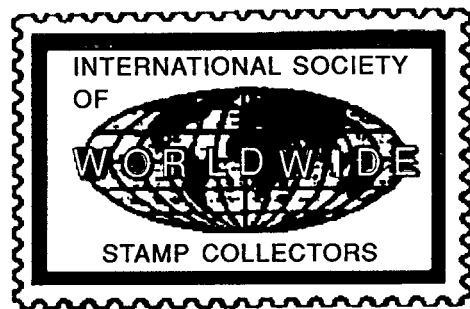


5#4 ✓

The Circuit

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July/Aug.
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The Official Journal of the International Society of Worldwide Stamp Collectors

The Union Jack

By Charlie Jensen (#1367)

Recently there was a discussion in one of the online newsgroups that mentioned the fact that the Union Jack was a flag that flies from a ship at sea. This statement brought to my mind a series of memories about the proper display of the national ensign from ships in port and at sea, and caused me to look at some stamps that illustrate such usage.

When we think of flags we most likely have in mind a standard national ensign such as we see in **Figs. 1a & 1b**.

A "jack" is a smaller size flag that is flown from a jackstaff when a ship is at anchor or moored to a dock. In **Fig. 2** (*Isle of Man*, 1p, 1993) there is a "jack" flying from the bow of the *HMS Amazon* at anchor. The anchor chain can be seen leading forward from the "Hawse Pipe" into the water.

Also when moored or anchored a national ensign is flown from a flagstaff at the stern of the vessel. (The front—pointy end—is the bow.) This also can be seen in **Fig. 2**.



Fig. 2

At the moment the vessel gets underway (that is, when the last line leaves the dock, or the anchor chain is straight up and down indicating that the anchor has come loose from the seabed) the national ensign is lowered at the stern and raised at the mast head, usually from a gaff, and the jack is lowered at the bow. The transfer of the ensign from the stern to the proper mast is usually carried out with precision on military vessels and its proper completion is a matter of pride among professional seamen.

An ensign can be seen quite clearly on a recent Canadian stamp that shows *HMCS Sackville* underway, **Fig. 3** (Canada, 45 cts, 1999) honoring the naval crews who fought the Battle of the Atlantic during the Second, and I hope the last, World War.

Some vessels, upon clearing the harbor and any visual contact with the shore, may lower and stow the national ensign



Fig. 1a

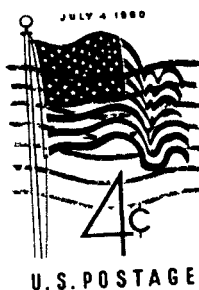


Fig. 1b



Fig. 3

See "Union Jack," page 6:

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Phone or send your questions to the appropriate volunteer. Please include a self addressed stamped envelope or an IRC for a reply.

Please note: Editor does not mail out the Circuits. If you have any questions about your Circuit mail service, please contact Tom

Fortunato or Tony Zollo. Thank you!

DEADLINE NEXT ISSUE: JULY 20, 2000

ISWSC President's Column

by Tony Zollo (#856), President and Executive Director, ISWSC

This month I have several important announcements regarding the ISWSC. Several of our program managers are planning to step down and we are seeking replacement volunteers.

The first position is that of Swap Circuit Manager. Joan Roderick, who has held this position for years, has decided to step down. I am happy to report that Randy Smith, previously a co-manager has decided to step up and assume overall management of this popular program. Thanks to you, Randy!

The next position is that of Sales Circuit Manager. Bob MacKenzie is planning on stepping down by the end of the year. I am asking for anyone interested in applying for this position to let me know as soon as possible. If you have any question about the job (activities, time commitment, etc.) please contact Bob with your questions.

The last position is that of overall manager of our most popular program, the Omni exchange. Jerry Gross, after years of service, is planning to step down. I am asking the current co-managers if they would like to assume the top job, but even if they do, we will then need a replacement co-manager. Again, if you are interested in volunteering to help with this program, please let me know. If you have any question about the job (activities, time commitment, etc.) please contact Jerry directly with your

See "President's Column, continued," on Page 3.

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These secretaries represent the ISWSC and distribute stamps to youth programs in their region.

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 PO Box 34
 FIN-20521
 Turku, Finland

President's Column, continued:

questions.

As I have previously stated, this organization can only survive and flourish if the members are willing to volunteer their time to manage the various programs. If you participate in the above programs, or if you have the time to help, please consider doing so and contact me immediately.

I also need to report that we have lost all contact with our Western European Regional Representative, Jean Marc Fruit. Correspondence has been returned with no forwarding address for over six months. If anyone has any information on Jean Marc, please let me know. However, we must proceed with recruiting a new Western European Regional Representative. So, if you live in Western Europe and are interested in assuming this position, please contact me.

Your society needs you!

IMPORTANT NOTICE!!!: Please remember that starting June 1, 2000 the dues for the ISWSC are increased to \$12 per year. However, if you renew at least 30 days prior to your expiration date (the last day of the odd month shown on your membership card and your mailing label for each issue of this newsletter) you are entitled to a \$2 discount. Therefore, if you renew early, there is actually no increase in the dues! Also, all late fees have been eliminated!

Till next time...

**APS STAMPSHOW,
THE NATION'S LARGEST
POSTAGE STAMP SHOW,
WILL BE HELD IN
PROVIDENCE, RI
AUG. 24–27
AT THE RHODE ISLAND
CONVENTION CENTER, 1 SABIN ST.
For details phone: 814/237-3803,
or email: Stampshow@stamps.org**

Note New Dues Policy!**Dues Information:**

Single/Dealer/Club membership, \$12*

Youth membership (under 18), \$10*

Family membership (up to 4 persons in one residence), \$19*

*=plus 250 large commemoratives for the Youth Program or equiv. donation in US \$. Dues above are for one year and include six newsletters per year. You may sign up for three years at a time. For an application or further information send SASE or IRC to: ISWSC, PO Box 150407 Lufkin, TX 75915-0407 USA. **There will be a \$2 per year discount if the renewal is received at least 1 month prior to the current expiration date.**

Advertising Policy:

For reasons of accountability, *only members of the ISWSC, APS or ASDA may place ads.* All ads dealing with philatelic concerns are acceptable. We reserve the right to edit out objectionable language. Advertisers are expected to respond to all inquiries, so be sure you can handle the responses before you offer to trade, buy or sell. If you have a bad result from answering an ad, contact the editor. We will try to resolve the conflict.

Display Rates (Camera Ready)* per insertion:

Full page, \$75**; Half page, \$40**; Quarter page, \$20**; Per column inch, \$5. Six repeat insertions of the same ad for the cost of five ads (one free). We will also offer a two-sided insertion for \$125 per issue. *Camera Ready means ready to paste up or scan and print. Reductions and typesetting extra. **Discounts for three or more insertions of same ad. Yearly display rates available. Write to ISWSC past president Tom Fortunato (see p.2) for special rates.

Classified Rates per insertion:

First 30 words, including name, address, and zip code are \$3. Additional words are 20 for \$1. NOTE: State abbreviations = one word. "PO Box 12345" = two words. Zip code = one word.

Make all checks payable to ISWSC in U.S. funds. Send text and payment for ads to the Editor, Marian MacLeod.

For all addresses, refer to page 2.



¿Whatzits?

Kenneth J. Johnson (#1782) sent a sheet of colorful stamps, hoping that ISWSC members can be of assistance:



Argentina 033—appears to be gummed on both sides. Does this occur?



This came to me with some Treaty Port Locals. I cannot identify.



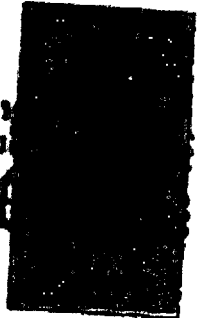
KK=Austria
FRACHT=freight
In red this reads: "KK Fracht Brief Stempel."
Printed in large letters on the back is "BURE."
Center design is double-headed eagle, similar to 1883 series.



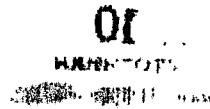
Belgium 454 with "T" — is this a postage due? Not in Scott's.



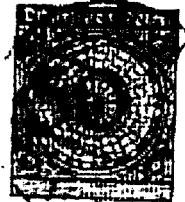
Belgium 170, 17³/₄ x 21¹/₄, but perf. is 11 x 11¹/₂. Scott says 11¹/₂ x 11¹/₂?



"11 Colis Postal Control Declarre Bpartitieur 15¢" My stamp finder says Colis Postal is Belgian Parcel Post. Not in Scott's.



Bulgaria 186, 0/ Print visible from back of stamp. Bottom of stamp has a 3mm wide line, gold-colored, rough across stamp??? Argentina 033—appears to be gummed on both sides. Does this occur?



Michels 342 Michel Page 220 shows this error for 338–341. But not for 342. (?)



British Guiana #130: Scott says lilac and grey. This is lilac and green. Scott error, or variety?

Here ↓ A(-)FG(-)ES



Belgium A(-)NPLAKBRIEVEN PARCEL POST? HERE ↑



Impuesto Sanitario Ley 4039 fiscal — ¿Venezuela?

The following note came in from **Pierce Bullen** (#2124): The Jan-Feb 2000 issue displayed mysterious overprints on Turkish fiscal stamps (illustrations 2a and 2b on page 8) for which the next issue did not include an explanation. I don't know what those stamps are either, but have a few thoughts that might help. You might forward this message to the inquirer.

The stamps appear to be overprints from just after World War I, and they include the word "FIXE" (French spelling). This suggests that the overprint could be from a French occupation area in the Near East — possibilities include Syria, Lebanon, and Cilicia. The letters "z.o." are suggestive of "zone occupée" (Occupied Area). The denomination is given as 2 or 4 "P.S." — this could be "piastres syriennes" (Syrian Piasters). The initials in the overprint ("A.D.P.O.") are harder to figure out. My best guess is that "P.O." refers to "Proche Orient" (Near East). Perhaps the "A." might refer to "Armee" (army) or "Administration."

In conclusion, my best guess is that they are early fiscal stamps from the French occupation of Lebanon or Syria. Maybe an expert on that area could provide a more definitive identification.

QUIZ: German Empire & After: 18 Lands

By Robert C. Toole (#696)

A Baden	J Kiachau
B Cameroun	K Mariana Islands
C Caroline Islands	L Marshall Islands
D China	M Morocco
E German Democratic Republic	N Prussia
F German East Africa	O Saar (Saarland)
G German New Guinea	P Samoa
H German S.W. Africa	Q Togo
I Germany	R Turkish Empire

German Europe: 6

- ___ 1. *Stamps in 1872*—__. The empire in northern Europe became a republic in 1918. Part of it became the Federal Republic (West Germany) in 1949. The capital is Berlin.
- ___ 2. *1884–1912*. Germany issued stamps for its post offices in this empire, mostly in Asia. The capital was Ankara.
- ___ 3. *1903–26*. Local official stamps were issued for the old kingdom in north and central Germany. The capital was Berlin.
- ___ 4. *1905*. They were also issued for the old grand duchy in S.W. Germany. The capital was Karlsruhe.
- ___ 5. *1920–59*. The state on the Franco-German border S.E. of Luxembourg was administered by the League of Nations in 1920–35. After a 1935 plebiscite, it returned to Germany. After World War II, France occupied it, but returned it in 1957. Stamps were discontinued in 1959 and replaced by the stamps of the German Federal Republic.
- ___ 6. *1949–90*. The republic was often called East Germany. The capital was the Soviet sector of Berlin.

German Africa: 5

- ___ 7. *1893–1922*. The colony was in East Africa. The capital was Dar es Salaam. After World War I the greater part of the colony was mandated to Great Britain, which ceded to the Belgians the provinces of Ruanda and Urundi.
- ___ 8. *1897–1918*. The protectorate was on the west coast of Africa north of the equator. The capital was Yaounde. The land was occupied during World War I by Great Britain and France.
- ___ 9. *1897–1919*. S.W. Africa had its capital in the colony in Windhoek. It was occupied by South

African troops during World War I and mandated to the Union of South Africa by the League of Nations.

- ___ 10. *1897–1919*. The protectorate in western Africa had its capital in Lome. The land was occupied by Great Britain and France in World War I.
- ___ 11. *1899–1911*. Germany issued stamps for its post offices in the kingdom in N.W. Africa. The capital was Rabat.

The German Pacific: 5

- ___ 12. *1897–1916*. The island possession in the West Pacific was N.W. of the Gilbert and Ellice group and east of the Caroline Island. The capital was Majuro. The land was seized by Japan in 1914 and by Americans in 1944. They took Kwjalein and Eniwetok.
- ___ 13. *1897–1919*. The island protectorate in the West Pacific included a part of New Guinea and adjacent island of the Bismarck Archipelago. The capital was Herbertshoke (later Kokopo). The islands were occupied by Australian troops during World War I.
- ___ 14. *1900–15*. The island possession in the South Pacific was in the western part of those islands. Early in World War I it was occupied by New Zealand troops. The capital was Asia.
- ___ 15. *1900–1919*. The colony in the West Pacific included the important islands of Yas, Ponape and Truk. It was seized by Japan in 1914.
- ___ 16. *1900–1919*. The island possession in the West Pacific is about 1,500 miles east of the Philippines. The major islands included Saipan and Tinian. The land was assigned as a Japanese mandate in 1919 after World War I, and seized by American forces in 1944.

German Asia: 2

- ___ 17. *1898–1913*. Germany issued stamps for its post offices in the big nation of East Asia. The capital was Peking.
- ___ 18. *1900–09*. The colony in N.E. China was on the south side of the Santung Peninsula. The chief town was Tsingtao.

See page 7 for the answers to this quiz.

Union Jack, continued from Page 1:



Fig. 4

for the length of a voyage unless there is some reason to think that they will be encountering other vessels and ought to declare their nationality. Many military vessels will hold a colors ceremony on the stern every morning if the weather allows. During battle or when enemy action is imminent a vessel will display her colors as is shown in Fig. 4, the HMAS Arunta and the HMAS Bathurst (Australia, \$1.05 & \$0.45, 1993).

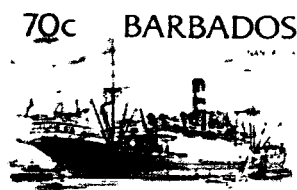


Fig. 5

In port a merchant ship will usually fly its national ensign from a staff at the stern, as shown in Fig. 5, the SS Ianda (Barbados \$0.70 cts). The ship appears to be moored to a dock; however, I cannot see any mooring lines.

In foreign ports the national ensign of the host nation is usually, and in some situations required to be, flown from the starboard yardarm on the most outboard halyard as a courtesy.

In the US Navy and US Coast Guard the jack flown at the bow from the jackstaff is a blue field of fifty stars, since July 4th 1960, and is called a "Union Jack," and is supposed to be of comparable size to the field of the national ensign.

The Royal Navy about whose customs I am by no means an expert, has several flags or ensigns and a long set of customs and traditions to govern their display.

The flag which combines the crosses of St. George, red, vertical on a white field, St. Andrew, white diagonal on a blue field and of course, St. Patrick, red, diagonal on a white field is also commonly called the "Union Jack," once again demonstrating the truth of



Fig. 7

the expression that we are united with our British cousins by a common heritage, and separated by a common language.

It is interesting to note that the British national flag with its combined crosses can very easily be inadvertently inverted leading to great embarrassment to the careless Quartermaster and sometimes insulting remarks directed at the offending vessel.

Actually the name of the British flag described is the "Grand Union" flag and only the smaller version that is flown from the jackstaff on the bow when in port and either anchored or moored is technically a "jack."

The Royal Navy uses the combined crosses in the inner /upper quarter of a white flag, which also has a larger St. George cross dividing the flag into four quarters for its warships and on a red field on its merchant navy ships. The latter is, referred to as the "Red Duster," while the former is called the "White Ensign." The Australian version of the White Ensign can be seen in Fig. 7.

The US version of the "Grand Union" flag, with the combined crosses in the canton along with the 13- and 15-star flags, are shown in Fig. 8. (US 6 cents)

Having seen flags blown from left to right as well as from right to left, depending on the wind, I chose to refer to the inner/upper quarter, meaning closest to the flagstaff or mast, but the proper term for this part of a flag is "canton."

The British also have (had?) another ensign that was to be displayed on vessels that had a certain percentage of their officers in the naval reserve. This ensign would have the Union flag in the left (inner/upper) quarter

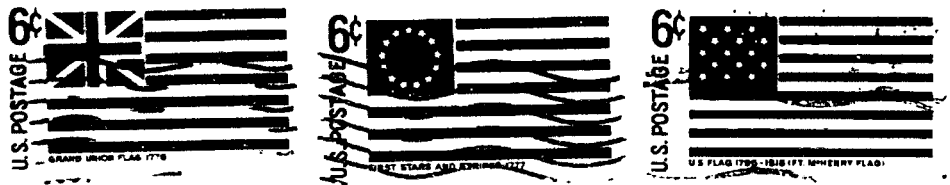


Fig. 8

on a blue field and be similar—but for the color—to the Red Duster.

This whole business of flag courtesy is quite important among professional seamen of both navies, or at least it was when I went to sea. I recall being moored to the Royal Navy dock in Hong Kong when I served on a Coast Guard cutter almost 40 years ago, and chatting with some Royal Navy seamen of a similar