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Airmail to Hong Kong in 1929 – No Service
A rare use of the O'Connell 9d on commercial cover
see the article by Ronny Vogt on page 12

IN THIS ISSUE

Editorial	2	Galway Postmarks - Michael Hartnett	16
Basic Stamp Varieties found on the Irish Overprints - Barry Cousins	3	Postal Stationery Packet Bands – Envelopes - George King	18
A Glorious Day in the Life of the Knight of Kerry - Iben Olsen	8	Auction Watch - 'Erinman'	20
Late Rubber in English - Editor	9	A Censor Query - Iben Olsen/ Editor	21
Patrician Year 1961 - John Lennon	10	The Irish Abroad – Part VII - Brian Warren	22
Irish Airmails – Part VII - Ronny Vogt	12	'Spot the Birdie' - Gerald Franck/ Editor	24
		Rotunda Fire 1922 - Editor	24

EDITORIAL

I begin every year by saying 'I can't believe it is 20xx already' but it's true and by the time you read this, the year will be close on a quarter gone. Nicky and I spent much of January and early February in New Zealand followed, unintentionally, by Chinese New Year in Hong Kong, hence philatelic activity fell by the wayside. Needless to say, we enjoyed our trip. Today, NZ's population is similar to that of the Republic of Ireland and growing fast. Whilst on the international scene, both nations generally punch above their weight, philatelically, NZ, although for the most part lacking the pre-stamp material loved by postal historians, enjoys the somewhat expensive early classics to attract collectors that Ireland has never had and perhaps, into the 1950s, provided a more interesting new issue programme; however, there for now, the comparison must end, for we are just about to reach the centenary of the start of the events in Ireland that led to what must surely be the most interesting period in Ireland's history and thereby also philatelically.

It is categorically not this Journal's place to make any political comment. Yet, without the events in Dublin of April 1916 and subsequently, events in which so many lives were sadly lost and so many others were changed, we would have so much less 'Irish Philately' to collect and one might surmise no Journal for you to read.

The late Dr Cyril Dulin has provided us with a masterpiece (*'Ireland's Transition'* – still available from MacDonnell Whyte in Dublin) detailing the philatelic events of the years of the 'Transition'. As editor, I must try to ensure that we do not duplicate what Cyril wrote, yet, as I look back over past issues of our Journal, I find few issues that are without 1916-1923 related content, just as much so in the 1960s and 1970s as is the case today. Rarely do those articles duplicate what Cyril wrote but whether it is the about the military arrangements, the changes to postal stationery, the new postmarks issued in Irish from 1922, the much researched overprinted stamps, postal history or contemporary letters there has been, to successive editors' delight,

a steady flow articles; take by way of example, 'British Field Post Offices 1916-22' - June 1979 issue; 'Postage Dues of Ireland 1914-1925' - April 1965; 'Letter from Cyril Dulin, himself, re 10/- overprint flaw' - December 1998; 'Faked Overprints' - June 1986 or constant references in the late Fred Dixon's 'Random Notes' so loved by readers at the time. If you do not have copies, these articles and many more can be found on the past issues disk available from Brian Warren!

Despite this welter of information, there is still, seemingly, much to be researched and recorded as is shown by the article which follows from past president Barry Cousins regarding the basic British stamps used for overprinting (pages 3 to 7), a subject which to my knowledge has not had any serious consideration from past authors. Barry has apologised to me for not being able to provide a full set of coloured illustrations. Barry, do not worry! Yes, it would be nice to have them but 'tis far far better to publish the basic information rather than wait for perfection. As editor I would urge that we all continue to look for new discoveries, whatever our subject, seeking to establish a basis for discussion and further research rather than our providing a bland Journal which merely summarises detail which can be located elsewhere.

Before I finish, I must congratulate our President, Des Quail and former President, Peter Wood, on being invited, together with John Sussex, to display at the Royal Philatelic Society, London on, appropriately, 17 March. This is a great and deserved honour; my congratulations to them all.

Finally, I look forward to seeing as many of our membership as possible at our AGM in Dublin in April. Details are provided in the attached newsletter; as soon as this issue is finished, I must hasten to start work on my competition entry!

Stan
29 February 2016

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BASIC STAMP VARIETIES FOUND ON THE IRISH OVERPRINTS

Barry Cousins

In this article, I am setting out to provide a definitive list of the constant varieties which can be found on the basic British (GB) low value stamps used for Irish overprints during the transitional period. These all have the Royal Cypher watermark (type W14).

GB Stamp Face Value	STAMP VARIETIES with IRISH OVERPRINTS						Occurrence of Variety with Sheet Controls							
	Overprint		SG Ref.	Stamp Variety Description	Philatelic Plate Reference	Sheet Location	R	S	S	T	U	U	V	W
	Issue	Ref.					21	21	22	22	22	23	23	23
½d.	1T	T1h	N14n	Solid shading to left of value tablet, adjacent to 'HALFPENNY' (fig.1)	76	R20/1	?							
	6T	T25a												
	8T	T42c												
	9T	T47f												
	1T	T1i	N14p	Break in white frame line, below 'LF' of 'HALFPENNY' (fig.2)	72	R10/7								
	6T	T25b												
	8T	T42d												
	9T	T47g												
1d.	1T	T2ac	-	'Q' for 'O' in 'ONE' (fig.3)	TBC	R20/10								
	6T	T26a	N16i	'Q' for 'O' in 'ONE' (fig.3)	TBC	R4/11								
	9T	T48aa												
	6T	T26b	N16j	Reversed 'Q' for 'O' in 'ONE' (fig.4)	96	R15/9								
	9T	T48a												
	1T	T2aa	N16l	Break in right frame column at 8.5mm (fig.5)	96	R19/12								
	6T	T26c												
	8T	T43b												
	9T	T48l												
	TBC	-	N16n	Spot under 'eye' (fig.6)	TBC	R20/12				(TBC)				
	TBC	-	N16o	Ragged beard (fig.7)	TBC	R1/12				(TBC)				

TERMS & DEFINITIONS: **Overprint Issues** -1T & 2T Dollard, 4T & 6T Thom Narrow , 8T Thom Wide, 9T Thom 'Saorstát'. **Overprint References** are as assigned by the author. **SG 'N' References** follow the listings by Stanley Gibbons, for the basic GB stamp. **Philatelic Plates** and **Sheet Controls** are as in use with overprinted stamps. **Sheet locations** are listed by row and position in the row. (eg R20/1 refers to stamp 1, from row 20). **Sheet Controls** list warrant letters in use with sheets printed in 1921(21), 1922 (22) and 1923 (23). Occurrence of listed varieties shown in *italics* is subject to validation.



fig. 1



fig. 2



fig. 3



fig. 4



fig. 5

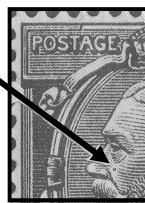


fig. 6

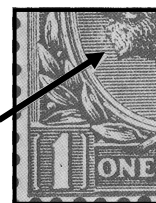


fig. 7

GB Stamp Face Value	STAMP VARIETIES with IRISH OVERPRINTS						Occurrence of Variety with Sheet Controls							
	Overprint		SG Ref.	Stamp Variety Description	Philatelic Plate Reference	Sheet Location	Q	S	S	T	U	U	V	W
	Issue	Ref.					2 1	2 1	2 2	2 2	2 2	2 3	2 3	2 3
1d.	1T	T2ab	-	Nick in right vertical frame line at 12.75mm , cut also occurs in adjacent jubilee line in the same position. (fig.8)	91	R19/12								
	6T	T26ca	-											
	8T	T43c	-											
	9T	T48m	-											
	6T	T26e	-	Red ink line flaw in left border (fig.9)	TBC	TBC								
1½d.	4T	T15ba	N18e	'PENCF' for 'PENCE' (fig.10)	12b	R15/12								
	4T	T15b	N18f	'PENCF' for 'PENCE' (fig.11)	29	R15/12								
	4T	T15c	N18g	'PENCF' with 'F' corrected (fig.12)	12b	R15/12								
	6T	T27a												
	8T	T44a												
	9T	T49a												
	9T	T49aa	N18h	'PENCF' with 'F' corrected (fig.12)	29	R15/12								
	4T	T15ca	-	Upper left break in frame line (fig.13)	TBC	TBC								
	4T	T15cb	-	Solid shading to the left of the value tablet, adjacent to the 'T' in 'THREE HALFPENCE' (fig.14)	Y	R20/1								
	6T	T27b	-		26, V									
	8T	T44b	-		27									
	9T	T49d	-		27, V									
	4T	T15cb	-	'P' in 'HALFPENCE' with a bevel cut in base of upright (fig.15)	TBC	TBC								
	6T	T27c	-											
Plates V and Y are according to studies by Cyril Dulin, where presently no match is made to the SG philatelic plate listings														
Plate Characteristics - plate 12b displays a smooth jubilee line and plate 29a roughened jubilee line adjacent to stamp R15/12														



fig. 8



fig. 9



fig. 10



fig. 11



fig. 12



fig. 13



fig. 14



fig. 15

GB Stamp Face Value	STAMP VARIETIES with IRISH OVERPRINTS						Occurrence of Variety with Sheet Controls							
	Overprint		SG Ref.	Stamp Variety Description	Philatelic Plate Reference	Sheet Location	R	S	S	T	U	U	V	W
	Issue	Ref.					2	2	2	2	2	2	2	2
							1	1	2	2	2	3	3	3
2d. Die 1	4T	T16f	-	White flaw above 'PO' of 'POSTAGE' (fig.16)	9b	R20/2								
	6T													
2d. Die 2	4T	T17e	-	'T' of 'TWO' with flaw under crossbar (fig.17)	TBC	TBC								
	4T	T17f	N20d	Break in outer frame line under 'N' of 'PENCE' (fig.18)	3	R20/2								
	6T	T29da												
	8T	T45a												
	9T	T50c												
	6T	T29d	-	Inner frame line break under 'N' of 'PENCE' (fig.19)	TBC	R20/1								
	6T	T29db	-	White dot between 'O' and 'P' of 'TWO PENCE' (fig.20)	TBC	R -/1								
2½d.	-	-	-	No recorded stamp varieties										
3d.	-	-	-	No recorded stamp varieties										
4d.	1T	T5a	N23e	Frame break over 'O' in 'FOUR' (fig.21)	1e	R19/2								
	2T	T10a												
	2T	T10Aa												
	6T	T32a												
	9T	T53a												
	1T	T5b	N23h	Nine breaks in outer frame under 'FOUR', stage 1 (fig.22)	1e	R5/12								
	2T	T10b												
	1T	T5ba	N23h	Ten breaks in outer frame under 'FOUR', stage 2 (fig.23)	1e	R5/12								
	2T	T10ba												
	2T	T10Ab												
	6T	T32b												
	9T	T53b												



fig. 16



fig. 17



fig. 18



fig. 19

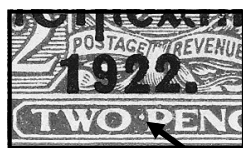


fig. 20



fig. 21



fig. 22



fig. 23

GB Stamp Face Value	STAMP VARIETIES with IRISH OVERPRINTS						Occurrence of Variety with Sheet Controls							
	Overprint		SG Ref.	Stamp Variety Description	Philatelic Plate Reference	Sheet Location	R	S	S	T	U	U	V	W
	Issue	Ref.					2	2	2	2	2	2	2	2
							1	1	2	2	2	3	3	3
4d.	1T	T5c	-	Broken crossbar to left side '4' (fig.24)	1e	R19/4								
	2T	T10c	-											
	2T	T10Ac	-											
	6T	T32c	-											
	9T	T53c	-											
	9T	T53ca	-	Outer break in frame line, adjacent to right side '4' (fig.25)	1e	R15/12								
5d.	-	-	-	No recorded varieties										
6d.	-	-	-	No recorded varieties										
9d. Agate	1T	T7a	N29e	'Q' for 'O' in 'POSTAGE' and frame break adjacent to 'Q' (fig.26)	2b	R3/1								
	2T	T11a												
	2T	T11Aa												
	6T	T35a												
	6T	T35b	-	White flaw from top of 'P' in 'POSTAGE' to adjacent frame (fig.27)	3b	TBC				(TBC)				
9d. Olive Green	6T	T36a	N30e	'Q' for 'O' in 'POSTAGE' and frame break adjacent to 'Q' (fig.28)	2b	R3/1								
	9T	T56a												
	6T	T36b	-	White flaw from top of 'P' in 'POSTAGE' to adjacent frame (fig.29)	3b	TBC				(TBC)				
	9T	T56f	-	Three breaks in white border of upper right vertical frame line (fig. 30)	TBC	TBC				(TBC)				

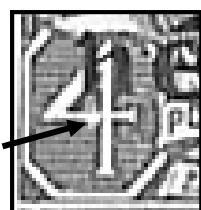


fig. 24



fig. 25



fig. 26



fig. 27



fig. 28



fig. 29



fig. 30

GB Stamp Face Value	STAMP VARIETIES with IRISH OVERPRINTS						Occurrence of Variety with Sheet Controls							
	Overprint		SG Ref.	Stamp Variety Description	Philatelic Plate Reference	Sheet Location	R	S	S	T	U	U	V	W
	Issue	Ref.					2	2	2	2	2	2	2	2
							1	1	2	2	2	3	3	3
10d.	1T	T8a	N31c	Broken frame line by 'E' of 'POSTAGE' (fig.31)	2b	R9/1								
	6T	T37a												
	9T	T57a												
	9T	T57aa	-	Flaw under 'E' of 'TEN' (fig.32)	2b	R18/5								
1s.	4T	T19a	-	'ONF' for 'ONE' (fig.33)	4	R8/10								
	6T	T38a	-											
	8T	T46a	-											
	9T	T58a	-											
	4T	T19c	-	Nick in outer frame line, opposite 'V' in 'REVENUE' (fig.34)	3	R20/1								
	6T	T38c	-											
	8T	T46b	-											
	9T	T58aa	-											



fig. 31

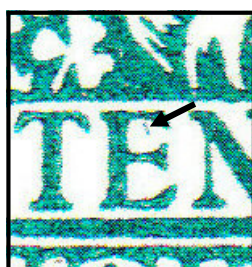


fig. 32



fig. 33

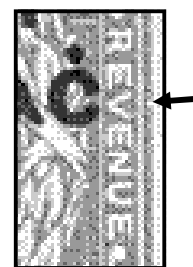


fig. 34

The aforementioned listings together with scans, set out the recurrent stamp flaws, which occur GB low value stamps, which were overprinted for use in Ireland during the 'transitional' period.

The article does not set out to include varieties which occur at random, such as 'hairline' flaws, see fig. 35.

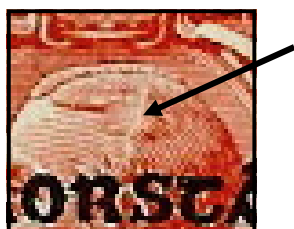


fig. 35

In connection with stamp varieties a further aspect not covered in this article relates to the different watermark W14 type styles in use and watermark varieties.

It is known that there were at least two variants of the Royal Cypher watermark which can be found on GB stamps used for overprinting. The GB stamps themselves can be found with the watermark inverted, reversed and a combination of inverted and reversed.

In addition to this many variants occur as a result of what are termed by the author 'dandy roll' varieties. Such variants are wide ranging and include aspects such as, missing letters or crown in the W14 watermark, which is outlined in fig. 36.

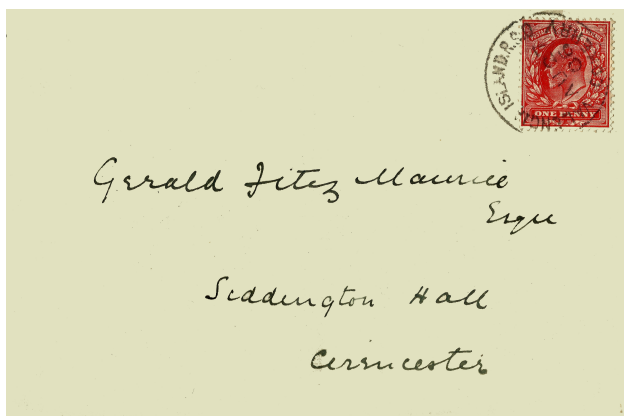


fig. 36

On the subject of watermarks it is hoped (with support of my 'Nordic' colleagues, namely Messrs Anders Joergensen and Iben Olsen) that an article can be penned in the not too distant future, on this specific topic.

A GLORIOUS DAY IN THE LIFE OF THE KNIGHT OF KERRY

Iben Olsen



The cover

At the London Stamp exhibition in May 2015 I bought an envelope from Valencia Island, Co. Kerry dated 27th August 1906 – mostly because of the Valencia Island R.S.O. cancellation.

Inside was a letter from the Knight of Kerry, who acknowledges the congratulation of Gerald FitzMaurice of Siddington Hall, Cirencester, Gloucestershire for his victory of his yacht SATANITA in The Kings Cup in August 1906. I was encouraged to find out more.

The full letter reads.....

August 27. 1906

My dear Gerald

Many thanks for your congratulations about our two wins with my yacht : it certainly was a biggish deed:

In last weeks SKETCH (August 22) there is a capital picture of us and our crew.

The Prince of Wales was on board during the race for the Kings Cup and was much pleased.

The King presented his cup to me in person in the evening, and the King & Queen of Spain came on Satanita – the hero or heroine of the week, so to avoid a not uncommon complaint 'head swelling' – I am perhaps as well here for a bit.

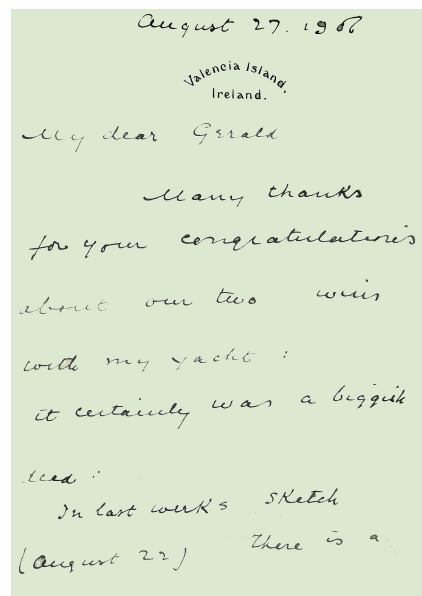
The house is much improved as I have added a wing to it.

Yours affectionately

Knight of Kerry

PS: My youngest sister Mrs Daubeney lives near Cirencester.

As mentioned in the letter there should be some pictures in The SKETCH of 22 August 1906. I have not been able to find this but instead I managed to locate a double page spread from The Graphic, 11 August about the Great Yachting festival at Cowes (not shown).

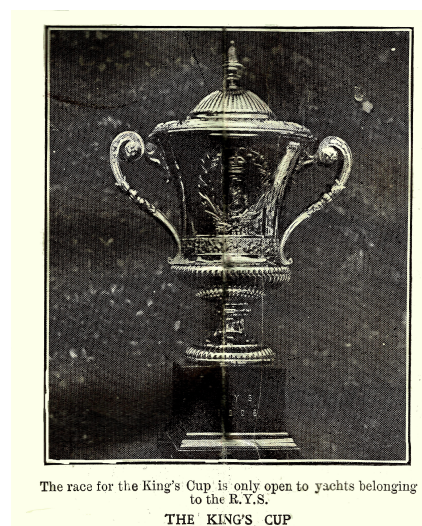


The front page of the letter

This serves to confirm the contents of the letter about the visit from the King and Queen of Spain and King Edward VII. Below I show the crew of the Satanita at work.



From the Graphic of August 1906



The King's Cup



Sir Maurice Fitzgerald, Knight of Kerry – a 'Spy' cartoon

So, who wrote the letter?

The writer of the letter must be Sir Maurice Fitzgerald. He was 20th Knight of Kerry, 2nd Baronet of Valencia (1844-1916) and inter alia, I found these extracts on the net:

'Landowner, soldier and yachtsman'

'son of Sir Peter FitzGerald, 19th Knight of Kerry, he was a sailor and he had a younger sister who married into the Daubeney family'.

'Second owner of Satanita, Sir Maurice Fitz Gerald, Knight of Kerry, a friend of the King and an enthusiastic regatta sailor; the Satanita won the Queens Victoria Cup, Kings Cup in 1906'

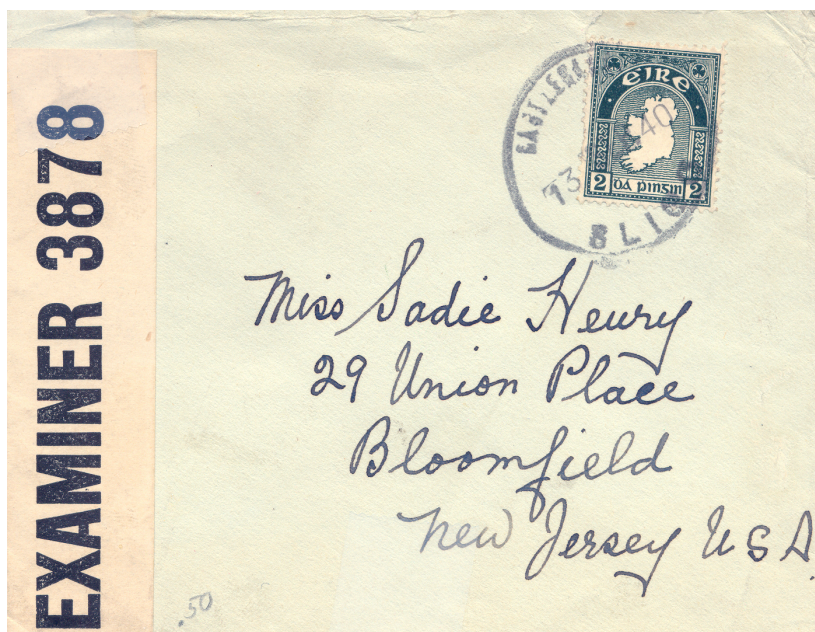
and we know he lived on Valencia Island!

So, who was the receiver?

This has proved more of a challenge. I believe he was Gerald Fitzmaurice (1865-1939) Chief Dragoman of the British Embassy in Turkey in the years prior to the outbreak of war in 1914 and a distant relative of the 'Knight' but not sure enough, so I contacted Gloucestershire archives. Their papers contain details of the sale of the household effects of Siddington Hall in 1911. I am, however, unable as yet to link the Fitzmaurice family specifically with Siddington Hall and establish that this was definitely the Fitzmaurice family home.

To finish, I discovered some more information about the Satanita. It was involved in a serious accident in 1894 and became the subject of an interesting English law case. At that time the Satanita (built 1893) was owned by one A D Clarke.

The resume of the case reads *'Lord Dunraven entered his yacht in a race with the defendant owner of The Satanita. Each agreed to the rules, one of which was that rule breakers are liable for all consequential damage, displacing the statutory position that a defendant's liability is limited. On 5 April 1894, The Satanita collided with Lord Dunraven's yacht, Valkyrie II, in the Firth of Clyde, killing a crewmember and causing it to sink.'* The case was decided in favour of Lord Dunraven and as for Satanita, she was cut down and sold in 1909 and subsequently owned by Errol Flynn.



LATE USE OF RUBBER POSTMARK IN ENGLISH

Editor

A recent e-Bay purchase, at minimal cost, has produced what I believe may be the latest known use of an English language rubber datestamp used in Ireland. The office in question is Castlegarren, Sligo and the date is 13 February 1940. Mackay's book on the Rubber Datestamps of Ireland gives the latest date of use known to him as 4 December 1939 at Mainister, Limerick. The rubber datestamps did, of course, wear badly and my own experience suggests that any date for these 'in English' after about 1933 can be regarded as a 'late use'.

PATRICIAN YEAR – THE ST PATRICK STAMPS OF 1961

John Lennon takes a peep at the archives



The stamps as issued

Leon Ó Broin, Secretary P&T at the time, was a noted author and very much involved in setting up Telefís Éireann, the new television service, which meant he was known to a lot of leaders in Ireland. As seen with the Aer Lingus stamp the initial approach was personal and so it was with the Patrician Year issue too.

John Charles McQuaid, Archbishop of Dublin, wrote to him on 20 October 1960: *You will have seen that the Hierarchy will next year commemorate St Patrick's death in 461, chiefly by a celebration in Armagh on the 17 March. May I ask if you would kindly consider the suitability of a commemorative stamp?*

Francis Collins, Principal Officer in P&T, was asked to look into it and produced a memo and came up with five reasons against and none for such an issue. First, he has the three high values to himself. Then he has been specially remembered in the airmail series. The date of his death is not historically certain. It would take 7 months to produce and the Aer Lingus stamp was being processed. Finally *'there would be the obvious problem of getting a suitable design.'*

His memo was returned on 28 October with a note from Ó Broin – *Mr. Collins, As arranged yesterday, you are to enquire into the possibility of reproducing one or two of the airmail stamps in popular prices. The Minister thinks that might be a good solution.*

On 17 November, Collins sent a long letter to Ó Broin. *I have examined the possibility of reproducing one or two of the airmail stamps but have met so many snags on the way that I have come to the conclusion that, if there is to be a special stamp next year in honour of St. Patrick, it should be a completely fresh issue.* He then listed the seven

most used values and immediately ruled out the 1/- denomination *as it does not do duty by itself and the 4d because people do not get many letters between 1 and 2 oz. and the traffic in foreign-going postcards is light. The 8d is not a great seller, but even if we include it as a possible, the field of choice becomes reduced to the 2d, 3d, 6d, 8d and 1s 3d denominations.* Four of these had already been used for airmails and it would be undesirable to reproduce any of the airmail designs as a St. Patrick commemorative in a denomination already used. That would leave the 2d and 21 million would need to be printed for a 3 month supply. There would be no hope of recovering the printing costs from philatelic sales. *The flying angel rather dominates them and, while this feature well suits their conception as airmail stamps, it tends to make them inappropriate for any other purpose. We would leave ourselves open to the charge that we were so impoverished in resources and ideas that we could do no better than use an existing design. I have, therefore explored the possibility of getting out an entirely new St. Patrick commemorative.*

The Aer Lingus stamp would be on sale until about the end of August and a St. Patrick stamp could be got out in September. There was a proposal for a stamp to mark the International Congress of Societies of Surgeons to be held in Dublin next September . . . but if it comes to a choice . . . the Apostle must win hands down. I do not relish the thought of procuring a good design but that problem would have to be faced.

There was a Government meeting on 22 November at which the proposal for the Aer Lingus stamp was seeking final approval. At 4.30pm the Minister's private secretary called urgently to the GPO for the papers on the St. Patrick stamp and said that it was going to be considered also. The meeting agreed that

such a stamp should be issued. The Archbishop must have been using his crozier!

A letter was sent to the secretary of the Revenue Commissioners, on 3 December, seeking estimates for various options. The circumstances of how it got approval without the usual consultation had been explained orally to the Director of Stamping. The first option was the normal two values, 3d and 1s 3d; then for three values, two as above plus either 1s (1½ million), 8d (½ million) or 2s 6d (200,000). There was very little difference in them, estimates being between £4,250 and £4,500.

At the end of January, Collins put the choices to the Minister. There had been two previous issues with three values and he recommended three for this one, with 8d as the third denomination. The extra cost would be only £150 and the increased philatelic sales would bring in about £1,650. The Minister agreed with this option. Material for a design was being assembled.

Having got sanction for the expenditure from Finance, attention turned to a design. Three photos of windows in St. Patrick's church in Rouen were obtained through the Embassy in Paris but were not found suitable. These are the only illustrations in the file. In May, the Minister for External Affairs sought their cost, £1.1.9. It was pointed out to his secretary that they owed P&T £5,000 a year by way of services rendered. He promised to bear this in mind in future but would still like the £1.1.9 now to clear an account!

All the illustrations assembled were shown to James Drum, Director of Stamping, who said the choice rested between a Messingham print and the Kelly print in the New York Public Library. Those in the GPO who had seen them had come to the same conclusion, with a preference for the Messingham 1624 print which was chosen for the design and approved by the Government on 2 May.



Messingham print

Thomas Messingham was born in Co. Meath in 1575. He was educated and ordained in Paris where he became head of the Irish College. He wrote a book on the lives of Irish Saints which was published in 1624 with a frontispiece illustrating the patron saints of Ireland. This became the standard image of St. Patrick. There was some discussion about the cross having two arms, like the Cross of Lorraine, which was passed as all right for a bishop.

Drum sent the artist's sketch to Collins, on 18 May, for approval, stating that the stamp would be the same width as recent issues of this format but was better slightly longer to minimise distortion in reproduction. The sketch was approved subject to reduction in prominence of 'ÉIRE'. On 10 June, a die proof was sent and when returned by Collins he commented: *The die proof is approved with acclamation!*

The colour essays arrived at the end of June. An extra one in St. Patrick's Blue was requested but when Drum made enquiries he found *there was a lot of controversy years ago when the colour of the Presidential standard was described as St. Patrick's Blue and the shade had to be re-described as Presidential Blue*. Blue, mauve and green were the colours selected.

A draft publicity information sheet was sent to Drum, in August, for checking. It said that printing would be by the recess process by De La Rue, Clonskeagh, Dublin. Drum crossed out the firm name but didn't name who it was so when the announcement went out, no printer was named. Stanley Gibbons Ltd wrote back to find out who they were so it could be put in their catalogue and were informed it was Bradbury, Wilkinson & Co. Ltd. I haven't seen a Revenue file to see what the story behind that was.

Collins informed Dr. George A. Little, who had written an article commending the stamp, that the dates '461-1961' were omitted because *when we discussed this aspect with His Grace the Archbishop, he remarked that 'the only certainty about those dates is 1961'!*

The publicity sheet gives the perforation as 14½ x 14½ which is how Gibbons, Feldman's Handbook and McDonald Whyteall list it. Hibernian has 15 x 15 in 1972 and 14½ x 15 now. 15 x 15 is correct.

Philatelic sales were very good, exceeding £4,500, and 16,500 First Day Covers were serviced. Of the stamps, the 3d and 1/3d are easily found but I have seen remarkably few examples of the 8d used singly on commercial postcard or cover at the correct rate of postage.

IRISH AIRMAILS - FURTHER FLIGHTS of 1929

Part VIII in a series of articles on the History of Air Mail in Ireland

Ronny Vogt

In our September issue, I covered the Galway to London flight of 26 August 1929 which looked to save 36 hours for Transatlantic mail times. There were, of course, many other Irish acceptances that year and I begin by showing some of the more interesting ones (*illustrations 14 – 19*).



Illustration 14: Posted Dublin on 8 February 1929, to be carried 'per 1st through air flight to North Africa' Marseille - Algiers, but the service was suspended for the winter. Alger arrival postmark of 19 February.



Illustration 17: First Irish acceptance for London - Bordeaux service, posted Dublin on 22 July 1929, and leaving London on 23 July.



Illustrations 15 and 16: Both posted Dublin 14 May 1929 and carried by the first Air Union services London - Paris - Marseille - Corsica and to Tunis. Corsica cover with Ajaccio arrival postmark of 17 May 17 and Tunis cover with Tunis arrival postmark of 21 May.

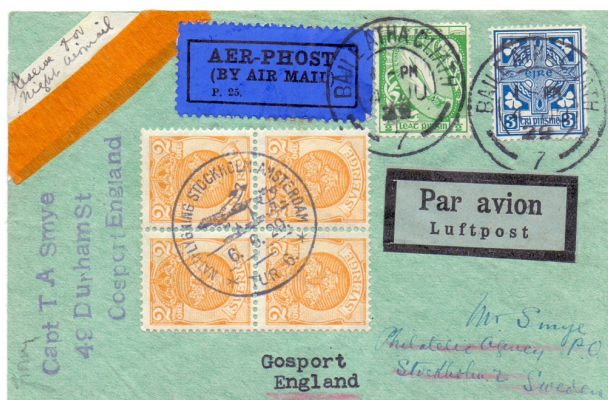


Illustration 18: Posted Dublin on 4 June 1929, forwarded by the London - Amsterdam service and subsequently carried on the night airmail service operated on 6 June by ABA from Amsterdam to Stockholm with the special Nattflygning Stockholm-Amsterdam/ Tur 6 postmark of 6 June and a Stockholm arrival postmark of the same date. A series of 23 night airmail services Amsterdam - Stockholm - Amsterdam were made by ABA between 30 May ('TUR 1') and 29 June 1929 ('TUR 23'). Irish mails are known from at least 15 of those flights.

Illustration 19 at the top of the following page shows a First Irish acceptance for the Mexican airmail service New York - Nueva Laredo and Nueva Laredo - San Luis - Potosi - Mexico City, posted Dublin on 22 April 1929 with Mexico City arrival postmark of 9 May. I believe this cover to be the sole example of an Irish acceptance for this flight.



Illustration 19

Important progress in terms of airmail services was made by Imperial Airways on the route to India. This service was extended on 30 March 1929 from Basra to Karachi and on 21 December to Jodhpur and Delhi on 28 December. This development is well documented elsewhere but some unusual Irish covers have been found (illustrations 20 - 28).



Illustration 20: Posted Dublin on 27 March 1929 and carried on 30 March by the first flight of IE1 operated by Imperial Airways over the extended route London to Karachi. Karachi arrival postmark of 6 April. Autographed by Capt. A.G. Wilcockson.



Illustration 21

The flight of 30 March was in effect the beginning of regular commercial airmail services between London and India and much mail can be found from these flights and their subsequent extensions.

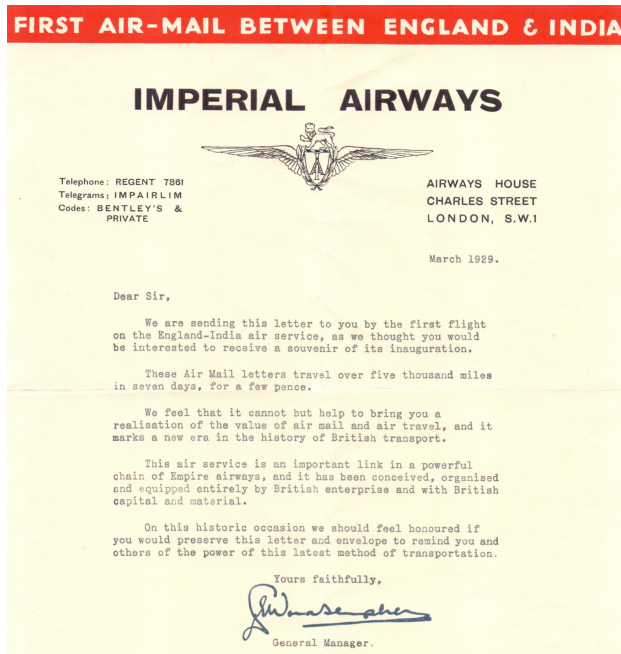


Illustration 22

Illustrations 21 and 22: the same flight and destination showing the special souvenir envelope issued by Imperial Airways, together with decorative 'PR' letter by the General Manager.



Illustration 23



Illustration 24

Illustrations 23 to 25 show examples, respectively, of Irish acceptances for the first London - Bushire, London - Bushire - Lingeh and for London - Bushire - Lingeh - Jask services which left London on 24 May 1929.



Illustration 25



Illustrations 26 and 27: Posted Dromahair, Sligo, on 1 and 8 October 1929 to be carried by airmail to Hong Kong. The Air service was cancelled and a cachet reading '~~No Flight~~ / Sent by / Ordinary Service' was applied, probably in London. At that time air services to China including Hong Kong were carried via Russia. These are 'Mystery covers' to me and I welcome any additional information that Members may be able to provide.

Illustration 28 (top of the next column): Posted Waterford on 19 December 1929, and carried on the first Imperial Airways service IE39 London to Delhi of 21 December. As the PO announcement was only made on 26 December only a handful covers were carried on this flight, whilst covers flown on service IE40 of 28 December are plentiful. Two such covers from Ireland are known to me.



Illustration 28

Inevitably, accidents happened. An interesting one was the double crash of Imperial Airways Short S.8 flying boats G-EBVG 'City of Alexandria' and G-EBVH 'City of Athens' at Mersa Matruh, Egypt, on 30 October (illustration 29). Mersa Matruh was a refueling stop in Egypt, at the Mediterranean coast. The Imperial Airways Short S.8 flying boat G-EBVG 'City of Alexandria', operating Imperial Airways service IE 31, left Croydon on 26 October (Captain F.J. Bailey) and on arrival from Athens, struck a buoy with its wingtip while landing at Mersa Matruh for refueling on 30 October. The aircraft was badly damaged and passengers and mails were transferred to Short S.8 flying boat G-EBVH 'City of Athens' which had been flown in from Alexandria as a relief plane. Due to lack of wind on take-off, the 'City of Athens' had difficulties to lift off the water. It hit a reef, ripping open the bottom of the hull and settled on some rocks. Pilot and passengers escaped unhurt. Mails were recovered in watersoaked condition and were forwarded by the 'City of Baghdad'. Very few mails are recorded from this 'double' crash, some having handwritten notes.



Illustration 29: Posted Dublin on 23 October 1929 and carried by the Imperial Airways service London - Hinaidi, Baghdad. Saved and forwarded from the 'double' crash at Mersa Matruh, with Baghdad Cantonment arrival postmark of 2 November.

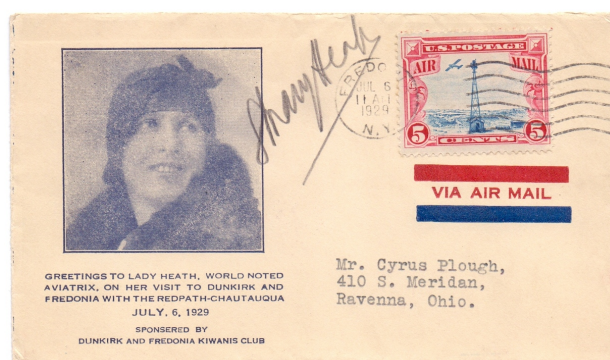
While writing about accidents one might mention a most interesting airship flight over Ireland on 18 November 1929. It is not generally known that the British were keen to compete against the German Zeppelins and they had in fact a significant airship industry based at Cardington near Bedford. In 1929 and 1930 two major airships were being tested, the R100 and the R101. The R101, under command of an Irish Captain, perished in a major airship disaster on 5 October 1930 en route Cardington to India but had performed a most interesting trial flights which took it over Ireland on 18 November 1929 (*illustration 30*).

In 1930, the new R101 airship was not thought to be in airworthy condition by many observers, at least not for a maiden flight to India with many VIP passengers on board. The critics were right. The R101 left Cardington on 4 October 1930 at 6.36p.m. for a flight via Ismailia to Karachi. Just after 2.00a.m. on 5 October the airship crashed at Beauvais in France and burst into flames. Both Major G.H.D. Scott, the 'director of the flight', as well as Flight Lieutenant H. Carmichael Irwin, an Irishman from Cork and Captain in charge, were sleeping at the time. 48 crew members and passengers were killed in the accident, including the Irish Captain. No mail was carried on this flight. On 23 November 1929, 101 British members of parliament were invited for a flight in the R101 but stormy weather did not allow it to get off the ground. The guests were offered a three hour lunch on board with the airship remaining at the masthead. However, the combination of 45mph winds and the running of the engines to provide heating caused amusement amongst the crew because, as was reported 'some of the party got drunk and were convinced that they had been taken for a longish flight'. A few days before that lunch, on 18 November a successful trial flight was made by the R101, taking the airship over Ireland.



Illustration 30: Posted Bedford on 18 November 1929, and carried by the R101 Cardington - Belfast - Dublin - Cardington. Autographed on the flap by Squadron Leader Ernest L. Johnston, Navigator.

I have always been fascinated by lady pilots. One, with an Irish connection, was Lady Mary Heath of Co. Limerick, a militant advocate of women's rights and aviation. Lady Mary Heath was born as Sophie Mary Pierce Evans in County Limerick in 1896, possessed a degree in agriculture from the Royal College of Science in Dublin. She was a champion high-jumper, learned to fly at the age of 29, and in 1926 she became the first woman to hold a British commercial pilot's licence. In May 1927, together with Lady Bailey (another Irish pioneer aviatrix) as a passenger, she set an altitude record of 16,000 feet. She also competed successfully in several races, and in July 1927 she made a 13½ hour tour of 79 British airports, flying 1,300 miles in a day. Between 12 February and 17 May 1928, she flew from Croydon to Cape Town in an Avro Avian III G-EBUG. The Avian aircraft was bought in 1928 by Amelia Earhart, who used it for a solo return flight across the United States. The two ladies became acquainted and campaigned together for the advance of aviation in general and for the equality for women, especially in the air, in particular. Lady Heath's courage and determination caused her to be elected Lady Champion Aviator of the World in the US. In February 1935 she took over Hugh Cahill's Iona National Airways and renamed it 'Dublin Air Ferries'.



Illustrations 31 and 32: Souvenir covers, posted in the U.S. on 9 January and on 6 July 1929, while on a U.S. tour, both autographed by Lady Mary Heath.

I shall move on to 1930 in the next article which will follow in our June edition.

GALWAY POSTMARKS – Michael Hartnett

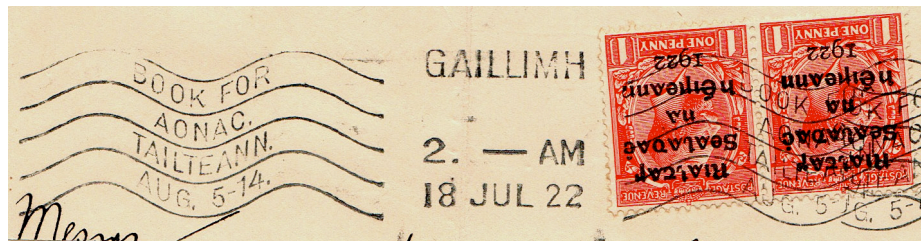


fig 2

In our December 2015 issue I showed examples of circular handstamps used at Galway after 1922. It is now time to turn to machine cancellations. In the September issue, I made reference to the introduction of the Krag ‘continuous’ cancelling machine in 1912 and changeover from an English inscription Galway to the Irish language Gaillimh town name in July 1922.

It is possible to pin down the changeover to a few days and below I show the last example I have of English (13 July – *fig 1*) and the first Irish on 18 July (*fig 2*). This usage is most interesting and I believe unique in Ireland – a slogan incorporated between the lines of the cancelling bars of a Krag machine. The Tailtean Games slogan must have had a very short life; introduced after 13 July it had to have been out of use by the end of the month as the 1922 games had to be cancelled in view of the Civil War situation.



fig 1

Plain wavy lines were in use later in the year but two further formats were to be seen within the next twelve months. *Fig 3* shows the words ‘Learn Irish’ introduced below Galway as though it was a county name – this seen from 8 December 1922. By May a slogan had been introduced ‘Invest in Post Office Savings Bank’, the ‘Learn Irish’ remaining in situ (*fig 4*). Netzsch in his list of Irish Slogan Postmarks (pub FAI 1995) shows this format in use on 25 May and I have seen this for 31 May and 2 June 1923.; I suspect the period of use thus was very short. Certainly the ‘Learn Irish’ had been removed by 28 June.

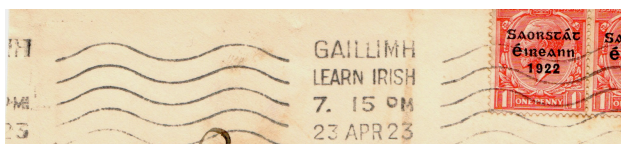


fig 3 with Learn Irish below the town name



fig 4

The Krag machine remained in use until 1935 with several different slogans employed. *Fig 5* shows a typical example.

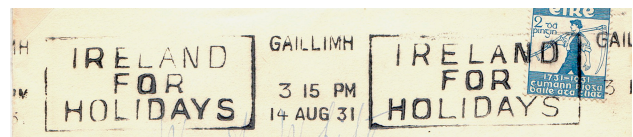


fig 5

A universal machine was introduced in 1935, possibly on 1 July. At the same time a ‘local publicity’ slogan was introduced ‘Salthill, Galway for Holidays’ (*fig 6*). Use of this slogan is known in July and August. Other slogans were in regular use thereafter.



fig 6

The Universal machine remained in use until at least May 1942 when it was withdrawn. I do not know the reason for this; probably it broke down and was not easily repaired during ‘The Emergency’ but perhaps it was requisitioned for use elsewhere. Whatever, a Krag machine was reintroduced on a short term basis (*fig 7*). The earliest date I have for

the replacement is 15 December 1942 and the latest is 23 September 1943. As was the case for the Krag machine used at this period at Tralee, the town name was in Gaelic script - *Gaillimh*. This feature is, to my knowledge, unique to those two Krag machines and Gaelic script has never featured in the town die of any universal machine in Ireland (although I believe it has in a few 'every day use' handstamps).

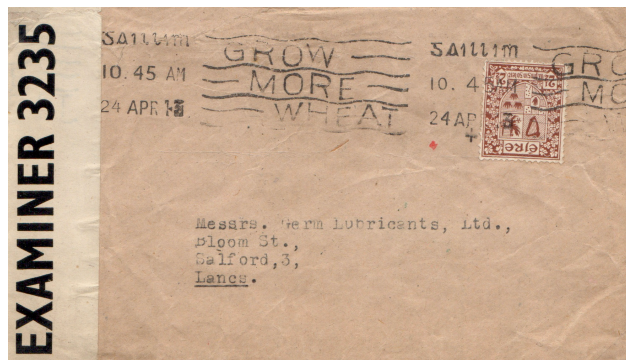


fig 7

The Krag machine was shortlived and certainly by December 1943 a Universal machine was back in use. There have been several town dies, most with no bar below the town name but one with a bar was introduced c1989, this possibly remaining in use until Galway ceased cancelling outgoing mail c2001. Many slogans were used over the years, some of which are very common whilst others were shortlived. I show a few examples below (figs 8, 9 and 10).



figs 8 and 9 – the town dies appear identical but check the 'A', 'M' and 'H' to reveal otherwise.



fig 10 – close lettering with bar at base, a rather ugly impression, seen in use 1989 to 1991

I have not seen any example of the Krag machine used on 'Paid' mail and suspect this was all handstamped in the period to 1935 and indeed also probably later. The sole example I have seen of the Universal machine being used to cancel such items is dated in 1955 and not fit for illustration. Galway was, however, issued with what I believe to be a uniquely inscribed Paid die c1991. Inscribed 'Gaillimh Postas Íoctha' I have seen this used with wavy lines at right and also several slogans (fig 12). The use of slogans with Paid dies is, at best, unusual and may have been 'contrary to regulations'. This die, which I assume was withdrawn c2001, has also been seen cancelling a stamp in red (fig 13) and likewise in black at Christmas 1993 and again in 1996 (fig 14) when a second Universal machine was clearly in use during the 'pressure period'.



fig 12 – used on 'PAID' item with slogan

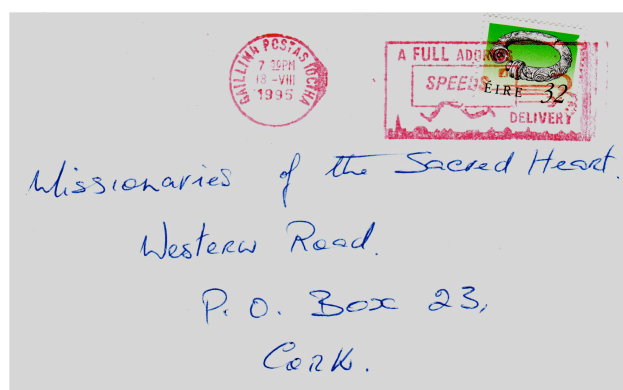


fig 13 – PAID die used in red on stamped mail, whether in error or intentionally is not known



fig 14 – 1993 Christmas 'pressure period' PAID die used in black in a second Universal machine: presumably no other town die was available.

The Universal machine was withdrawn c2001 when Galway ceased cancelling outgoing mail. To complete the Galway story, I will conclude by showing a selection of charge and miscellaneous marks in a future issue. (yes please! – Ed)

IRISH POSTAL STATIONERY PACKET BANDS - ENVELOPES

George King



Fig 1

For many years, I have picked up different Postal stationery Packet Bands wherever and whenever I could. The Packet Band gives information about sale prices (often the Post Office made a 'stationery charge') and sometimes they tell us the name of the Printer used.

I use the term 'Packet Band' as that is what the Post Office call them when instructing staff to write on them when prices were changed. I also dislike the tautology involved having seen the extraordinary expression 'Newspaper Wrapper wrappers'!

Printers updated old prices when prices changed this leading to such anomalies in the case of the 2½d envelope being charged at 2¾d each or 10 for 2/3½d appearing on the back of reused sheets of packet bands. The correct prices for Postal Stationery are generally given in the various editions of 'Eolai an Phoist' (the Irish PO Guide).

Many Packet Bands can be found with manuscript notes made by counter staff when part of a packet was sold in order to ease daily accounting.

I have never seen any listings of Packet Bands beyond those I have prepared myself. My list of GB Packet Bands runs to 25 pages which includes 'bundle cards' and 'box labels'. Otto Jung, in his Catalogue of Irish Postal Stationery (published by FAI in Germany) includes some examples but these are just by way of example and the catalogue does not provide a comprehensive listing.

In this article I am showing only the Bands from packets of envelopes issued by the Irish Post Office since 1925 and in the illustrations I have included also the back of the Band when there is printed information. I still have some missing and would welcome additional information.

By way of aside, the first GB postcard, much used in Ireland, issued in 1870 and priced at ½d came in packs of 24 priced at 1/-, there being no stationery charge. The price was only raised to 12 for 7d, later 12 for 6½d, after complaints were made by stationers that the Post Office was unfairly undercutting them. The GB UPU headed Foreign Rate Postcards were priced at face value – this because UPU rules of the day so dictated!

A few notes:

Although the ½d envelopes come in both vertically and horizontally laid paper, the Packet Band is the same (*fig 1*).

The 2d envelopes with Ballyclare watermark and 60 or 65mm flap come with a 'Celtic' design on the Band; the 50mm flap version comes with a 'Knotted' design on the Band (*figs 2 and 3*).

The 5d pale and dark violet 'stamp' both have the same Band, although the shade of buff used for envelope can vary (*not illustrated*).

Fig 4 shows detail from the reverse of the Band enclosing the 3d envelope (1950s)

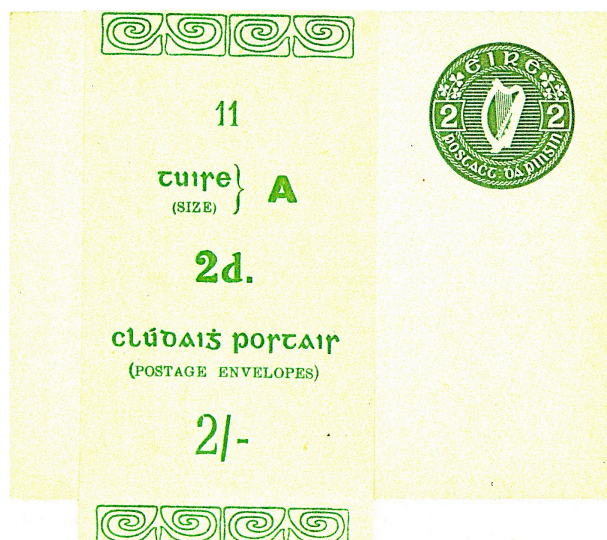


fig 2

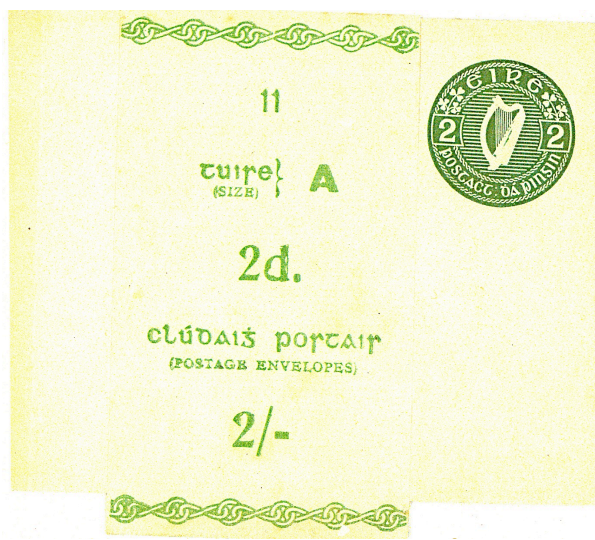


fig 3



fig 4

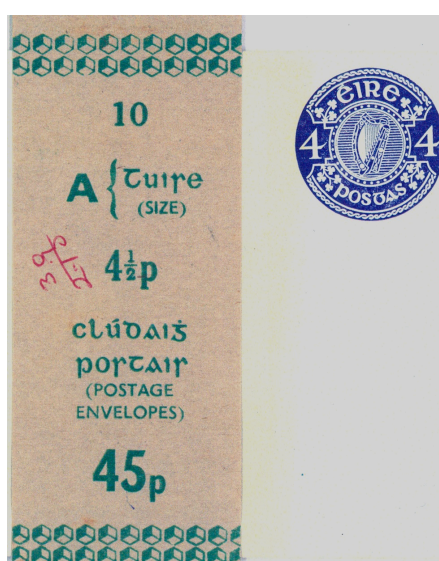


fig 5



fig 6

Fig 5 above shows the Band accompanying the 4p envelope issued in 1971. I also have a Band identical to that shown in fig 6 which encloses a 4p envelope. I am uncertain as to whether there was a price increase or whether at some office a wrong envelope was inserted. That latter Band was only a temporary use as I have a later example priced at 55p shown which came with 10 of the 5p envelopes, this in a different typeface. Fig 7 shows the Band accompanying the 22p envelope, this issued in 1982. It will be noted that the stationery charge had increased to just 1p per envelope representing, I would suggest, excellent value. I am still looking for the band which accompanied the 1983 26p envelope, that being the last of the original Harp design.

Editor's note:

George has sent me more illustrations than can be used here. If any Member is working on this subject may I suggest they contact George via myself as it would be good if a 'comprehensive' listing could be created. I suspect that very few of the earlier Bands have survived. George has also let me have details of Newspaper Wrapper, Postcard, Letter Card and Registered Envelope Packet Bands and kindly offered to provide samples for publication in a future issue of 'IP'.



fig 7

AUCTION WATCH

‘Erinman’

On 3rd December 2015 Cherrystone Auction Galleries of New York featured the John Pedneault collection of Irish overprinted stamps and covers. The auction consisted of 280 lots with some unique and very scarce items amongst them. Bidding was very active resulting in many cases in realizations far exceeding pre-sale estimates some of which were on the low side.

Of particular note were some 140 lots of overprinted ‘Seahorses’, including 17 complete sheets, together with many large blocks, which displayed notable stamp and overprint varieties.

Six ‘Seahorse’ lots alone raised the sum of \$34,000, of which the star item was a 1935 Waterlow Re-engraved 10 shilling used stamp with double overprint (MW variety T77c), only two vertical rows of 10 stamps are thought to exist. The item sold for \$8,000 against the pre sale estimate of \$2,500 (*fig 1*). (All prices quoted are before addition of the buyer’s premium).



fig 1

A key item in the category of overprint varieties on offer, was a vertical strip of three 1s bistre brown stamps with a ‘Saorstat’ overprint, missing the accent over the ‘a’, from sheet position R15/12.(MW variety T58b). Accompanied by MacDonnell Whyte 1985 certificate, the item sold for \$6,250, with a pre-sale estimate of \$5,000.

Interestingly two notable overprint items remain unsold. The first being a positional proof block of six stamps with a Dollard blue ink overprint and no back stamp, sometimes referred to as PR1. This block originates from the original discovery of a block of 24. With a starting price of \$7,500 and described as ‘folded between settings with some creases’, this rare block did not attract a buyer.

The second unsold lot of some note was a 1d. block of four stamps, one stamp with the missing accent error. (MW variety T48b). Again with a starting price of \$7,500 and described as having disturbed gum due to hinge removal the item was unsold.

A S22 control block of 6 with imperforate margins of the 1/2d green proof printing with purple purple backstamp “original proof Dollard 17.2.22”, with top row hinged, bottom row never hinged, sold for \$1,800 against a pre-sale estimate of \$400 (*fig 2*).



fig 2

In the same auction, a well documented control block of thirty 2d Die 2 stamps with inverted overprints, MW variety T29a ex the Marquis of Bute and Col. William Fletcher collections, sold for \$4,750 against a pre-sale estimate of \$2,500. Overall, the auction presented a rare opportunity to purchase items from a collection, the depth of which may never be assembled again.

MacDonnell Whyte Ltd. held their first auction of 2016 in Dublin on 23rd January and as usual contained many choice and varied items. The top price in the Irish section was achieved by the first lot on offer which was the ‘William Moore award winning Exhibit collection 1684 to 1900 on 80 pages, neatly annotated’ and ‘selected for visual appeal and quality of marking’. This substantial lot covering nearly every facet of Irish postal history within the stipulate period sold for €6,250 against a pre-sale estimate of €5000.

Featured on the inside back cover of the catalogue was the 1935 Waterlow Re-engraved set (SG99/101) (MW variety T75a-T77a) ‘in lower left corner blocks of four, each showing the flat accent variety of row 9/2 unmounted mint’. This rare set sold for €3,900 slightly above the pre-sale estimate of €3,500.

The unique 1988 Walsall Birds printing of the 35p Stonechat top right corner pair with errors value omitted and value transposed each with single centre phosphor band and colour control ‘traffic lights’ unmounted mint sold for €2,300 against a pre-sale estimate €2,000(*fig 3*).

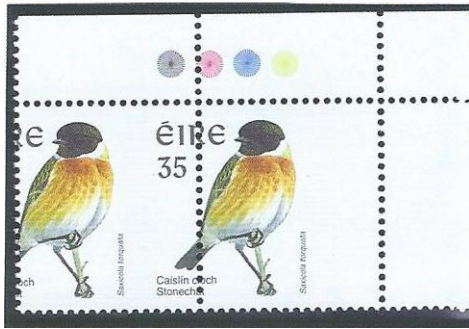


fig 3

A pair with top margins with the error value transposed, also in unmounted mint condition sold for 'just' €775.

The 'iconic' Jack White error of portrait 60c Irish Citizen Army stamp of 2014 was offered for sale in an unmounted mint 'header bar' marginal strip of three including caption, plate number IB and traffic lights. The item sold for €1500 which was well below the pre-sale estimate of €2,000.

Another spectacular colour shift of particular interest to Europa collectors in this sale was the 1964 Europa 1/5d 'white leaves' variety. This results from a misalignment of the brown colour and leaves the word Europa at the base bisected by the perforations. In unmounted mint condition, the variety sold for €850 against an estimate of €750 (fig 4).



fig 4

Offered on eBay was what was purported to be a FDC of the 10/- St Patrick 'e' watermark definitive stamp. The date is not clearly distinguishable but is perhaps 16 June 1945 as backstamps on the reverse indicate the item was delivered on 2 July 1945. I do ask if any member is able to confirm the actual date of issue? The item sold for £320 (fig 5).

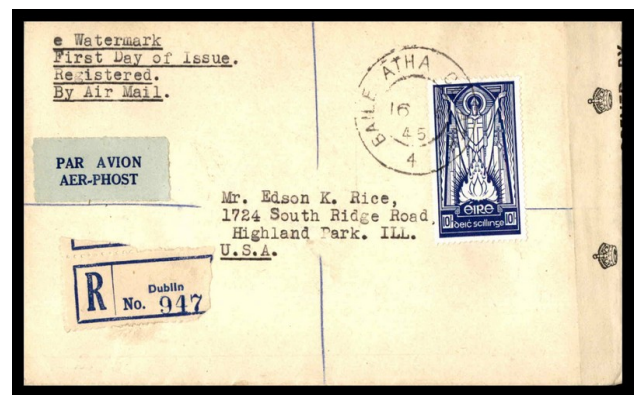
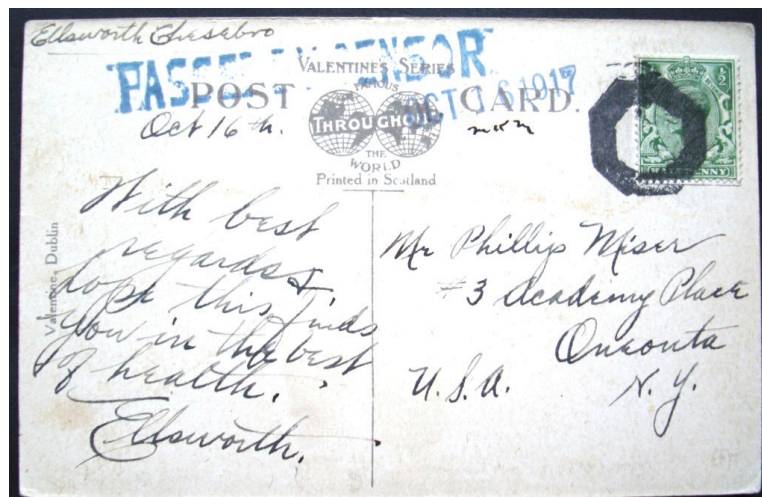


fig 5

A CENSOR QUERY



Amongst items to have crossed my desk in recent weeks is the card above addressed to the USA sent in October 1917. The card shows "Whitepoint and Terrace, Queenstown" – rather a nice card in fact! The question asked of me is 'Is the postmark Irish?'. The US Navy were, of course, at Queenstown (now Cobh) late in 1917. Do we have a Member who could throw more light on the matter? I suspect the marks were US but possibly specifically used on fleet mail, originating in 'Europe'.
(thanks go to Iben Olsen for this item - Ed)

THE IRISH ABROAD - PART VII

Brian Warren



fig. 1
(gutter pair)

A set of six stamps issued in 2008 features posters advertising various classic 'Carry On and Hammer' films. The 48p value (fig. 1) features the horror film *Dracula*. The original Gothic novel was written by Dublin born Abraham 'Bram' Stoker (8 November 1847 – 20 April 1912). Bram Stoker/*Dracula* has twice featured on stamps issued by An Post.



fig. 2

A set of six stamps issued in 2009 was on the subject of *Mythical Creatures*. The 62p value (fig. 2) features a Giant.

One of the many myths relating to giants relates to the legend that the Giant's Causeway (shown on several GB stamps) was built by the giant Fionn mac Cumhail (or Finn MacCool) so that he could walk to Scotland to fight his rival Benandomer. This legend was specifically mentioned among others in the Royal Mail publicity material.



fig. 3 - Robert Boyle shown on top left stamp

A set of ten 1st Class stamps issued in 2010 commemorated The Royal Society. The President, Council and Fellows of the Royal Society of London for Improving Natural Knowledge, commonly known as The Royal Society, is a learned society for science and is possibly the oldest such society still in existence. Founded in November 1660, it was granted a royal charter by King Charles II as '*The Royal Society*'. The Society acts as the UK's Academy of Sciences and funds research fellowships and scientific start-up companies. One of the Society's founders Robert Boyle (1627–1691) is shown on one of 1st Class stamps. (fig. 3). Robert Boyle was a natural philosopher, chemist, physicist and inventor and was born in Lismore, Co. Waterford.

Boyle is largely regarded today as the first modern chemist and therefore, one of the founders of modern chemistry and one of the pioneers of modern experimental scientific method. He is best known for Boyle's law. This describes the inversely proportional relationship between the absolute pressure and volume of a gas. He has also featured on two Irish stamps.

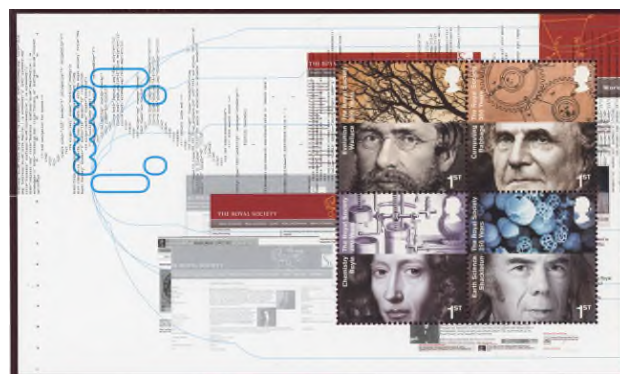


fig. 4

The set was also included in a prestige booklet. One of the panes contained the stamp featuring Robert Boyle (fig. 4- bottom left stamp).



The author Clive Staples Lewis (better known as CS Lewis) was born in Belfast on 29 November 1898. Lewis is best known for his fictional work, which includes *The Screwtape Letters*, *The Chronicles of Narnia* and *The Space Trilogy*.

fig.5

A set eight stamps issued in 2011 on the theme *Magical Realms* included two se-tenant 97p stamps (fig. 5) featuring the characters 'Aslan' and 'The White Witch' from *The Chronicles of Narnia*.



fig.6 with Giant's Causeway cancellation

The first part of a set on the theme 'United Kingdom A to Z' was issued in October 2011. There were twelve 1st class stamps in the first issue featuring various locations/buildings covering the letters A to L. 'C' was represented by the Carrick-A-Rede rope bridge near the Giant's Causeway (fig 6).

The famous rope bridge near Ballintoy in County Antrim was first erected by fishermen in 1755. It links the mainland to the tiny island of Carrickarede. It spans 20 metres and is 30 metres above the rocks below. The rope bridge originally consisted of a single rope hand rail which has

been replaced in modern times by a two-hand railed bridge by the National Trust.



fig 7

It is a popular tourist attraction and is located near to the Giant's Causeway. A privately printed strip of five stamps (fig. 7 - 66% of actual size) issued by Universal Mail is available from the shop on site. The stamps cannot be bought elsewhere. It covers the international postcard rate (currently £1). Five different designs were produced showing the bridge or a view from it are shown on the strip. These items are valid for postage through Royal Mail.



fig.8

In the following year, the second set of fourteen 1st class stamps included Narrow Water Castle (fig 8). Narrow Water Castle is a famous 16th-century tower house and bawn near Warrenpoint, Co. Down. It is on the bank of the Clanrye River, which enters Carlingford Lough a mile to the south.



fig. 9 - Bottom right stamp (50% actual size)

The miniature sheet issued in advance of the 2012 Olympic Games in London has an Irish connection. The unnamed cyclist depicted on the £1.28 stamp (fig. 9) is Wendy Houvenaghel (born in Magherafelt, Co. Londonderry) who was a member of Team GB but did not compete at the Games.



fig. 10

Peter Charles MBE (born in Liverpool, 1960) is an equestrian who competes in the sport of show jumping. He originally represented Great Britain before switching to represent Ireland in 1992 (the country of his mother's birth) and competed as part of the Irish show jumping team in both the Olympics of 1992 and 1996. In 2007, he relinquished his status as an Irish rider and once again competed for Great Britain.

He was a member of the gold medal equestrian show jumping team at the Games and appears on one of the GB miniature sheets issued during the Games (he is at left on the stamps shown in fig. 10 - 66% actual size). He was appointed a Member of the Order of the British Empire (MBE) in the 2013 New Year Honours for services to equestrianism. Further details of the two Olympic issues are set out in my article *Olympic and Paralympic Gold* in the June 2013 issue of *Irish Philately*.

(to be continued)

SPOT THE BIRDIE

New Member Gerald Franck has sent me scans of the 1p (old currency) and the 1c (euro) stamps (below), noting that the original is four coloured and the euro currency stamp is just black and white.



I have to confess, my own collection coming to an abrupt halt at 23.59hours on 31 December 1999, that I had not noticed this and I suspect that many of you may have also missed this. Gerald may have felt that he had located a missing colour but sadly for him, I suspect that is far from the truth.

Could I ask Members who collect new issues to check their 'Bird' stamps and see what other variations of colour might exist between other values of the £p and the euro stamps with a view to adding a summary in a future issue of 'IP'. Thank you - Ed

THE ROTUNDA FIRE

I am unsure as to whom I have to thank for the copy article below from the Irish Independent of Monday 6 November 1922 – thank you nevertheless. I do welcome such pieces as this; not only do they help me fill up 'odd corners' but also serve to widen our knowledge and add variety in our Journal –please keep them coming! Ed

'Yesterday morning, just as day dawned, armed men who arrived in three batches, burned down the Rotunda Rink sorting office, Parnell Square, Dublin. The staff - consisting of merely half-a-dozen men waiting to receive the cross-Channel mails - were huddled into a corner while petrol was sprinkled all over the place, and were then marched to Dominick Street. Constructed almost entirely of wood, with a roof of felt, the building was an easy prey to the flames. In three-quarters of an hour, in spite of strenuous work on the part of the fire brigade, the place was gutted. A quantity of correspondence was destroyed or badly damaged, but the English mails - five van loads - not having reached the Rink before the attack, were diverted to Amiens St. office. An official statement requests sorters to report at the Banba Hall this morning, and indicates that some temporary officers may be disemployed in consequence of the destruction. This is the third time in six years - and the second within six months - that an important section of the Irish P.O. has been rendered homeless.'