

CRESTHAVEN STAMP CLUB NEWS

WEST PALM BEACH, FLORIDA

PALM BEACHES OLDEST AND FRIENDLIEST STAMP CLUB

JANUARY 2022

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IN OUR
9TH
YEAR OF
PUBLICATION

AN APS
GOLD AWARD
NEWSLETTER



INSIDE
PAGE 3



S.S. FLORIDA ENTERS PORT OF MIAMI, FLORIDA

ALSO – GUEST AUTHOR – PAGE 8

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ANNOUNCEMENTS

It is this publishers honor to have received permission to reprint a special, and important, article from the November 2021 Philatelic Missive (www.CentralFloridaStampClub.org). The author, Phil Fettig, is a well-known and respected contributor to the philatelic press, and his offering here is a clear path for club members to give-back to their hobby and their club. **Go to page 8** and answer the question: What can I write about – or Give as a program”?



FloridaStampShows.com

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



INFORMATION YOU NEED

2022 IMPORTANT CLUB CONTACTS

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561-267-1903

VICE PRESIDENT: JUAN

RIERA at meeting

SECRETARY: RICHARD

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TREASURER: HARRY

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1 PM – 3 PM**

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Cresthavenstamp.club**

ARTICLE & NEWS SUBMISSION

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message!** Thanks,
Dan.
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#923

CLUB FOUNDED 1970

S.S. FLORIDA

JUAN L. RIERA

The Steam Ship Florida was a well-loved cruise ship, although not a luxury liner, that served the residents and tourists of the state of Florida well and provided an important mail link as well. The S.S. Florida was part of the P & O Line but be careful not to confuse it with the British company of the same name. The Florida served in the Peninsular and Occidental Steamship Company- a Florida based shipping/cruise line formed in 1900. If not careful, you might mistake it for the British P & O dating to the early 1800s- originally named the Peninsular and Oriental Steam Navigation Company-that was responsible for mail transportation between Great Britain and the Iberian Peninsula and the Orient. The British company was sold to DP World (Dubai) in March 2006.

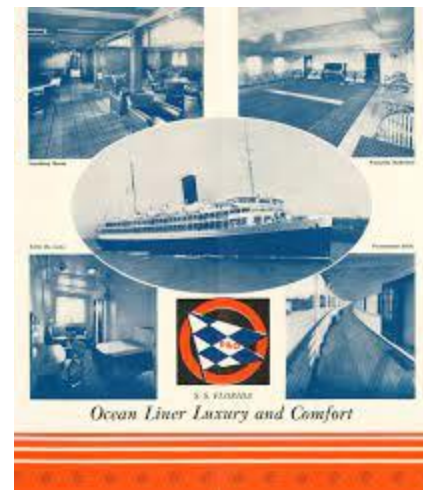
The Peninsular & Occidental Steam Ship Company was formed in 1900 by the merger of the Florida East Coast Line and The Plant Line, both of which were owned by railroads. Both railroad lines were formed by Henry Flagler along the east coast of Florida, and

by Henry Plant along the west. The company owned and operated 13 ships built

between 1865 and 1931 as well as one ship chartered from Bath, Maine, for winter sailings between 1923 and 1931. The company was involved in shipping, cruising, and transporting mail which would be put on the Plant line and Florida East Coast Railway to be sorted by RPO. In addition to transporting the mail the ships also had the capacity to accept mail from passengers, although I am not aware if this ship served as a sea post or simply added to the mail transported by the railways or otherwise. By 1959 the Cuban revolution put a stop to the Florida-Cuba

passenger service and the company tried to continue in the Caribbean cruise market but ceased in about 1967.

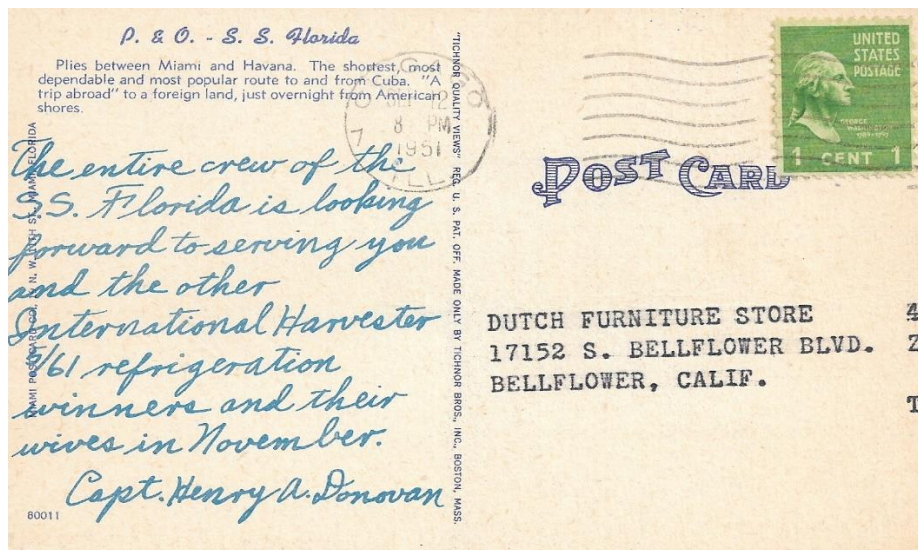
The P & O operated the S.S. Florida throughout her 37-year career, except for 4 years during World War II. Built in Newport News, Virginia, in 1931, the ship accommodated 612 passengers in first class and 130 in second class. After WW II it



was converted to a single class liner. The ship also carried cars. Originally the S.S. Florida connected Tampa, Key West, and Havana- from 1931 until 1934. A 1934 hurricane destroyed terminal and railway connections to Miami. I suspect this service may have continued until 1935 and the hurricane referred to was the 1935 Labor Day Hurricane.



FRONT: S.S. Florida's standard souvenir and advertising postcard



BACK: P&O S.S. Florida postcard – Mailed September 12, 1951 from the ships' crew welcoming the "5/61 Refrigeration Winners, and their wives", of International Harvester, to their November cruise. Signed by Capt. Henry A. Donovan. []

FROM THE PUBLISHER ...

DAN MADDALINO dmaddalino@aol.com



It's January, and that means it's Volume 9! Yep, we begin anew. Start at the top. Try it again. A whole new year ahead. So, let's get started!

We are eager to welcome back our GREAT contributors from last year: Betty Brodie, Pat Hensley, Bob Burr, Michael Swope, and Juan Riera. We are also anxious to welcome all the new contributors to the News. Got a favorite philatelic treasure? Maybe a unique item to share? Wish to make a commentary on a stamp issue? Let me get you started or help search for information to aid in your story. Try it!

It's a new year and we wonder what awaits us. Speaking of wondering: Ever wonder why Wonder Woman (Scott #5149-5152), Batman (Scott#4928-49350), and the Superhero's (Scott #4159 and #4084) must wear costumes to use their superpowers? Ever wonder what happened to Scott US#3284-3285, 3497, or 3486? There are dozens of other missing stamps: US#3209-3210, 3033-3035, 3037-3043, 3046-3047, 3056-3057, and on and on. Ever wonder why British stamps are grouped by reigning monarch? Ever wonder why a full sheet of \$5 Scott US#4719 came in a sheet of 10, and a full sheet of \$5 Scott US#5297 comes in a sheet of four? Ever wonder how many high-value stamp collections are lost every year due to hurricanes, tornados, floods, and fires? Ever wonder how you can contribute to the continued success and growth of this stamp club? You can and it's easy. You could join the leadership team. There is always room for you. You could help with the auctions. There is always need for members to speak to the club about their collections. Sharing is simple. You could sketch a short article for your Stamp Club News. No writing skills needed (honest). Build a display for one of our Stamp Shows. You have the skills to do all of these activities. Don't wonder any longer, just say "I will" and you will be on your way to success, Do it.

HAPPY NEW YEAR

FROM THE CRESTHAVEN STAMP CLUB VOLUNTEERS

A note about our cover: I have been asked why we did not participate in the latest APS Newsletter competition (Star Route). Well, you see, the Cresthaven Stamp Club News has won only GOLD awards every time it has been entered into a competition. So, we no longer feel the need to flaunt it again. We've been validated! Enjoy the read.

CRESTHAVEN STAMP CLUB NEWS

January 2022, page 5

STS-8 FLIGHT COVER

PAT HENSELY



Here is an STS-8 Flight Cover that features the Space Shuttle Challenger. The stamp is listed as Scott #1909 Eagle and Moon. The cover is a limited production cover with serial numbers. There are 3 postmarks: NASA 25th anniversary, August 14, 1983; Launch, August 30, 1983; and Return to Earth September 5, 1983. This is a cover flown on the space shuttle.

The cachet represents a reproduction of NASA's official patch design and on the back is the 25th-anniversary logo with the serial number. The stamp was issued on August 12, 1983, at the Kennedy Space Center. August 14th is the day the shuttle was scheduled to be launched with its cargo of covers. The circular postmark cancellation on the back is the place and date the shuttle returned.

The STS-8 was the eighth mission of a space shuttle and the third flight for the Space Shuttle Challenger. There were many "firsts" on this mission: First African American astronaut (Guion Bluford); First night launch; and First night landing. It was also the first space shuttle landing at Kennedy Space Center, Florida. It was a successful mission other than the discovery that a solid-fuel rocket booster almost malfunctioned during the launch.

The mission lasted 6 days, 1 hour, 8 minutes, and 43 seconds. They deployed a multipurpose satellite for India. The nose of the orbiter was turned away from the sun for 14 hours in order to test the effects of extreme cold on the flight deck area. The crew filmed the performance of an experimental heat pipe in the cargo bag and the orbiter dropped to 139 miles altitude to

perform tests. They also tested the remote manipulator system to evaluate joint reactions to higher loads. Another experiment included observing six rats to note their reactions in space. There were five Get Away Special Experiment Packages which included eight cans of postal covers.

Sadly, the Challenger's service ended on January 28, 1986, when it exploded 73 seconds after takeoff. Seven astronauts were killed.

References:

- Original cover photos by Pat Hensley
- <https://www.nasa.gov/centers/kennedy/shuttleoperations/orbiters/challenger-info.html>
- https://www.nasa.gov/mission_pages/shuttle/shuttlemissions/archives/sts-8.html

[illegible]

2022 ANNUAL CRESTHAVEN STAMP CLUB HOLIDAY LUNCHEON

Scheduled for NOON on TUESDAY, January 25, 2022. This is a great opportunity for our new members to get to know other club members. It is our one true social activity each year. We wrap up the Holiday Season with a FREE luncheon. No stamp or other philatelic trading will take place. We do a brief interlude to honor our 2021 Article of Distinction authors. Other than that, it is just eat and meet. The main luncheon, catered sandwich trays and drinks, is provided by your club, but an optional way to participate, you may bring a side-dish, or a dessert to share. Not only are you invited, but we also ask that each of us bring along a spouse, partner, or friend. We'd love to meet them.

So, please mark your date book, and make sure to be with us. Yumm!

To read and review past 2021 editions of your Stamp Club News, please go to your club's web page, and select the Newsletter tab.

www.cresthavenstamp.club

STAMP CLUB NEWS



ATTENTION CLUB MEMBERS!

The next **WEST PALM BEACH STAMP & POSTCARD SHOW** is scheduled for **MARCH 19, 2022**. Same place same time! Start spreading the news! Bob Burr will be supplying more information concerning dealer sign-up and requesting volunteers to put on the show.

A GREAT OPPORTUNITY AWAITS YOU! During our West Palm Beach Stamp and Postcard Show we need a few philatelic displays. A single frame of 8 to 9 pages on one board, showing part of your special collection, brings magic to the show. How about it? Show your pride in your hobby. See Dan or Bob for details. Hurry, only a few weeks until showtime.



FLORIDA POSTAL HISTORY SOCIETY

ON THE WEB AT FPHOnline.com



WHAT CAN I WRITE ABOUT – OR PRESENT AS A PROGRAM

The following article is a “MUST READ” for all Club members. When I ask the general membership to participate through sharing their collecting interests and treasures, either by giving a short presentation, or writing a short article, the most common response I receive is: “Oh, I can’t do that”. Phil Fettig easily dispels that notion. His article appeared in the November 2021 issue of the Philatelic Missive (www.CentralFloridaStampClub.org) It is reprinted here with permission.

CRESTHAVEN STAMP CLUB NEWS

January 2022, Page 8

What Can I Write About - or Present as a Program?

by Phil Fettig

Over the years I have presented many programs and wrote many articles. I long ago agreed to keep supporting Francis in his efforts as Editor of this newsletter. However, I must admit I was starting to run a little dry. I was stalled on finding some item or subject for this last effort. As I was thinking back, I recalled many times club members would ask me how I kept finding subjects to write or talk about. Then it came to me – I would try to explain my method that helped to complete the task AND use this opportunity to ask you to try and do the same!

My pattern for years was to only talk or write about two things – 1. Something I hopefully knew a lot about and, 2. Something I knew little to nothing about! This concept allowed me to both share

information that I knew, but even more important – learn something about a new collecting interest.



Figure 1

All the following examples were items that could have evolved into an article or part of a presentation. **Figure 1** shows a Naval Cover from the U.S. Navy Destroyer USS KANE (DD-235). On August 30, 1939, she was headed for Bilbao, Spain to evacuate American citizens who were endangered by the Spanish Civil War. The KANE fired three

times at a German warplane that was dropping bombs near the ship. Nobody was injured and the Americans were transported to a port in France. This cover could be developed into an article or be part of a presentation on the Spanish Civil War which was a precursor to World War II. I would have tried to find out what happened to U.S. Citizens in Spain during that time and a few lines could be dedicated to the type of shipboard cancel was used.

I am not an expert on Propaganda stamps or labels, but I do know they are popular.

Figure 2 shows a piece of business mail from Singapore to New York City. Unfortunately, the cancel does not clearly

show the complete date, but does indicate October 1941. It has a really nice patriotic label and has censor markings and tape. My first research attempt was to determine how close this cancel was

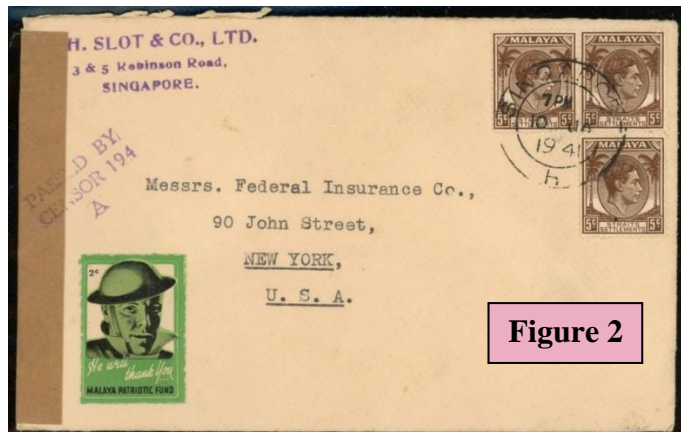
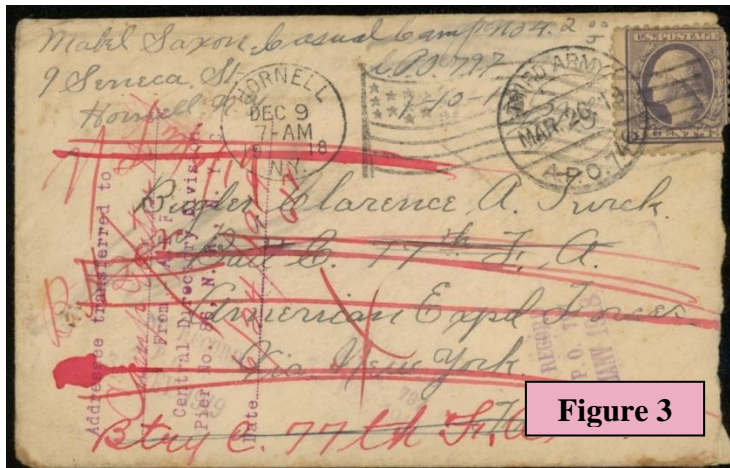


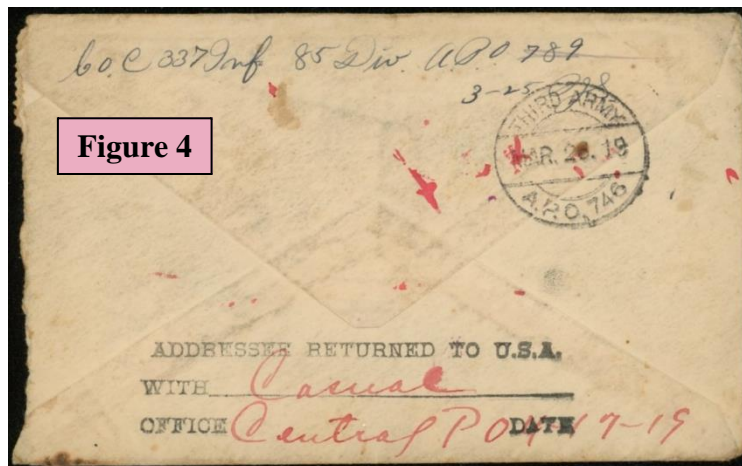
Figure 2

to the fall of Singapore to Japan – February 15, 1942, not close. Then I could have gone further on the nice label and see what I could find on the Malaya Patriotic Fund, the censor markings, and the business that the letter is from.

Mail usage for the American Expeditionary Force sent to Europe for WWI is a rich field for study. **Figures 3 and 4** are the sides of an envelope from a lady in NY to her brother, a bugler somewhere in Europe. The envelope is postmarked December 9, 1918. bounced around and was returned in April 1919.



This one item could have provided a rich search for information on WWI mail markings, Flag cancels and the individuals involved. The letter inside from his sister described the 1918 Flu epidemic and how women were afraid they were going to lose their jobs “when the Boys come home from Europe” --- What a personal touch



My point is – some of the above information I already knew something about and other subjects I did not. This could have provided the opportunity to do some research and share the data. Most of the club members have many things in common but I am sure that all of us know some philatelic fact that could be shared with interest to the rest of the club.

My story line – You don't have to be an expert; you just have to do a little research and share your knowledge with the rest of the club. For some reason public speaking came easy for me, writing did not. But with experience & practice I hope that some of my articles and talks helped others. Now, it is your turn. Reach out, find something neat in your collection – I am sure it is there. Help your fellow club members grow in philatelic knowledge by writing an article or making a presentation.

www.CentralFloridaStampClub.org

[CSC News PUBLISHER: Thanks to Author Phil Fettig, Editor Francis Ferguson, and The Missive for the reprinting of this insightful article. Happy New Year!]

FAM 22 FIRST FLIGHT COVER, WITH A TWIST DAN MADDALINO

What is displayed below is a flawed First Flight Cover. I will address the flaw in turn, but the twist is really the point of this piece. This First Flight Cover has a beautiful, and very informative blue cachet. From the left to the right it states: *US AIR MAIL TO AFRICA / F.A.M. 22 / FIRST FLIGHT TO/ LEOPOLDVILLE, BELGIAN CONGO*. The central illustrations are (on top) a depiction of a Boeing 314 "Flying Boat", and (below the flying boat) is an earth globe showing the air mail route. This is boldly finished with *MIAMI, FLA.* Across the bottom of the cachet.



First Flight Cover, F.A.M. 22, December 6, 1941

Moving on to the right we find a 30 cent Twin-Motored Transport Plane issue (Scott #C30), first day of issue, September 25, 1941), hand cancelled *MIAMI, / DEC / 6 / 1941 3AM / FLA.* in black ink. Below this, and tied by the Cancellation strike is handwritten recipient address: *Irwin H. Gawley Jr, / 313-13th St / Union City / New Jersey / USA*. Lastly, in pencil at the bottom right reads: *Miami Florida USA / Leopoldville Belgian Congo / Africa*. All on a preprinted VIA AIR MAIL envelope.

On December 6, 1941, the day before the Japanese attack on Pearl Harbor, Hawaii, Captain William Masland left the Pan American Seaplane Base, at Miami, Florida for Puerto Rico. He was piloting a Boeing 314 (below) for Pan American Airways on its inaugural first leg of a seven-day multi-stop route ending at Leopoldville, Belgian Congo. In addition to passengers paying \$26.25 round trip (\$11.25 Miami to Leopoldville and \$15.00 return trip) FAM 22 carried large bags of Air Mail covers.



Boeing 314 used on FAM 22 transatlantic air mail service

The route for FAM 22 on December 6, 1941, was:

Miami, Florida to San Juan, Puerto Rico

San Juan, Puerto Rico to Port of Spain, Trinidad

Port of Spain, Trinidad to Belem, Brazil

Belem, Brazil to Natal, Brazil

Natal, Brazil to Bathurst, Gambia, West Africa

Bathurst, Gambia to Lagos, Nigeria

Lagos, Nigeria to Leopoldville, Belgian Congo on December 12, 1941
Leopoldville receiving marks are shown on the next page.

The return route was the same, but in reverse.



Backstamp receiving mark for Leopoldville, Belgian Congo showing the December 12, 1941, arrival of FAM 22. It is the only auxiliary mark on cover

Some historical notes can be found in U.S. Postal Bulletins:

U.S.P.B. #18318 for November 4, 1941, announces that this first flight was expected (per FAM contract) to be November 25.

U.S.P.B. #18331 for November 25, 1941, announced that this flight was postponed to December 6, 1941. If this flight did not occur on December 6, the flight operators would lose the FAM 22 contract.

RE-EXAMINING THE COVER

Now for the cover flaw. It should be easy to spot, but just as easy to miss. This First Flight Cover is franked with the blue 30 cent Twin-Motored Transport Plane issue (Scott #C30). According to the US Postal Bulletin for May 1939: Prior to May 23, 1939, the transatlantic airmail rate to Africa, from the continental United States, was 30 cents per ½ ounce. The attached stamp covers the established rate. However, one must check further. Several UPU members on the African continent established separate postal treaties, resulting in rates above and below the UPU rate of 30 cents per ½

ounce. One of these African nations was the Belgian Congo (now called the Democratic Republic of the Congo). The treaty rate for air mail from the USA to the Belgian Congo, effective May 23, 1939, and in place on flight day, December 6, 1941, was now 60 cents per ½ ounce. We seem to be 30 cents short! Now, looking at the upper right corner of the cover, we can see that the 30 cent stamp is placed just far enough to the left to accommodate another 30 cent stamp. This empty space is also lighter than the surrounding paper due to protection from the elements, The handstamp cancellation also shows short bars indicating where the missing 30 cent stamp was placed. Still a nice cover.

THE TWIST

On to the twist. This First Flight Cover was placed into the mail stream at Miami, Florida, cancelled December 6, 1941, and placed into the mail bags posted for the one-way trip to the Belgian Congo. How do we know it was one-way? The USA – Belgian treaty rate on December 6 called for 60 cents on all incoming mail from the United States and an additional 75 cents on all outgoing mail to the United States. This cover was off-loaded and stamped with the Leopoldville receiving mark. Yet, it had no local address, nor enough postage to continue to another country (or back to the US). UPU regulations in 1941 stated that a piece of mail passing through any post office of the Belgian Congo on its way to a post office in another country was required to have 75 cents additional postage (“2 Franks/25 Centimes”) PRE-PAID. If it didn’t have the correct pre-paid postage (which this cover does not have), then it was to be stamped “RETURN TO _____ FOR ADDITIONAL POSTAGE”, which is also absent. If this cover was returned for additional postage, the US Post Office would also have added 3 cents more for being “Short Paid”. A total of 78 cents “Postage Due”! None of this is evident on this cover. So, how did a FAM 22 cover posted in Miami, Florida, make its way to Union City, New Jersey, having paid only the one-way fare to the Belgian Congo? I invite your thoughts.

CRESTHAVEN STAMP CLUB NEWS

January 2022, page 13

PRINCIPLE SOURCES:

1. www.aerodacious.com/FAM022
2. Wawrukiewicz, Anthony S, and Beecher, Hendry W. US International Postal Rates, 1872-1996; CAMA Publishing Company, Portland, Oregon, USA; 1995
3. Scott Standard Postage Stamp Catalogue, 2020; Amos Media, Sidney, Ohio, USA
4. Photo of Boeing 314 in the public domain
5. First Flight Cover from the collections of the author

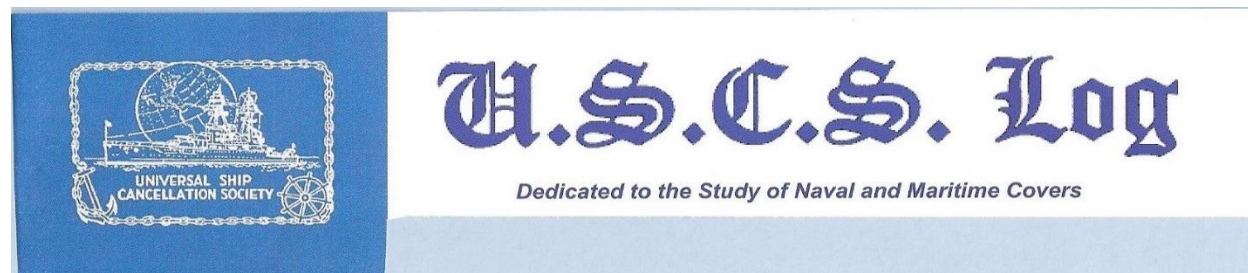
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**STAMPWORLDS NEWEST DEAD COUNTRY
FROM STAMP MAGAZINE – NOVEMBER 2021**

The June 8, 2021, miniature sheet issue, featuring Angel Fish, was the last legal stamps from the British Indian Ocean Territories (BIOT). During August, the Universal Postal Union formally declared BIOT stamps INVALID. This, following a United Nations ruling that the British administration of the Chagos Islands, where these stamps are used, was in breach of international law. The territory was to be under the sovereignty of Mauritius, a former British Colony. The United States has joined Great Britain in fighting this ruling but has little ground to stand on. The United States has a lease on these islands through 2036, and has them covered with a gigantic strategic air base. BIOT collectors should keep an eye on future developments. {}



Civil War PHILATELIC SOCIETY
FOUNDED 1935



CRESTHAVEN STAMP CLUB

WEST PALM BEACH, FLORIDA

2022 MEETING SCHEDULE

ALL MEETINGS START AT 1:00 PM

WE MEET: 2605 Barkley Drive West, West Palm Beach, FL

JANUARY 11 MEMBERS MEETING
JANUARY 25 HOLIDAY LUNCHEON

JULY 12 MEMBERS MEETING
JULY 26 TRADING SESSION

FEBRUARY 8 MEMBERS MEETING
FEBRUARY 22 TRADING SESSION

AUGUST 9 MEMBERS MEETING
AUGUST 23 TRADING SESSION

MARCH 8 MEMBERS MEETING
MARCH 19 STAMP SHOW
MARCH 22 TRADING SESSION

SEPTEMBER 13 MEMBERS MEETING
SEPTEMBER 27 TRADING SESSION

APRIL 12 MEMBERS MEETING
APRIL 26 TRADING SESSION

OCTOBER 11 MEMBERS MEETING
OCTOBER STAMP SHOW
OCTOBER 25 TRADING SESSION

MAY 10 MEMBERS MEETING
MAY 24 TRADING SESSION

NOVEMBER 8 MEMBERS MEETING
NOVEMBER 22 TRADING SESSION

JUNE 14 MEMBERS MEETING
JUNE 28 TRADING SESSION

DECEMBER 13 MEMBERS MEETING
DECEMBER 27 TRADING SESSION

PALM BEACHES OLDEST AND FRIENDLIEST STAMP CLUB

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