd Street, (Behind City Hall) Deerfield Beach, 33441, 10:00 a.m. to 5:00 p.m.

March 12, 2023, **The Second Sunday Stamp & Coin Show** at the Azan Shrine Center, 1591 West Eau Gallie Boulevard, Melbourne 32935, 9:30 a.m. to 3:00 p.m.

March 18, 2023, **Tampa Stamp & Coin Show** at Higgins Hall, 5225 North Himes Avenue, Tampa, 33614, 9:30 a.m. to 3:00 p.m.

March 25-26, 2023, **TALPEX 2023**, Tallahassee Senior Center, 1400 North Monroe Street, Tallahassee, 32303, 25th: 10:00 a.m. to 5:00 p.m.; 26th: 10:00 a.m. to 3:00 p.m.

Private Mailing Card

Michael Swope



Shown above is a “Private Mailing Card”, bearing the 1¢ green, Franklin postage stamp, Scott #300. It was cancelled October 4, 1904, at Kansas City, Missouri & mailed to Washington D.C.

The US Post Office began producing postal cards in the 1870’s. Before that, people mailed cards with postage on them, and they were called “mailed cards.” Congress passed an act in 1861 that allowed privately printed cards weighing under one ounce to be sent through the mail at a cost of 2¢. Then on June 8, 1872, Congress passed another act allowing the US Post Office to produce its own postal cards. The first was issued on May 1, 1873, with one side for the message and the other side for the recipient’s address. Because of this new act, the Post Office’s cards were the only ones allowed to have the words “Postal Card” printed on them.

Then on May 19, 1898, Congress passed the Private Mailing Card Act. This new act allowed private companies to produce their own postcards that could be mailed at the same price as government cards – 1¢. The private cards were required to include the statement “Private Mailing Card, Authorized by Act of Congress of May 19, 1898.” Many of these cards also included “Postal Card – Carte Postale” – which meant they were able to be mailed internationally. In 1901, the Postmaster General amended some of the 1898 act’s provisions. From that time on, the cards could read “Post Card” instead of “Private Mailing Card.” Additionally, the cards no longer needed to cite the 1898 Mailing Card Act.

Ref:
Postcard from author’s collection
mysticstamp.com
Scott Catalogue, Amos Media, Sydney, Ohio