



Halcyon

Redditch Philatelic Society – No. 30: Autumn 2017.

From the Chairman



The season has well and truly started with two really good meetings, quite different but equally as enjoyable. The return to the Memorial Hall has been a mixed blessing, it is nice to have the space to move around easily, but oh the NOISE! I have been in

contact with the hall committee chairman and he assures me that the situation will improve, "they are working on it".

During the summer break the bi-annual MIDPEX was held just outside Leamington. The organisers are to be congratulated on another excellent event. If you haven't been you really should. Whatever your interest in philately it is covered at Midpex where the largest number of specialist societies come together for just one day, together with a really good mix of dealers.

The usual trip to Stampex at the Design Centre in Islington coincided with the failed bomb on the underground at Palmer's Green which caused more concern back at home than in London. The fact that a committee meeting preceded the London trip and a Postal History meeting in Shrewsbury followed it was another cause for comment at home.

The next Midland Federation fair is at Banbury on Saturday 28th October and looks as if it will be a good event with a good mix of dealers and the usual Federation 16 sheet individual competitions. The closing date is not until the 14th October so there is still time to put an entry together. However, don't forget that our own 9 sheet club competitions are again in early January next year, so if you only feel like entering one competition please make it the club event.

Due to changes at Archers restaurant, where we have held our Annual Dinner for several years, the Thursday evenings are now 'themed', so we have had to change our arrangements. Discussions with the restaurant are yet to be finalised but we shall be having a lunch rather than an evening dinner. I will keep you informed once arrangements are confirmed.

Chris Jackson

The President's Piece

At the start of this year everything was going smoothly, or at least as smoothly as it ever will in HQ. Next thing I know, I am retired, with an extra 55+ hours a week available to 'collect stamps'! That was the plan offered to me anyway.

The reality of course is that retirement is a state of mind, and the increased time that is not then controlled by an employer can be profitably spent undertaking perhaps less strenuous tasks. It does seem however that those extra hours in the week get used up very quickly. Here at Tysoe Towers, the garden is looking it's best for the last few years, despite this summer weather, and various jobs are in progress that have been promised "when I have time to do them". Consequently, stamp collecting (and all the other collecting) is still carried out but only in the same time as it has always been. Priorities need to be re-examined!

Over the early part of the summer, we held our Society meetings "next door" at number 71 whilst the Hall was being altered and extended. Meetings have now resumed in the Hall on time, and we are just anticipating the final adjustments and finishing touches that always accompany these sort of building projects.

It is time once again to think about next year's Society Stamp and Postcard Auction. Vendor sheets will be available soon so now is the time to start looking out all your surplus material. If, like me, your swaps are filed in a chaotic and haphazard fashion, the sooner I start looking the better.

I visit quite a number of Stamp Fairs – perhaps too many for my health, but never mind. It is always pleasing to see members from this Society also at these gatherings, and it does seem that collectively we do support local Fairs plus the bigger regional and national events very well. Without these Fairs dealers will either shut up shop or go 'on-line'. I certainly don't want to conduct my hobby through a computer screen so it is up to us all to support Fairs where and when we can for them to survive.

I do hope to see you all (and perhaps more new members) at future meetings and Fairs.

**Best wishes
Malcolm Allinson**

EDITORIAL

It is quite a while since your last *Halcyon* as it has been a little harder encouraging everyone to send it articles of interest to make up a quality newsletter. However, enough copy has now rolled in to produce another twelve pages for your bedtime or breakfast reading and this time we have a wide selection of subjects being covered. Members have certainly pulled out the stops this time and I would really wish it to continue.

In my last Editorial you will remember me bemoaning my woes without a functioning printer. Eventually the only course of action was to pay a visit to the local tip or 'household waste facility', and then carry on to our local computer accessory shop. Whilst this visit was a success and a printer was purchased, so too was an up to date computer - with magic powers, such as a proper word processing package and spreadsheets that do things for themselves. The Stamp Room is now indeed into the 21st Century – once I work out this e-mail thingy!

Finally, many thanks to **Robin Jarman, David Gillespie, Ralph Richardson, Chris Jackson, Lyel Swingler, Alan Godfrey** and **Paul Veal** for their contributions to this edition of *Halcyon*.

Malcolm Allinson

REDDITCH COMPETITION SUCCESS

It is always a pleasure to record when any of our members do well at Federation or National competitions, and this time we must congratulate Alan Godfrey for winning Best in Show at the recent Midland Federation Inter-Society 9 sheet competition which was held at WORPEX on 13th May 2017. Alan's entry of the *Wilkins-Ellsworth Arctic Expedition* in the Open Class was awarded a Silver Gilt. The Best in Show Award is shared this year by Alan, and also John Barker from Solihull whose entry on *German Lettercards 1897-1907* in the Traditional Class also gained the same marks.



Alan Godfrey with the Midland Federation Best in Show trophy. We must remember to see that he passes it to John Barker for the second half of the year!

SOCIETY PROGRAMME

This seasons programme is listed below and promises to be another excellent selection of Guest Speakers and displays. Do come along; disappointment cannot be reversed!

- September 7th New Acquisitions
- September 21st Guest Speaker: Barry Stagg – Parachutes
- October 5th Members Displays – Postcards
- October 19th Visit by Stratford upon Avon PS
- November 2nd Members Single Sheet Competition – Any subject
- November 16th Members One Board Display – “All at Sea”
- December 7th Guest Speaker: Clive Jones – Sheffield Steel Town
- December 21st The Committee Entertains
- 2018
- January 4th Annual Society Competitions
- January 18th Visit by Hinckley & District PS.
- February 1st Annual General Meeting and Members One sheet display
- February 8th Society Annual Dinner; Archers Restaurant – HoW College.
- February 15th Guest Speaker: Steve Harrison – Great Britain Special Handling Services
- March 1st Members Show and Tell: Any subject.
- March 15th Auction Preview – Members only
- March 17th Annual Auction
- April 5th Society Three sheet competition – “Letter C”
- April 19th Easy Quiz Night.
- May 2nd Visit to Hereford & Mid Wales PS
- May 3rd Guest Speakers: Janet & Nick Nelson An Evening in Brazil
- May 12th WORPEX & MPF Convention
- May 17th Chairman’s Evening
- June 7th Guest Speaker: Theo Schilderman – Mining and Minerals: Diamonds and Gold
- June 21st Guest Speaker: Frank Walton - Chinese Air Mail.

Meetings recommence on Thursday 6th September 2018

Other Philatelic Events for the Diary

The next regional and national events are listed together here. Please add these events to your diaries, and support them by attending where you can. Only patronage helps ensure these events continue.

(Details may change. Please check with event organiser for confirmation.)

7th October 2017

POSTCARD & COLLECTORS FAIR

Kenilworth School
Leyes Lane
KENILWORTH
CV8 2DA

28th October 2017

BANBURY FESTIVAL OF STAMPS

incorporating the Midland Philatelic Federation Autumn competitions
Blessed George Napier School
Springfield Avenue
BANBURY
OX16 9JD

3rd – 4th November 2017

STAFFORD STAMP SHOW

Stafford County Showground
Weston Road
STAFFORD
ST18 0BD

If you know of any similar sized Fair that you think should be listed here please let your Editor know.

ROYAL MAIL STAMP ISSUES

The remaining issues of Royal Mail Special Stamps for 2017 is as follows:

12 October	Star Wars	Eight stamps
7 November	Christmas.	Twelve stamps



The Star Wars issue of 8 stamps is a bit strange in that they will be issued in sheets of **ten** (left). Never fear dear reader, Royal Mail has solved this conundrum by repeating the top two stamps at the bottom of the sheet!!!!

They should fit very nicely with the set of 12 Star Wars stamps already issued back in 2015, and just to make sure, Royal mail will also issue all **20** stamps in a convenient "Ultimate" Collectors sheet (left). One wonders if this means it will be the last one, or whether Royal Mail has once again mangled the English language? And of course, we now see why only eight stamps were produced for this new issue. Overdraft anyone?

Ira O'Mally



SOCIETY MEETING REPORTS

**Thursday 15th December 2016
The Committee Entertains**

As our Chairman said, it is the last meeting of 2016 and so it must be the Committee Entertains. I always find it amazing that after so many years, new material is always being presented by club members and just when we think we know what everybody collects.

Two Committee members were on duty tonight and first to go was Pete Elms. From accompanying him to many Fairs this year, I knew that he had been interested in obtaining cards to do with Christmas. However, I had not realised that full extent of his obsession with this subject until he revealed the huge number of these cards, which he put on display. Father Christmas of course appeared in many different guises and wore not only red but also blue and green. Most poignant but attractive were a number of silk postcards from the First World War. A truly excellent display.

To complete the evening Chris Jackson should have displayed Worcester but he had already had to give this talk when Hinckley failed to show up a few weeks ago. Even so he still managed to show us items we had not seen before. He began with material from his Needlemakers collection, including a case sent through the post and seemingly no bigger than a normal envelope, which had contained 1,500 needles. He had discovered that at least two Needlemakers had put advertisements of their wares where the stamps go. This had only come to light when he found an unused card, revealing the advertisement. How many other manufacturers had used this ploy is unknown and he said that he was not about to soak stamps off other cards and envelopes to find out. He concluded with postcards of old Redditch and maps of Worcestershire to make another excellent display.

Tea or coffee with nibbles followed, with a chance to have a good look at the two displays.

Robin Jarman

**Thursday 5th January 2017
Annual Society Competitions**

This years competitions were well supported by members. The traditional Class was won by Alan Godfrey with *South Georgia*, followed just one point behind by Pete Elms with *Errors and Varieties*. Lyel Swingler won the Postal History competition with *Rotterdam*; Alan Godfrey came second with *Skeleton Postmarks* and Ralph Ricahrdson third with *The Free Franking System*. Robin Jarman was successful in the Airmail Class with *Chilean International Airmail 1927-1943*, and in the Open Class Alan Godfrey's *Private Cachets of the Wilkins Ellsworth TransArctic Submarine Expedition* just managed to pip Paul Veal's *Postcards of English Beauties*. Our thanks to the Judges tonight: Steve Harrison and John Walker from Royal Sutton Coldfield PS.

Malcolm Allinson

Thursday 19th January 2017
Visit by Worcester Philatelic and Postcard Society

This interesting evening deserved a bigger audience, as we had such an eclectic mix of subjects.

THE RAF

David Grant started with some important aspects of the history of the RAF, as evidenced by photos, cuttings, letters, leaflets and some Commonwealth stamps bearing images of many an old warplane. The service started life on 1 April 1918 absorbing the Royal Flying Corps and the Royal Naval Air Service. New ranks had to be invented from aircraftman to air marshal. In the early days the RAF employed airships as well as "heavier than air machines", David mentioned the R34, which made an emergency landing in Mineola, Long Island in 1919 carrying the first passengers to land in the USA by air.



The Schneider Trophy in the British Museum

The focus moved to the pre-war Schneider Trophy races for seaplanes and the emergence of the Supermarine Spitfire, saved by a donation of £100,000 by the philanthropist Lady (Lucy) Houston in 1931. By wartime, most of the production had moved to Castle Bromwich. The rival Hawker Hurricane was developed at Brooklands at Weybridge in Surrey. The first sortie of the war was a recce over Wilhelmshaven on 3 September, the day Britain joined the war; this was shortly followed by Whitley bombers dropping six million leaflets over Germany. David had some of these on show, in German and English. There was a chart showing details of the 2,140 military aircraft available now, including bi-planes. On to supporting the BEF in France (British expeditionary Force) and the engagement following the German invasion of Denmark and Norway in 1940. Balloons were widely employed to block low-flying bombers. Autogyros ("a type of rotorcraft that uses an unpowered rotor in autorotation to develop lift, and an engine-powered propeller, similar to that of a fixed-wing aircraft, to provide thrust") were used for coastal work. There was an interesting letter from an airman expecting to attend training in Yorkshire on Halifax bombers (as my father in law did). Phew!

DE LA RUE STAMPS FOR BRITISH EAST AFRICA, ZANZIBAR AND UGANDA

Jonathan took us through the life of an issue from start to finish (1896-1902). These attractive definitives of "small queens and large queens" were produced initially for British East Africa, an area of colonisation later to become Kenya. A protectorate was created in 1895 with Mombasa as its capital. We saw die proofs and colour trials, water marks and many a shade variation and pages of the stamps and postmarks (14 different known). The currency was rupee and anna. The stamps were overprinted for use in Zanzibar and then some Zanzibar stamps were overprinted for use back in "BEA" ("provisionals") in December 1896 when there was a dire shortage of stamps. Other stamps were overprinted for use in Uganda. This was a time of flux in the region with the formation of new colonies. There was a set of stamps featuring the Sultan of Zanzibar, covers illustrating different postage rates for foreign destinations, registered mail, high value revenue and judicial issues. There was ship mail and runner mail and a TPO service (1899). This was a feast for the specialist collector.



The flag of British East Africa

ARNOLD PALMER

After the customary tea break Jim Grey launched an enthusiastic celebration of the life of the famous golfer (1929-2016). Arnold Palmer was born in Latrobe, Pennsylvania, a working-class steel mill town. His dad was the pro and green keeper at the local golf club. After winning the US Amateur in Detroit in 1954 Arnold gave up his job selling paint and went on to win a host of tournaments up to 1970. He was also prominent in establishing golf as TV entertainment. Jim felt that the USA had been mean in the share of commemoratives featuring golf and Arnold Palmer in particular. Bobby Jones and Babe Zaharias appeared in 1981 and Francis Quimet in 1988 and golf is represented in the 1995 sports issue. Arnold Palmer himself does feature on several foreign stamps including Somaliland and Mozambique. Jim also showed magazine articles, a birthday card, the GB golf courses set of 2008 and some cigarette cards. Sam Snead (1912-2002), another golfer was highlighted. He and Arnold had been victorious partners in the Canada Cup in 1960. The display stretched into bizarre links, the letters "PALMER" being enough for Jim, e.g. Palmers Green covers.



Palmer on the cover of GQ magazine ... "one of the coolest 25 athletes of all time".

THE WORCESTERSHIRE REGIMENT

John Hodges presented the history of our regiment, illustrated by a remarkable collection of postcards focussing on each of the 18 battalions plus three more of volunteers reserved for home defence. A battalion is a body of men up to 1,000 in wartime, divided into a small number of companies and itself forming part of a brigade. It is the smallest unit with a degree of autonomy. The Worcestershire Regiment dates to 1694 when Colonel Thomas Farrington, an officer of the Coldstream Guards raised a new regiment in London. It was then the custom for Regiments to be named after their Colonels, and this new Regiment was named Farrington's Regiment of Foot. This method of naming regiments led to confusion, as regiments were re-named with each Colonel, and it was possible for more than one Colonel, and therefore more than one regiment, to have the same name. Until 1751, the Regiment had eight different Colonels, and therefore eight different names. In 1751 regiments were given numbers, and the Regiment was numbered 29." (Worcester Regiment website) County titles were introduced in 1781.

A second battalion was formed in 1881 and a third in 1900. By 1914 there were eight, the rest were raised in WW1. John mentioned distinctive features of some of the battalions, for instance the 3rd was noted for marksmanship, the 14th were pioneers but not exempt from fighting if required, the 15th was "transport" and the 17th were garrison guards. The volunteer regiments were raised from three Worcestershire towns: Kidderminster, Worcester and Redditch.

My favourite postcard was a cartoon of a startled Kaiser on horseback above the inscription:

***For goodness sake halt!
Der Worcesters are koming***

In 1970 the regiment was amalgamated with the Sherwood Foresters (Nottinghamshire and Derbyshire Regiment) to form the Worcestershire and Sherwood Foresters Regiment which was, in September 2007, amalgamated with the Cheshire Regiment and the Staffordshire Regiment (Prince of Wales's) to form the Mercian Regiment. This subject could fill an evening. The regiment has a model website providing detailed history of the battalions.



*The Worcesters at Gheluvelt, 31 October 1914
(James Prinsep Beadle 1863-1947)*

Paul Veal

Thursday 2nd February 2017 Annual General Meeting and 1 Sheet Display

Chris Jackson brought along some of the catalogues for the Auction but these needed collating. To do this we walked around a table with each person picking up one sheet from each pile so that by the time we got to the stapler we had a complete catalogue. It felt as if I had been transported back over 40 years to when I used to help put together Mini News, which was the magazine of the Mini Se7en Club Midlands Centre. This always took place around a large dining table in a grand house in Edgbaston. At least this time there was no Gestetner printing machine to delay us.

After this little exercise the AGM commenced, passing off smoothly as usual. Changes to the Committee were approved with Alan Godfrey and Chris Jackson swapping jobs. Paul Veal has been welcomed as a full Committee member. In the part open to members comments, it was suggested that the start time of meetings should be brought forward to 7.30pm instead of 8 o'clock to allow members and visiting speakers to arrive home at a more reasonable hour. This is practice in a number of other local clubs and we will be trying this from September. To attract newer members to enter our competitions we will have a Novice class in our annual 3 sheet event so I hope all of you who qualify will decide to have a go.

After refreshments the one or possibly more sheet displays were exhibited with each person having a few minutes to talk about what they had put up. 11 members took up the challenge with items ranging from a sheet of wrapping paper (it did have pictures of Machin stamps on it!) to classic British stamps and postal history. It would be unfair of me to pick out individual contributions but it was good to see one of our newest members displaying some interesting and unusual material.

Robin Jarman

Thursday 6th April 2017 One-sheet display on the theme 'Discovery'.

The meeting was held in the intimate surroundings of the house between our usual Church Hall meeting place, and the Church itself. We were grateful to have this temporary home whilst the hall was being updated.

Details of upcoming (American word) meetings were provided by the Chairman, followed by a presentation of the auction results by Chris Jackson. Takings were slightly down compared to recent years, but still adequately covered our annual rent.

The evening's advertised performance commenced with the warm-up act of Judy Brierley with her performing Artefacts., which it transpired were

Coinage Tokens. Echoes of 'wot?' reverberated round the room's narrow confines.

Judy explained that these were 'private' coinage systems for use in mainly closed-circuit situations, e.g. municipalities (Bristol, Liverpool, Birmingham etc.) but also larger institutions. ½ groat was the lowest denomination, approximating to the value of a loaf. Judy showed an example of a 'clipped' token, it being common practice of the time to surreptitiously remove a small amount of the token for its' silver value.

Many forgeries existed, some examples were shown. Many of the tokens were very intricately engraved. An interesting an unusual display.

Paul Veal was next under the spotlight with mystery pictures from his family albums. Paul has enjoyed researching them, an example being an image of three sailors, somewhat casually dressed, with 'CETO' cap badges. Paul discovered that MS Ceto, or HMY (yacht) Ceto, was an armed yacht owned by the Guinness family, commandeered in 1914 by the navy. It appears to have kept its' original crew. The suspected family link was that Paul's grandfather served in the Royal Naval Air Service in the first world war.

The Ceto subsequently led a varied life, including becoming the base for a radio station in 1928. And we thought Radio Caroline was the first. The Ceto was broken up in 1932. Paul concluded with a copy of his grandfather's naval records. Apparently one corner was cut off if the individual was discharged with a 'bad character'. Happily, Paul's grandfather's was intact.

Pauline Strood followed, correctly observing the 'one sheet' rule with Pitcairn Islands stamps showing the Mutiny on the Bounty. Pitcairn has a population of around 50 people, mostly descendants of the mutineers. It was discovered in 1767 by HMS Swallow, and named after Robert Pitcairn, a 15-year-old crew member who was the first to sight the island.

Next on stage was Bob Allard showing Czechoslovak stamps of the 1990's Prague Exhibition. Bob had subsequently been invited into the Hercic design and engraving studios, responsible for many stamps of Czechoslovakia and other countries. Six examples of proofs 'liberated', we are assured legally, from the studios were shown. Bob also displayed examples of British Solomon Islands covers, and maps and details of postal services to the more remote islands, including the opening of the white river postal agency on Guadalcanal.

Malcolm Allinson followed, with a 'hotchpotch' (Malcolm's word). These included 13 good Penny Blacks which he had recently 'discovered' lying around, and which he had forgotten he had. Two examples of uniform penny postage were shown (pre-stamp), also two Bishop marks, one dated 1708 and which had taken from 27th April to 3rd May to travel from Edinburgh to London. Other items included an RCH (Railways Clearing House) map of GWR and LMS lines in Worcestershire, early 'strip' road maps,

an 1806 Cary pocket road map of Rutland (a county which now re-exists) and a book purchased the previous week in a Newcastle bookshop, but nevertheless written in English, and entitled 'Three Centuries of Scottish Posts'.

Alan Godfrey set out to confuse some of us more feeble-minded members with stamps and covers depicting various ships named 'Discovery'. The earliest set off with the 'Alert' on the 1875-6 Antarctic expedition, which was aborted although some mapping was accomplished. The next 'Discovery' was launched in 1901 and used in Scott's South Polar Expedition. At this stage your scribe lost the plot, since Discovery II was in fact the third Discovery, but Alan didn't disclose if Discovery III was in fact the second Discovery. Alan's second board of this one-sheet display comprised stamps and covers depicting even higher numbered Discoveries, the perpetrators of which also appeared to have lost count. It was gratifying to learn that the third "Discovery", Discovery II, is still extant and located in Dundee.

Chris Jackson then took to the floor accompanied by his 'discoveries' of what was to be found on the inside of some of his covers. Some examples, with 1/2d 'bantams', were

- A list of parades in Redditch of the Worcestershire Yeomanry
- A hairdresser's advertisement
- Details of an Evesham flower show and Regatta
- A Glass Merchant's invoice
- A share certificate

Chris's second board comprised further examples of varied printed matter, two sheets of varied Redditch cancellations, and six sheets of local postal history. The third board was a collection of postcards of old Redditch.

At an unrecorded point in the above proceedings, David Gillespie showed sheets of stamps of Peru, over-punctuated by too frequent references to the word 'discovery'. He concluded by apologizing for having showed stamps at the stamp club.

The Chairman concluded the evening by thanking the participants, but as far as is known no money changed hands.

David Gillespie

Thursday 20th April 2017 Postcard Evening

This evening saw what I think was an innovation for our Society. We held a postcard evening. Sadly, it was one of the least well attended meetings for reasons unknown. The quality was there however. This can refer to those members who attended as well as to their displays. Those who did display had been told to have single sheets which fit our boards. Nobody told you correspondent this so he brought two full albums!

Seven members produced the correct display material. Pete Elms brought some slightly risqué cards which included a lady whose knees apparently cause great excitement in Birmingham a century ago. He also showed the postal markings on cards. Robin Jarman announced his title, which was too long for me to write down. His cards with beautiful interpretations of aircraft were superb

Chris Jackson had some excellent cards of Church Green and Alcester Street Redditch. The excellent photographs could almost be joined together to form a composite view. As always, they were excellently produced.

Lyel Swingler showed us some Dutch East Indies, which he said he did not collect, or if he did it was not for the pictures on the front. He alarmed us by saying he might now start collecting them again!

Alan Godfrey showed postcards of Alcester, both incoming and outgoing. He also claimed to show us his birthplace, the house where he was brought up and several shots of his grandmother. Pauline Stroud brought along postcards of early American film stars together with well researched notes to accompany them. I regret to say I had not heard of earth of them but one was certainly easy on the eye.

Your correspondent showed his two voluminous albums of Redditch postcards and invited members to view them in situ. He also sought advice on 3 postcards showing Roman Catholic prelates, apparently at Mount Carmel Redditch sometime in the early 20th century. The bishop has been identified the other two not. Just like me no-one had any idea of the date or the event being commemorated.

Alan followed with a second helping and the evening was rounded off by Chris Jackson. It was very interesting to see and learn about the history of the postcard from 1870 onwards.

Those who missed the opportunity to see some postal items we don't normally study missed an entertaining evening, which I hope will be repeated at some future meeting.

Ralph Richardson

Thursday 4th May 2017
Guest Speaker: Brian Hyner
'The Hindenburg and the Zeppelins'

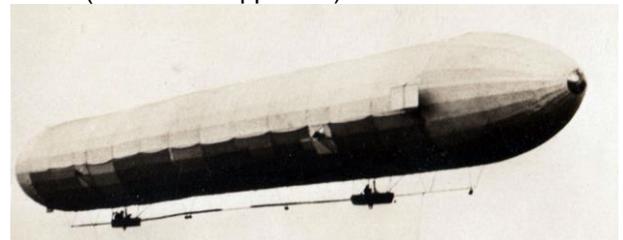
Our speaker, Brian Hyner, had the air of a man who is master of his subject. He was also a very clear speaker, popular with report writers! But not having shorthand I needed to check some of my jottings on the Internet (mainly the Airships.net site) and a splendid book *Airshipwreck* by Len Deighton and Arnold Schwartzman, (1978) and have spliced in some of the titbits found there. Brian started on the history of zeppelins from Day 1...



Graf von Zeppelin, Airship pioneer, in 1900

Zeppelin Production up to 1918

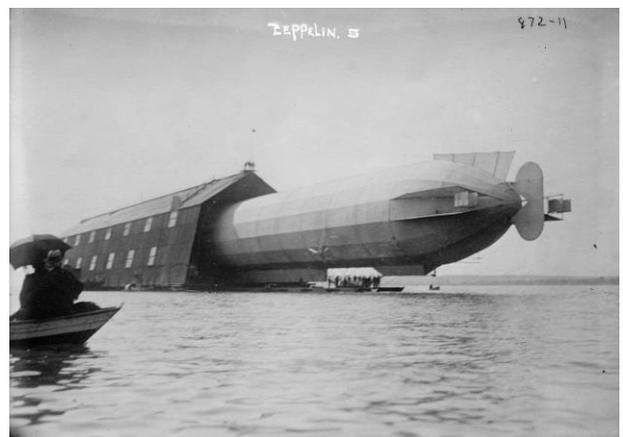
Graf (Count) Ferdinand von Zeppelin was born in 1838 in the south-west corner of Germany, in Wurttemberg, and commenced military training at an early age, soon specialising in engineering. In 1891, after a distinguished military career he left the army and devoted his time to airships. He developed the airworthy airship whose origins lay in balloons and failed prototypes (Wölfert, Schwarz). In 1896 a joint stock company was formed with Ferdinand the majority shareholder. The first one was ready in 1900: "LZ - 1" (Luftschiff Zeppelin 1).



"LZ-1" on its first and only flight

LZ - 1 only flew for 18 minutes and was grounded for modifications and renamed LZ -3.

The company was based at Friedrichshafen and as there wasn't room for a suitable hangar on dry land Ferdinand built one over Lake Constance (aka Bodensee).



The first floating Zeppelin hangar on Lake Constance with LZ 4

Further models followed with many early mishaps; crashed airships became a popular subject for postcards. But by 1906 an airship might fly for 24 hours in one flight and in 1908 the German army planned to buy airships for surveillance; or was this a mask for its subsequent military purpose – bombing?

The first zeppelin raid over England took place in January 1915 over the Norfolk coast, forced to abandon a raid on the Humber by bad weather. Ferdinand died in 1917, about half way through the era of his invention. Fortunately, or otherwise, this giant of aviation development was succeeded by another of equal stature.

Under New Management, 1918-1933

The flights of LZ-1 and LZ-2 had been covered by a curious journalist called Dr Hugo Eckener who subsequently took a keen interest in the company's progress and was taken on as a pilot and instructor. 93 airships had been built by 1918. In WW1 Hugo worked for the German Navy and trained 1,000 aircrew. After WW1 Hugo, an austere man, became general manager as the Allies removed all the airship stocks but the USA was too late to get any. At this point Hugo switched production to cooking pots based on the company's experience of working with aluminium. But this could not be the company's future; Hugo went to Washington and met the Secretary of State and agreed to build a new airship as part of Germany's war reparations. But this also meant the factory would be geared up for making more airships. The new ship (LZ-126) spent three hours over Germany and then crossed the Atlantic in 1924.

Hugo foresaw the potential of airmail and talked to the German Post Office as it wasn't possible to make a profit just from the fares of the small number of passengers that could be carried. By 1928 there were regular flights to the USA, also to the Orient and Egypt. Brian displayed a cover from the first USA flight of the Graf Zeppelin (LZ-127) addressed to 298 Fifth Ave, NY, 11-15 October 1928.

1929



Cover from the second attempt to fly from Friedrichshafen to the United States, May 1929.

Hugo went to the USA again and met William Randolph Hearst, the publishing magnate, and the two of them planned a round the world flight by the Graf Zeppelin in 1929, funded by Hearst. Hearst wanted his own cachets on the mail. On the return run over the Pacific there was a storm and the radio packed up causing fears that the ship had crashed somewhere.



The Graf Zeppelin Issue

1930

The Controversial Airship Stamps

Air mail stamps date from 1917 (Italy) and the USA (1918) but on 19 April 1930 the USA issued its first airship stamps featuring the Graf Zeppelin, to be used on the airship whose owners would recoup most of the postage revenue. But one million of each denomination were issued in the hope that most of the stamps would be bought by collectors bypassing the Zeppelin Company's coffers. However, due to the high cost of the stamps during the Depression (50-60 dollars today) only 7 per cent were sold and the rest incinerated. What a waste!



A German stamp of 1928 featuring the Graf Zeppelin

By 1930 there were regular flights to South America, the first in May, but Royal Mail was not interested. Britain abandoned its own airship production after the shameful fate of the R101 on its maiden flight in October.

1931

Graf Zeppelin's 1931 Arctic Flight was both a scientific expedition and a dramatic display of the airship's ability under extreme conditions.

'In July 1931, the ship carried a team of scientists from Germany, the United States, the Soviet Union, and Sweden on an exploration of the Arctic, making meteorological observations, measuring variations in the Earth's magnetic field in the latitudes near the North Pole, and making a photographic survey of unmapped regions using a panoramic camera that automatically took several pictures per minute. The size, payload, and stability of the zeppelin allowed heavy scientific instruments to be carried and used with an accuracy that would not have been possible with the airplanes of the day.' A rendezvous had been planned between the airship and a submarine purchased by Hearst but the sub never left the fiords. But the airship linked up with Russian training ships and mails were exchanged. Royal Mail were slow to

employ airships but a letter was smuggled on board and stamped up there.

1932

A turning point for the company in that it was gaining more Contracts. We saw meter mail, and links with Condor (South American operator). Mail without stamps are now desirable, and sometimes meter marks plus stamps were used due to meter limits.

Lufthansa bought the old freighter Westfalen in 1932 and rebuilt her as a catapult ship. The catapult took up most of the deck, along with a crane to hoist seaplanes out of the water. It took less fuel to take-off from the ship than a sea take-off. Westfalen took up her station between Brazil and Bathurst in British-ruled Gambia in early 1934. Lufthansa then began a weekly service between Stuttgart and Rio. The airline desperately desired to work the much more lucrative North Atlantic market, but the United States would not grant a mail-carrying contract.

1933.

After 1933 the company was nationalised as Deutsche Zeppelin Reederie GmbH (DZR) and Hugo (not a Nazi Party member) was side-lined although he remained at the company and "participated in war production" in WW2. He died peacefully in 1954.



Dr Hugo Eckener

'Airshipmail'

Zeppelins carried a great deal of mail, mostly because zeppelin first flight covers and other philatelic covers were prized by stamp collectors and the postal revenue from these items financed much of the cost of operating the zeppelins.

Zeppelins were the fastest way to send mail across the ocean in their day, hence there was commercial mail, especially on the South Atlantic route. LZ-127's service to South America cut mail time from weeks to days and was especially popular among businessmen.

Hindenburg's 2½ day service was the fastest way to send mail between Europe and North America in 1936, when ocean liners took five days or more to cross the Atlantic. Hindenburg's irregular schedule made the service unappealing for most business uses, but no faster way to send mail existed. Transatlantic mail by airplanes commenced in 1939 with stops at the Azores and Bermuda or Ireland and Newfoundland on the Northern route.

Some covers were plastered with stamps from the countries en-route to or from the airships to the mail's destination. Surviving commercial airship mail is now prized as most of it was thrown away. A snag for passengers was that once land had been left behind there was nothing to see except the sea and the sky. But the Hindenburg did have a smoking room! On one occasion the German warship Karlsruhe secured an airship, took in mail and applied illegal cachets.



Cover carried on the first South American flight (LZ127) May 1934

The Hindenburg and the end of an Era

In 1936 The Hindenburg, or LZ-129, was now the company's largest and most prestigious airship. In 1936, its first year of operation it had performed 17 return trips across the Atlantic.

1937 SCHEDULE of SAILINGS 1937			
SUBJECT TO CHANGE			
NORTH AMERICA			
A. S. HINDENBURG			
EASTBOUND		WESTBOUND	
LAKEHURST to FRANKFURT	FRANKFURT to LAKEHURST	Leave	Due
May 6	May 9	May 3	May 6
May 14	May 17	May 11	May 14
May 25	May 28	May 22	May 25
June 5	June 8	June 2	June 5
June 15	June 18	June 12	June 15
June 25	June 28	June 22	June 25
July 6	July 9	July 3	July 6
July 14	July 17	July 11	July 14
Aug. 18	Aug. 19	Aug. 13	Aug. 16
Aug. 23	Aug. 26	Aug. 20	Aug. 23
Aug. 30	Sept. 2	Aug. 27	Aug. 30
Sept. 6	Sept. 9	Sept. 3	Sept. 6
Sept. 13	Sept. 16	Sept. 10	Sept. 13
Sept. 20	Sept. 23	Sept. 17	Sept. 20
Oct. 1	Oct. 4	Sept. 28	Oct. 1
Oct. 11	Oct. 14	Oct. 8	Oct. 11
Oct. 22	Oct. 26	Oct. 19	Oct. 22
Nov. 2	Nov. 5	Oct. 30	Nov. 2
SOUTH AMERICA			
A. S. GRAF ZEPPELIN			
EASTBOUND		WESTBOUND	
RIO de JANEIRO to FRANKFURT	FRANKFURT to RIO de JANEIRO	Leave	Due
Mar. 21	Mar. 27	Mar. 18	Mar. 20
April 19	*April 24	April 13*	April 17
May 3	*May 8	April 27*	May 1
May 17	*May 22	May 11*	May 15
May 31	*June 5	May 25*	May 29
June 14	*June 19	June 8*	June 12
June 28	*July 3	June 22*	June 26
July 12	*July 17	July 6*	July 10
July 27	Aug. 1	July 19	July 23
Aug. 9	Aug. 14	Aug. 3*	Aug. 7
Aug. 23	Aug. 28	Aug. 17	Aug. 21
Sept. 6	Sept. 11	Aug. 31	Sept. 4
Sept. 20	*Sept. 25	Sept. 14	Sept. 18
Oct. 4	Oct. 9	Sept. 28*	Oct. 2
Oct. 18	*Oct. 23	Oct. 12	Oct. 16
<small>*Voyage #1 and #2 by A. S. HINDENBURG, all others by A. S. GRAF ZEPPELIN. *to and from Friedrichshafen. *A. S. GRAF ZEPPELIN calls at Recife (Pernambuco) both East and Westbound.</small>			
<small>THE L. Z. 130, Latest addition to the airship service will make One Round Trip (Mainland Voyages) leaving Frankfurt or Friedrichshafen on October 27th for Rio de Janeiro and returning from Rio de Janeiro for Frankfurt on November 1st. Rate. (Subject to Change) RM 1600 each way, per passage.</small>			
RATES (Subject to Change)			
NORTH ATLANTIC SERVICE			
Frankfurt a/Main, Germany to Lakehurst, New Jersey			
Lakehurst, New Jersey to Frankfurt a/Main, Germany			
	Frankfurt Mar. 1 to Sept. 31	Lakehurst Apr. 11 to Oct. 31	Frankfurt Sept. 22 to Dec. 31
One Way	Round Trip	One Way	Round Trip
LAKEHURST - FRANKFURT	\$450	\$180	\$400
FRANKFURT - LAKEHURST	\$450	\$180	\$400
(2 in Room Rate)	\$750	\$1350	\$880
*SOLE OCCUPANCY (Double Room)	\$1200		\$1224
<small>*The Company reserves the right to reduce the rate of rooms at less than 20% reduction on the return portion of roundtrip tickets. Children under ten years pay half fare, provided a regular berth is not required, otherwise full fare is charged. Infants under one year, \$40.00. Baggage allowance 65 pounds, per adult passenger. For this service 50% of the passage rate is payable in Reichmarks, the balance in Reichmarks. To obtain the dollar exchange rate and other information please apply to your local agent or any office of the Hindenburg-American Line - North German Lloyd.</small>			
RATES (Subject to Change)			
SOUTH ATLANTIC SERVICE			
	Two in Room per Berth	Room Alone	
FRANKFURT - RECIFE (Pernambuco)			
RECIFE (Pernambuco) - FRANKFURT	RM 1400	2100	
FRANKFURT - RIO de JANEIRO			
RIO de JANEIRO - FRANKFURT	RM 1500	2200	
<small>Children under six years pay half fare, provided a regular berth is not required, otherwise a full fare is charged. 20% reduction on the return portion of roundtrip tickets. Reservations arranged by cable are at passenger's expense. For this service 50% of the passage rate is payable in Reichmarks, the balance in Reichmarks. To obtain the dollar exchange rate and other information please apply to your local agent or any office of the Hindenburg-American Line - North German Lloyd.</small>			
<small>AVERAGE TIME LAKEHURST to FRANKFURT (1936) — 52 HOURS FRANKFURT to LAKEHURST (1936) — 45 HOURS</small>			

In 1937, following a round trip to Rio in March it set out for North America from Frankfurt on 3 May arriving at Lakehurst, New Jersey on 6 May soon after 7.00 PM, delayed by poor weather. During its attempt to dock with its mooring mast the ship caught fire and broke up

in violent fiery spasms. Of the 97 people on board (36 passengers and 61 crewmen), there were 35 fatalities (13 passengers and 22 crewmen). One worker on the ground was also killed, raising the death toll to 36.

A variety of hypotheses including sabotage (unlikely) were and are still being put forward for both the cause of ignition and the initial fuel for the ensuing fire. The incident shattered public confidence in the giant, passenger-carrying rigid airship and marked the abrupt end of the airship era. In the subsequent inquiry Dr Eckener represented the German commission.

97 pieces of mail were recovered and dealt with as best as possible. Brian displayed a charred cover but this was probably a forgery. The company hid the news on its Graf Zeppelin South America flight until after landing in Germany. After this, the company grounded its airships except a new Graf Zeppelin (LZ 130) that was sent to England to check radar wavelengths. She was blown up by the Nazis in 1940.

Hidden Cash

Brian said the company hid its profits in many a foreign bank account and later this cash was used to build a museum, a new promenade and a new ferry terminal in Friedrichshafen. At Friedrichshafen there is now a half-size zeppelin and regular short tourist flights are available.

In summary

Brian's talk was a tour de force of facts, ripping yarns and exhibits, all too numerous to record in full – an industry, an era, and its postal legacy. Reading about airships is a daunting job, the subject seems to expand the more you read, like an inflating gas bag. Any one for stamps?

Paul Veal

Thursday 18th May 2017 **Annual 3 sheet competition – Letter 'A'**

This year's competition for the Ian Crickmer Trophy saw a total of 16 entries. David Gillespie offered to judge as this time he had not submitted an entry.

After a lot of deliberation - these evenings produce a plethora of different entries on any number of subjects - David came up with his verdict. Ralph Richardson was our winner tonight with a Free Front entry detailing Charles Arbuthnot, Thomas Attwood and Queen Adelaide. Bob Harper was second with 'Airco' – aircraft builders and designers; Robin Jarman third with 'Aerospatiale Aircraft Accidents' (*a clever use of the letter 'A' across the whole title. Ed.*) The other entries came from Chris Jackson with two entries – A for Alvechurch, and Alcester Street; Alan Godfrey with two entries – Alcester PO, and Asian Ferns; Paul Veal – America 1938; Pauline Stroud – Actresses; Malcolm Allinson – Astwood Bank Church; John Coombes – Army Regiments; Sergio Andrioli – African Countries; Bob Harper again, with AVRO Aircraft; Pete Elms with two entries – Advertising Envelopes, and Angling; and Bob Allard - Agencies of the Solomon Islands.

Malcolm Allinson

Thursday 1st June 2017 **Guest speaker: Richard Wheatley** **Netherlands Postal History**

The Dutch East India Company (*Vereenigde Oost Indische Compagnie*) was originally established as a chartered company in 1602 and is considered to be the first truly international company. Statistically the VOC eclipsed all its rivals in international trade for almost 200 years. The British East India Company its nearest rivals were a distant second.

The VOC traded throughout Asia, ships coming from the Netherlands carrying supplies into Batavia from the Netherlands and from VOC settlements in Asia.

Richard Wheatley displayed the postal markings of the VOC which were introduced in 1789. His comprehensive display traced the routes and rates up to 1877 when the colony joined the General Postal Union. Both inland mail and mail overseas were shown from the period 1789 to 1808 the French period 1808 to 1811 and the British occupation 1811 to 1816

The second half of the evening was devoted to the early stamps of the DEI mainly from the period of King Willem III which included colour proofs and post cards.

The talking point of the evening was the native runner cover from the dense forests of North West Celebes dated 1938. Postal runners were illiterate so feathers were attached to the item to indicate how urgent the mail was. The one displayed had one feather of each colour which denoted very urgent, to travel day and night. It was signed by the head man of each village along the way and took 2 days to cover 80 miles.



This was a very interesting display of unusual material from an area of collecting unfamiliar to quite a few of us.

Lyel Swingler

FAMILY POSTCARDS WANTED BY THE ROYAL MARINES MUSEUM

My great uncle, Archie Smith (born in 1898), was a jolly fellow who served as a bandsman in the Royal Marines from 1913 to 1922. Proof of this was provided by four photos on postcards long residing in our family albums, plus a cartoon and a tatty snapshot. Last year Jenny and I visited the Royal Marines Museum in Portsmouth and wondered if they'd be interested in the humble bandmaster, 2nd class. A few months later I'd sent scans of the pics and Archie's service record off the Internet and...they wanted them!

There are four postcard pictures:



4 July 1913: Navy League Boys at Wallasey, Cheshire – a happy band

The Navy League was responsible for the Sea Cadet Corps; later it merged with the Marine Society, a charity founded in 1756. The Navy League was founded in 1902 and based at Wallasey on the Mersey in Cheshire. Its aim was to create a pool of potential sailors for the Royal and Merchant Navies, originally drawing from the ranks of homeless and poor boys. Uncle Archie was the ninth of ten children of a Clapham fishmonger with roots near Royston in Hertfordshire. They weren't posh but they weren't poor.



Group of marines at Campbelltown (Ayrshire). Uncle Archie is second from right, standing.

Campbelltown is a remote port near the end of the Kintyre Peninsula in Argyllshire, known for its whisky, ship-building and commercial fishing. Sea Cadets are based there today but I couldn't pin down the nature of the Royal Marines presence in c.1914. Most of the men are carrying foxgloves or ferns.



Uncle Archie (standing) with two marine pals

In the studio portrait of three marines above, Uncle Archie is holding a musician's baton.



The HMS Erin ball at the Palm Court, Weymouth, 1919. Uncle Archie is the tall marine at the back, left of centre.

HMS Erin was a super-dreadnought that saw action at Jutland. Archie served on this ship in 1919. He served on four ships in all. When not aboard ship he was based at the RM School of Music at Eastney, Portsmouth. He was discharged in January 1922. His ability is recorded as satisfactory to superior and his character from fair to "VG". In addition to his musical training he attended gym, infirmary and gunnery drills. A reminder that bandsmen were on call to fight if required.



The cartoon

Archie later became a policeman in the City of London for a while, a nurse and a GPO telephone service engineer. He married three times and had two sons. He lived in south London and later moved to Letchworth, Hertfordshire. He died in 1973.

Paul Veal

LATE NEWS.....

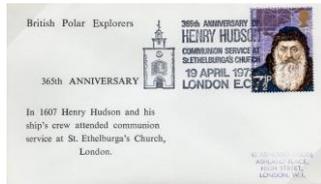
As this edition of *Halcyon* is getting it's finishing touches we been made aware that our Annual Dinner date will have to change. This is because the Redditch College have altered their syllabus for the catering students, and we can only have our meal at a lunchtime; and then only of certain dates.

This means that our 'dinner' will now be on Thursday 1st March. More about the arrangements will be announced at future meetings.

Chris Jackson

HENRY HUDSON (c1565 – 1611) EXPLORER & NAVIGATOR

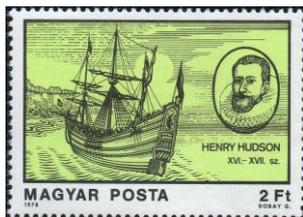
Hudson's early life is a mystery, although it is thought he started as a cabin boy and worked his way up to become ship's captain.



In 1607 he was hired by the Muscovy Company of England to discover a northerly route, eastwards towards the Pacific coast of Asia. His ship, the 80-ton

Hopewell, sailed around Svalbard, north of Norway, before being forced to return by ice. The following year he was sent on a second voyage to find the east route along the coast of northern Russia. *Hopewell* travelled 2,500 miles, as far as Novaya Zemlya, before impenetrable ice forced the expedition to return.

In 1609 Hudson was asked by merchants of the Dutch East India company to again try to find the east route to the Pacific. He sailed aboard the *Halve Maen* and reached the North Cape of Norway before he was again forced to turn back, however he chose to investigate the North-west Passage and so crossed the Atlantic towards North America. The ship sailed to Newfoundland and landed for ten days in Nova Scotia. The expedition then continued northwards to the mouth of a river, now named the Hudson River, and then up this river as far as present-day Albany, New York. Hudson then returned to Europe, landing in Dartmouth. His voyage was used as the basis for Dutch claims to the region, which later led to the founding of New Amsterdam on Manhattan Island.



Stamp depicting Henry Hudson, from the 1978 Explorers and Ships set issued by Hungary.

The following year Hudson obtained backing from the Virginia Company and the British East India Company, flying under the English flag. Using a new vessel, the *Discovery*, he sailed to Iceland and round the tip of Greenland. On 25th June he sailed into the strait, now called Hudson Strait, and entered the large bay also named after Hudson.

Most of the rest of year was spent mapping and exploring. Hudson and his crew were convinced that they had found the North-west Passage. The ship became trapped in the ice and the crew moved ashore to overwinter. The next spring, although Hudson wanted to explore further, many of his crew wished to return home. Eventually the crew mutinied and

Hudson, together with his son and seven crew members, were put into an open boat and were set adrift. They were supplied with clothing, weapons and some food, however they had no means of returning home. They were never seen again. Eight of the thirteen mutineers survived the voyage back to England, but they blamed the mutiny on Greene and Juet, neither of whom survived. Some were put on trial for murder rather than mutiny, but they were acquitted, as it was thought they could supply valuable information on sailing routes and conditions in the New World.

Alan Godfrey

THE ADVANTAGES OF A SOCIETY MEMBERSHIP (and knowledgeable friends)

I recently spotted on eBay a rather tatty looking plain brown envelope with an airmail hand stamp and addressed to Haarlem Holland price £25. I bit pricey I thought. On closer inspection I noticed two George V stamps date stamped 24th July 1920. I was now interested.



I knew that the first official airmail from London to Amsterdam was on 8th July 1920 so this cover was from the first few days of the service so was it worth £25 and was it genuine? After a couple of days agonising whether I should bid for this item or not I finally put in a bid and waited. I was the only bidder and the item duly arrived. I was now wondering why I was the only bidder? A few days later in an email exchange with Hans Kremer a former magazine editor of the American Society for Netherlands Philately I mentioned this cover. He asked for a scan and he would contact a friend in The Netherlands for information. Within hours the reply was returned via a Dutch airmail specialist with all the details.

London to Haarlem

24th July 1920

DH9 G-EATA Pilot Helliwell

Departed Croydon 16.20 made a landing in Brussels en-route to drop off mail and one passenger and arrived in Amsterdam 20.24. Trip time 4 hours 4 minutes

Estimated value of the cover 200 -250 Euros. Was it worth it? Of course it was!! My thanks to Hans Kremer and W Porrio for the information.

Lyel Swingle

Halcyon is produced for members of the Redditch Philatelic Society and anyone else with an interest in stamp collecting. If you are not a member of the Society and are interested in joining, please come along to one of our meetings, on the first and third Thursday of the month (September to June) at St. Luke's Memorial Hall, Headless Cross, Redditch B97 4JX. Visitors are also welcome to any of our meetings.

You are welcome to visit our website www.redditch-philatelic.org.uk for our programme, news and other Society activities. Articles and statements made in this Newsletter are by individuals and are not necessarily the views or policies of the Society.