

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

October 2023

October is breast cancer awareness month. Think **Pink**, Think **Positive**, and **Advocate**! Dates to remember include, World Post Day on the 9th – the anniversary of the 1874 establishment of the Universal Postal Union in Bern Switzerland. World Post Day has been celebrated since its declaration at the 1969 UPU Congress held in Tokyo, Japan. Come to our Stamp Show on the 21st; and, don't forget the treats for Halloween on the 31st, or you may get "tricked".

Our September 12th club meeting was well attended and membership approved a two-year renewal of our GoDaddy website and domain. Dan Maddalino made a presentation about United States Postal Service participation in "Luposta71" – an international airmail exhibition held in June, 1971, at Berlin, Germany. Event covers and postal souvenir sheet were on display. Our Summer Series will wrap on October 10th, when club member Fritz Angst will introduce some special Canadian revenue stamps. Join us for this enlightening presentation. Welcome new club member Steve Gordon!

Regards,

Michael Swope

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Chapter Affiliate #923
Membership Affiliate #81338

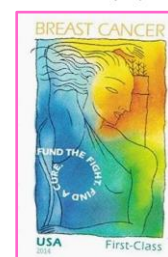
Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays
2605 Barkley Drive
West Palm Beach FL 33415
www.cresthavenstamp.club



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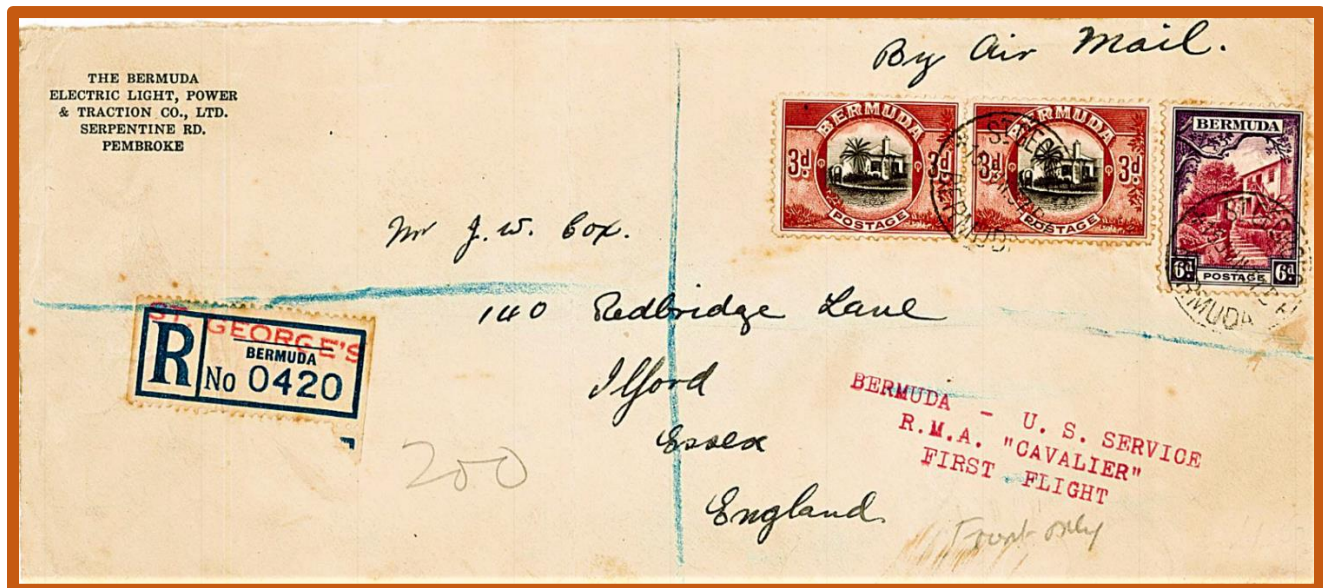
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An Interesting First Flight Cover

Juan L. Riera



I recently acquired a first flight cover which was mailed at Pembroke, Bermuda, to Essex, England, by way of the United States. A Bermuda registered mail label is affixed to the lower left quadrant, and above the three postage stamps is the notation "By Air Mail." In the lower right quadrant, is the following hand-stamped message:

Bermuda - U.S. Service / R. M. A. "Cavalier" / First Flight

The three Perf. 12 postage stamps are part of the "George V Pictorial Issue", released on April 14, 1936. The stamps bear the British Colonial watermark #4, containing the multiple crown and script "CA". They were printed by Bradbury, Wilkerson & Co., Ltd., in recess. The 6p denomination depicts a scene at Par-la-Ville, the Old Post House (post office), which dates to 1850. This is the only Bermuda stamp picturing this building, and is done so in violet and rose lake/carmine. This stamp is 26 by 34 mm in size and is listed in various catalogs as follows:

Scott, BM112; Michel, BM 95; Yvert et Tellier, BM 98; Stanley Gibbons, BM 104

The two 3p stamps depict what is described as a cottage or a settler house in black and carmine/red, and measure 34 by 26 mm. It is listed in various catalogs as follows:

Scott, BM111; Michel, BM 94; Yvert et Tellier, BM 97; Stanley Gibbons, BM 103

This first flight cover was onboard the initial British Foreign Air Mail service contract #17 (FAM-17) flight from Bermuda. Since Great Britain usually required reciprocity for routes into its colonies, as I understand from what I have read, the route was simultaneously awarded to both Imperial and Pan American Airways.

Imperial Airways began the contract using a Short Brothers Aircraft manufacturing company "Short Empire", "C" class flying boat, of which two a month were coming off their production line in 1935. Imperial Airlines inaugurated flight service from Hamilton, Bermuda, to Port Washington, Long Island, New York, on June 15th, 1937, using a Short Empire S-23 flying boat piloted by William Neville Cumming (1899-1955).



"Short Empire" Flying Boat

Thus, the date of the cover shown in this article, even though the cancellation is not clearly visible and there is no back stamp. So, from what I have gathered, the cover went from Hamilton to Port Washington and then placed on another plane and sent on to Great Britain for final delivery.

On November 16th, 1937, Baltimore, Maryland, replaced New York as the United States terminal servicing flights to Bermuda. On March 16th, Pan American Airways inaugurated flight service when R.O.D. (Robert Oliver Daniel) Sullivan piloted a Sikorsky S-42B, the "Bermuda Clipper", between Baltimore and Hamilton. This Sikorsky S-42B had registration NC 16735 and was delivered to Pan American in September 1936. It was later renamed and damaged beyond repair on 8 September 1941 during the Battle of Hong Kong. Pan American Clipper III (registration NC 16736) was later renamed the "Bermuda Clipper", and was subsequently destroyed on July 27, 1943, in an accidental fire during preparations for takeoff at Manaus, Brazil.

I find this to be an interesting first flight cover. If anyone would like to add any information to this article such as how the cover may have made the rest of its trip to England or postal and registration rates, please feel free to send it to the editor and/or to me. I may be contacted at juanr377@gmail.com or at P.O. Box 522942, Miami, FL 33152. I would also like to thank Mr. Daniel Maddalino for the gift of this cover and words of encouragement.

References: Aerodacious.com: Stampdata.com: Wikipedia.org

West Palm Beach
Stamp & Postcard Show
Hosted by Cresthaven Stamp Club @
BARKLEY VILLAS AUDITORIUM
2605 Barkley Drive
WEST PALM BEACH, FLORIDA 33415
Saturday October 21, 2023
10:00am – 3:30pm

Andrew Levitt

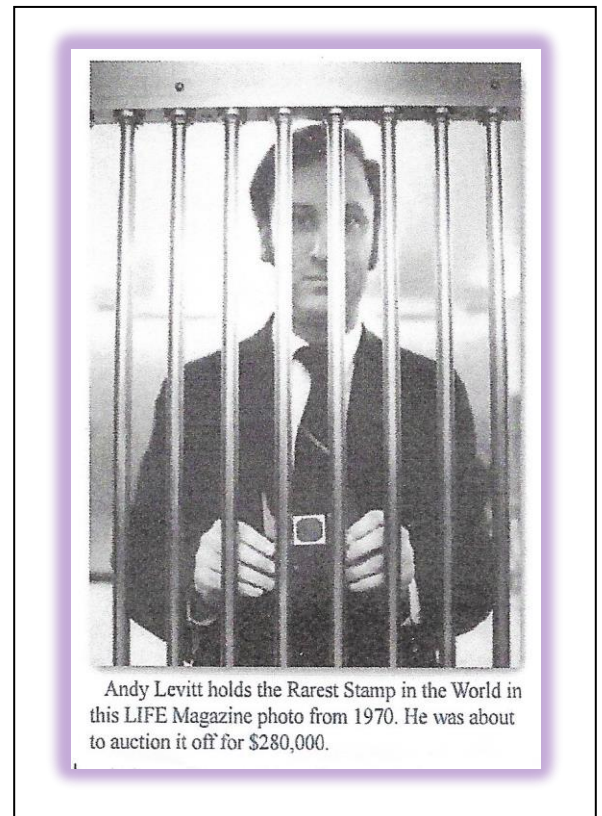
Michael Rogers

During my mid-teens, I stood a lanky 5'10", weighing in at a scant 135 pounds or so, resembling a hyper-driven Erector Set, all frame and no meat, just a buck-toothed grin making my way. Spending money for stamps was limited to the funds earned by mowing lawns and helping out at home. I eagerly looked forward to the American Stamp Dealers Association show which was held at the National Guard Armory on Park Avenue in Manhattan.

As a high school student, perhaps 1964 or 1965, I was walking the ASDA floor at the Armory and spent my few lawn mowing dollars. It interested me how the dealers presented their philatelic material. Rounding a corner, I looked up and saw an amazing thing! There was a young dealer, several booths away, looking intently at his transaction, working the numbers. I was so far away that I could only guess. He was so intense, that I imagined the wheels of his brain turning over. I stood still, gazing at him, admiringly so, for what had to be fifteen minutes or more. It sure was not for me to speak up.

In spite of my desire to be wallpaper, the dealer suddenly realized my presence. He sharply looked in my direction and pointed me over. He asked what I was doing and I told him that it was fascinating for me to see him perform his computations. We chatted a bit. I had no idea what I'd want to do for a living. Be a stamp dealer? Never thought of it. And, that's how I met Andy Levitt.

Andrew Levitt (1940-2005) began his career as a professional stamp dealer and philatelist in 1968 with the Robert E. Siegel Company of New York City. In 1970 he moved to Danbury, Connecticut, and became president of the Sotheby Park Bernet Stamp Company. While there, he was featured in *Life* magazine for selling the world's rarest stamp, the 1¢ British Guiana. For the next thirty-five years, he ran Andrew Levitt Philatelic Consultants and founded Nutmeg Stamp Sales, Inc., a philatelic auction house, in 1998.



References:

Reprinted in part from "Reminiscences", *The American Stamp Dealer and Collector*, October, 2012
Legacy.com

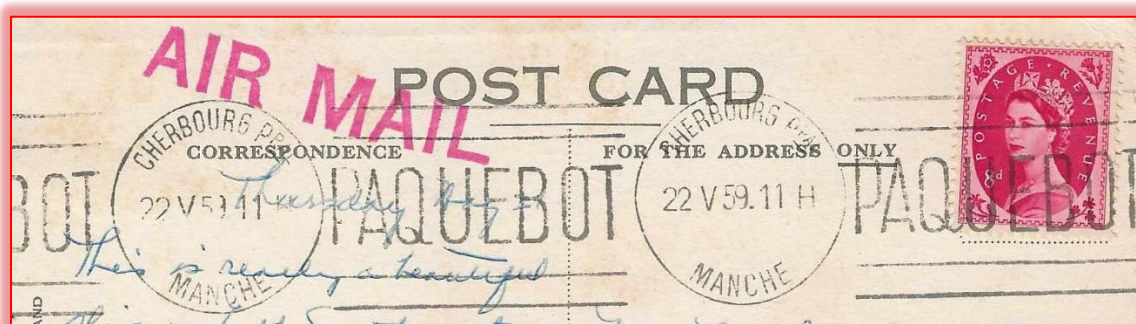
Boats, Trains, and Aeroplanes

Dan Maddalino



Rosemarie and Clark were relaxing and musing about on their first day aboard the RMS Queen Elizabeth as it sailed from Southampton, England to Cherbourg, France. Rosemarie noted on this picture post card the overcast conditions and their anticipated arrival in France. They were to disembark and take the “boat train” to Paris. Vacation on the Continent? Or, maybe the Orient Express east? We can only imagine.

This card was posted May 22, 1959, before arrival at Cherbourg as evident by the machine cancel “PAQUEBOT” over a Great Britain, 1956 8d, bright rose definitive stamp (Scott #327). Hence completing its travel by boat. This postcard (as well as all onboard mail) then accompanied Rosemarie and Clark on the train as they traveled to Paris where they parted - our travelers and the mail, that is. The next leg of the trip for the postcard was declared by the bold red, hand-stamped “AIR MAIL”, applied at Charles De Gaul airport, Paris. Next it was on its way to the United States via aeroplane, and then through New York on its way to Ohio.



Classic postal history is defined as the study of Rate, Route, and Special Markings. This little postcard certainly covers those. The British 8d stamp satisfied the domestic post card rate (1d), the ship rate (2d), and the airmail fee (5d). The route is evident by the cancellation and addressed destination. The special markings of PAQUEBOT and AIR MAIL on the same post card certainly are scarce. An outstanding study piece.

Oh, and our couple? They planned to view a movie entitled *The Buccaneers* onboard the RMS Queen Elizabeth on the evening prior to arrival in France. Bon voyage!

Endnotes

1. Post card from the authors collection
2. Currency converted from rates taken from: Wawrukiewicz, Anthony, and Henry Beecher. 1996. *U.S. International Postal Rates, 1872 – 1996*. GAMA Publishing Company, Portland, Oregon.
3. Paquebot is French for mailboat. It is stamped on mail posted at sea or in a harbor for processing by postal authorities at the next port of call.



Philatelic Facts



Fancy Cancels

In the postage stamp cancellation sphere, there are many thousands of cancellations that might qualify for the “fancy” title. There are all kinds of decorative slogan and commemorative cancels and many hundreds of special cancels for special events, stamp shows, etc.

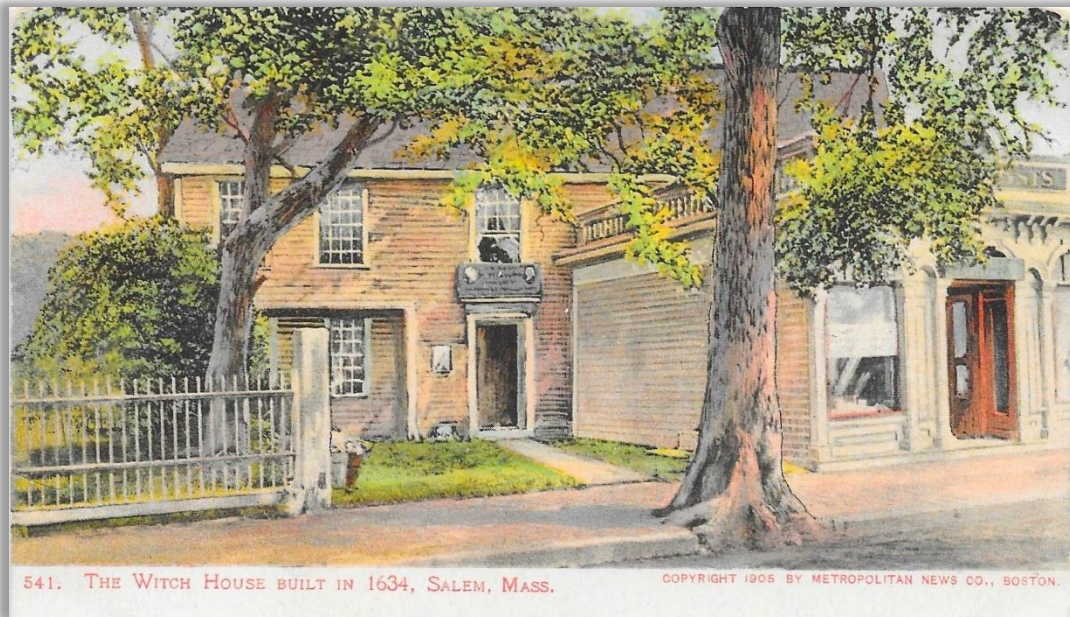
In philatelic terms, “fancy cancel” is generally applied to nineteenth century, homemade Canadian and United States obliterating devices which were often created by bored and/or imaginative postmasters at small post offices.

For a definition of the term, it would be true to say that a fancy cancel is an obliterating device other than that specifically provided by a postal administration for the purpose of cancelling stamps, and used either in the absence of regulations or in violation of any that might exist. Most fancy cancelling devices were carved in wood or cork.

In the late 1920's, a Post Office Department directive to postmasters declared that they were to use only “killer obliterators” to cancel stamps on registered letters. This directive unleashed a flood of fancy cancels and decorative killers, as collectors and postmasters tried to outdo each other. In the 1930's, the Post Office Department called a halt and forbade use of anything except the officially approved cancellation devices.

Trick or Treat

Michael Swope



Halloween, known as Samhain, or Feast of the Dead, was celebrated in Celtic countries by leaving offerings on altars and doorsteps for the dead who may return to their previous homes. Pranks were also a common practice, which is where the phrase, ‘trick or treat’ originates, along with the tradition of dressing up in costume.

Once the Celts began to convert to Catholicism, the church characterized witches - those that ancient peoples looked to for wisdom and medicine - into devil worshipping hags. It was believed that witches could turn into cats and other animals such as bats and spiders. But it wasn’t until the 1400s that witch hysteria spread across Europe. Thousands were accused of witchcraft with many being executed – most via hanging. During the Spanish Inquisition, suspected witches were burned at the stake.

America’s witch scare, which culminated in the infamous 1692 Salem Witch Trials were largely the end of the mass hysteria and killing of accused witches. While there were autumn festivals that included the telling of ghost stories and other such creepy traditions, it wasn’t until the influx of Irish immigrants that came to America in the 19th century that Halloween as we know it today began to take root. The mixing of Irish and English customs – jack-o-lanterns, costumes, going door-to-door asking for money – led to the current incarnation of Halloween.

Featured above is an unused, 1905 Metropolitan News Company of Boston, post card, depicting the Witch House at Salem, Massachusetts. Built in 1634, the home is located at 310½ Essex Street in Salem. Happy Halloween!

*References: Post card from author’s collection
Haunted Happenings.org
Boston Discovery Guide.com*