

# CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

*The Palm Beaches Oldest & Friendliest Stamp Club*

## August 2022

The United States Coast Guard traces its founding to an act of Congress on August 4, 1790. At that time, the Coast Guard consisted of 10 vessels that carried out enforcement of various trade and humanitarian duties. National Coast Guard Day on August 4th celebrates and honors the courageous work of service members of the Coast Guard: "Semper Paratus" – Always Ready.

August 7<sup>th</sup>, we celebrate National Lighthouse Day and International Beer Day (one of my favorites). August 10<sup>th</sup> is Smithsonian Day; the 19<sup>th</sup> is National Aviation Day; and, the 21<sup>st</sup> is Poet's Day (read a poem). Finally, August 29<sup>th</sup> is Individual Rights Day.

The Perseids meteor shower visibility peaks each year during the month of August. This year it will be between the 11<sup>th</sup> & 14<sup>th</sup>, but because of a full moon, not as clearly visible.

Our August club meetings are scheduled for the 9<sup>th</sup> & 23<sup>rd</sup>.

Regards,  
*Michael Swope*

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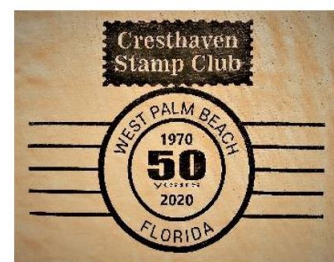
**Chapter Affiliate #923**

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

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# LET'S COLLECT SOMETHING DIFFERENT

## SOLVE PUZZLES ON COVERS

DAN MADDALINO

Over the past years I have brought to the club newsletter examples of covers and cards, that upon close examination, left me puzzled by what information was missing or inconsistent. Solving these puzzles is the roll of Postal History research. To paraphrase Egil H. Thomasson, President, Committee on Aerophilately (Federation International de Philatelie), 'Some fields of Stamp Collecting can be completed. However, collecting knowledge can never be completed.'<sup>1</sup> We study Postal History to collect the knowledge needed to 'read' postally used covers and cards, and thus, solving their puzzles. Presented here, is my latest example of a cover<sup>2</sup> that asks me "What's missing, and why?"

Looking at this cover I find three sets of three stamps. Referring to my stamp catalogues they are (Left to right): Scott B1/Stanley Gibbons 157, Sc B2/SG 174, and Sc B3/SG 175<sup>3,4</sup>. These are the semi-postal issues (1914-1916) of Trinidad and Tobago. Along with them are many other markings that would provide additional adventures. However, I am focused upon the postage stamps and their cancellations. The three pairs of B2/174 and B3/175 stamps are nicely cancelled with a *REGISTRATION/TRINIDAD, C, FE/2/17* (February 2, 1917) CDS. However, the three B1/157 stamps are not cancelled. The cancellation strike on the lower left is well clear of the stamp! Yes, there is a French military censor's stamp, but this was applied after the cover was mailed from Post of Spain, Trinidad to Bern, Switzerland. Why were these semi-postal stamps not canceled?



The stamps in question are Trinidad's first semi-postal stamp and was placed into service on September 18, 1914. Following the posting of 950 covers bearing this stamp, it was immediately demonetarized and declared invalid for future postal usage<sup>5</sup>. Thereafter it could only be used as a fundraising label. Further, Trinidad's Postmaster General Clarence Ross declared that this "label" was

not to be treated as valid postage, even when accompanied by additional correct postage. Postal workers were threatened with the loss of their jobs if any were to apply a cancellation, or other obliterating marks, to this stamp (label) – ever! This label remained a Cinderella for almost 60 years before all major philatelic catalogues and reference books accepted this as Trinidad's **first** semi-postal stamp<sup>6</sup>. Too late for this cover to receive its just markings.

Solving puzzles on cards and covers can be exciting and educational with the tools of Postal History. We can never collect enough knowledge of our hobby. But don't let that slow us down.

Collect something different and solve its puzzle!

1. Reinhard, Stephen, (2004); *American Air Mail Catalogue, 6<sup>th</sup> Edition, Volume Three*; The American Air Mail Society; Edwards Brothers, Inc, Ann Arbor, Michigan, USA.
2. Cover is from the collection of the author
3. Housemen, Donna, Editor; *Scotts Standard Postage Stamp Catalogue, Volume 6 (2022)*; Amos Media. Sidney, Ohio.
4. Stanley Gibbons Commonwealth Catalogue (2015); Stanley Gibbons Ltd, London.
5. Jakes, Ian; *Study Paper No. 6 The Trinidad Red Cross Label (2014)*: British West Indies Study Circle
6. Jakes (2014)



Are you getting prepared for the January 20-23, 2023, Sarasota National Stamp Exhibition? There will be several important society meetings scheduled for this show, including the Florida Postal History Society; the national Civil War Philatelic Society; and, the international British Caribbean Philatelic Study Group. And, there will be more – watch for announcements in this newsletter.



**FloridaStampShows.com**

The source for all show  
related information for the  
state of Florida



# Panagra

Bob Burr

Pan American Grace Airways, also known as Panagra, dubbed "The World's Friendliest Airline", was formed as a joint venture between Pan American World Airways and the Grace Shipping Company. On September 13, 1928, a small, single-engine Fairchild airliner, flew from Lima to Talara, Peru, marking not only the beginning of Pan American Grace Airways, but also the inauguration of scheduled air transportation along the western coast of South America. From this short flight in 1928, to non-stop flights from New York to South America in Douglas DC-8 Jetliners in 1966, Panagra became the standard-bearer for transportation between the United States mainland east coast and the western coast of South America. Panagra merged with Braniff International Airways in 1967, creating the largest U.S. carrier serving South America.



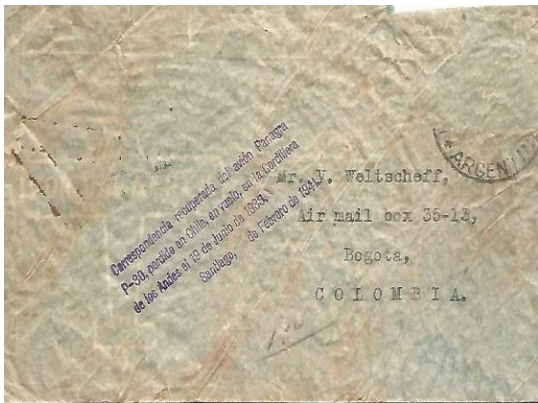
*Panagra staff loading baggage and mail aboard a DC-3*

On June 19, 1938, Panagra's Douglas DC-2 (118A NC14272) "Santa Lucia" was flying revenue from Santiago to Arica, Chile. The aircraft crashed in the Andes Mountains with all four crew members lost. The aircraft was found two years and eight months later, in February 1941. Upon discovery, Panagra attempted recovery of mail carried by the flight. Shown (next page) is an eBay presentation of one of the recovered crash covers. It was offered at \$150.00.



Argentina Crash Cover – Correspondence recouped from Panagra Airplane P30, February, 1941

A dog-eared crash cover from the same aircraft accident in my collection, suffered from the elements with all stamps and labels washed off. However, it contained a letter for us to read! Since the letter was in the envelope, I assume it never made it to the intended recipient!



I wonder if Martin ever sold his trucks?

Ref:  
[www.ebay.com](http://www.ebay.com)  
[www.wikipedia.com](http://www.wikipedia.com)

Buenos Aires, June 16, 1938.

Mr. V. Weltscheff,  
 Air mail box 35-13,  
 Bogota, Colombia.

Dear Vic:-

Many thanks for your letter dated the 8th inst., which shows that the good old days are gone when it used to take about 40 days from Colombia to this place.

I notice that the Authorities have not decided yet how many Yale trucks they will buy for a start, but at least there is still hope because they have not bought from anybody else. Therefore I believe that one of these days they will ask you over to take the order away.

Tell them from me that I have seen gas equipment and some European trucks in places and when comparing our trucks with what they have bought and are using, we are doing any interested party a real favor by offering them our trucks, because there is no comparison in efficiency, dependability and value. - On the other hand, here in B/A where we have sold some trucks we are blessed both by management and works managers because our trucks are giving nothing but satisfaction. -

I expect to be in Guayaquil about July 25th and will possibly meet Mr. Carey Jr. there. From Stamford you know that he is making a trip around So. Am. and will visit you also. Whether he will ask about trucks I don't know, but if you should happen to receive him in Barranquilla, perhaps you would have a chance beforehand to ask the Raymond Co. there about the additional trucks they were talking about, in case Mr. Carey would like to go down and see the port and our equipment.

Buenaventura. Is there anything I could do by stopping there? I understand that the whole thing depends now upon Bogota, and by this time no doubt the Administrator in B-ventura has given his opinion to Bogota. Therefore, if you think that I could be of any assistance, please write me c/o Sr. Alberto Velaschaga, Calle de la Rifa 330, Lima, Peru,

as I expect to be there about July 15th and flying from there to Guayaquil about the 25th. - Am somewhat behind on my schedule because had to spend more time than I had anticipated in Brazil. Am leaving here next week and you can reach me c/o O. H. Mitchell, Casilla 1014, Santiago, Chile, up to July 5th.

Then by boat to Lima, kindest regards to you and the Deubners.

Martin.

# USS Fremont (APA 44)

Juan L. Riera



The *USS Fremont* was a Bayfield-Class Attack Transport (AP 89) at the beginning of World War II and then reclassified to APA-44, a staff and command ship for amphibious operations in mid-1944. Several distinguished commanders, including Rear Admiral William H.P. Blandy; Rear Admiral William M. Fechteler; Rear Admiral Ralph O. Davis; and, Marine Corps Major General Graves B. Erskine, served aboard the *Fremont*. The ship was involved in several Pacific theater battles, including Saipan, Leyte, Luzon, and Iwo Jima; for which it was awarded five battle stars. At the conclusion of hostilities, during “Operation Red Carpet”, the *Fremont* ferried casualties and former POWs to the United States. From 1947 to 1960 the ship served seven tours in the Mediterranean Sea, with a 1951 prominent appearance in the movie *You’re in the Navy Now*.

As part of the August 5-8, 1968, Republican National Convention in Miami Beach, Florida, the anchored *Fremont* served as a floating residence for about 200 federal agents and Army explosive ordinance disposal specialists that were providing security for the convention. At the time, there was insufficient hotel space in the Miami area for all involved with support services for the convention.

The *Fremont* was decommissioned in 1969 at the Portsmouth Naval Shipyard in Kittery, Maine. On June 1, 1973, she was stricken from Navy rolls and then scrapped in 1974.

Featured below is a United States Navy, U.S.S. Fremont (APA-44), souvenir cached cover bearing the 1950 National Capital Sesquicentennial series, Statue of Freedom (Scott #989), 3¢ postage stamp. The stamp is tied to the cover with an October 17, 1950 U.S.S. Fremont postmark.



The Statue of Freedom stamp was issued on April 20, 1950 and represents the statue that sits atop the Capitol Dome. This Sesquicentennial series celebrated the 150<sup>th</sup> anniversary of the National Capital in Washington, D.C.

Ref:  
Cover from Authors collection  
[www.pacificwarmuseum.org](http://www.pacificwarmuseum.org)  
Scott Catalogue, Amos Media, Sidney, Ohio

## Philatelic Facts



The American Bank Note Company, formed in 1858, was the result of a merger of Toppan, Carpenter & Company of New York and a number of other firms, including Rawdon, Wright, Hatch, and Edson; printers of the United States 1847 5¢ and 10¢ stamps.

It absorbed the Continental Bank Note Company and the National Bank Note Company in 1879. The firm printed United States stamps between 1879 and 1894. It also printed stamps for a number of foreign governments.

# Before Clocks

Michael Swope



Shown above is an Artcraft first day of issue cached cover featuring the 10¢ American clocks stamp block, Scott #3757. The stamps are on prephosphored coated paper with surface showing a solid appearance, plus block tagging on top of the printed design. The date of issue was January 24, 2003, cancelled at Tucson, Arizona.



Today, we rely on alarm clocks and electronics to wake us up in the morning, however, before these items were invented – people still needed to be at work on time. Many large industrial cities had “knocker-uppers”. Knocker-uppers carried long sticks, travelling from house to house, and rapped on bedroom windows to make sure that their clients got out of bed on time.

In England and Ireland, knocker-uppers earned a few pence each week from their clients and an extra bonus if they annoyingly stayed at the window until they were certain the person was awake and ready to start their day.

*Ref: Cover from authors collection  
Scott Catalogue, Amos Media, Sidney, OH  
www.reddit.com*