

IRISH PHILATELY

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Edited by

O.M. RICHARDS

"Llys Awel", 6 Cloverdale Road, Lambeg, Lisburn, Co. Antrim

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"Irish Philately"

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EDITORIAL

We are pleased to welcome back to our Journal FE Dixon, his 'Random Notes' especially have been missed. We welcome also a new contributor in the person of member Paddy Smithers of Tallaght, Co. Dublin. It is hoped that he, and indeed all members, will put pen to paper more often.

Member D Taylor Smith of Farnham, Surrey, writes what must be the shortest letter to an Editor ever, it is very much to the point, can anyone answer the query? 'The Irish mile was abolished in 1826, would the month and day be known?'

As you will see by the 'NEWS', which comes to you with this Journal, our General Secretary, TS Telfer, is retiring to Stranraer, Wigtownshire. We are sure that the membership as a whole would like us to wish him a long and happy retirement. He will, of course, continue to take as active a part in matters philatelic as he has done in the past.

O.M. Richards

N.J. Langton

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Letter from the President:-

Dear Member,

By now you have received the report of the 1974 Annual General meeting from our General Secretary, Stewart Telfer. I would like to draw your attention to the information relative the Thomas E Field Legacy contained therein. It is hoped that two medals be awarded each year at the AGM commencing in 1975.

1. For the best Irish Exhibit at the BPE or at the IPC Annual General Meeting.
2. For the best article on Irish Philately published in the IPC Journal or elsewhere.

Full details relative the above will be published in the first issue of the Journal in 1975. So now is the time to prepare your exhibit. It is still not too late to prepare an article for the Journal.

Now, regarding the 1975 AGM which will be held in Dublin sometime in early May. As already reported, thanks to the London members, we had a most enjoyable meeting last May and it is our intention to repeat the performance in 1975. To try and repeat that excellent meeting requires money and the man trying to raise same is our Auction Secretary, AT Sedgley. I have news from "Sedge" to the effect that, while there has been a small response to his request for duplicate material to put in the auction, the proceeds to be donated to the AGM Fund, it does not come up to his expectations. Please send along to "Sedge" any duplicate material you do not require, if you do not have any then a small donation of cash will do instead. We have made a good start and we must continue this praiseworthy effort.

I am delighted to report "Sedge" continues to make good progress after his recent heavy operation. He is now happily back home again and making a very good recovery. In his last letter he informs me that he has Auction No 50 ready and is working on Auction No 51, which will be ready for the end of the year.

Please give him all the support possible, he is doing a wonderful job on your behalf, let him see we appreciate all his efforts.

Yours sincerely,

Bill Kane

Letters to the Editor:-

Samuel Parker & Son

In reply to Mr Holt's letter (March 1974) Samuel Parker & Son have been at 38 Back Lane since about 1830, but the firm is far older. I think it was started by a Sayers: it became Parker & Sayers, then Samuel Parker before "& Son" was added. I do not know who first acquired the firm's accumulated correspondence but he was a vandal, cutting down the covers - in some cases preserving only the postmarked portions. Dr. Stafford Johnson came into possession of a large quantity and these, including many hundreds of duplicates, were dispersed at the sale of his collection in 1958. I am pleased to be able to report that the Doctor, the pioneer in Irish Postal History research, is still philatelically active.

A further point is that the rear entrance to the first Dublin GPO, in the mid-17th century, was in Back Lane just about where the Tailors' Hall was built in 1706.

F.E. Dixon

Dear Editor,

Ref: Letter from Michael Priestly to Editor 13 March 1974.

Subject: R/Se with wide 4th line variety from the Thom 5 line narrow setting, plate 2, 4th stamp, 12th row.

Two easy methods of confirming the presence of the wide 4th line have occurred to me since first reporting this variety. Method 1, use a mm scale and one can easily spot the $\frac{3}{4}$ mm increase in the overall measurement of the 4th line. Method 2, use the Thom wide portion of the overprint identifier to measure line 4; the wide 4th line variety will be a close match with the 4th line from the Thom wide. Since the damaged "i" in "heireann" is not always present, the above methods will aid students in determining the presence of this variety.

Sincerely,

Bruce C. Weinman

The Editor
Irish Philately

Dear Sir,

Des Graham's plea in the June issue may perhaps be answered by someone who has only entered one competitive exhibition rather than by a 'professional'.

Firstly, join your local society. It should be fun and instructive to meet other collectors and see displays: if it's not, stir up your society. Then join the study group or specialist society which caters for your particular interest before you become an expert (you will save much time and trouble, and possibly money, by thus avoiding some pitfalls). Des Graham has obviously done this.

Next, go to as many exhibitions as time and funds will allow, both local and national, to learn from others' efforts. It is a pity that more do not come to our AGM. The fact that Dublin is not a tube ride from Richmond is not, for many, a convincing excuse. Once you've been you'll never want to miss another - such a mine of information, such interesting displays, so many good new friends to be made. To say that our President's knowledge and enthusiasm is infectious is a gross understatement - he should be charged with turning every ordinary collector into an enthusiast ! You will find that the more expert the collector the more ready he is to share his knowledge and offer helpful advice - so unlike much else in life.

So, having got the feel - have a go ! Show those pages from your collection that interest you at members' evenings at your local society. You'll not find it hard to convey your own enthusiasm to others.

A competitive exhibit must 'tell a story'. Read the rules for the exhibition. A clean, legible display is what's needed. You may not win a medal but the pleasure you'll give to others is more than ample reward.

Of course it takes time and thought to put together a display - but what collector bothers about time ? Where does the material come from ? Everywhere: your favourite dealer, offers in magazines, auctions, club packets and friends. It's the chase and not the kill that is exciting.

If you live in a philatelic desert Mr Graham, get out your pen and write to strangers (yes) like me and you'll be surprised where you end up. I've never written to any philatelist without getting all the help I wanted - and the friends you make !

Why all this advice ? I was a new boy on the philatelic scene and one day I had a ten minute talk with Bill Kane. I've never been the same since !

Yours sincerely,

Patrick Williams

The Editor
Irish Philately

Dear Editor,

Reference Keith Jamieson's query on the NI date stamp. This type of postmark with a code on top and the name of the town below appeared in some towns from the 1860's to 1900; though by this time the codes were giving place to actual times. The codes in Dublin, Belfast, Glasgow and London varied. For instance, the first Dublin Codes 1A etc., the one was the number of the date stamp and A referred to the first collection. Belfast had M for morning and E for evening. I have seen 2N from Londonderry on a late mail in 1877, which would suggest that the N was used for late night mail and the fact that Keith Jamieson's is on a $\frac{1}{2}$ d stamp, which was the late fee at this time, also supports this explanation. The letter N alone is seen in the Dublin Pillars "too-LATE" but I have seen X in the GPO "too late". This is a huge subject and this brief note skims the surface.

Yours sincerely,

Brian de Burca

Dear Editor,

I would like to solicit the opinions of the readers of this journal as to why the stamps of Eire appear to be so austere. It is probable that many people will disagree with my opinion, but I would like to know why. Possibly the austere itself appeals to some collectors. I know that when I showed some of my material to my local society one lady said she found the stamps pleasantly austere but would not collect them for that reason. How contradictory can some people be !

A report I read recently stated that the Irish tourist industry was in a bad way. I would respectfully suggest that the authorities in the post office take a leaf out of the book of the Isle of Man and Jersey and bring out a definitive series showing Ireland's best tourist attractions. In full colour ! I feel the response to an issue of this sort would be immediate. New collectors would appear as if by magic.

Yours very sincerely,

Des Graham

BOOK REVIEW

by O.M. Richards

STAMPS OF IRELAND

One of the drawbacks to stamp collecting is the fact that catalogues are out of date even on the day they are published. David Feldman Ltd are to be congratulated on publishing a catalogue of the Stamps of Ireland which will bring collectors up to date, at least to March 1974. Priced at 60p it is a must for all those who collect not only Irish stamps but also postal stationery, booklets etc.

The originals have been photographically reduced and printed by off set litho. This has had the effect of reducing the size of the stamp illustrations and has also affected the detail. However, this does not detract from the usefulness of this publication. Obtainable from your favourite dealer or direct from David Feldman Ltd., 102 Leinster Road, Dublin 6, Ireland. Postage extra.

ADHESIVE REVENUE STAMPS OF IRELAND 1858 - 1925

This well produced work by James A. Brady APS, is well recommended to those who are interested in these stamps. Some 90 illustrations enhance the text which is a mine of information on all aspects of Revenue Stamps.

One of the more interesting features is that of the Revenue Stamps Overprinted in 1922, as were the postage stamps, and this section alone provides much information to those particularly interested in the overprints. Obtainable from E.J. Ryan, 19 Ruth Place, Glen Head, New York 11545, USA, at 2 dollars - post paid.

NUMBER FIVE IN A SERIES FOR BEGINNERS

by Noel J. Langton

Readers of this column will recall, I hope, my appeal in the last article for details of the dates of postal rate increases since 1922. The point was that it would make a fascinating pursuit to try to assemble covers showing the increases on "first day".

Well, two members volunteered information - your editor and Colin Ross, of Douglas, Co. Cork. For the benefit of the more than 200 members who didn't know (charity forbids any other interpretation of the deafening silence) I reproduce hereunder the "gen" as given me by Colin, to whom, by the way, I extend grateful thanks. He has entered very nobly into the spirit of this column, which is to help along those of us who are "non-expert".

MINIMUM LETTER RATE SINCE 1922

<u>Date Introduced</u>	<u>Rate (Currency Of The Time)</u>	<u>Weight Not Exceeding</u>
1 Apr 1922	2d	3 oz
1 Jun 1941	2½d	3 oz
1 Jul 1948	2½d	2 oz
18 May 1953	3d	2 oz
28 Mar 1960	3d	1 oz
30 Apr 1962	4d	2 oz
1 Jun 1964	5d	2 oz
1 Jan 1969	6d	2 oz
1 Oct 1970	9d	2 oz
15 Feb 1971	4p	2 oz
1 Jul 1973	5p	2 oz

That is a good start and I would now appeal for supplementary information on printed matter rates, airmail etc., etc. A point worth noting in the above table is that the letter rate remained unaltered for almost 20 years, from 1922 to 1941.

Now, back to my favourite theme - Waste Paper Basket Philately. Or, to put it another way, meter postmarks. I have been asked how I mount mine so as not to leave blank spaces for those I haven't got. It is really quite simple. Each page holds up to 10 meters on piece 2" x 4" - I can mount two side by side at that length, but sometimes I retain a longer piece (same width 2") if the firm uses a printed envelope showing their name. In this case, only one postmark can be accommodated on the horizontal space and I end up with fewer than ten on the page. However, back to the answer to the question. I number each entry consecutively from No. 1 in each meter series (N, NV, RV etc.). Then, I make an index on A4 pre-punched lined pages for insertion at the beginning of each section in my albums. You will recall my use of two ring

binders and light card pages, I hope. The end product looks something like this (note that I am automatically compiling a register of meter postmark users at the same time).

SERIES A

<u>Meter No.</u>	<u>Collection No.</u>	<u>Name of Firm</u>
286		
287		
288	73	Bank of Nova Scotia
289	74	Roscommon Co. Council
290		
291	75	Garwood
292		
293		
294	78	Welding Services Ltd.

I can see at a glance whether I have a particular metermark and any time I acquire a new one I mount it in the next available space in the collection and fill in the index, quoting space number and the name of the firm if known.

Unfortunately, this system breaks down with some series which are numbered in the GB series and, short of collecting GB as well, I don't know how to establish just what are Irish and whether I am missing any. Perhaps I could appeal for guidance from someone who has solved the problem. Or am I wrong in my assumption that, for instance, the PB series is mixed in with GB ?

I sometimes wonder just how many members are interested in meter postmarks. Seldom, if ever, are they offered in the Circle auctions. Some years ago a register of users was being compiled but it must be very much out of date now and, anyway, it is not in print as far as I know. A suggestion - could we have a "meter collection corner" in which could be published, each issue, about 12 or 15 users names and numbers, together with a note or two on varieties and news. If the fly speckers can do it so can the waste paper basketers. Any support ?

I had hoped to say a few words about airmails but it will have to wait until next time. There's a vast field for cultivation in the airmails, even for the impecunious, and it is not often mentioned; something we will try to put right next time. It is happening even now - not all first flights were Galway - Croydon or Belfast - Liverpool. Did you hear about the TWA first flights New York - Dublin in May 1974 ? The covers will never be cheaper and even if it is your first airmail cover I suggest you get one from your favourite dealer.

THAT WAS THE YEAR THAT WAS - 1973

by P. Smithers

NEW STAMPS

Six new commemorative sets of stamps were issued comprising of 11 stamps with a face value of 76p. Printed by PHOTOGRAVURE at STAMPING BRANCH, DUBLIN CASTLE in sheets of 100 stamps (single panel 10 x 10) on unwatermarked paper.

Date of Issue	Description	Designer	Values	Cylinder Numbers	Perfs	Number Printed
1 Jan	Entry into EEC	L le Brocquy	6p 12p	1 1 1 1 1 1 1 1	15	2 mil 4 mil
Varieties: 6p Row 9 Stamp 1 - "Boomerang". Mark similar to a boomerang. 12p Row 4 Stamp 7 - Heavier printing of "EORAIIP".						
30 Apr	Europa	Leif Friman Anisdahl (Adapted by R Kyne)	4p 6p	1 1	15	10 mil 2 mil
Variety: 4p Row 2 Stamp 9 - Dot in E of CEPT						
9 Aug	Irish Art Berlin Blues II	Adapted by Robt. Scott	5p	1 1 1 1	15 x 14½	8 mil
Variety: Row 1 Stamp 7 - Retouch in top horizontal blue shape.						
4 Sep	World Meteorological Organisation	Robert Ballagh	3½p 12p	1 1 1 1 1 1 1 1	14½ x 15	10 mil 2 mil
Varieties: Both Values Row 3 Stamp 2 - "Lake in France". 3½p Row 5 Stamp 4 - "Storm off Eastern Scotland".						
5 Oct	World Ploughing Championship	Patrick Scott	5p 7p	1 1 1 1 1 1 1 1	15 x 14½	8 mil 2 mil
Varieties: Poor printing resulted in an abundance of dots and splashes on both values.						
1 Nov	Christmas (Flight into Egypt)	Adapted by Desmond Kiely	3½p 12p	1 1 1 1 & 1 1 1 2 1 1 1 1	15	12 mil 2 mil
Varieties: Both Values Row 6 Stamp 1 - Red stroke through G in NOLLAIG. Marked differences in shading occur on the 3½p.						

NEW SPECIAL CANCELLATIONS

1. "IAA. World Congress, Dublin, June 6 - 8 1973".
Cachet and skeleton postmark.
2. Irish Aviation Club, Centenary of World Meteorological Congress.
Baile Atha Cliath - 4. IX. 1973 - Dublin.
3. Fourth European Congress of Building Societies, Dublin.
Sept. 16/21 1973. (Cachet).
BLDG. SOS. CONGRESS. DUBLIN. 16 SP 73 (skeleton postmark).
Held in Burlington Hotel, Dublin.
Illustrated - Volume 1973, No 3, Page 4.
4. WPC 73. DROICHEAD EOIN 5 OC 73 (skeleton postmark).
Used at Wellington Bridge, Co. Wexford, venue for the
1973 World Ploughing Championships.
Illustrated - Volume 1973, No 3, Page 4.
5. CORK STAMP EXHIBITION - CORCAIGH - 13. X. 1973.
Held in Victoria Hotel, Cork.
6. Four different cancellations, one for each day of STAMPA 73
EXHIBITION, were used. Held in Ireland House, Dublin.
Dated 1. XI. 73, 2. XI. 73, 3. XI. 73, 4. XI. 73.
7. Special paquebot hand date-stamp cancellation, ROS LAIR PAQUEBOT
with the motif "NEW CAR FERRY, ROSSLARE - LE HAVRE" used on mail
posted on inaugural sailing - 5 June '73.

NEW SLOGAN CANCELLATIONS

1. NAVAN, TRADE, FAIR, 14 - 18 FEB 1973.
Introduced during February at Navan (An Uaimh) only.
2. KILLARNEY, FOR HOLIDAYS (Picturesque).
Introduced during April at Killarney only.
3. DON'T MISS, SKIBBEREEN, WELCOME HOME WEEK.
19th to 29th July 1973.
Introduced during April at Skibbereen only.
4. DONEGAL TOWN, FOR HOLIDAYS.
Introduced during June at Donegal only.
5. WORLD PLOUGHING, WEXFORD OCT 5 - 6 (Picturesque).
Introduced at Wexford during early September and later at
Enniscorthy, Gorey and New Ross.
Illustrated - Volume 1973, No 3, Page 4.
6. VISIT THE CORK STAMP EXHIBITION, OCT 13.
Introduced at Cork only during September.

MISCELLANEOUS ITEMS

1. Registered envelopes (Sizes G & H) embossed with 17p stamp were placed on sale at the GPO on 21 November 1973. Cost 18p each. No first day of issue service was available.
2. The official Post Office cover for the Christmas issue was sold out. Rumour has it that the GPO cut back on the normal order because of remainders in the previous issues.
3. Changes in the gum used on the following values of the definitive series occurred during the year. Months of issue are approximate.

2p	-	March	2½p	-	April	3½p	-	July
5p	-	July	1p	-	September	7½p	-	November
4. An issue of the 5p Stag during December showed a marked difference in the background colour.

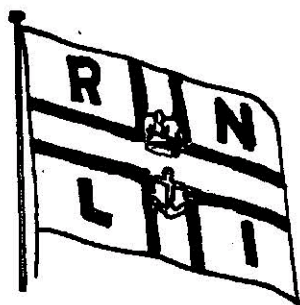
OLD SLOGANS REPEATED

Hibernian Catalogue numbers used.

SP	55	BANK YOUR SAVINGS IN THE SAVINGS BANK
SP	85	PREVENT FOREST FIRES
SP	97	WHEN IT'S AUGUST BANK HOLIDAY IT'S KINSALE REGATTA
SP	111	PLEASE SHEW DISTRICT NUMBERS IN DUBLIN ADDRESSES
SP	115	CORK INTERNATIONAL CHORAL FESTIVAL
SP	117	SUPPORT THE FREEDOM FROM HUNGER CAMPAIGN
SP	123	A FULL ADDRESS SPEEDS DELIVERY
SP	125	BRAY IRELAND FOR HOLIDAYS
SP	129	MOY FESTIVAL BALLINA JULY
SP	130	SAVINGS CERTIFICATES BUILD ON SECURE FOUNDATIONS £1 UNITS TAX FREE
SP	131	SAVE THE EASY WAY EASY DEPOSITS EASY WITHDRAWAL etc.
SP	142	CARRICK - ON - SHANNON IRELAND FOR BOATING AND FISHING
SP	152	HELP GORTA TO HELP THE HUNGRY
SP	160	SHOP IN THE GOLDEN PAGES CLASSIFIED TELEPHONE DIRECTORY
SP	163	ATHLONE ON THE SHANNON
SP	165	PLEASE SHEW DISTRICT NUMBERS IN DUBLIN ADDRESSES (New Design)

1974 - THE YEAR OF THE LIFEBOAT

by T.S. Telfer



The Founder of the Royal Lifeboat Institution was Lieut. Col. Sir William Hillary, Bt., of Yorkshire and Essex, who had a varied and colourful career before settling in the Isle of Man. He had been an advocate of a number of causes and one of the many pamphleteers of the early 1800's, the most famous of his pamphlets proposed the formation of a Body for the Saving of Life from Shipwreck.

Interest was aroused in Parliament in Sir William's proposal and on March 4, 1824, a meeting was convened at the City of London Tavern, presided over by the then Archbishop of Canterbury, Dr Manners Sutton, at which it was resolved to form the body which, thirty years later, became known as the Royal National Lifeboat Institution. Having now reached its 150th Anniversary, the RNLI has decided that 1974 should be "The Year of the Lifeboat" with sundry celebrations, fund raising events, thanks-giving and re-dedication of Lifeboats taking place at the RNLI Stations throughout the British Isles.

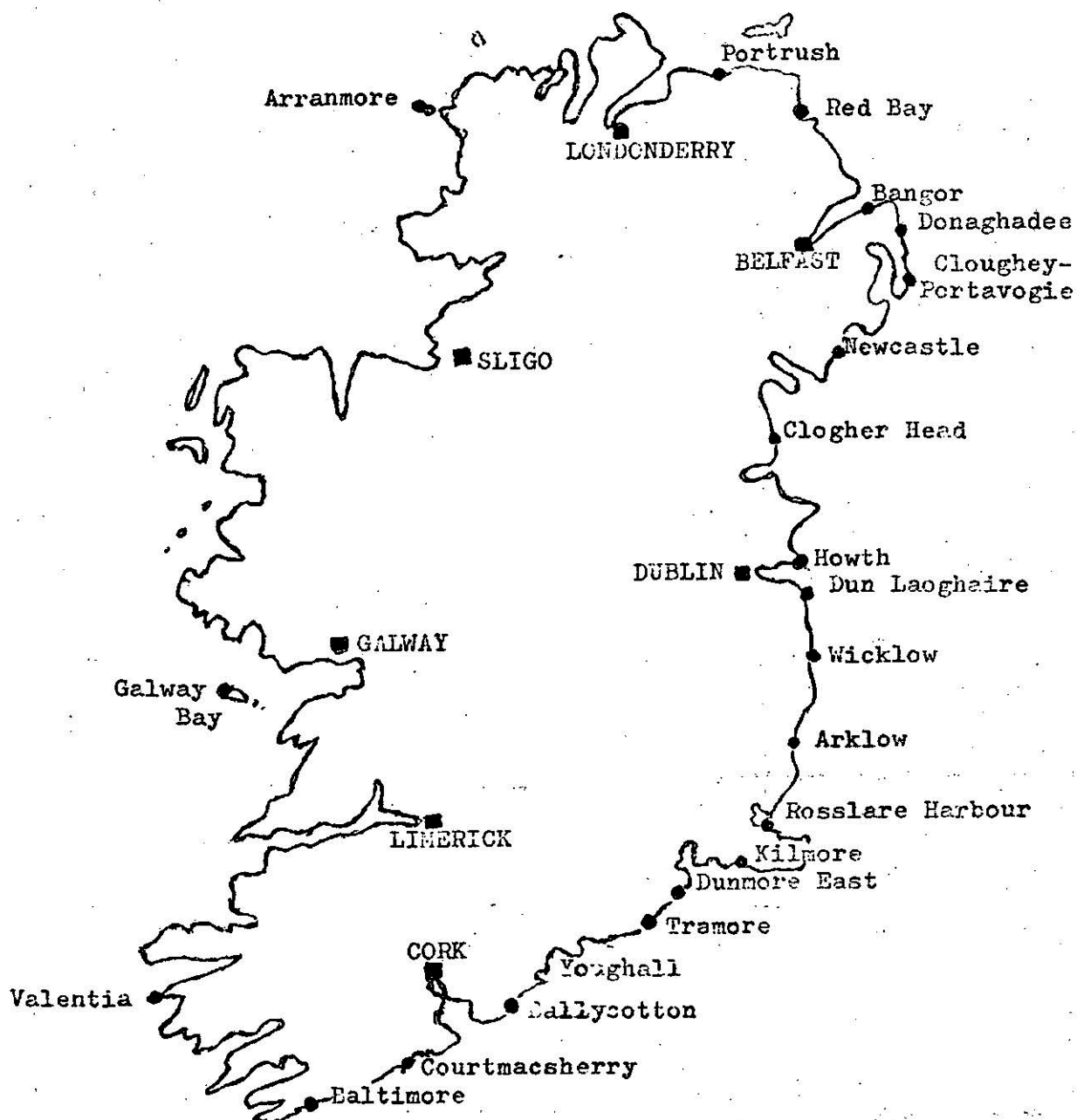
Apart from a brief period 1854 - 1869, when a small subsidy was received from the Government, the RNLI has relied for its support entirely on voluntary contributions and service, a policy advocated by Sir William Hillary in 1824. Throughout the history of the Lifeboat Service the majority of the crews have, by tradition, been formed from amongst the local fishermen and people at each Station, manning the lifeboat without thought of the danger they may face. To operate the Lifeboat Service costs almost £4 million each year, apart from a £6 million capital programme to develop and build new boats of faster and even better seakeeping design, launching equipment and other facilities at some 140 Lifeboat Stations. In addition, the RNLI, being the oldest Lifeboat Service in the world, provides a central bureau for co-operation internationally with other similar organisations in such countries as France, Spain, Sweden and USA.

Around the coast of the British Isles, the active fleet of Lifeboats and the smaller Inshore Lifeboats (ILB's), introduced about 1963, are geographically located as follows:-

	<u>RNLB's</u>	<u>ILB's</u>
Scotland	28	13
England	69	70
Ireland	19	4
Wales	15	23
Isle of Man	5	1
Channel Islands	2	1

When the Irish Free State was established in 1921 - 1922, no change was made in the organisation and disposition of the RNLI in Ireland. It continues to maintain its Irish Fleet regardless of political borders and all seventeen lifeboats in the Republic of Ireland are as much a part of the RNLI as the six in Northern Ireland, the whole forming one of the RNLI Operational Areas within the British Isles. It is also of interest to note that all 32 counties in Ireland figure in the lists of Voluntary Contributors.

LIFEBOAT STATIONS IN IRELAND



Whilst 1974 is the 150th Anniversary of the RNLI, there were lifeboats in Ireland before 1824, with some six boats stationed in and around Dublin Bay by the Ballast Board, the predecessor of the Dublin Port and Docks Board, at the beginning of the 1800's. Dublin Bay, as many of us know, was, still is and can be quite a stormy place on occasions and in far-off days it is little wonder that sailing ships ran into some difficulty on the passage into Dublin. However, soon after 1824, the first of the RNLB's were established at Arklow, Courtmacsherry and Newcastle, Co Down, and today, around the coast of Ireland there are RNLI Stations located at the following places where shipping and small boat yachting can at times run into danger:-

<u>COUNTY</u>	<u>PLACES</u>
ANTRIM	Portrush and Red Bay near Cushendall
DOWN	Bangor, Donaghadee, Cloughey-Portavogie and Newcastle
LOUTH	Clogher Head
DUBLIN	Howth and Dun Laoghaire
WICKLOW	Wicklow and Arklow
WEXFORD	Rosslare Harbour and Kilmore
WATERFORD	Dunmore East and Tramore
CORK	Youghal, Ballycotton, Courtmacsherry and Baltimore
KERRY	Valentia
GALWAY	Inishmore the Aran Islands, Galway Bay
DONEGAL	Arranmore

The Republic of Ireland launched its "Year of the Lifeboat" celebrations on October 16, 1973, with a reception aboard the B & I Shipping Co's Dublin - Liverpool ferry "Leinster". At the event it was announced that Ireland's fund-raising target for the year would be £100,000 above the normal revenue to offset the purchase cost of a new steel lifeboat.

To commemorate the RNLI 150th Anniversary, special stamps were issued early in 1974 by the Guernsey, the Isle of Man and the Republic of Ireland Post Offices, to be followed later in the year by Jersey, Holland and France and this is particularly gratifying to those collectors amongst us who support the lifeboats. In the annals of the RNLI are many reports and accounts of the saving of life at sea and the choice of a design to feature on these stamps must have been a very difficult task.

The design of the 5p Commemorative RNLI stamp issued by the Irish Post Office on 28 March 1974 was adapted from a painting by Bernard Gribble, showing the rescue of the crew of the Daunt Rock Light Vessel by the Ballycotton lifeboat in February 1936. This was one of the most famous of the Irish Rescues when, in appalling weather conditions, the lifeboat was out on service for 63 hours to save the eight man crew of the drifting Light Vessel. The rescue gained for the coxswain, the late Patsy Sliney, the RNLI's highest award for gallantry, the gold medal, and for the other crewmen, two silver and four bronze medals.

On Thursday, 28 March 1974, the date of issue of the Irish RNLI stamp, a special posting box was situated at the offices of the Royal National Lifeboat Institution at 10 Merrion Square, Dublin.

All items posted in that box received a special RNLI Anniversary postmark, together with the usual First Day of Issue impression, both marks being in a light green colour. 33 mm in diameter, the postmark featured a RNLI lifebelt surrounded by the inscription:

RNLI 150th Anniversary 1824 - 1974

28 MAR 74

BAILE ATHA CLIATH

A special Irish RNLI First Day Cover, Official Cover No 4 of a series, was also produced for the event with an illustration of one of the new 44 foot steel "Waveney" class lifeboats. She has a top speed of 15 knots (17½ mph) with a range of 180 miles at full speed without refuelling and is due to arrive at her station at Dunmore East towards the end of the year to take over from the RNLB "Douglas Hyde". As yet un-named, she will be a sister boat to the one at Dun Laoghaire, the RNLB "John F Kennedy".

Republic of Ireland
150th ANNIVERSARY
RNLI 1824-1974

FIRST DAY OF ISSUE

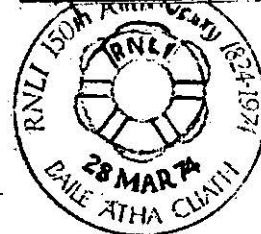
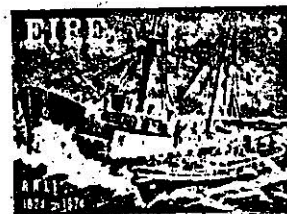


The New Dunmore East Waveney Class Lifeboat



RNLI OFFICIAL SERIES COVER No 4

*La a Chead Eleiuna
First Day of Issue*



Official Philatelic Agent
R.N.L.I.
Canterbury, Kent

In conclusion, the story of the "Mary Gabriel" is heartwarming and of some interest to many of us.

An elderly gentleman in the south of England, who had already donated a lifeboat, asked his wife what she would like as a 59th Wedding Anniversary present. She had had most things during their years of wedded bliss but she indicated that one thing she would dearly love would be a lifeboat with her name on it. So, Major Osman Gabriel sold his stamp collection, and other treasured possessions, to defray the cost of building a lifeboat which was duly called the "RNLB Mary Gabriel" and launched at Shoreham Harbour, near Brighton and Hove, earlier in the year 1974.

As the donors had no specific area in mind at which the lifeboat should be stationed and thought it best that she should go to some place that required a modern boat, the "Mary Gabriel" sailed for Hoylake, Cheshire. Whilst on passage from Shoreham she was called on to give help and eventually on 20 June 1974 a Service of Dedication of the "Mary Gabriel" was held when delivery of the boat was received for the use of the Hoylake Lifeboat Station, one of the earliest, there being a station established in 1803 to give help to shipping in Liverpool Bay.

THE CANCELLING MACHINES OF IRELAND

PROVINCES

by O.M. Richards

TRALEE

KRAG. The Head Postmaster Tralee reports that a Krag hand operated machine was in use from 1938, the earliest example I have is for the 11th August 1939, Fig. 27. It will be seen that TRAIGHLI is in Irish script and as far as is known this was retained until the machine was taken out of service in 1948.



Fig. 27

SLOGANS. (Hibernian Catalogue Numbers). My collection of slogans used in the Tralee Krag machine is very sparse and the only ones I have are:-

- SP 44 JOIN THE VOLUNTEERS
- SP 46 VISIT DUBLIN HORSE SHOW AUGUST 8 - 12
- SP 47 BUY EXCHEQUER BONDS
- SP 52 SAVE BREAD - FLOUR
- SP 54 LABAIR GAEDILGE (Irish script)

Hibernian list Nos 49 and 50 as being used in Tralee but I have not seen these.

No PAID or OFFICIAL PAID mail has been seen cancelled by the Krag machine.

UNIVERSAL. Early in December 1951, in time for the pre-Christmas rush of mail, a DD (slow) type Universal machine was issued to Tralee and is, as far as is known, still in use at that office, Fig. 28.



Fig. 28

I have not seen PAID or OFFICIAL PAID mail from this machine but IOCTHA (PAID) mail at least must exist.

This completes the story of those offices which used machines prior to the 1939 - 45 war, the general issue of Universal machines commenced in 1951. At this point it will be convenient to use the Irish place names as used in the dies.

PORT LAOISE (Maryborough)

The first machine used in Port Laoise was unique as far as Ireland is concerned, of French manufacture by SECAP, of Asnieres, Seine, Type 413 - H, Fig. 29. Hand operated, it was in use from May 1956 to May 1958, and presumably stored until 1965 when it was transferred to CAISLEAN MATHGHAMHNACH (Castleblayney). Slogans were not used in this machine. From May 1958 to May 1960 it appears that mail was hand stamped at this office, the reason for discontinuing the use of this machine for some two years, until the issue of a Universal machine, is not known.

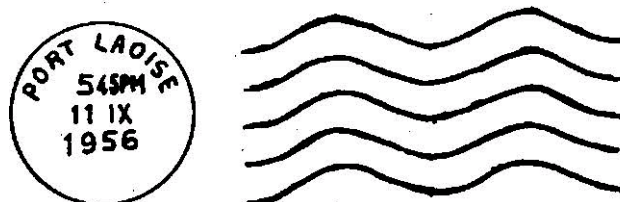


Fig. 29

UNIVERSAL. A Universal machine DD (slow) type, Serial Number 3222, was issued to Port Laoise in May 1960, the first day of use being the 23rd, Fig. 30.

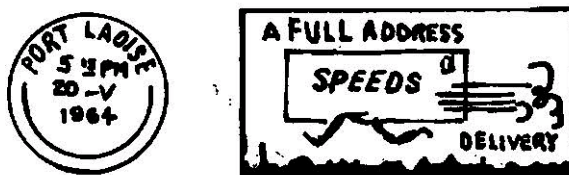


Fig. 30

Readers will note that I have very little information on PAID or OFFICIAL PAID mail and this is the case with Port Laoise too.

Information will be welcomed.

CAISLEAN MATHGHAMHNACH (Castleblaney)

The French manufactured machine previously in Port Laoise was transferred to Caislean Mathghamhnach in 1965 and its first day of use was on the 14th June of that year, Fig. 31, and it is still in use at this office. It will be noted that the wavy lines are to the left (transposed) of the name and date die, later examples show the wavy lines in the normal position. Readers are advised to send covers for reposting to the Postmaster at Caislean Mathghamhnach to obtain a cancellation from this unusual machine.

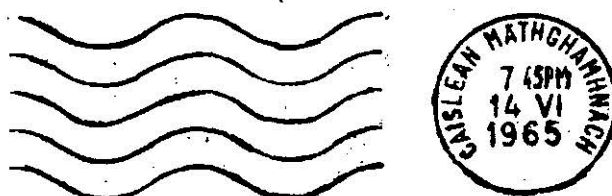


Fig. 31

SLOGANS USED IN THE KILKENNY Krag MACHINE - IP PAGE 22 JUNE 1974

Member Michael Leonard has submitted a list of additional slogans used on the Krag machine at Kilkenny, these from his own collection. This brings the number of slogans used to thirty. We are grateful for his interest.

SP	31	USE THE TELEPHONE
SP	32	BUY AT SAORSTAT FAIR BALL'S BRIDGE DUBLIN MAY 7 - 11
SP	36	VISIT DUBLIN HORSE SHOW AUGUST 3 - 7
SP	38	NO XMAS DAY DELIVERY - POST EARLY IN THE WEEK
SP	41	VISIT DUBLIN HORSE SHOW AUG 2 - 6
SP	45	VISIT THE SPRING SHOW BALL'S BRIDGE DUBLIN MAY 2 - 6
SP	46	VISIT DUBLIN HORSE SHOW AUGUST 8 - 12
SP	49	VISIT THE SPRING SHOW BALL'S BRIDGE DUBLIN MAY 7 - 11
SP	51	NO XMAS DAY DELIVERY POST EARLY
SP	62	POST EARLY FOR XMAS
SP	67	BECOME A BLOOD DONOR
SP	71	CLEAN FOOD KEEP FOOD PREMISES CLEAN
SP	76	LICENSE YOUR RADIO PROMPTLY

He also has an example of the Universal machine used on 19th December 1951, predating my own example of 25th February 1952.

POSTMARK MISCELLANY

by O.M. Richards

Thanks to member Paddy Smithers of Tallaght, I illustrate a slogan originally used in 1962 and early 1963. This was used in Killarney during March 1974 and in Dun Laoghaire in May 1974. As the slogan was in use during the FREEDOM FROM HUNGER CAMPAIGN its use at these offices is a mystery. Has the use of this slogan been noted from any other towns.



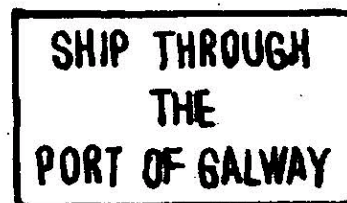
In Random Notes No 64, October 1964, F.E. Dixon illustrated a skeleton, or travelling stamp, No 8 submitted by "Sedge", AT Sedgley, used at SKIBEREEN. "Sedge" has discovered another example from the same "travelling box", No 8 used at NAVAN, illustrated. Fred Dixon has an example No 7 used at LISMORE. These travelling stamps, so called because the handle, the moveable letters and figures were contained in a box, probably in this type from 1 to 8 at least. The box was sent to offices requiring a date stamp because of loss or damage to their existing date stamp and the name etc., was made up on the spot. Later types of travelling stamps are more numerous, the type illustrated, used in 1928, is No 22.



During a recent visit to Dublin, a call at the sub-post office on Usher Quay revealed that the handstamp in English is still in use ! This must be the only English stamp in regular use in Dublin, if not in Eire.



Not a postal marking of any kind but a rubber stamp, in red, on a cover used from Galway in 1972 to publicise the port facilities, applied in the office of the Port Commissioners.



RARE POSTAL STATIONERY

Further to Mr H.K. Jamieson's article on the above subject, IP Volume 2, June 1974, we are grateful to Mr F.E. Dixon and Mr W Kane for supplying the following additional information.

Keith Jamieson wrote a brief note relative to a most interesting item of Irish Postal Stationery shown to him by Mr Alex Droar. As far as I know it was used only at Dublin, so we can justly claim it as distinctly Irish.

The item illustrated on page 27 (IP Volume 2 June 1974) appears to me to be the same cover depicted by A.K. Huggins on page 42 of his book on British Postal Stationery.

Following "INTERNABA 74", the recent International Exhibition held at Basle, Switzerland, the organising committee published an excellent Handbook with different subjects covered in five languages. What interested me most was the subject printed in English entitled "Some Rarities of British Postal Stationery" by Alan Huggins. On page 71 of this book appears a photo, in full colour, of the item referred to by Keith Jamieson but this time it is cancelled by the Dublin CDS, 2nd November 1917, the code number of the CDS is 26.

In my own collection I have a similar item to that illustrated by Alan Huggins only this time on piece, with a double strike of the Dublin CDS code number 7, dated 5th December 1917. So it would now seem that there are at least three known examples of this rare item of Irish Postal Stationery emanating from Dublin. (Four including piece held by F.E.D, see below - Ed).

The Widows and Orphans Fund (Church of Ireland) based at St Stephens Green, Dublin, must have had several hundred envelopes stamped to order and since they all seem to have been addressed to Clergymen, surely not all were relegated to the waste paper basket. There must be more such items lying around awaiting discovery. With this publicity collectors may be encouraged to go through their boxes of junk once more - GOOD HUNTING.

W. Kane

With reference to the cover illustrated on page 27 of IP Volume 2 1974, I have a cut-out piece of this variety, identifiable as being from the same source by the fact that the "nd" of Church of Ireland is included. Mine is cancelled Dublin 28 December 1917, which disproves Mr Jamieson's explanation of the variety. Undoubtedly the envelopes were intended to bear the 1d red stamp for the letter rate. The $\frac{1}{2}$ d die was misused in error and the correction then made.

What we do not know is whether any uncorrected examples of the error exists!

It was the letter rate which went from 1d to $1\frac{1}{2}$ d on 3 June 1918: the minimum for printed papers continued at $\frac{1}{2}$ d until World War II.

F.E. Dixon

NEWSPAPER CANCELLATIONS

In addition to Dr de Burca's letter on the N1 cancellation which was illustrated in IP Volume 2 June 1974, page 30, the following comments have been received from Messrs. Dixon and Kane.

The datestamp illustrated on page 30 of IP Volume 2 June 1974 is usually accompanied by the 186 killer. My examples are N1, N3, N4, N.6 and NA6, all on $\frac{1}{2}$ d stamps and in the period 1873 - 1901. The only one on entire is a newspaper wrapper and I believe that the N identifies a series of cancellers reserved for the newspaper section of the office. Two are on pieces of wrappers and show slight offset impressions, evidence that the stamps were precancelled before the wrappers were wrapped round the newspapers.

F.E. Dixon



Type I



Type II

Diameter of Circle	22 mm	Diameter of Circle	20 mm
Height of Diamond	30 mm	Height of Diamond	27 mm
Width of Diamond	22 mm	Width of Diamond	18 mm
Height of Figures "186"	7 mm	Height of Figures "186"	6 mm

All strikes have been on QV $\frac{1}{2}$ d Brown Stamped Newspaper Wrappers - deep buff paper. From the above it will be noted that there were at least two types of handstamps in use. Period of useage 1895 - 1900. Always seen as Duplex, in the illustration on page 30, IP Volume 2 June 1974, I suspect the adhesive was off cover and only showed the CDS portion of the Duplex. Code numbers known N1 and N2 on Type I. N3, NA4 and NA6 on Type II, I cannot explain the "NA".

Strange to relate with all I have seen number 5 is still elusive. No doubt some members have examples of this type of cancellation in their collections, please write to the Editor and inform him on the lines indicated above. By so doing you will derive the maximum enjoyment from your collecting and the gratitude of the other members of the Circle in that you are helping to make a journal worthy of the name it carries.

W. Kane

RANDOM NOTES

by F.E. Dixon

POSTE RESTANTE When did the term "Poste Restante" gain adoption into the English language ? Although the practice of addressing letters C/o a post office is very ancient, I would have thought that the specific "poste restante" service had developed only with the postal reforms of the 1840s. I was, therefore, surprised to see a letter of 1828 asking the reply to be sent to poste restante, Arklow.

OVERPRINT ? A picture postcard has turned up, a view of Lough Eske in Co Donegal, but the front of the card is boldly overprinted in black:- "INTERNATIONAL PATROL CAMP, 1960/LOUGH RYNN, MOHILL, CO. LEITRIM". The camp was for Boy Scouts and I do not think that there was any cancellation or cachet.

BELFAST - HEYSHAM In 1904 a regular passenger service was opened from Belfast to Heysham. In 1970 new car-ferries were put on the route and there was a special one-day cancellation for mails allegedly posted on board. There was a major error in that the Belfast cancellation had the word PAQUEBOT. This was wrong as both ports are in the same postal administration, that of the United Kingdom. After only four years the route has lost £2,000,000 and it is announced that it will close in October. Will there be last-day covers ? I hope not. It was not a mail route.

REGISTRATION ENVELOPES An unusual minor variety of the 1973 issue of the H-size envelope. It has the amount of registration fee and the compensation limit for letters going abroad amended to the current values of 12p and £6.35 respectively. The corrections have been done by pen, using red ink. Used from Mooncoin in March 1974 with 2 x 1½p adhesives added.

GREEN CANCELLATIONS Most offices have a green ink pad, for use with postage due markings, and it is inevitable that this pad is sometimes inadvertently used when cancelling stamps on letters. I recently found two examples from Greanach (Granagh Co Limerick). As they are nearly two months apart (22 March and 16 May 1974) it seems likely that the use is deliberate - perhaps inspired by the name of the place ?

H & K In a photograph album of the 1890s I have found a photo of the SS Ireland. She was the most famous of the vessels carrying mails between Holyhead and Kingstown. Launched 1885, 2400 tons, 380 ft long, 38 ft beam. She averaged over 20 knots on the westbound part of her trial voyage. Her record run was in 1887, bringing the Duke of York to Ireland for the Jubilee celebrations and it took only 2 hours 44 minutes, averaging 20.5 knots. It has to be recorded that, by royal request, the speed was kept down to 17 knots for the return ! The IRELAND was probably the fastest paddle steamer ever built.