



الجمعية الدولية للطوابع البريدية العربية

ملاحظات عابرة

Arabian Philatelic Association International

Random Notes



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Hejaz-Nejd essay paper
(see [page 4](#))

The Arabian Philatelic Association International

The Arabian Philatelic Association (APA) was established in 1968 in Dhahran, Saudi Arabia by a group of Aramco employees particularly interested in Saudi Arabian philately. The APA had over 300 members and subscribers worldwide during most of its existence. Its journal (*APA Random Notes*), and *Reference Manual of Saudi Arabian Forgeries*, auctions and new issue service contributed to the large increase in the popularity of Saudi Arabian philately in the 1970s and 1980s. However, interest declined in the 1990s. An initial attempt to start up a conventional Saudi stamp society in the USA failed in the late 1990s. Since then, we have realized that an Internet-based society has a better prospect of success and we have founded the Arabian Philatelic Association International. (APAI). The APAI e-mail address arabphilassocin@aol.com is no longer in use, please contact Willie King at willieking@btinternet.com

A *Catalog of the Fiscal Stamps of Saudi Arabia* has been written and published by Rudy Thoden and updated as Thoden 2008.

Longer range, we hope to prepare a second edition of the *Reference Manual of Saudi Arabian Forgeries* to cover the issues not in the original edition, plus the many new forgery discoveries, including very dangerous ones created by modern computer technology.

The following members are currently serving the APAI in the capacities indicated:

Membership secretary and Random Notes distribution: Marwan Nusair

USA representative: John Wilson

European representative: Willie King

Middle East representative: David Jessich

USA Distribution Manager: Marwan Nusair

Treasurer: David Jessich

Editor, Random Notes: Martin Lovegrove

Random Notes

The APAI's publication, *Random Notes*, will be issued three times a year, assuming sufficient material is available. The editor is Mr. M C Lovegrove, e-mail: weatherings@aol.com, (The Weatherings, East End, Gooderstone, KINGS LYNN, PE33 9DB, United Kingdom.) Articles on all aspects of Saudi Arabian philately are urgently needed for publication in *Random Notes*, and can be submitted in manuscript, as a text file, as an e-mail or a MS Word document. The right to edit or reject all submissions is reserved. Opinions expressed are those of the authors only. Material from this publication may be reprinted provided credit is given to "Arabian Philatelic Association International" and the author of the article. Please send a copy of the reprint to the editor.

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Several organizations and individuals have granted permission for their work to be reproduced in this journal; our thanks go to them and their details are given on the final page of this edition.

Reference may be made in this publication to the following books by their authors' names:

HAWORTH, W.B. and SARGENT, H. L.- *The Postal Issues of the Hejaz* (1922)

WARIN, D.F.- *The Postal Issues of Hejaz, Jeddah and Nejd.* (1927)

MAYO, M.M. - *Barid Al Sa'udiyah wa al Hijaz wa Najd* (1973)

DONALDSON, N- *The Postal Agencies in Eastern Arabia and the Gulf.* (1975)

WILSON, J.M.- *The Hejaz - A History in Stamps* (1982).

COLES, J.H. & WALKER, H.E – *Postal Cancellations of the Ottoman Empire Part 2* (1987)

THODEN, R. J- *A Catalog of the Fiscal Stamps of Saudi Arabia*, (2001), Thoden 2008

VON UEXKULL, J.- *The Early Postal History of Saudi Arabia* (2001).

Random Notes #83

Assembled by the Editor

In this edition is the final part of Jim Kearney's two-part article on CASOC covers and I will need items for future editions. Unfortunately, for family medical reasons, my time for stamps collecting is going to be greatly reduced for the foreseeable future, but I will do what I can.

Please send in what you can to ensure regular publication of Random Notes.

Now for the notes.

1. The 5 qirsh Makkah Arms with Jeddah large 3-line overprint in gold usually has the gold dust sprinkled on black ink, but I have seen a copy with gold on red. According to Wilson, the only catalogue I know of that lists the underprint colours for this issue, the only value that uses a red underprint is the 1 qirsh. Has anyone else seen a 5 qirsh gold on red?



Gold on black

Gold on red

2. RN28 item 3 gave details of the plate markings used on the DGA stamps printed by Survey of Egypt. The original printings had the control A/60 or A/61 (Convair 15 and 30 qirsh), and later printings on the unwatermarked paper had A/62. When the switch to watermarked paper occurred, control A/62 was used and additionally, the final printing of the 1 qirsh Convair had A/63.

I have seen imperforate proofs of the 4 and 6 qirsh GOSP with A/60, and these are shown below. The 4 qirsh has an inverted watermark and the 6 qirsh upright.



3. Mayo, in his introduction to the proofs of the 1926 issues for Hejaz and Nejd, mentions that some appeared on paper showing an advertisement for petrol. A reconstructed part-sheet was illustrated in RN69.

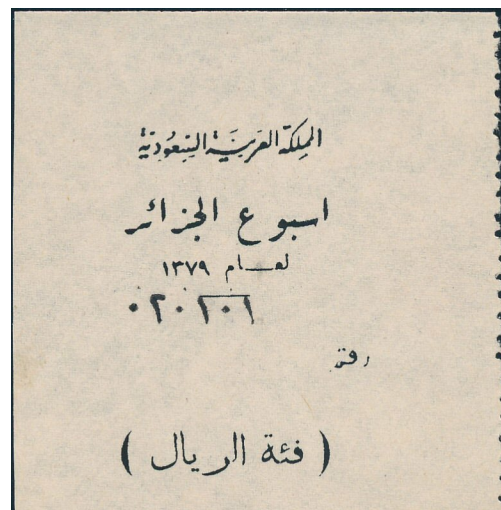
I have seen a sheet of the multi-value imperforate essay sheet in green on blue paper (Mayo ES715/20V) having multiple images, sideways, of a round face on the reverse. You have to smile, don't you?



4. Collectors of Saudi revenue stamps are probably aware of the Algeria Day contribution stamps. Here is a label given as a receipt for a contribution during Algeria Week, probably in 1960.

The four lines read:

Kingdom of Saudi Arabia
 Algeria Week
 Year 1379
 Serial 020101
 (Denomination 1 riyal)



5. Now for two sheets that have not previously appeared in Random Notes. The first is an almost complete sheet of the Yemen Aid stamp (Scott RA1, SG 328). It is not known whether there are any marginal markings in the bottom right corner (below position 25).



6. A complete sheet of the 1/8 qirsh Jeddah 4-line overprint was not available for inclusion in RN10 where all of the other values were illustrated. Unfortunately the perforations have interfered somewhat with the overprint, but it is better than nothing!



POSTAL HISTORY OF CALIFORNIA ARABIAN STANDARD OIL COMPANY (“CASOC”)

By: J. I. Kearney

PART TWO



Figure 15

Figure 15 is a cover from Bahrain to Colorado cancelled 9 December 1938. Postage was the standard $9\frac{1}{2}$ as. for $\frac{1}{2}$ ounce (being $3\frac{1}{2}$ as. surface for the first ounce and the airmail fee of 6as. for the first $\frac{1}{2}$ ounce). This cover was not backstamped. The most common route used by Imperial Airways for carrying mail was Bahrain-Basra-Baghdad-Cairo-Alexandria-Brindisi-Marseille-London. Mail destined for the United States was either taken to Marseille or London for transmission to the final destination. The double bars in black crossing out the manuscript “Air Mail” are known as a *jusqu’a* marking. The marking was probably applied in Marseille. The double bars signify that the airmail service ceased at a particular point. In this case there was to be no airmail service across the Atlantic. *Jusqu’a* is French for up to, or until.

The sender of this cover was geologist Max Steineke. Steineke arrived in the Eastern Province in 1934. It is commonly agreed that he was the one man who unraveled the stratigraphy and structure of Saudi Arabia’s desert. He was soon named Chief Geologist and remained in Saudi Arabia until 1952. It is said that Steineke discovered more oil in his lifetime than any other geologist in history.





Figure 16

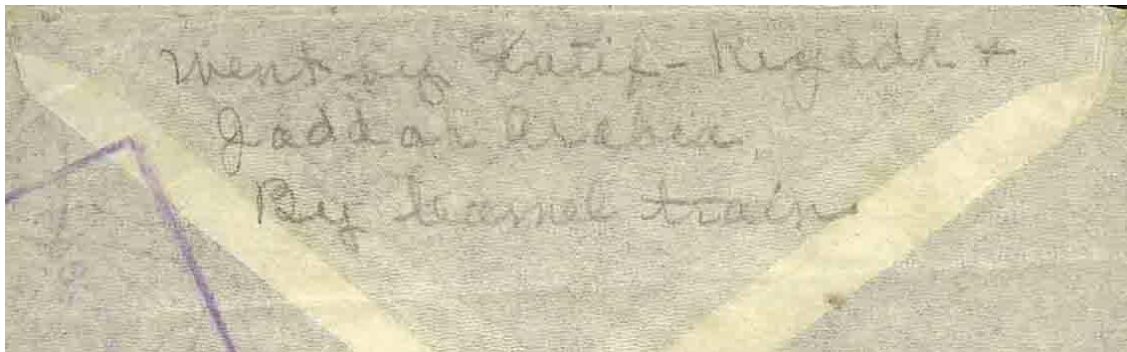


Figure 17

Figure 16 and Figure 17 is a cover from Katif to Illinois cancelled 5 November 1939. Postage on the cover was 3½q. unexplained. 3q. was the normal surface rate. This cover was manuscripted on the back “Went by Katif-Riyadh + Jeddah Arabia By camel train”. Faint boxed Passed By Censor Bahrain on back. Donaldson reports this censor marking was in use beginning 1940. It is hard to understand why a CASOC employee would use the Saudi postal system as most CASOC mail was routed through Bahrain using Bahrain postage. H. Foster Wright appears to have arrived in the Eastern Province around March 1939.





Figure 18

Figure 18 is a cover from Jeddah to California cancelled 6 December 1939. Postage was 6q. for 3q. postage and 3q. registration. This cover was backstamped Los Angeles 13 January 1940 and 15 January 1940. The sender of this cover was Don Mair, who arrived in Saudi Arabia as best as I can tell some time in 1939. Mair was a communications specialist who enlarged and improved the radio system also known as the Jeddah-Dhahran circuit in 1939. A small number of these "Don Mair" covers exist.





Figure 19

Figure 19 is a cover from the Eastern Province to Colorado cancelled 3 March 1940. Postage was $21\frac{1}{2}$ as. which reflected the new airmail fee of 18as. for $\frac{1}{2}$ ounce. The 18as. airmail fee began 2 September 1939 following the outbreak of WWII. Until the German invasion of France (10 May 1940) and the entry of Italy into the War (10 June 1940), the route was via Iraq, Egypt, Greece, Italy, France and the United Kingdom, then by surface to New York. Later we will discuss the route after the War began. This rate was in effect until 1945 but its use following the fall of France was uncommon due the irregular service and the availability of other routes.

The sender of this cover was Mrs. Lloyd N. Hamilton, who arrived in Jeddah by the pilgrim ship Talodi on 15 February 1933 with her husband. Mr. Hamilton was a lawyer and a land lease expert for SOCAL. Mr. Hamilton was one of the most important CASOC employees in that he signed the Concession Agreement between SOCAL and the Kingdom of Saudi Arabia on 29 May 1933. The Agreement granted exclusive rights to SOCAL for the exploration and production of hydrocarbons in eastern Saudi Arabia for sixty years.





Figure 20

Figure 20 is a cover from the Eastern Province to California cancelled 17 April 1940. Postage was 21½as. which reflected the new airmail fee of 18as. for ½ ounce. The 18as. airmail fee began 2 September 1939 following the outbreak of WWII. Until the German invasion of France (10 May 1940) and the entry of Italy into the War (10 June 1940), the route was via Iraq, Egypt, Greece, Italy, France and the United Kingdom, then by surface to New York. The four red bars (actually two impressions of two bars) were applied in London to signify that there was no airmail service to the United States.

The sender of this cover was Ernest Smith, a CASOC employee beginning approximately November 1939.





Figure 21

Figure 21 is a cover which seems to be a CASOC cover from Bahrain to California cancelled 2 June 1940. Postage was 33½as. which reflected the new airmail fee of 30as. for ½ ounce. A manuscript “Atlantic Clipper” is on the cover front. The 30as. airmail fee began 29 April 1940 when a Trans-Atlantic airmail service was made available by BOAC via Marseille, then air to Lisbon and Pan Am to New York. This route was available for six weeks (29 April 1940) until the fall of France (June 1940). Only two covers are known by the author.

A second cover, not illustrated, with the 30as. airmail fee is a CASOC registered cover from Bahrain to New York dated 31 May 1940 with postage of 36½as. representing the surface rate of 3½as., the 30as. airmail fee and the registration fee of 3as. A manuscript Transatlantic Clipper is on the cover front along with a 2.5 cm. triangular censor indicating Karachi censorship. An important question is why Karachi censorship.



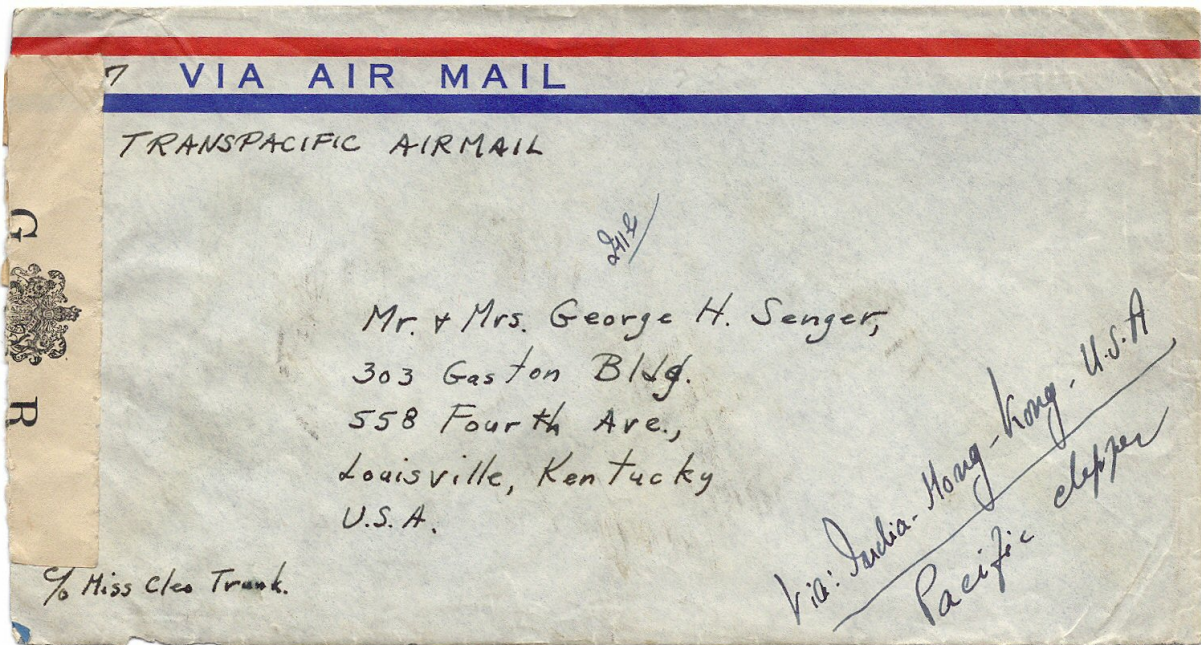


Figure 22 (reduced)



Figure 23 (reduced)

Figure 22 and 23 is a CASOC cover from Bahrain to Kentucky cancelled 3 June? 1940. Postage was 43½as. which reflected the new airmail fee of 40as. for ½ ounce. A handwritten “Via India-Hong Kong-U.S.A. Pacific Clipper” is on the cover front. Censored in Hong Kong. The 40as. airmail fee began 21 February 1940 when a Trans-Pacific airmail service was made available. The fee was available until 21 December 1940. The route was Karachi-Bangkok, then a land-plane service to Hong Kong after stops at Hanoi and Wai Chao Island in the Gulf of Tonkin. Then the route was PanAm Airways Trans-Pacific air service from Hong Kong to Manila, Wake Island, Midway, Honolulu, and on to San Francisco.



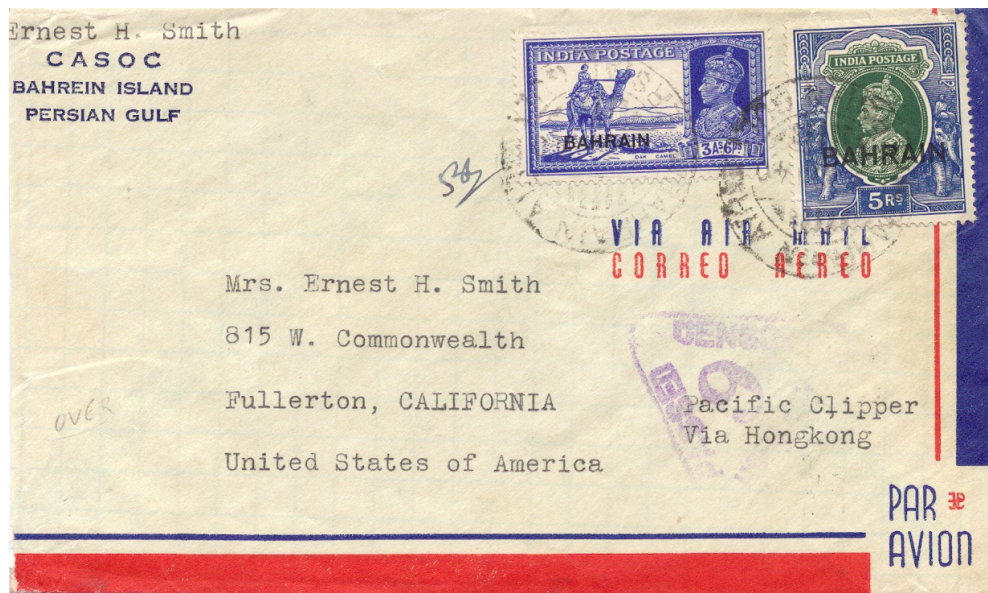


Figure 23a (reduced)

Figure 23a is a CASOC cover from Bahrain to California cancelled November 1940. Postage was $83\frac{1}{2}$ as. which reflected the airmail fee of 2×40 as. for 1 ounce plus the surface rate of $3\frac{1}{2}$ as. A handwritten "Pacific Clipper Via Hongkong" is on the cover front. Censored in Hong Kong. Backstamped Hong Kong 15 November 1940.

The use of the 5 rupees KGVI stamp is regarded as rare on covers originating in Bahrain. Only five 5 rupees covers used by CASOC employees have been seen by the author. One was pictured in RN #45, page 9. More on this cover later. Another was an $83\frac{1}{2}$ as. cover sent by CASOC employee Medrow to California cancelled 4 August 1940. The fourth 5 rupees KGVI cover was for the airmail fee of $2 \times 45\frac{1}{2}$ as. plus $3\frac{1}{2}$ as. for a total of $94\frac{1}{2}$ as. The $45\frac{1}{2}$ as. airmail fee will be discussed later. The fifth 5 rupees KGVI cover was for the $94\frac{1}{2}$ as. total postage but was in fact only franked with $83\frac{1}{2}$ as. postage underpaying by 11as. and 32 cents of U.S. postage due stamps were affixed.





Figure 24

Figure 24 is a non-CASOC cover from Bahrain to California cancelled 15 April 1941. Postage was 58½as. which reflected the new more expensive airmail fee of 55as. for ½ ounce. A handwritten “India Chungking USA” is on the cover front Censored in Hong Kong. The 55as. airmail fee began 21 December 1940 when a new service was made available because of the closure of the Bangkok-Indochina-Hong Kong leg.. The fee was available until 23 May 1941. The route was Calcutta (with BOAC) - Rangoon - Chungking (with CNAC) - Hong Kong. Then the route was PanAm Airways from Hong Kong to Manila, Wake Island, Midway, Honolulu, and on to San Francisco.

This route was not popular because of its higher air fee. See the 45½as. airmail fee. The author could not find a CASOC cover depicting this fee.





Figure 25

Figure 25 is a CASOC cover from Bahrain to California cancelled 23 February 1941. Postage was 49as. which reflected a new less expensive airmail fee of 45½ as. A handwritten “Via B.O.A.C to Sydney and Pan American Airways to San Francisco” was added by the sender. Also handstamped on the cover is “Via B O A C to Aucklnd (sp) Pan American Airways to Sanfrancisco”. Censored Calcutta and Singapore. The 45½as. airmail fee began 21 December 1940 when a new service was made available because of the closure of the Bangkok-Indochina-Hong Kong leg.. The airmail fee was available until 23 May 1941. The route was Calcutta (with BOAC) - Rangoon – Bangkok - Penang - Singapore – Jakarta, and a number of other stops on the way to Sydney and Auckland. Then the route was PanAm Airways from Auckland to Canton Is., Honolulu and on to San Francisco.

This route was popular because of its lower air fee. See the 55as. airmail fee.

Two cachets, in addition to the one reported above, were used to indicate the expected routing of letters going eastward, including:

Via B O A C to Sydney
Pan American Airways
to Sanfrancisco

Via B O A C to Singapore
Pacific Clipper to
Sanfrancisco





Figure 26

Figure 26 is a CASOC cover from Bahrain to North Dakota cancelled 26 June 1941. Postage was 47½as. representing a new air fee of 44as. plus the 3½as. surface rate. A handwritten “Via B.O.A.C to Singapore P.A.A. to Manila and U.S.A.” was added by the sender. Also hand-tamped on the cover is “Via B O A C to Aucklnd (sp) Pan American Airways to Sanfrancisco”, but the cover went north from Singapore to Manila, Guam, Wake Island, Midway, Honolulu. Censored Calcutta and Singapore. The 44as. airmail fee began 23 May 1941 until 24 December 1941. The Singapore-Manila leg started in early May 1941 and was known as FAM-14. The route was initially operated by BOAC as far as Singapore, where Qantas took over. In October 1941 Qantas operated the route from Calcutta when BOAC had crew shortages.

The sender was Thomas Barger, a noted CASOC geologist, who arrived in Saudi Arabia 13 December 1937. Later he become Arabian American Oil Company’s Chairman of the Board of Directors.

In Random Notes #45, page 9, there was a CASOC (Ohliger) cover with 91½as. using a 5 rupees stamp to arrive at the postage. The use of 5 rupees stamps was relatively scarce and this cover was a double rate cover (2 x 44as. plus 3½as.).

Figure 27 is a CASOC cover from Khorbar to California cancelled 29 November 1941. Postage was 65½q. plus the postal tax stamp. The postal clerk has carefully written the weight 20 grams and the postage as ° – 65-20 representing 5/40 of a qirsh or 1/8 qirsh for the postal tax stamp and 65 and 20/40ths qirsh for the postage. Despite several attempts the rate cannot be explained by the author.

It was reported in Random Notes that the Khorbar post office was opened September 1940, but usage was to begin 5 October 1941. The Bahrain post office and was still being used in early November 1941 by CASOC employees.

Cover is backstamped Bahrain 30 NOV. Cover is censored Calcutta and Singapore. Because of the attack on Pearl Harbor service through Honolulu was suspended 7 December 1941, and it has been reported that the last service to leave Singapore was on 30 November 1941. It is doubtful this cover made that last service. And the cover seems to be rather delayed in its delivery because it appears that the recipient of this letter indicated a receipt date of 7 February 1942.

Sender of this cover was S.J. Furman who made a name for himself by teaching Saudi Arabs livestock and poultry farming. Furman arrived in the Eastern Province January 1940.



Figure 27 (reduced)



Figure 28

Figure 28 is a CASOC cover from Khobar to California cancelled 8 April 1942. Postage was 33¼q., apparently the airmail rate to the U.S. for less than 20 grams. A handwritten “Pan American Airways” was added by the sender. Censored in Durban, South Africa. The Indian Post Office earlier announced that mail to the USA was being diverted to Durban, thence by sea to Lagos and eventually via PanAm’s FAM 22 to Miami (via Natal, Brazil). The routing to Durban was Bahrain-Basrah-Tiberias-Cairo-Luxor-Wadi Halfa-Khartoum-Malakal-Juba-Laropi-Port Bell-Kisumu-Mombasa-Dar Es Salaam-Lindi-Lumbo-Beira-Durban.

The Postal Notice read “On account of the present unsettled conditions in the Pacific, the transmission of airmails by the Trans-Pacific all-air route is suspended”.

Quite a number of these 33¼q. covers censored in Durban exist. But as we will see later, not all the covers originating in Khobar were 33¼q., nor did all of the covers transit Durban.





Figure 29

Figure 29 is a CASOC cover from Khobar to California cancelled 3 June 1942. Postage was $18\frac{1}{8}q.$, apparently some airmail rate to the U.S. for less than 20 grams. Censored in Durban, South Africa. This cover was originally shown in RN #35 as Figure 9. One of the purposes for including this cover in RN #35 was to invoke some discussion as to the rate. But as of today, the author has not seen any attempt to explain this rate, assuming $33\frac{1}{4}q.$ is accepted as the “normal” rate. Something like four $18\frac{1}{8}q.$ covers have been seen by the author. Three were dated May-June 1942 and censored in Durban. One was dated 20 Feb 1942 without any censorship or routing indicated.

Assuming $33\frac{1}{4}q.$ was the “normal” rate, and surface postage was $3q.$, could the airmail surcharge have been $30\frac{1}{4}q.$ Applying the same logic to the $18\frac{1}{8}q.$ rate, then the airmail surcharge would have been $15\frac{1}{8}q.$, or exactly one-half of the $30\frac{1}{4}q.$ But the covers using either rate have all been around 6 to 11 grams so no double rate. Is there an explanation as to the relationship between these two rates?





Figure 30

Figure 30 is a CASOC cover from Khobar to Massachusetts cancelled 4 June 1942. Postage was 33¼q. for 8 grams. Censored in U.S. Sender typed VIA LAGOS which has been partially obscured by the censor tape. The question is what route did this cover take?

On 6 December 1941 PanAm inaugurated a transatlantic service from Miami to Natal, Brazil and thence across the Atlantic Ocean to Bathurst, Gambia and on to Leopoldville, Belgian Congo. This was FAM-22. During the course of FAM-22 operations the routes used were basically to three destinations in West Africa: Bathurst, Lagos and Leopoldville. Scheduled services began in March 1942.

There was a land-plane service from Khartoum to Lagos and Bathurst. There was a flying boat service down East Africa (the route to Durban) that turned westward at Kisumu and went to Leopoldville, Lagos and Bathurst.

The question is did the cover, because of its absence of South African censorship, go across central Africa (Khartoum to West Africa (Lagos or Bathurst)), or did the cover go across the other route (Kisumu to Leopoldville) on its way to connect with FAM-22 on its way to Natal, Brazil?





Figure 31

Figure 31 is a CASOC cover from Khobar to California cancelled 15 June 1942. Postage was 33¼q. for 6 grams. Censored in Durban as indicated by the censorship label and a violet “coat of arms” handstamp. Sender typed VIA CAIRO AND KHARTOUM on the cover. This is not of any help as all covers went to Khartoum.

The question is why did this cover, sent only eleven days later than Figure 30, go to Durban and the earlier cover apparently did not? Is it possible Figure 30 went through Durban and censorship was overlooked.

On 31 January 1944, CASOC changed its name to the Arabian American Oil Company (“ARAMCO”) and in some instances a new era began. CASOC imprinted envelopes continued to be used for at least three years by employees who merely replaced the CASOC with ARAMCO or c/o ARAMCO.

I would like to thank the fellow collectors who assisted me in this article. Namely, Thomas Johansen for Bahrain rates, Rainer Fuchs for Overland Mail, Elias Kawar for Hassa covers and the 18¼q. covers, and Martin Lovegrove for putting together my notes and scans and making suggestions along the way. Also I am thankful for Discovery by Wallace Stegner and various Aramco World/Saudi Aramco World magazine articles, and previous Random Notes contributors.

If anyone has any information that would be helpful during the “CASOC” period, please send to jkearney004@yahoo.com and/or to the Editor of the Random Notes at weatherings@aol.com.

Forgeries of Revenue Stamps

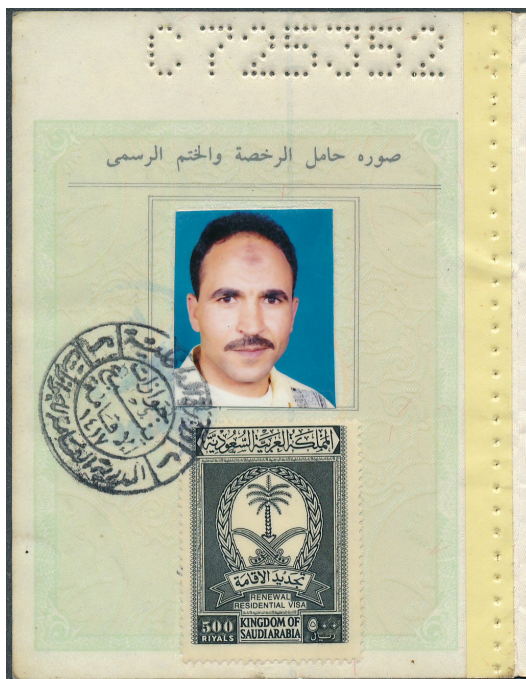
By: *Martin Lovegrove*

Forgeries of two Saudi Arabian revenue stamps have been seen in an 'Iqama' (Residence booklet). Unlike most of the forgeries of Saudi stamps, these have been produced in order to deceive the authorities.

An *iqama* comprises 12 pages and a cover that are folded to make a small booklet and then stitched together. The serial number and date of issue are entered in manuscript on page 2 which is followed by two important pages that record the details of the holder and a photograph. Two other 'pages' are included and are in fact clear self-adhesive plastic sheets with a backing paper. These are positioned to cover the pages containing the holder's details and once these details have been completed, the backing paper is removed and the clear plastic is stuck over the pages to prevent fraudulent alterations. Following that operation, a serial number is punched through the entire booklet as an additional security measure.

In the *iqama* containing the forgeries, it would appear that the original photograph and revenue stamp(s) had been removed and replaced by a larger photograph and forged stamps. The page was then covered by plastic and the holes forming the punched serial number were pierced in order to open them up, however it is not too difficult to see that the holes in the second layer of plastic were not punched and that the page was thicker than usual. Presumably the larger photograph was used to cover the marks created when the original photograph was removed.

A comparison between genuine and forgery is shown below.



Genuine



Forgery

It should be noted that the forged page was produced during the period when Manpower Resources Development stamps were required in addition to a residential visa stamp



The forged stamps are a single copy of the 500 riyals residential renewal visa stamp and two copies of the 150 riyals Manpower Resources Development stamps. None of the stamps has the phosphor security tagging. The stamps were printed on a colour laser printer and were line perforated various combinations of 14 and 16. The reproduction of the stamps was realistic and can easily be mistaken for genuine.

Although the size of the design on the forgery was correct, the overall size of the stamp is over 1 mm too small both vertically and horizontally.

The device used to cancel the stamps looks good, and was either a very good copy or was a genuine one 'borrowed' for the occasion.



Genuine

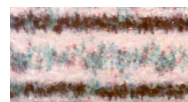


Forgery

Having stated that reproduction was good, once high magnification is used, the difference between intaglio and xerography can be seen to be significant. There are no fine lines in xerography! The illustrations below were obtained using a 60x microscope.



**Genuine
(intaglio)**



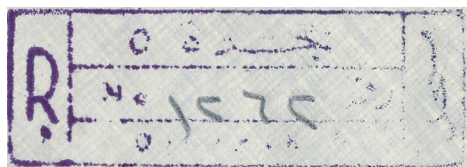
**Forgery
(xerography)**

It is not known whether the forgeries are only found on *iqamas* or whether passports are also involved. If they were restricted to *iqamas* then it is possible that no more will be found; I can hardly see those using the document to deceive the authorities submitting their *iqamas* for philatelic scrutiny. Nevertheless, it will be worthwhile readers checking their collection, and if any are found, please send details to the editor.

Saudi Sidelines

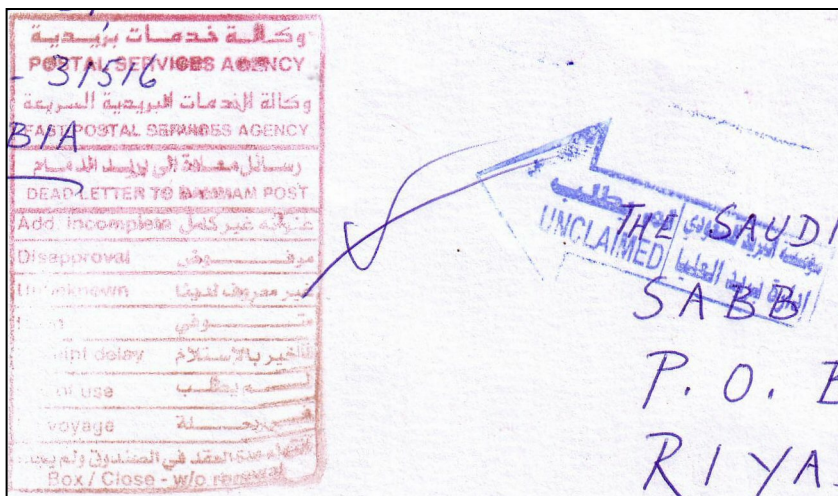
Assembled by The Editor from Members' Contributions

- Item 2 in Saudi Sidelines RN82 showed a registration cachet from Hafr that had a counter number included. I posed the question - is that unique to Hafr? The answer is no. Below is one from Jeddah that has been seen on a cover with a matching postmark. There is no point in showing the cover because the marks were applied to different sides of the envelope.

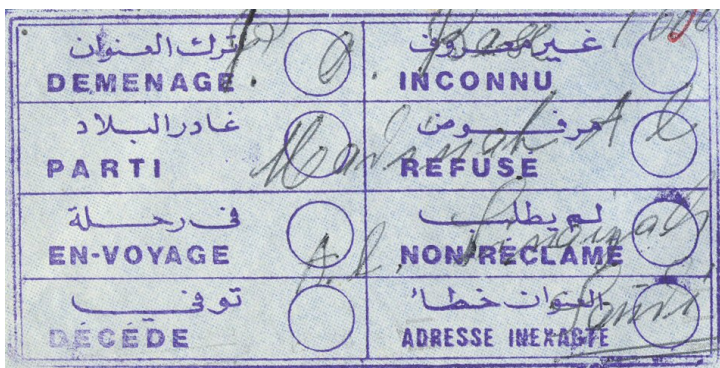


DJEDDAH 5 postmark and registration cachet

- There are many different cachets applied to 'dead' letters and collecting them would make a good study. Here are just a few:

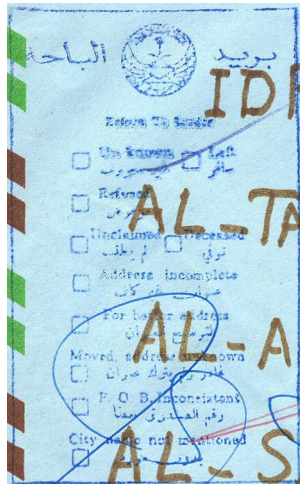


Dammam 2000

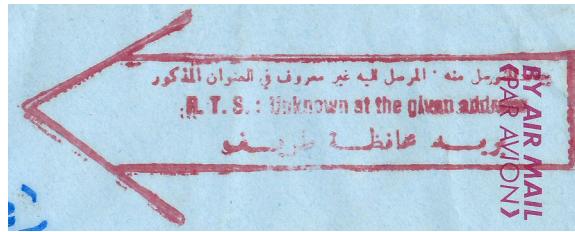


Jubail 1983

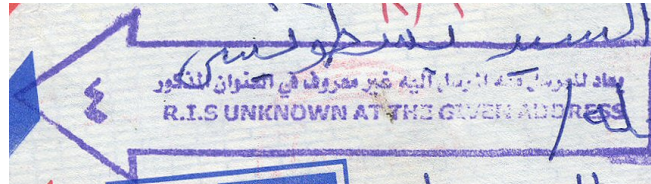




Al Baha 1996



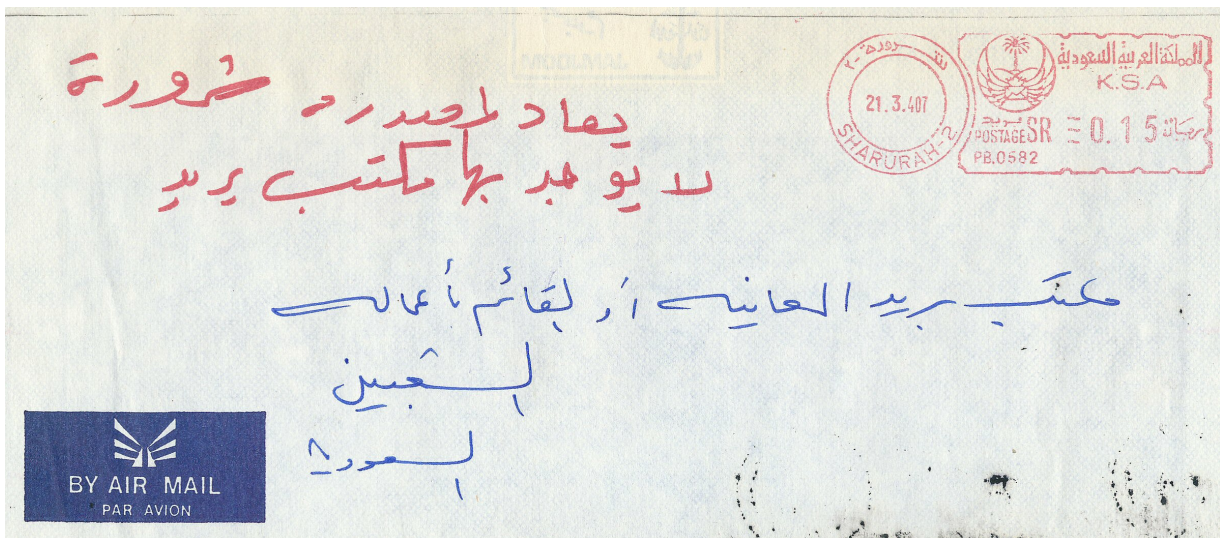
Turaif 1998



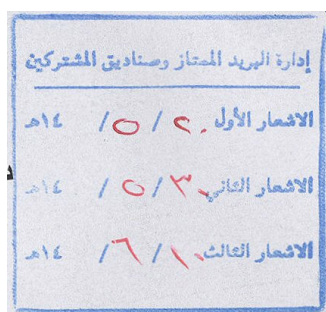
Riyadh 2001

(note that this one contains a number)

Sometimes return instructions are handwritten as in the case below where the instructions are written in red for the letter to be returned to the town of origin, Sharurah.



Return to Sharurah (reduced)



Applied at Dammam Post Office in 2005, this cachet is used to record when notices are left advising recipients that there is mail to collect.

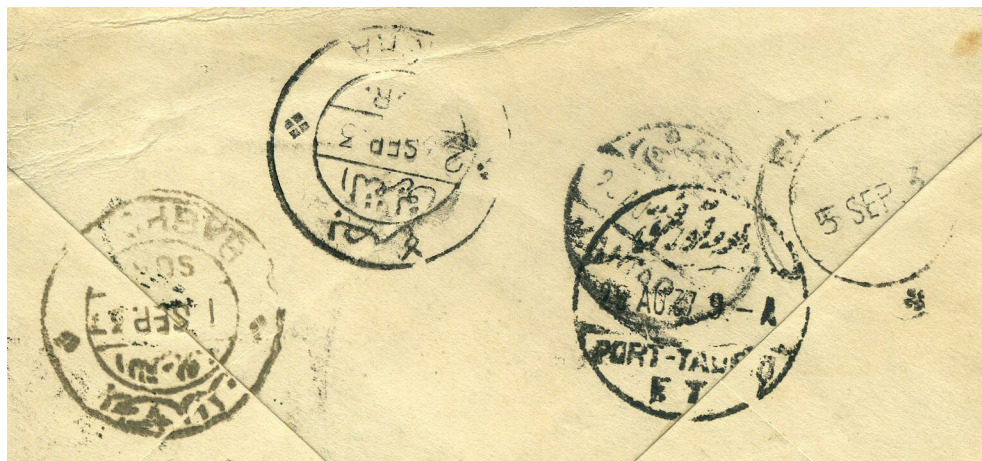
In this case, three attempts were made to contact the recipient. The letter in question went unclaimed.

Postal History Articles - More Covers

By: *Martin Lovegrove*

I have seen two covers that relate to the CASOC articles in RN82 and this issue and also to the D. W. Schaefer article in RN82, and one that may be loosely (perhaps very loosely) related to CASOC or oil and Bahrain.

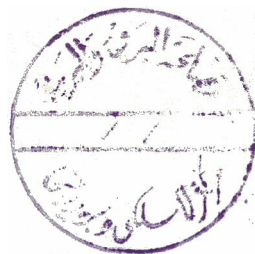
The first is an interesting CASOC cover from A.A. Alireza & Co in Jeddah across the Arabian peninsula to CASOC, Al Khobar. Posted on 26 August 1937, the routing was actually via PORT-TAUFIQ (29 August), KANTARA (29 August), BAGHDAD (1 September), BASRAH (2 September) and BAHRAIN (5 September); no direct route was available at that time.



This cover was written in Ojair (Okair), Hassa, and posted from Bahrain on 19 May 1941. It is not known if it was written by a CASOC employee and so may not be connected with Jim Kearney's article. The routing was via Hawaii and the eagle-eyed reader will notice that the day in the Philadelphia arrival mark is inverted. I think the franking is 46½ annas. Thanks to Khalid Omaira for submitting the scans.



The next cover was sent by Dave Schaefer from Rafha to Dhahran and bears an unusual postmark. Rafha was a oil pumping station on TAPLINE and would have been visited by Dave as part of his auditing duties. There are no dates on the cover, but the stamps were issued in 1960 and Dave retired 1963.



The Arabic in the top segment reads: 'The telegraph and mail directorate', and the bottom text is: 'Centre of wireless and post of Rafha'.

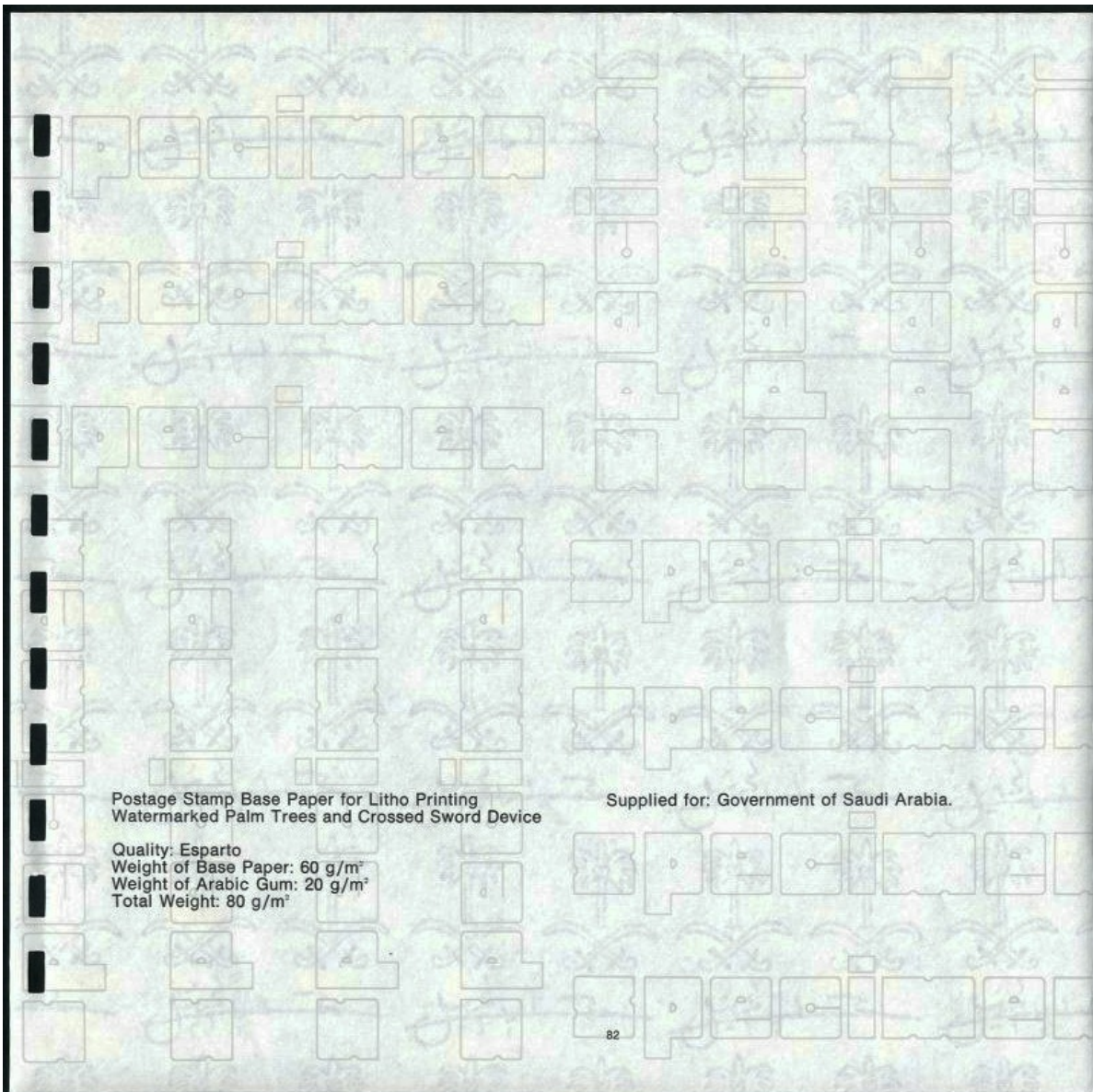
From the Auctions

Compiled by: Martin Lovegrove

An interesting item from Sandafayre internet/postal auction closing on 16 August 2011.

Lot 8207

SPECIMEN BASE PAPER SHEET manufactured by Wiggins Teape and inscribed supplied to the Government of Saudi Arabia, this sheet is Gummed and carries a Palm Tree & Crossed Sword watermark and was for Litho printed issues between 1961 and 1970, first used on the 1961 Dammam Port Extension issue, it bears a light Specimen overprint and has technical information such as Weight, composition etc printed on the lower left corner. Dimensions are 205mm x 205mm, Unusual, possible display item.



The keen reader will see that the paper is not the first watermark but the crossed swords, palm tree and signature, and was not therefore used for the Dammam Port and other early water-marked issues. The estimate was GBP 60 - 70 and was sold for a price in excess of GBP 100.

There was a rather nice collection in Cherrystone auction 112A held on 11 January 2011:

Lot 404

1916-1940 the magnificent collection housed in 6 large stock books, arranged by Scott's catalogue order (initially the major numbers, than "a", "b", "c" etc.) many thousands, mostly unused, collected in singles, blocks and sheets, including Hejaz 1916 perf. 12 1/2pi red sheet of 50 (Holcombe cert.), pane of 40x1pi blue, imperf. single (ex-King Farouk collection), blocks of four and larger, "1340 Hashemite Kingdom 1340" proof impression, setting of 50 (Holcombe cert.), also 1925 Hejaz Government 4 October 1924" 1/4pi used for overprinting, pane of 36, 1924 1/4pi sheet of 36, lower half inverted, thus containing 6 tete-beche pairs (L48a,47b), with Holcombe cert., perf. and imperf. blocks of four and larger, center inverted (L50a,var), issues mostly complete with major items including Scott's No.L61 (Holcombe cert.), L66B,L67,L69 (each with Holcombe cert.), two blocks of 4xL76, two horizontal pairs of L76A, L81 (Holcombe cert.), L100a block of four, "Hejaz Government 4.October 1924", 3pi red brown, No.L105 single and block of 12, each with Holcombe cert. (cat. \$22,100), hundreds of errors and varieties, many in blocks of sheets (example L87b, sheet of 36 and many others) extensive King Ali issue with imperf. sheets, missing and inverted centers, multiple handstamps, trial color proofs, Postage Dues, with many inverted and double overprints continuing with multiple examples of stamps cataloguing \$500-\$2,00 apiece, some higher, all with Holcombe certificates (38A,38B, cat. \$8,250), perf. and imperf. blocks and some sheets of No.69-74, 1925 Medina and Jeddah issues, Newspaper Stamps (P1-3) Saudi Arabia 1934 Proclamation perf. And imperf. Sets, also additional values, three sets of 1934-1937 issue, many n.h., few covers and host of unlisted material, fine-v.f. A fabulous lot containing many other treasures and great rarities, with 175 different (mostly Peter Holcombe) certificates. Simply stated, we do not wish to break up this important holding which took years to assemble. Careful viewing will ensure many hours of pleasure to the specialist and a wonderful opportunity to purchase intact a significant holding of Saudi Arabia, catalogue value is enormous

One of the sheets illustrated on the internet was a full sheet of the ¼ qirsh on ½ qirsh 'illegible' printed double.

The opening price was USD 45,000 but the lot was not sold.



Acknowledgements and Contacts

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Filatco	http://www.filatco.com
Harmers of London	http://www.harmers.com
Magan Stamps (Gordon Bonnett)	http://www.maganstamps.co.uk A 10% discount is offered to APAI members. If you order from this site, let Gordon know you are a member. The discount applies only to the website price list.
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Useful links

http://www.oriold.unizh.ch//static/hegira.html	Date conversion sites
http://www.islamicfinder.org/dateConversion.php	
http://www.filatelia.fi/experts/	Experts
http://www.wnsstamps.ch	WADP Numbering System - WNS.
http://www.arabianstamps.com	Good information on Saudi new issues but appears to have stopped at 2010.
http://www.mazadelarab.com	Auction site operating from Riyadh.