



SIPA Bulletin

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Guest Editorial

INDIAN POSTAL HISTORY

Most of the Postal History (P.H.) materials are always scarce, because they have to pass through post and one does not know, how many pieces of such items have survived. That is why collectors of Pre-Independence Postal History of India still grope in the dark to find out the solutions for unsolved mysteries. We, the collectors of Pre Independence Postal History, were so engrossed in the subject that we neglected to collect the then present postal history. After 50 years of Independence, when we, the philatelists turned back to collect the material and literature of Modern Indian Postal History, we found that nobody has cared to collect the same including the then giant Philatelic Societies and Department of Posts. Therefore, the collectors of Modern Postal History have to beg for materials and information even after they are spending money, through their nose. It means that the finer materials and information on Modern Postal History is just unobtainable.

Now, the time has come, to learn from our past mistakes. We should collect information and materials of present day Postal History, and should record them in philatelic magazines or books for future generations. In this Goliathic task, one has to move forward forcefully because one should always remember the inspiring words of Rabindaranath Tagore "jo di to re dak su ne ke oo na aa se, to be ae kala cho lo re" (if nobody comes on your calling, then move alone forwardly) Beside Postal History, there are many collectables, which were or are not found easily. Postal Stationery with advertisements were such items but the problem was solved a few years back when it was decided by India Post to send 2000 pieces each of all such stationery to 7 (at present 8) philatelic bureaus for collectors.

At present, similar problem is created by the vast powers of CPMG of a Postal Circle, to issue philatelic material (stamp booklets, formula stationery, special postmarks etc....), from their own postal circle without informing other circles and the centre. If such practice is continued, how a philatelist of other postal circles will get such material. Therefore, it is our humble suggestion to all readers to convince the Department of Posts to make a rule that whenever a Postal Circle issues such materials, they should sent a few pieces to eight philatelic bureaus, which are at present catering the needs of advertisement postal stationery, as stated in the previous stanza.

If the distribution of such materials is not done properly, many items would not be recorded forever. For example, I saw a Stamp Booklet during October - 2003, which was issued by Nagpur Postal Circle in 1999. I still have the ambition to possess an example of the same.

Before concluding, I make an appeal to all readers, to record any information or philatelic material, whichever comes their way, which may help others.

Mr. A.K. BAYANWALA

Our Second Sunday Meetings were held at the CPMG's Conference Hall, Anna Road, HPO, Chennai - 600 002. (10.30 - 12.30 pm) regularly where around 35 members attended with President Shri Balakrishna Das presiding Mr. V. R. Padmanaban spoke on "Man's conquest of space thro Philately."

STAMP NEWS

ANNAMACHARYA

18.03.2004

500

0.4 Million

Born in 1408 to Lakkamamba and Narayana Suri in Rajampet Taluq of Cuddappah District of Andhra Pradesh, he was named Annamayya because he was born by the grace of 'Nandaka', the mighty sword of Lord Vishnu.

At a tender age, Annamayya left home in search of Tirumala, the abode of Lord Venkateshwara along with a 'Tanpura' in his hand. On his way to Tirumala, he composed and rendered spontaneously, a hundred verses dedicated to the glory of Alamelu Manga, consort of Lord Venkateshwara. At Tirumala, he was initiated into Srivaishnavism by sage Ghana Vishnu, thus transforming Annamayya into Annamacharya. At the age of 16, Annamacharya got married and became a Grihastha, a householder.



It is said that in 1424 AD, Lord Venkateshwara appeared before Annamacharya when he was immersed in divine contemplation. The Lord heard a song that emerged from his voice and expressed a desire that he should hear a new composition everyday from Annamacharya. From that day onwards Annamacharya carried this Sankirtana

Yagna to his last breath. The sankirtanams were embedded with rich idiom, native vocabulary, powerful expression and divine philosophy. According to Chinna Tirumalacharya, grandson of Annamacharya, he composed 32,000 sankirtanams for guiding human beings to disregard Varna differences and to attain God. His social outlook and his musical contribution were deeply rooted in his devotion.

Annamacharya's sankirtanams are categorized into Sringara (Madhura Bhakti) and Adhyatma (Deergha Saranagati). While 'Sringara sankirtanams' express 'amalina sringaram' (unadulterated love) between souls, much like the love of Gopikas for Lord Krishna, the 'Adhyatma sankirtanams' contain Bhakti and Prapatti.

Annamacharya was the pace-setter of Carnatic music. He evolved his own style in pallavi and charanams and attained absolute unity of Raga - Bhava - Tala. While pallavi contained the central idea, charanams elaborated upon the theme contemplated in pallavi. Purandaradasa, the famous Carnatic musician of the 15th century, who met Annamacharya, declared that his sankirtanams were not mere songs but were sacred hymns with extensive curative power.

It is also said that the popularity of this divine singer arrested the attention of a Vijayanagara chieftain called Saluva Narasingaraya. One day the King invited Annamacharya to his court and requested him to render one of his recent compositions. The King was thrilled by the mellifluous music and requested the saint to compose one such song in his favour. Annamacharya made it clear that his soul which was dedicated to 'Narahari' (God) would not yield to 'Nara' (Man). The King felt humiliated and locked him up in the prison. But the unperturbed devotee of Vishnu appealed

to Lord Venkateshwara in absolute surrender. The song of the saint, through a magic spell of Lord Venkateshwara reportedly, broke the chains. The King realised his mistake and fell at the feet of Annamacharya.

Annamacharya's soul departed from the world in 1503 AD at the age of 95 years. Annamacharya may have left the mortal world but his immortal songs, still reverberate in the sacred peaks of Venkatachalam.

Theme : Saints, Religion, Hinduism.

9 MADRAS (TRAVANCORE)

01.04.2004

500

0.8 Million

India has had trade relations with most of the European countries since the times of the Roman Empire. Indian spices, silk, muslin and handloom fabrics were a craze in Europe. The Dutch merchants were lured by the lucrative trade in spices and organized a company of their own in 1602. The Dutch Parliament gave it the right to make war, conclude treaties, acquire territories and build fortresses. Beginning in 1605, the Dutch, primarily interested in spices, captured most of islands of South-East Asia and by 1658 they captured the Portuguese settlement in Ceylon. Having nearly monopolized the spice trade, they turned their attention to the west coast of India and gradually established their trading centres at Surat, Broach, Cambay and Ahmedabad in Gujarat, Nagapatnam in Tamil land, Chinsurah in Bengal, etc. One such trading expedition was sent to Travancore to gain a trading centre.



The trade expedition to Travancore in 1741 was led by a young Flemish Officer Captain Eustace de Lenoy. Taking advantage of the then prevailing chaotic situation in Travancore, he assembled his forces at Colachal, a small but important sea port town, to invade Travancore. The invading army was met by Marthanda Verma, the Maharaja of Travancore and his forces (the present 9th Battalion of the Madras Regiment) raised as his Personal Body Guards in 1704 at Padmanabhapuram. In the fierce battle that ensued, Marthanda Verma completely annihilated the superior Dutch Forces and the battle of Colachal was thus a turning point in the military history of Travancore. Captain De Lenoy who was captured, later helped the Maharaja in the training of the Travancore Army on modern lines and was involved in the annexation of numerous small principalities.

The Battalion has been reorganized and redesignated over the past three centuries in consonance with the changing geopolitical scenario without undergoing disbandment or re-raising. In 1935, the unit, then known as Travancore Nayar Brigade, was amalgamated with the Indian Army under Indian State Forces Scheme. It was then trained and equipped on War Establishment. Consequently, in the year 1945, the Battalion was ordered to sail on the warship "AT Taima" for Hongkong under SEAC (South East Asian Command). It landed at Kowloon harbour and was assigned the task of

Repatriation of Prisoners of War to Japan and guarding of air fields and sea ports, and was deployed till January, 1947. On 1 April, 1951, the Unit was integrated with the Indian Army and on 1 April, 1954, it merged with the Madras Regiment and was renamed as the 9th Battalion of The Madras Regiment (Travancore). After integration with the Indian Army, the State Forces Colours were laid down at Indian Military Academy, Dehradun in 1956 and Shri V.V. Giri, the then President of India, presented new Colours to the Battalion at Wellington on 23 May, 1970.

Post Independence, the unit participated in the Hyderabad police action in 1948, in the Sino-Indian conflict of 1962, and in the 1965 war, the Battalion fought the famous Battle of Barki and played a leading role in the capture of Barka Kalan and Ichhogil Bund for which it was awarded a Vir Chakra and two Sena Medals.

The Battalion was pressed into action for rescue operations in the flood ravaged districts of Punjab in September, 1988 and undertook anti-poaching operations in Andaman and Nicobar Islands from 1990 to 1994. During OP Rakshak (1994-98), the Battalion conducted itself with such intrepidity in counter insurgency OPs in the Northern Command that it was decorated with two Shaurya Chakras, three Sena Medals and two Chief of Army Staff and GoC-in-C Commendation Cards each. While OP Meghdoot (2000-2002), saw the Unit deployed on Actual Ground Position Line (AGPL) in the glacial heights of Siachen, during OP Parakram (2002), it was operationally deployed in the Northern Command.

Three hundred years of the existence of the 9th Battalion of the Madras Regiment (Travancore) have witnessed a vast and glittering panorama of gallantry and selfless service to the nation.

Theme : Armed Forces, Madras, Army, Tamilnadu.

V. LAKSHMINARAYANA

14.04.2004 500 0.4 Million

Born on January 11, 1911, V. Lakshminarayana began his musical training as a four year old. Following the Guru Shishya parampara flowing from Baluswamy Dikshitar, V. Lakshminarayana is credited with introducing and adapting a Western violin to Indian music.

At the tender age of seven he began performing at concerts of vocal music and earned a reputation for musical virtuosity among both critics and connoisseurs. His interest in the violin, however, took him to Thimpableadal Srinivasa Iyengar and he was soon performing and teaching both vocal music and the violin.



The 1940s saw his appointment as a Professor of Music at the Jaffna College in Sri Lanka where he performed and recorded extensively. From 1955-58 he led the Radio Ceylon Orchestra, Colombo, and often performed and recorded many solos. Following

the riots in Sri Lanka, he returned to India in 1958.

What sets Professor V. Lakshminarayana apart is the introduction of playing and bowing techniques wherein all four fingers of the left hand are used, playing and plucking the strings simultaneously. The vigorous right-hand techniques introduced and taught by him intrigued some of the greatest musicians like Lord Yehudi Menuhin and Stephanie Grapelli. He was the first person to attempt to play 'Varnams' in five speeds (Pancha Nadai) which earned him the nickname of Panchanadai Lakshminarayana.

The rich tradition and heritage left behind by V. Lakshminarayana has been carried forward by his son Padma Bhushan Dr. L. Subramaniam nationally as well as internationally. The Lakshminarayana Global Music Festival has been instituted as the tribute of a son to his father and Guru after the demise of V. Lakshminarayana in 1990.

The Lakshminarayana International Award, instituted in his memory was first bestowed upon Lord Yehudi Menuhin. Subsequent recipients are Pandit V.G. Jog and Dr. Semmangudi Srinivasa Iyer.

V. Lakshminarayana continues to live not only in the memory of his students and family, but in the notes of music that have reached across the world.

Theme : Personality, Music, Musicians.

I.N.S. TARANGINI

CIRCUMNAVIGATION VOYAGE

25.04.2004 500 0.8 Million

Reliving the saga of ancient mariners and sailing through storms and choppy seas, INS Tarangini has completed a voyage, the mission of which was goodwill and peace apart from the training of its cadets. INS Tarangini is a three-masted barque, designed by Colin Muddie, famous naval architect and yacht designer of United Kingdom and built by Goa Shipyard Ltd. The name 'Tarangini' is derived from the Hindi word 'Tarang' which means wave.

INS Tarangini was commissioned in the Indian Navy on November 11, 1997 and forms a part of the 1st Training Squadron, based at Kochi on the west coast of southern India. The Indian Naval ships - Tir, Krishna and Tarangini are



all meant for training but INS Tarangini is the only sail Training Ship in the Indian Navy.

Sail training ships are increasingly being used as basic seamanship and character building platforms by navies the world over. All sailing manoeuvres require experience of the basic elements of marine environment viz. wind and weather. They also need a good deal of sea sense. Sail training imparts all these virtues. The objective of the circumnavigation voyage is not just to teach cadets seamanship, navigation, astro - navigation, semaphore and morse light signalling but also inculcate in them courage, camaraderie and endurance.

INS Tarangini set sail on the circumnavigation voyage on January, 23, 2003. It battled wind and waves to proudly fly the National Flag and the Naval Ensign at 36 ports in 18 countries and six continents. It covered 33,000 nautical miles travelling through the Arabian Sea, the pirate-infested Red Sea, the narrow Suez Canal, the turbulent Mediterranean, the chilly Atlantic, the Great Lakes, Panama Canal and the stormy Pacific. Propagating the theme of "Bridges of Friendship Across the Oceans", the voyage aimed at broadening the horizons of young officers and officer-trainees.

INS Tarangini stole the show at the Tall Ship races in the Great Lakes. Sailing ships from 24 countries, some with centuries-old sailing traditions, had participated in the event. The Tarangini came first in two races and third in the remaining two of the Sailing Division, the main category of races. Besides, the Indians were the overall champions. The Tarangini was unanimously judged the best ship. Because it had come from the farthest country, the Indian vessel got the Long Distance Ship award too.

Theme : Ship, Sailing, Navy, Adventure.

IISWBM, KOLKATA

(Indian Institute of Social Welfare and Business Management)

25.04.2004 500 0.8 Million

The character of a nation is reflected in and depends significantly on the health of its educational institutions. From time immemorial, India has a tradition of responsible institutions that have had as their aim the bringing out of sound men over and above sound scholars. Ancient universities like Taxila and Nalanda produced luminaries like Panini, Kautilya and Charaka and imparted education in a wide range of subjects including logic, grammar, medicine, philosophy and astronomy besides Buddhist and Brahmanical literature respectively. Modern Indian institutions are worthy torch-bearers of the same tradition donning the mantle to impart quality education and also to stem the tide of degeneration that stalks contemporary society. The Indian Institute of Social Welfare and Business Management falls in the same genre of institutions.

IISWBM was established through a resolution adopted by the Syndicate of Calcutta University on 25 April, 1953. It was the first Institute in the



country to have started the University Post Graduate Diploma course in Business Management in July, 1954. The Institute began as the All India Institute of Social Welfare and Business Management and in 1958, it was registered as a society with its present name for being managed by an autonomous council. This facilitated receipt of financial assistance from Government of India which continued to support the Institute financially and otherwise till 1991. Government of West Bengal has taken over this responsibility ever since.

The Institute has two blocks - Administrative and Academic, having a total floor area of 1235.41 sq.m. The foundation stone of the Academic Block was laid by Pandit Jawaharlal Nehru on 30 November, 1958.

The Institute conducts several prestigious courses, the most important being the Masters in Business Management that is affiliated to the University of Calcutta. The courses on Post Graduate Diploma in Business Management (PGDBM) and Post Graduate Diploma in Human Resource Management were started in 1990 and 1992 respectively. In 1993 was started the Post Graduate Diploma Course in Public Systems Management with specialization in Health Care and Management, Transport and Logistics Management, Environment Management and Energy Management.

The Institute boasts of distinguished alumni who are renowned nationally and internationally for their contribution in their respective areas. Some such eminent people include Prof. Sumantra Ghoshal of London Business School, Shri L.N. Mittal of the ISPAT group, Shri Sudhir Jalan, former President of FICCI and Dr. C.V. Chandrasekaran, Managing Director of the Balmer Lawrie group.

Theme : Education, Institutions, Business Management.

BAJI RAO PESHWA

28.04.2004 500 0.4 Million

To Baji Rao Peshwa has been attributed the transformation in the character of the Maratha nation state and the entire redistribution of political power throughout India during the 20 years of his active career (1720-1740). His appointment by Chhatrapati Shahu as Peshwa was not merely a hereditary succession to office; it was recognition of his precocious ability as a soldier and statesman.



Born in 1698, Baji Rao was trained in the art of battle by his able father Balaji Vishwanath. While being preoccupied with his military training, Baji Rao managed to acquire a little formal education. Marriage to the charming Kashibai did not prevent him from finding the great love of his life, the daughter of Chhattarsal, Mastani, for whom an additional wing was made at his Shaniwar Palace. She immolated herself in his funeral pyre, when he died in 1740.

Baji Rao has been recognized for his tremendous daring and originality. He established the supremacy of the Marathas in the Deccan. He succeeded in defeating the Nizam

who represented Mughal power in the Deccan. His success was marked by the fact that Marathas received the taxes of 'Chauth' and 'Sardeshmukhi' from the Nizam's territories. Aply assisted by a very loyal army and his brother Chimnaji Appa, he extended the power of the Marathas into the maritime districts held by foreign powers: restricting the power of the Sidi in the coastal region and destroying Portuguese authority in North Konkan.

Baji Rao had an uncanny perception of the times in which he lived and utilized the mutual intrigues and court factions which existed at Delhi and in other states to extend the Maratha influence beyond the Narmada. He established his hold over Malwa and Bundelkhand and challenged the Mughal authority at Delhi. Baji Rao enjoyed the complete trust of his king. His brother Chimnaji was a dependable asset. Gifted with the capacity to identify men with talent and determination, the Peshwa picked men like Udai Pawar, Malharao Holkar and Ranoji Scindia, entrusting them with the command of his troops. The three brilliant soldiers went on to found their independent states at Dhar, Indore and Gwalior, respectively.

Baji Rao's success lay in his character and in his able leadership. His persistent energy, single mindedness, faith, courage and a total understanding of the political situation made him an exemplary General and Peshwa to the King. Relying mainly on the cavalry, his forces were renowned for their swift movement. He rewarded merit while simultaneously following a stringent code of discipline at work.

Theme : Personality, Leaders, History, Horse, Army.

PIONEER AIRMAILS OF INDIA

1911-29

Peter Jennings

The Royal Philatelic Society London will host an afternoon display by members of the Academie Europeenne de Philatelie on Thursday 29 April. GSM correspondent Peter Jennings FRPSL, FRGS is showing two frames of his Pioneer Indian Airmails. It is the first time that many of these engaging covers and cards will be seen in public...

On 18 February 1911 at 5.30 p.m., the intrepid French aviator Henri Pequet took off from the exhibition grounds at Allahabad in a Humber-Sommer biplane and flew over the Jumna River in the direction of Naini Junction, about six miles away, where he deposited the mails.

He then returned immediately to land again on the exhibition grounds, having completed the whole journey in 13 minutes. More than a million people, including the Governor, Sir John Hewit, witnessed the historic flight, which was in aid of Allahabad's Oxford and Cambridge Hostel and Holy Trinity Church.

The mail consisted of about 6500 letters and postcards, of which about 40 postcards depicted the pilot and machine and were autographed by him. All the stamps were cancelled with a postmark designed by Captain Walter G Windham RN, authorised

by the Postmaster General of United Provinces and the Indian Post Office and made by the postal authorities at the postal works at Aligarh.



The World's first official Aerial Post at the United Provinces Exhibition, India, 18 February 1911.

Although there was a post office at the exhibition ground, mail was not accepted there, but instead handed to an official, the Reverend W. H. Holland, who dealt with it from Pequet's personal tent.

Captain Windham initiated the world's first official aeroplane mail flight at the request of the Government of the United Provinces of Agra and Oudh. He returned to England and in September 1911, organised the first UK Aerial Post in celebration of the Coronation of King George V. He was knighted in 1923 and died on 5 July 1942, aged 74. Henri Pequet continued in aviation, becoming a test pilot and, in 1934, was the chief pilot of the AeroClub at Vichy. He died in France in March 1974 at the age of 86.

Aerial Exhibition

Two years after the Allahabad flights, on 5 January 1913, another two French aviators, Marc Pourpe and George Verminck, provided a thrilling aerial exhibition to an enormous crowd in Calcutta, Pourpe in his two-seater monoplane named La Curieuse and Verminck in a single-seater monoplane named Rajah, both 50 h.p. Bleriot's.

The first demonstration was by Pourpe who flew for about five minutes within the confines of the Royal Calcutta Turf Club. The second was by Verminck, who circled the racecourse several times, then proceeded towards Balygunge and when near the Alipore Wireliss Station, turned and landed on the racecourse grounds.

The next event was a landing competition between the two airmen, for which a large white circle was drawn on the ground, the aim being the aeroplane down closest to the spot. Pourpe was declared the winner.

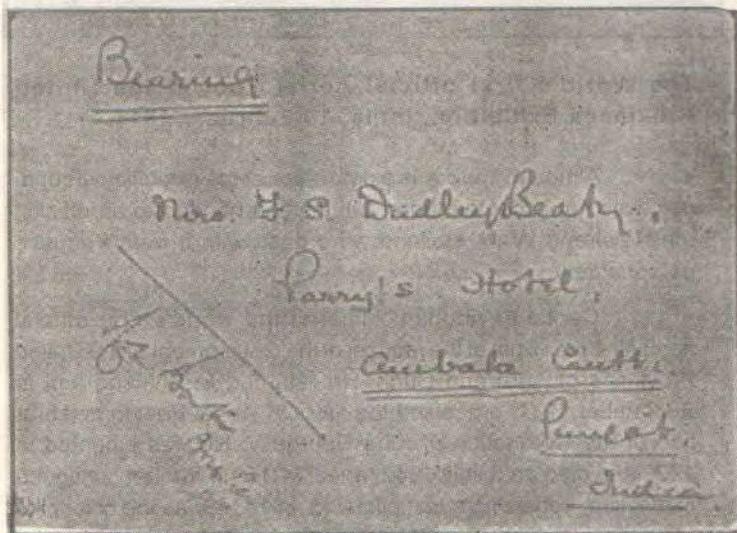
Souvenir cards were sold to the public on 8 January, the last day of the exhibition. According to Stephen H Smith, the distinguished Hon Secretary of the Indian Air Mail, only six cards survived.

Marc Pourpe gave aerial demonstrations in many places before World War I. At the outbreak of war, he returned to France, where he was killed in action.

Cairo-Karachi-Calcutta, 1918

On 30 November 1918, Brigadier-General A E Borton left Heliopolis (Cairo) in a partly converted Handley Page 0/400 biplane, C-9681, fitted with 250h.p. Rolls Royce, Sergeants Bennett and Shiers as crew and, as passenger, Major General (later Air Marshal) Sir Geoffrey Salmond, GOC RAF Middle East.

They flew via Damascus, Ramadi, Baghdad, Bushire and Bandar Abbas to Chahbar, which they reached on 7 December. They left on 10 December and arrived at Karachi on the same day and flew on to Nasirabad and Delhi, where they landed on 12 December. On 16 December they left for Allahabad, spending a night there before landing at Calcutta Racecourse on 17 December, damaging a wing in the process. The total distance from Cairo to Calcutta by this route was 4088 miles, which was covered in 59 hours 11 minutes flying time.

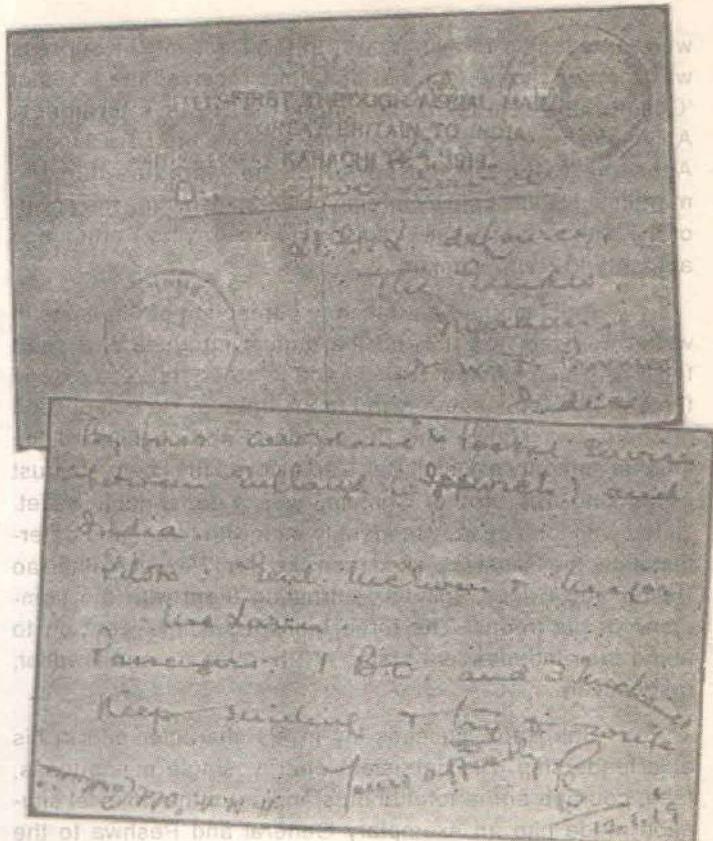


RAF Survey Flight, Cairo-Delhi, December 1918, signed by Brig General A E Borton, carried in a partly converted Handley Page 0/400 bi-plane. Captain Ross Smith was co-pilot

The aircraft carried 43 letters and postcards to which the three-line cachet 'Brought by First Aerial Mail CAIRO to KARACHI/10th - December 1918' was applied when off-loaded at Karachi. A further 30 covers were delivered in Delhi with the circular cachet shown in fig 5. Jeffrey Brown writes, 'It cannot be ascertained whether these formed part of the mail of 43 items brought from Cairo'.

The Old Carthusian 1918-9

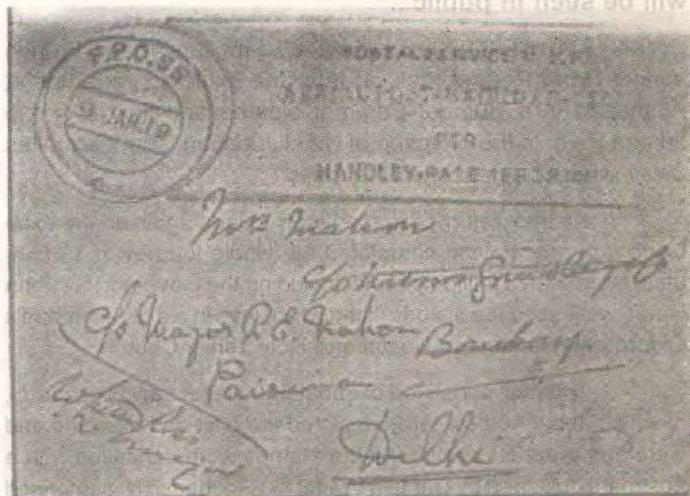
The second RAF aeroplane carrying mails to India was a giant Handley - Page V/1500, registered J1936 and named HMA Old Carthusian. On board were Brigadier General N D MacEwan (Commander designate of the Indian Air Force), Major A C S MacLaren (pilot), Sergeants A E Smith and W Crockford (mechanics) and Sergeant W Brown (rigger). It flew from Martlesham on 13 December 1918 carrying a small mail. A further 43 letters were picked up in Cairo. About six more letters were collected at Baghdad, being given the first cachet on the front and a second on the reverse. These were back-stamped 'Delhi 20 Jan. 19' on arrival.



'First Through Aerial Mail Great Britain to India', the Old Carthusian in January 1919. This cachet was applied by the British Embassy in Karachi dated 14 January and amended in manuscript to 17 January. Detailed message on reverse of postcard ****

When the Old Carthusian reached Bandar Abbas in Persia, a special cachet reading 'FIRST THROUGH AERIAL MAIL/GREAT BRITAIN TO INDIA/KARACHI 14.1.19' was applied by the British Embassy to the mail from England and Cairo only. The '14' was subsequently amended to '17' by hand. A letter was handed to Captain Halley at Bandar Abbas, which he put into his pocket and it did not therefore receive the cachet.

These covers were only flown as far as Ormara on the Mekran Coast, where a forced landing was made. The mail, with Major MacLaren, was transferred to HMS Britomart, which was just been to Karachi by the repaired Old Carthusian, flown by Captain Halley.



Cover also flown on the Old Carthusian. Special handstamp from FPO 55 from Baghdad to Delhi. (Backstamps on this cover shown at right)

First internal airmail services 23 January-11 March 1920

To reach Bombay and the steamer service to Europe, the mail from Karachi had to travel some 500 miles by rail to Marwar Junction to pick up the Delhi-Bombay express for a further 800 miles. Mail for Europe therefore had to be sent three days in advance of sailing.

The RAF suggested they provide a regular Karachi-Mugga Pir-Rajkot-Bombay service. 97 Squadron opened the route on 23 January 1920, arriving the following day, the return flight arriving at Karachi on 25 January. The first flight consisted of two DH 10s, piloted by Flying Officers M Ballard and R Ireland-Chapman.

The outward flight for this short-lived service used to leave Karachi at about 2 p.m., arriving at Rajkot at about 5.30 p.m. After an overnight halt, the aeroplane flew to Jehu Island, whence the mails were taken by road to Bombay, the journey taking about one hour. The flight time for the journey was about seven hours, flying at an average height of 7500ft.

The total number of items carried from Bombay to Karachi was 793 (weighing 421b 9oz) and from Karachi to Bombay 2936 (weighing 891b 2oz). In addition to the standard postage rate, a fee was levied for the air service of eight annas an ounce or part of an ounce for items posted in India or one shilling an ounce or part thereof for items posted in the United Kingdom. Most of the mail on this service was of philatelic origin and was therefore sent by the first two flights. Genuine postal demand proved insufficient, and so the service was discontinued on 11 March 1920.

In the UK, the Post Office announced the setting up of the service thus:

'Airmail service from Bombay to Karachi': 'The Indian Post Office proposes to maintain a weekly Air Mail Service between Bombay and Karachi. The Air Mails for Karachi will be despatched from Bombay after the arrival of the English Mail, and persons in the United Kingdom who desire their correspondence to be forwarded by the new Air Service should mark the covers conspicuously with the words "via Bombay - Karachi Air Service" in the top left-hand corner. Letters, postcards and packets of printed papers and samples, but not parcels are eligible for transmission by the Air Service; and, so far as is known at present, registered articles but not insured letters may be sent.

The special fee for transmission by air is 1/- for each ounce or fraction of an ounce in addition to the ordinary postage and British stamps in payment of the special fee must be affixed to the covers of the correspondence. The correspondence may be posted at any Office in the United Kingdom in the ordinary way, and the latest times of posting to connect with the outgoing Indian mail in any particular week are the same as in the case of other correspondence for India. The Air Service from Bombay to Karachi will afford acceleration not only to correspondence for Karachi, but also to correspondence for places served via Karachi.'

The cover from Great Britain dated 3 February 1920 (Fig 9) was sent via the Bombay-Karachi service, which connected with the weekly P&O mail boat at Bombay. It arrived at Karachi on 24 February 1920. The air fee of 1s. was only in force from 6 January to 19 February 1920. This is without doubt one of the rarest British acceptances, only two or three having been recorded. The express label appears to have been applied in error, either to draw attention to its special status, as no air labels had been issued, or due to the clerk confusing it with the only other air service (to Paris) on which express delivery was compulsory.

In 1924 General Sir William Sefton Brancker, Director of Civil Aviation, was instructed by the British Government to survey every aspect, political as well as physical, of the route across Europe to India. Piloted by Alan J Cobham with his engineer, Arthur B Elliott, he left Croydon on 20 November 1924 in a De Havilland DH50, G-EBFO, and flew into Calcutta during the first week of January 1925. The General fell ill with pneumonia, so on 5 February Messrs Cobham and Elliott flew on to Akyab and from there to Rangoon. The return journey, with Sir Sefton back on board, started on 8 February 1925, with stops at Akyab, Calcutta, Delhi and Karachi.

RAF Cario-Baghdad service

Meanwhile, in 1921 the Air Ministry in London arranged that the RAF service flights between Egypt and Iraq, which were undertaken as part of ordinary military training, should run to a fortnightly airmail service. At that time, the ordinary route to Baghdad was via Bombay, Karachi and the Persian Gulf and took between 20 and 23 days. The Royal Air Force flights reduced this to just two days. The rates of postage were gradually reduced.

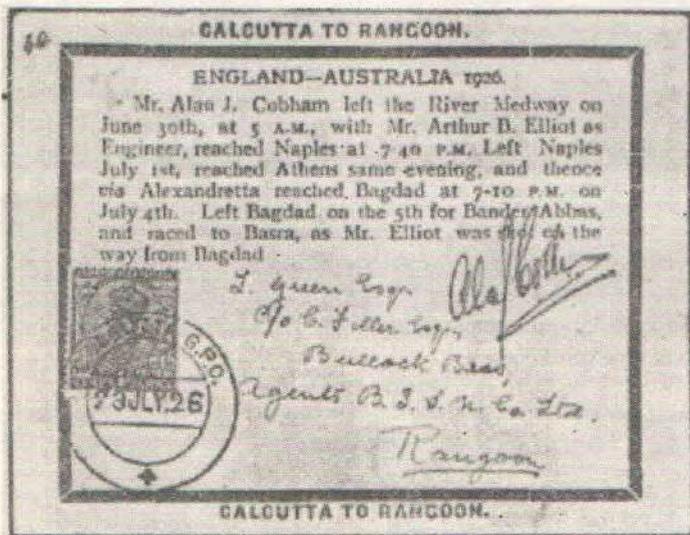
However, the general development of international flying was somewhat slow. A long-distance service from London required permission to fly all over the intermediate countries on the route and international agreements, to make this possible, took time to negotiate.



Great Britain-Karachi, one of the rarest British acceptances and the only example known in private hands. This important pioneer airmail cover is back-stamped with a special 'Karachi Air Post' handstamp of 24 February 1920.

Alan Cobham, accompanied by his mechanic Arthur Elliott, left the River Medway near Rochester on 30 June 1926 in a De Havilland DH50 seaplane, GEBFO, to survey an air route to Australia. The outward flight to Karachi was via Marseilles, Naples, Athens, Leros Island, Alexandretta, Baghdad, Basra, Bushire, Bandar Abbas and Chahbar. The journey was marred by the tragic death of Arthur Elliott, who was hit by a rifle bullet fired from the ground while the machine was flying from Baghdad to Basra.

The flight was continued on 13 July, with Flight Sergeant A H Ward of the RAF replacing Elliott. The seaplane arrived in Karachi harbour on 18 July. From Karachi, Cobham flew on via Bahawalpur, Delhi (alighting on the River Jumna), Allahabad (the River Jumna again), Calcutta (the River Hoogli) and Akyab (Mingan Creek). Between Akyab and Rangoon he encountered very heavy rain and was forced to land in a creek on the River Irrawaddy near Bassein, where he was obliged to seek directions from a passing river steamer. He reached Rangoon on 25 July, alighting at Monkey Point. From there, he flew via Victoria Point (the southernmost tip of Burma), Penang, Singapore, Muntok, Batavia, Sourebaja, Bima and Kapaung (in the Dutch East Indies), arriving in Port Darwin on 5 August. The flight across Australia was via Newcastle Water, Camooweal, Charleville and Sydney, finishing at Melbourne on 14 August 1926. The total distance of 13,000 miles was completed in 156 flying hours (an average speed of 83 miles per hour) over 45 days.



Anglo-Indian Air Survey, Calcutta-London, 15 February 1926. Signed by Arthur E Elliott, Alan J Cobham's engineer



Calcutta to Rangoon, special mourning envelope produced in memory of Arthur Elliott who was shot while flying with Alan J Cobham, near Basra on 5 July 1926. He died in Iraq the following day. Cover signed by Alan J Cobham Reverse of envelope with photographic vignette designed and signed by Stephen H Smith, the distinguished Hon Secretary of the Indian Air Mail Society.

The Air Minister's Flight

Sir Samuel and Lady Maude Hoare left Croydon for India in a De Havilland Hercules, DH66, G-EBMX, with Bristol Jupiter engines, on 27 December 1926. The purpose of their journey was to inaugurate Imperial Airways' Cairo-Basra airmail service. The pilots were Captain F L Barnard (senior Pilot of Imperial Airways) as far as Alexandria and Captain G F Wolley-Dod from Alexandria to Delhi. After suffering a delay at Jask due to severe sandstorms, the airliner reached Karachi on the evening of 6 January 1927, before flying on to Delhi the following day. Four days later, on 10 January, the Hercules airliner was named the City of Delhi by Vicereine, Lady Irwin.

On 1 February 1927, the City of Delhi left Delhi with Sir Samuel Hoare and his party on board for the homeward trip, flying to Cairo via Jodhpur, Karachi, Jask, Bushire, Lingeh, Basra and Baghdad, arriving at Heliopolis aerodrome on 5 February. As the airliner was to be used for the Cairo-Basra service, Sir Samuel's party proceeded by boat and overland to Paris and then by air to London, where they arrived on 18 February 1927.

First airmail between England and India 1929

During March 1929, Imperial Airways negotiated an agreement with the Persian authorities to over-fly its territory, enabling the airmail service to be extended to Karachi. At the same time the service between London and Cairo was completed, replacing the steamer link between Marseilles and Egypt, which had been served by the weekly P & O service to the Far East.

The airmail service was inaugurated on 30 March 1929, when the Argosy City of Glasgow flew from Croydon to Paris. The mails reached Baghdad on 4 April and Karachi on 6 April 1929. The vital red line from London to India had at last been established!

Maurice Porter

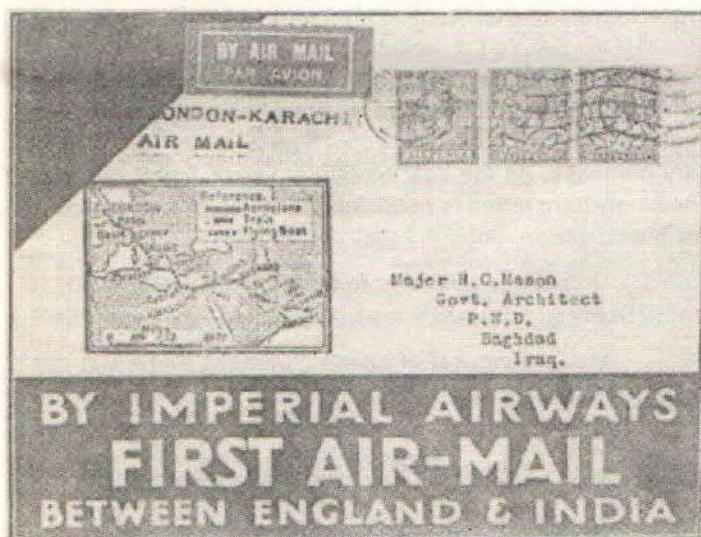
Maurice Porter of J A L Franks & Co, the doyen of airmail dealers told GSM: 'I have always liked Indian airmails, which was the half-way house of intrepid world flyers during the golden age of flying in the 1920s and 1930s. The pioneer flights of India have a special fascination in philately today and in particular in the Sub-Continent itself.'

Aero philately is a wonderful and integral part of our hobby. I owe a tremendous debt of gratitude to Maurice Porter for his help and encouragement over the years as he has helped me build up this and other collections of pioneer airmails. I should also like to pay a warm tribute to Jeffrey Brown (Membership Secretary of the India Study Circle for Philately), for allowing me to draw heavily for this article from his outstanding and meticulous research published in Indian Air Mails.

Finally, I thoroughly recommend the lavishly produced, new book Indian Air-mails, Development and Operations (1911-1942) by my good friend Pradip Jain, who comes from the Indian state of Bihar. This outstanding book is the result of many years of research and study by one of the world's foremost collectors and writers of Indian airmails. It is beautifully illustrated with superb items from his large gold medal-winning collection and highlights the vital and exciting part that India has played in the development of airmails.



Cover carried on the first connecting service from Basra to Cairo by Imperial Airways. Special cachet applied to front of cover addressed to Cairo, postmarked at Karachi, 15 January and back-stamped at Cairo, 24 January 1927.



First through England-India Air Mail Service by Imperial Airways, March 1929. Cover addressed to Iraq with a pleasing private cachet.

(Courtesy : Stanley Gibbons stamp monthly & Mr. Anil Reddy, Life Member SIPA).

MAN'S CONQUEST OF SPACE

V. R. PADMANABAN

Life Member, SIPA.

Man's conquest of space began with the testing of rockets. On 16th March 1926, Robert H Goddard of USA successfully tested the world's first liquid fuel rocket.

The Russians astonished the world by launching the first artificial satellite namely Sputnik-I on 4th October 1957.

USSR launched SPUTNIK - II on 3rd November 1957. The hero was the Dog LAIKA - the first space traveler - spent 7 days in orbit.

The National Aeronautics and Space Administration - NASA was established by the U.S. Congress on 1st October 1958 and the question was who would send man into the orbit - USA or USSR.

USSR launched VOSTOK - I on 12th April 1961 and the Russian cosmonaut "YURI.A.GAGARIN" orbited the earth for 108 minutes and became the first cosmonaut of the world.

On 5th May 1961 USA launched MERCURY rocket and the US astronaut "ALAN SHEPARD" orbited the earth.

The following is the list of Space Missions :

Date	Country	Mission Name	Astronaut
20.02.1962	USA	MERCURY - 6	JOHN GLENN
24.05.1962	USA	MERCURY - 7	CARPENTER
11.08.1962	USSR	VOSTOK - 3	
12.08.1962	USSR	VOSTOK - 4	
03.10.1962	USA	MERCURY - 8	SCHIRRA
15.05.1963	USA	MERCURY - 9	COOPER

On June 16th 1963 "VALENTINA V. TERESHKOVA" of USSR became the first woman in space. USSR launched VOSKHOD-I the three men craft on 12th October 1964.

VOSKHOD-II was launched on 18th march 1965 and the USSR cosmonaut "LEONOV" made his first walk in the space.

Between 23.03.1965 and 11.11.1966 TEN GEMINI two men crafts were successfully tested by USA. From 11th October 1968 NASA started 3 men flights of APOLLO series.

On 16th July 1969 the historic launch came on schedule and the unprecedented odyssey of APOLLO - 11 had begun. CREW : NEIL ARMSTRONG, EDWIN E. ALDRIN, MICHAEL COLLINS

On 20th July 1969, a concept of science fiction became fact when "NEIL ARMSTRONG" took man's first step on the moon surface at 1 hour 47 minutes and 40 seconds IST. That

"One step for man became one gaint leap for mankind".

The two astronauts "Neil Armstrong" and "Edwin Aldrin" lived on the lunar surface for 21 hours and 27 minutes and collected 47 pounds of moon rocks and soil samples for scientific analysis. They also planted USA flag.



From 14.11.1969 to 07.12.1972 the three men flights of APOLLO 12, 13, 14, 15, 16 and 17 continued.

Since 1981 NASA designed and introduced seven men space craft namely SPACE SHUTTLE to deploy satellites into space. It is reusable for space flights and can carry a load of 65 thousand pounds. It can fly 100 or more times. Some of the space shuttle designed by NASA are COLOMBIA, CHALLENGER, DISCOVERY and ATLANTIS.

Date	Country	Mission Name	Astronaut
12.11.1981	USA	COLOMBIA	SCOB
03.10.1985	USA	ATLANTIS	SCOB
03.04.1984	USSR	SOYUZ T-11	Rakesh Sharma
20.02.1962	USA	FRIGIDUS	John Glenn
29.10.1998	USA	DISCOVERY	John Glenn
23.07.1999	USA	COLOMBIA	Ms. Eileen Collins

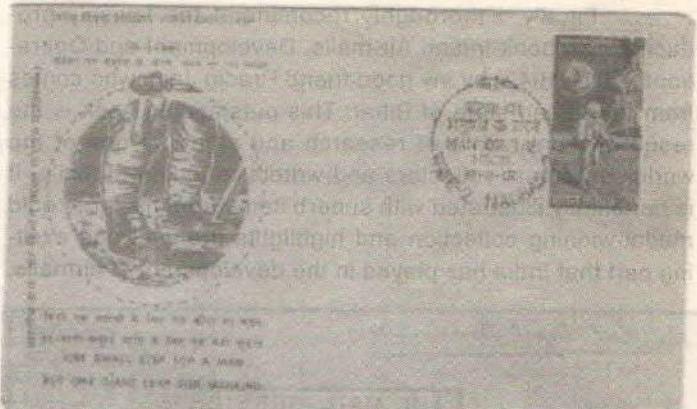
Space shuttle COLOMBIA was launched by USA on 12th April 1981. It took off as a rocket worked as a space craft and returned to earth as an Airplane.

The second launch of COLOMBIA took place on 12.11.1981. The US Space shuttle ATLANTIS thundered into space on 03.10.1985 to deploy air force communication satellite.

"Rakesh Sharma" was The First Indian Cosmonaut and his Soviet colleagues in SOYUZ T - 11 were blasted off into space by USSR on 3rd April 1984 at 18.38 hrs IST. They returned to earth on 11th April 1984.

"JOHN GLENN" orbited the earth thrice on 20.02.1962. In connection with 40th Anniversary of NASA in October 1998, a special space flight was arranged and at the age of 77 John Glenn wanted to participate the flight. He and his crew mates blasted off into space on 29.10.1998 through the DISCOVERY shuttle.

On 23.07.1999 "Ms. EILENN COLLINS" became the first woman to command a space mission in space shuttle COLOMBIA.



"KALPANA CHAWLA" was the first Indian-American woman in space and her maiden space flight was on 19/11/1997.

On 16/1/2003 the U.S Space shuttle Colombia was blasted off into space with seven astronauts. While returning to earth on 01/02/2003, the space shuttle broke up over Texas killing all the astronauts including Kalpana Chawla. Kalpana Chawla proved that woman can rise to the pinnacle of success.

SPACE TOURISM - 2001 "Mr. DENNISS TITO" became the world's first space tourist for the International Space Station (ISS) on 28.04.2001. He stayed for 10 days at a cost of 20 million US Dollars. He was followed by "Mr. MARK SHUTTLE WORTH" of South Africa to the ISS on 11.05.2002.

Since 4th October 1957, a number of experiments were made on the Moon, Outer space, Skylab, SOYUZ, SALYUT-6, SALYUT-7 Scientific Stations and a Permanent International Space Station for space research was established and deployed a number of satellites into space for domestic, medical, communication, space research and military purposes. All the best results of space flights were immediately transferred to medicine - Electronics and computer for public use.

Unmanned missions to MARS - JUPITER - VENUS - MERCURY and SATURN are being sent by USA and USSR.

Man's conquest of space continues and it will continue for ever.



PHILATELIC ORGANISATIONS AND ORGANISATION AT LOWER LEVELS

M.T. KARUNAKARAN

(Mr. M.T. Karunakaran is a life member of SIPA and its founder-editor. He has served SIPA as editor for over a decade. Though written by him long time ago, the points and ideas are still valid, as the author says. SIPA is happy to publish a thought provoking original article, with the views of the author.)

World over there are hundreds and hundreds of philatelic clubs to satisfy the needs of those philatelists belonging

to different countries. Their activities have also become very extensive.

The Federation Internationale De Philatelic (FIP) governs the philatelic activities of member countries at International level with regard to forming rules and regulations and for conducting International level exhibitions.

In the same manner at National level Philatelic bodies function to regulate such activities wherever possible, according to their requirements.

In India, Philatelic congress of India (PCI) issues guidelines to its member Associations and help in a limited way by providing jury members, issuing bulletins etc.,

At state level there are many small and big associations though only a few of which may be affiliated to the PCI., their activities are not binding on the National organization. In fact there is no single authorised state level Association, as in the case of National level, for any particular state. As it exists there can be any number of associations in any one state which can function independently and need not await any sanction or permission from the national body. In fact only a few of the Associations are affiliated to the national body (PCI): still except for the membership affiliation fees there is no link between them in their activities.

Only when a philatelist applies for exhibiting at national or International level, the PCI insists that he/she should be a member of any one of the affiliated associations.

As such the associations or clubs spring up according to the interests of even a few philatelists and continue functioning till their resources lost or till the support of its members continue. There are cases where members of One Association joining as members in other Associations also and cases where just one or two residual members simply continue just to keep the name of their Association alive.

However there are a few Associations which function adhering to all norms and regulations and to the normal expectations and satisfaction of its members.

We are proud to say that the South India Philatelists Association (SIPA) is one such successful association as it has succeeded in satisfying most of the following requirements that are essential to be a successful and an useful Association.

- i) Availability of a place for frequent gathering of members.
- ii) Regular attendance of members at the meetings.
- iii) Conducting meetings for auction and exchange of stamps and views.
- iv) Displaying members collections at the meeting hall, which shall be explained to others during or at the end of the meeting,
- v) Intimation of important meetings through engagement columns of important newspapers to draw the attention of all those interested in the hobby,
- vi) Affiliation of local school clubs with the Association,
- vii) Keeping up to date test of members with particulars of their interest and issue of such a list to all members,
- viii) Keeping the membership will up to date by duly cancelling the membership of those who have failed

to pay the subscription within the specified period after a reminder,

- ix) Finding means to revive the interests of such of those members who have stayed away from regular meetings,
- x) Providing new members with a catalogue of Indian stamps, a membership card, a book on, 'Stamp Collecting' (Member should bear the cost) and the particulars regarding the meetings held and the facilities available to buy philatelic items and literature through the association,
- xi) Keeping available, a world stamps catalogue at all meeting places for members reference,
- xii) Keeping a library of philatelic books, magazines etc., for members use, in a centralised place and keeping it open atleast once a week on a fixed day of the week and timings,
- xiii) Propagating the hobby, by conducting workshops on philately at various schools regularly,
- xiv) Depending on the number of outstation members available in a particular locality, deputing a senior member to organise a meeting of such members: if possible with the assistance of the local clubs & taken note of by the PCI also),
- xv) Conducting Exhibitions once a year or two regularly utilizing the help of one of the affiliated schools,
- xvi) Issuing a bulletin of its own to inform all its members about its activities as well publishing articles of interest from members and others,
- xvii) Organising and introducing contacts of foreign philatelists to members for exchanging philatelic knowledge and material;
- xviii) Owning a building of its own with funds gathered from members, philanthropists and through and advertisements published in the exhibition Bouveris,
- xix) Conducting regular general body meetings and elections of office bearers; and keeping up to date accounts of all transactions,
- xx) Finally if not the least, the willing and active participation and cooperation of all members in all activities of the Association.

In the interest of the hobby one would always wish the functioning of as many associations as possible in every nook and corner. Unless they are organized in a specified units like, 'State level', 'District level', 'City' or 'town' level, with only one Association or club at each level (each such being governed by the immediate higher level one) with due assistance from the top level bodies, the growth of this hobby in India will remain at the bottom as ever and for ever.

SINGAPORE 2004

Celebrates 150 years of Stamps



A premium philatelic event to be held at the centrally located Suntec Singapore International Convention and Exhibition Centre.

Under the patronage of the Federation Internationale de Philatelie (FIP) and the auspices of the Federation of Inter Asian Philately (FIAP)



28 August to 1 September 2004

- Over 2,000 frames of competitive exhibits competing in the first World Stamp Championship
- A rare and exquisite display of the Straits Settlements stamps to commemorate the 150 Anniversary of the first use of stamps in Singapore
- Talks by distinguished philatelists
- Participation by world class companies as part of the special Singapore, A Global City stamp series produced for this event
- Special Galleries on Nature, Technology and Culture for youths, educators and general public on the overall theme of Uniting the World Through Stamps
- Expected attendance of over 100,000 visitors.

Richard Zimmermann informs us that the International Philatelic Society of Joint Stamp Issues Collectors has voted the following series as the Best Joint Issues for the year 2003



India Post and La Poste France have been awarded the first prize for the 'Bird' stamps issued on 29 November 2003.

The second position was awarded to the 'Waterbirds' stamps, issued on 4 October 2003, by China (Hong Kong) and Sweden.

The third place went to Hungary and China with the 'Books' stamps issued on 30 September 2003.

The selection was made from among 28 joint pairs issued during the year, involving 59 issues from 43 different countries-a total of 147 stamps and 17 souvenir sheets. Omnibus series were excluded from the contest.

Courtesy : Gibbons Stamp Monthly, July 2004)



INVITATION

AKHIL BHARATIYA PHILATELIC EXHIBITION



Ahmedabad 1st - 3rd October, 2004

150 Years of issue of First Postage Stamp in India on

1st October 2004.



135th Birth Anniversary of our Father of Nation -

Mahatma Gandhi on 2nd October 2004.



Birth Centenary of our beloved former Prime Minister -

Late Lal Bahadur Shastri, on 2nd October 2004.



INTRODUCTION

Gujarat Philatelists' Association (GPA), Ahmedabad, Baroda Philatelic Society (BPS), Vadodara and other Philatelic Associations / Societies of Gujarat State feel proud to inform you that we are organising a Akhil Bharatiya Philatelic Exhibition - 'Dak Bharati - 2004', supported by the Department of Posts, Gujarat Circle, Ahmedabad.

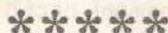
Our aims & objectives are to promote Philately of Modern India and in particular Modern Postal History of India.

As occasion requires, we will be celebrating -

- Birth Centenary of our beloved former Prime Minister - Late Lal Bahadur Shastri, on 2nd October 2004.
- 135th Birth Anniversary of our Father of Nation - Mahatma Gandhi on 2nd October 2004.
- 150 Years of issue of First Postage Stamp in India on 1st October 2004.

VENUE & DATE

DAK BHARATI - 2004 will be held at Ahmedabad for 3 days from 1st to 3rd October 2004.



A GUIDE TO MODERN INDIAN POSTAL STATIONERY

1947 - 2003, Vol.1, by Mr. Prashant H. Pandya

It was indeed a pleasure to receive a complimentary copy from Prashantbahi, of his recent publication "A Guide to Modern Indian Postal Stationery, Vol. 1 (Envelopes) compiled by him. To add to my surprise and pleasure, I found my name under the heading "Acknowledgements". Thank You Prashant Pandya.

Here I feel duty bound to write what I feel about this book. Perhaps after Rajendra Shah of Ahmedabad, I was the next to collect Indian Postal Stationery in Gujarat. Once I exhibited Registered Envelopes in a National event but it was not appreciated and therefore I had virtually left interest. After a few years I diverted my attention on modern postal stationery... and it was rewarded. It suggested that it is the proper time for collectors to include modern stationery with other collections.

Manik Jain's publication was worth appreciating but the information was available upto '70's. It was now time for some one to cover further period of more than thirty years... and Prachant has done it. The next day after I received the copy I was compelled to go through my collection after '70's and had to rearrange. Thank God not much is missing.

All sections are covered and due justice is given to each item. The "Greeting Post" which has taken many pages might help "India Post" to dispose off unsold stock at various Philatelic Bureaus.

The get-up and set-up reminds one of Manik Jain, who I understand played a major role in this publication... Very Good Work done.

My slight critical remark will be about 2 as., 13 np. and 15 np. envelopes. They need more study Information about Proof, Specimens, I think is not adequate. I have in mind some items which are missing. May be in second edition it will be added. This is to be taken as an elderly advice and not sheer criticism.

A very sincere effort must deserve appreciation from all those who love philately.

H. C. Mehta



SIPA - GENERAL BODY MEETING

MINUTES OF BIENNIAL GENERAL BODY MEETING HELD ON 28.3.2004 AT ABK AOTS DOSOKAI, III FLOOR, CHATEU D' AMPA, 110, NELSON MANICKAM ROAD, AMINJIKARAI, CHENNAI 600 029.

59 Members were present at the meeting.

Mr. G. Madan Mohan Das, Patron, South India Philatelists' Association, welcomed the members present.

The Accounts & Auditor's Report, which has already been sent to all the members, was taken as read. The members were of unanimous opinion, that the accounts be passed and there was no discussion on the accounts.

The passing of accounts was proposed by Mr. Ram Mohan and seconded by Mr. A.C. Triloknath.

The next item on the Agenda - election of Office Bearers was taken up. Since there was no contest to any of the posts, the same office bearers will continue till the next General Body Meeting.

The present Auditors, M/s. J. Raj & Co have consented to be the Auditors and it was decided by the General Body to reappoint them as Auditors for the ensuing Biennial period.

There was free discussion on revision of membership rates. Some of the members were of the opinion that upward revision will not bring in much monetary benefits to the Association. Instead they opined that the major expense head, Bulletin Account be made self sustaining or to reduce the number of pages of the Bulletin. Mr. Mohan V. Raman and Mr. M. R. Ranganathan were of the opinion that the Bulletin be sent as a Web mail to all members instead of publishing. But only a few members were for electronic transmission and the rest were happy to receive the printed version. Some members were of the opinion that the Bulletin account should be augmented with donation / sponsorship. Some members suggested that the excess of income over expenditure for the proposed exhibition should be earmarked for bringing out the Bulletin.

After discussing the issue of revision of subscription rates, it was approved by the General Body to revise the Ordinary Membership from Rs. 100 to Rs. 200/- and a new Ordinary Member has to pay 2 years Membership at the time of joining. The Life Membership fee was increased to Rs. 1,500/-. The revised rates will come into effect from 1st April 2004. However, it was also decided to allow the existing Ordinary Members to convert to Life Membership at the old prevailing rate of Rs. 1,000/- till 30th September 2004.

Mr. P.S. Seshadri, Secretary while thanking for the member's sentiments regarding Workshop on Philately, suggested that a Fund be set up for defraying the costs of travelling and other incidental expenses incurred for the Workshops. Mr. M.R. Ranganathan said that there should be a Workshop on Philately for the members of the Association, so that more number of members will be able to conduct workshops in schools nearer their home.

It was decided to shift the Association's premises from 41 Perumal Mudali Street, Sowcarpet, Chennai - 600 079 to our Treasurer's office at 41 Perianna Maistry Street, Periamet, Chennai - 600 003.

Mr. M.R. Ranganathan volunteered to have the Library set up at his office premises at Aminjikarai. It was also decided not to allow members to take books from the Library but instead permit them to browse the books and take xerox copies of interested pages. Members present thanked Mr. M.R. Ranganathan for his gesture in having the Library in his premises.

After a short break for delicious lunch, an Auction was conducted for the members by Mr. G. Amarchand and Mr. G. Balakrishna Das. The auction was lively and many members have picked up their interested material etc and were happy. They also opined that regular auctions should be held so that they may increase their collections.

After tea, the members dispersed around 4.30 pm.



The last time Thematic Guidelines were rearranged, the Bureau decided to take out the detailed considerations on Presentation, as it was assumed that the overall text was too long and the advice on presentation had been already well understood. After the many change in the Commission it has been felt useful to make available the relevant material available for general reference.

In order to achieve these characteristics, the following considerations are offered, based on the experience of the best presented exhibits.

Pages and presentation techniques

White or pale-coloured sheets, which do not detract from the material, are preferred.

Presentation techniques (e.g. the mounting and framing of stamps and documents) should be consistent and neat throughout the pages.

Whatever the approach selected for the headings and the text (manual, typewriter, computer printer, etc.), the readability of the exhibit may be improved by using different character types and/or sizes; presenting the text in different colour is not necessary and might be more confusing than useful.

Presentation of material

The page shall not be overcrowded or too empty. A known thematic principle is to use only one item out of a long set (stamp, postal stationery, cancellation, etc.) with the same design; this approach will also prevent overcrowding. The use of several items with exactly the same design should be limited to special circumstances, e.g. reasons of symmetry, balance in the text, specific thematic and/or philatelic significance of the material, philatelic studies.

This principle does not apply when the same design is common to different types of material (stamps, and/or the imprint / the illustration of postal stationery, and/or special cancellations, etc.), or when the items belong to several countries.

Sometimes the same item can be used to describe several thematic points (e.g. because of its secondary designs). It is suggested that, to avoid repetition, the item is shown - if possible - in different conditions (e.g. single, variety, proof, on cover with a relevant thematic cancellation).

In the case of very common items, the overcrowding of the page with documents and postal stationery items can be avoided by showing the essential thematic and philatelic parts through cuttings in the page ("windows"). This often represents a viable alternative to cutting the documents.

Larger documents can sometimes adversely affect the aesthetic balance; they may be accepted if they actually present a greater thematic and/or philatelic significance.

The overlapping of documents cannot always be avoided. This is often expected for normal, commercial, service, and official correspondence, and it is less disturbing for some themes (e.g. organizations, events, specific history) than for others (e.g. artistic or aesthetic themes).

The choice between mint or used stamps is left to the exhibitor. From a visual point of view, it is recommended that an exhibit consists of only one or the other. When this is not feasible because of philatelic reasons (e.g. a stamp which is by far rarer in the other condition), or of difficulty of acquisition, at least the mixing of mint and used stamps on the same page

should be avoided. However, the inclusion of postally carried items on a page does not imply that every stamp on the same page must be used.

Postal stationery can be shown mint or used, according to their philatelic importance and to the taste of the exhibitor. They must not be cut. Moreover, the "windowing" of stationery items should be strictly limited to very common items, shown because of their cancellation, and should never be used when the item is shown because of its imprinted stamp and/or side illustration.

Stamps used to describe the development should not be shown on documents without a relevant thematic cancellation, unless the document has a clear philatelic significance. Only for justified philatelic reasons should the same stamp be shown single and on cover or card. In principle it is sufficient to present the latter.

Covers or postcards where too many different stamps are not related to the theme (e.g. a set of which only one or two items are relevant) should not be used.

In some cases only one or two items are available on a thematic detail. This should not result in devoting the page to these two items alone, unless their size requires it; in general other items could be presented on the same page, as much as a balanced arrangement allows. Appropriate sub-headings may be used to mark the necessary separation between the different thematic details.

Headings

The headings on the page should identify the arrangement according to the subdivisions of the plan and summarize the contents of the page.

Where necessary, this can be achieved by utilizing fine/finer subdivisions in form of headings and sub-headings that go

beyond the divisions of the plan, in order to provide an easier understanding of the contents of the page. Where necessary, this can be achieved by utilizing fine/finer subdivisions in form of headings and sub-headings that go beyond the divisions of the plan, in order to provide an easier understanding of the contents of the page.

When a numbering system is adopted for the plan page, it should also be used throughout all the pages.

Text

The text should be the most concise possible. Any unnecessary information (e.g. redundant adjectives) should be eliminated, since the role of text is only complementary to the material.

The thematic description may concern individual items or a group of them, with a short bloc of text. However, for better understanding of the specific connection, the text should be positioned as close as possible to the relevant items.

Photocopies or photographs, marked as such, of any hidden part of a document (showing e.g. the stamp imprint of postal stationery or postmarks), may be used if, only in this way, important thematic and/or philatelic information is highlighted.

Simple and effective maps and/or diagrams may be used in few exceptional cases as a supplement to the text, where they help towards a better understanding of the development and shorten the text.

It is recommended that those exhibitors who often show at international exhibitions and do not normally use a FIP language prepare a new presentation with text in one of the most spoken FIP languages, so that their efforts can be better understood by judges and visitors.

(Courtesy : Thematic Commission, FIP).

