



HOLLYWOOD STAMP CLUB

HOLLYWOOD PHILATELIST



MAY 2020 VOL 56 ISSUE 4

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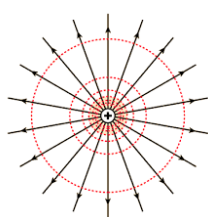
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See the Moon, Mars and Antares on Stamps



See the crescent moon form a triangle with Mars and Antares in the predawn sky on Jan. 20, 2020. (Image credit: SkySafari App)

The waning crescent moon will form a triangle with the Red Planet and the bright star Antares in the morning sky on Monday (Jan. 20), and you can catch the trio in the morning sky before dawn.



Mars will be in conjunction with the moon — meaning they share the same celestial longitude — at 2:12 p.m. EST (1912 GMT), but they will be invisible in daylight for sky watchers across the U.S.

at that time. However, the pair will be observable for a few hours before sunrise.



Enrique Setaro, US Citizen,
Born in Argentina; APS,
HSC, FCPS, GBPS Member.

PRESIDENT DAVID MEDEIROS:
number one goal
for the club will
be membership
and recruiting
new members.

HSC Weekly Meetings Information

The Hollywood Stamp Club meets every Tuesday from 5 to 9 PM at the Fred Lippman Multipurpose Center, 2030 Polk Street, Hollywood, FL 33020, US, North America, Telephone: (954) 921-3404.

All Club members are encouraged to submit articles, notices, or any other data believed

notable to our membership.

Contact the Editor, Enrique Setaro, by phone (305) 428-0516, via Skype, ID: ensetaro or via e-mail.





The Future of Philately (Extracted from Forbes Mag.)

By Richard Lehmann, Investing

It's always compelling to read about the future of anything of interest to you because it stimulates thought and, in this age of the Internet, lots of on-line blogging and discussion. This can be amazingly productive in helping to shape the very future itself. StampFinder has undertaken an effort to change the way stamps are bought and sold in some very profound and disruptive ways in the belief that these changes will truly enhance stamp collecting and grow the hobby.

A basic assumption in our effort is that stamp selling has only embraced a fraction of the opportunities that computerization and the Internet offer the hobby. What we have today is a market place on the Internet which tries to emulate the old time business model of stamp shows where hundreds of dealers congregate in one place where collectors can come and peruse their offerings and haggle over quality and price. The Internet market instead offers thousands of websites where collectors can view hundreds of dealers' offerings, view images



of the offerings and compare prices. The haggling can still take place electronically, albeit losing some of the charm many find in the personal interaction. Still and all, this change has been a lifesaver to an industry whose death has been predicted for the last 50 years.

The industry survives on a cycle of stamp turnover driven by the death of older collectors and the buying by younger ones whose economic well being allows them to expand the scope of their collecting activity. The survival problem comes from the fact that the rate of collectors dying is greater than of new collectors joining or increased buying by existing ones. Add to this the fact that the quantity of existing stamps remains fairly static and you have an industry where available supply is increasing at a faster rate than demand. As a result for the vast majority of stamps, their value does not increase at more than the rate of inflation, if even that. The Internet has allowed dealers to sell more and thereby, overcome a slow death spiral, but things need not be this way.

The Internet offers a huge opportunity for attracting new collectors from areas of the world where stamp collecting is practically unknown but its natural and economic appeal make it attractive. There are several constraints to this broadening of the hobby which I won't get into here. Cont. Page 11

When you are offered a high value stamp for a very low price, remember this:
"If it is too good to be true, it probably is."



PHILATELIC TALKS INITIATIVE.

Using a "vintage" TV that I donated to the club, we have started with some short talks about philatelic topics. The purpose was to provide a way of exchanging information of interest to our membership. We started with "British Old Currency System" on Stamps. These talks will be delivered every other week for 10/15 minutes starting at 6 PM. The following talks were about "Topical Cocoa/chocolate on Stamps", "the Flight of the Gelfer Hund", and "Great Britain Seahorses". The latest talk discussed "Advertisement Labels, Panes & Booklets". Other topics available are: "WW 2 Emergency Forces Messages", "Stylized Views of the Cities of France", "Imperforate Steamships of Buenos Aires", and "Russia 1915-17 Currency stamps". **If any of our members would like to prepare and deliver a talk, I can help if you provide scans of the material to be used and I can set them up into Adobe Acrobat.File.©**



Members: call for action

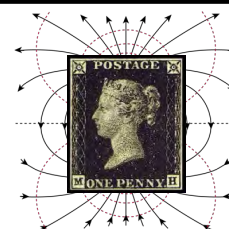
Have YOU considered sharing your stamps knowledge? Why not write an article for the Hollywood Philatelist?

Or share a nice cover and a paragraph about it. Contact the Editor at the meeting. or via E-Mail.

Paraphrasing President Kennedy:

Do not ask what the club can do for you.

Far better, ask what YOU can do for the club.





HSC's Officers and Members of the Board for 2020

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HSC ACTIVITIES: PHILATELIC CALENDAR

MAY 5 . Meeting \$5 Auction, door prizes, and refreshments

MAY 12 . Meeting, \$5 Auction, door prizes, and refreshments

MAY 19 . Meeting \$5 Auction, door prizes, and refreshments

MAY 26 Meeting. \$5 Auction, door prizes, and refreshments

New Members:

Patricia Burdick . 1981

Michele Casamassima . 1983

Gary Petreski . 1982



WELCOME ABOARD !

1000 Island Dressing, By Editor

Thousand Island dressing is an American salad dressing and condiment based on mayonnaise and can include olive oil, lemon juice, orange juice, paprika, Worcestershire sauce, mustard, vinegar, cream, chili sauce, tomato puree, ketchup or Tabasco sauce. It is similar to Russian dressing, making it an alternative spread for a Reuben sandwich.

American Food and Drink, the dressing's name comes from the Thousand Islands region, located along the upper St. Lawrence River between the United States and Canada.[7] Within that region, one common version of the dressing's origins says that a fishing guide's wife, Sophia LaLonde, made the condiment as part of her husband George's shore dinner.[8] Often in this version, actress May Irwin requested the recipe after enjoying it.[9] Irwin, in turn, gave it to another. In another, second version of the story, Thousand Islands summer resident, George Boldt, who built **Boldt Castle** between 1900 and 1904 and who was proprietor of the Waldorf-Astoria Hotel, instructed the hotel's maître d'hôtel, Oscar Tschirky, to put the dressing on the menu in 1894 after he forgot dressing on salads and improvised with what ingredients were on hand at the time.

According to Food & Wine magazine, the dressing was a traditional sauce from the late 19th century in the Thousand Islands region. The wealthy who visited the region carried bottles of the local sauce back to New York City, such as one variant found in Clayton, New York called Sophia's Sauce found at a local hotel, Herald Hotel run by inn-keeper Sophia Lelonde.

It is widely used in fast-food restaurants and diners in the United States, where it is often referred to as "special sauce" or "secret sauce". An example of this is In-N-Out Burger's "spread", served on burgers and several "secret menu" items; despite its name, it is a variation of Thousand Island dressing. Thousand Island dressing is often used in a Reuben sandwich in lieu of Russian dressing.[3] McDonald's Big Mac sauce is a variation on Thousand Island dressing.



Topical: US Transportation coils, By Editor

The Transportation coils series is a set of definitive stamps issued by the United States Postal Service between 1981 and 1997. Officially dubbed the "Transportation Issue" or "Transportation Series", they have come to be called the "transportation coils" because all of the denominations were issued in coil stamp format. All values except three were printed by the Bureau of Engraving and Printing.

The theme of the series was historical transportation vehicles used in the United States since its independence. The designs are spare, consisting only of the vehicle itself, and with inscriptions



describing the general type ("Circus Wagon" or "Ferryboat") and a date, either a decade or sometimes a specific year. The stamps are primarily engraved, almost all in a single color on plain white paper (the \$1 seaplane is in two colors). Some of the denominations also received special service inscriptions in black,

such as "Bulk Rate" or "ZIP + 4 Presort". Many of those denominations were unusual decimal rates, such as 16.7 or 24.1 cents, used by bulk mailers and other businesses who also used precancels. Decimal rates had previously appeared on some coils of the 1975 Americana Series.

Because of their heavy use by businesses mailing to households, vast quantities of these were produced, and were a common sight in the daily mail of the 1980s and 1990s.



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Plate numbers were printed in small letters at the bottom of the stamps at intervals of twenty-four, forty-eight, or fifty-two depending on the printing press employed and these stamps are known as plate number coils. The series has become popular with stamp collectors, both because of the "classic" engraved designs, and because to the emergence of the plate number collecting. Many issues with specific plate numbers are hard to find and can be valuable.

Stamps of the series (ordered by denomination, not issue date):

1¢ Omnibus to \$1 Sea Plane; for a total of 62 two



stamps.

The series show different varieties such as: pairs, imperf. pairs, and others. Most of the stamps in the Transportation Series were printed by the Bureau of Engraving and Printing, although a few were printed by private contractors. All but a few of the later stamps were produced by engraved intaglio. Differences in precancels, tagging, paper and gum provide a large number of varieties.



Another nice addition to this mini-collection could be these stamps on cover. Covers with stamps from this series can be found on eBay or DelCampe.

For more info check the US Scott Specialized catalog or this page:

https://en.wikipedia.org/wiki/Transportation_coils. ©

GALILEO on Stamps, By Editor

Galileo di Vincenzo Bonaiuti de' Galilei; 15 February 1564 – 8 January 1642) was an Italian astronomer, physicist and engineer, sometimes described as a polymath, from Pisa. Galileo has been called the "father of observational astronomy", the "father of modern physics", the "father of the scientific method", and the "father of modern science".

Galileo's championing of heliocentrism and Copernicanism was controversial during his lifetime, when most subscribed to geocentric models such as the Tychonic system. He met with opposition from astronomers, who doubted heliocentrism because of the absence of an observed stellar parallax. The matter was investigated by the Roman Inquisition in 1615, which concluded that heliocentrism was "foolish and absurd in philosophy, and formally heretical since it explicitly contradicts in many places the sense of Holy Scripture".

Cont. Page 5



Galileo (from Page 4)

While he left the place of the Inquisition, Galileo spoke these words "*E pur si muove*" (And yet it moves) suggesting the Earth did actually move around the sun. ©



US OPERATION HIGHJUMP in ANTARCTICA, By Editor

Operation Highjump, officially titled The United States Navy Antarctic Developments Program, 1946–1947, was a United States Navy operation organized by Rear Admiral Richard E. Byrd, Jr., USN (Ret), Officer in Charge, Task Force 68, and led by Rear Admiral Richard H. Cruzen, USN, Commanding Officer, Task Force 68. Operation Highjump commenced 26 August 1946 and ended in late February 1947. Task Force 68 included 4,700 men, 13 ships, and 33 aircraft. Operation Highjump's primary mission was to establish the Antarctic research base Little America IV.

It was also used to train US Navy members on how to operate in the Antarctic region under potential hostile conditions. It seems that there were intelligence reports that mentioned Nazi and/or UFOs presence in that continent.

Philatelically, Operation Highjump has much to offer the serious polar enthusiast, despite the fact that one might easily gain the initial impression that a 10 January 1947 USS MOUNT OLYMPUS postmark on a HIGHJUMP cacheted envelope is all that exists in the way of philatelic documentation from this expedition.

These 10 January covers are among the most common polar covers in existence today, with estimates of the number serviced ranging from 140,000 (Vogele, 1947) upwards to a report of 650,000 covers made by the New York Times in a MOUNT OLYMPUS datelined dispatch of December 10, 1946 (Polar Times, 1946). This abundance of covers means that no polar collector should have much difficulty in locating at least one HIGHJUMP item for his Antarctic album.

However, a comprehensive showing of Operation HIGHJUMP covers would fill many album pages, as relevant postal marking, handstamps, cachets and printed envelopes are found in great variety. We shall attempt to show the wide range of items prepared by members of the expedition in the remainder of this section. That this compilation will be incomplete is a foregone conclusion, but it is hoped that readers having pertinent material not mentioned here will be encouraged to report it so that our philatelic record may be further expanded.



Aware of the potential good will to be engendered by handling philatelic mail, the Navy Department officially sanctioned the handling of philatelic requests as part of its overall public relations effort in conjunction with HIGHJUMP (ROH, Annex 16). All thirteen ships of Task Force 68 were provided with an official rubber stamp cachet for use on their mail during the expedition. Designed by James T. Rawls of the Design and Standards Office of the Publications Branch, Administrative Branch, Navy Department, this distinctive cachet depicts a vessel anchored to the ice shelf with a penguin hanging precariously on the anchor. Widely used on philatelic, personal and even official mail, this cachet appears on the great majority of envelopes from the expedition, generally in a magenta ink, but occasionally in various shades of purple, red, blue and black. ©

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For more details check these web sites:

<http://www.south-pole.com/highjump.htm>

https://en.wikipedia.org/wiki/Operation_Highjump

HELIGOLAND Philatelic Story, By Editor

Heligoland is a small archipelago in the North Sea. Thanks to David Medeiros, our president, for the idea of writing this article about the Heligoland stamps issued during the British tenure of the otherwise German enclave.

Continue on page 6

Heligoland (from P. 5)

A part of the German state of Schleswig-Holstein since 1890, the islands were historically possessions of Denmark, then became the possessions of the United Kingdom from 1807 to 1890, and briefly managed as a war prize from 1945 to 1952.

On 11 September 1807, during the Napoleonic Wars, HMS Carrier brought to the Admiralty the despatches from Admiral Thomas Macnamara Russell announcing Heligoland's capitulation to the British. Heligoland became a centre of smuggling and espionage against Napoleon. Denmark then ceded Heligoland to George III of the United Kingdom by the Treaty of Kiel (14 January 1814). Thousands of Germans came to Britain and joined the King's German Legion via Heligoland.

The British annexation of Heligoland was ratified by the Treaty of Paris signed on 30 May 1814, as part of a number of territorial reallocations following on the abdication of Napoleon as Emperor of the French.

The prime reason at the time for Britain's retention of a small and seemingly worthless acquisition was to restrict any future French naval aggression against the Scandinavian or German states. In the event no effort was made during the period of British administration to make use of the islands for naval purposes, partly for financial reasons but principally because the Royal Navy considered Heligoland to be too exposed as a forward base.

Britain gave up the islands to Germany in 1890 in the Heligoland-Zanzibar Treaty. The newly unified Germany was concerned about a foreign power controlling land from which it could command the western entrance to the militarily-important Kiel Canal, then under construction along with other naval installations in the area and thus traded for it. A "grandfathering"/optant approach prevented the Heligolanders (as they were named in the British measures) from forfeiting advantages because of this imposed change of status.

During the period when Heligoland (a German island in the North Sea) was British possession, about 20 postage stamps were issued between 1867 and 1890. There were up to eight printings of a single denomination and also a large volume of reprints which are known as the Berlin, Leipzig and Hamburg Reprints, respectively. The Berlin reprints are sometimes better quality than the originals. The reprints were done between 1875 and 1895. Consequently, many "old" collections contain reprints rather than originals. Some believe there were seven million reprints as compared to the known 1½ million originals, of which perhaps half were sold through the post office and the remainder sold to dealers when withdrawn from use. A few printings were never postally sold but nevertheless found their way into the hands of dealers. The stamps were printed by the Prussian State Printing Office in Berlin. They were denominated in the Hamburg Schilling until 1875, when both German Reich and British values appeared on each stamp issue (the Farthing/Pfennig issues). All are embossed with a silhouette of Queen Victoria excepting the four highest values which represent Heligoland escutcheons. German stamps were used as postage with Heligoland postmarks.



Mint stamps of Heligoland are moderate to medium priced but with some running to 1000 euros (2005) rarities. Some used

stamps have brought 4800 euros at auction and some covers have brought 10 or 12 thousand euros. This is an inducement for forgery. Because used stamps are often more valuable than mint stamps, forged postal cancellations are plentiful and are the rule on purported high-value items. Because of the many forged cancellations and many reprints collectors of Heligoland stamps are advised either to become expert or to rely on specialists; most

reputable dealers will not handle them because of the prevalence of reprints and forgeries. The collector who wishes to become expert is advised to acquaint himself with the Michel Deutschland Spezial Katalog and acquire, at least, Helmuth Lemberger's "Heligoland Philatelie". Most of the philatelic literature is in German.

It is recommended that used stamps be certified. ©



German Rohrpost (Pneumatic Mail) in Berlin, By Editor

The *Rohrpost* in Berlin was a pneumatic tube postal service, which existed from 18 November 1865 until 1963 in West Berlin and in East Berlin until 1976.



Here is a 1907 German Rohrpost Brief with a 10 pf printed of the pneumatic envelop.

In 1861, a pneumatic tube system was installed in the

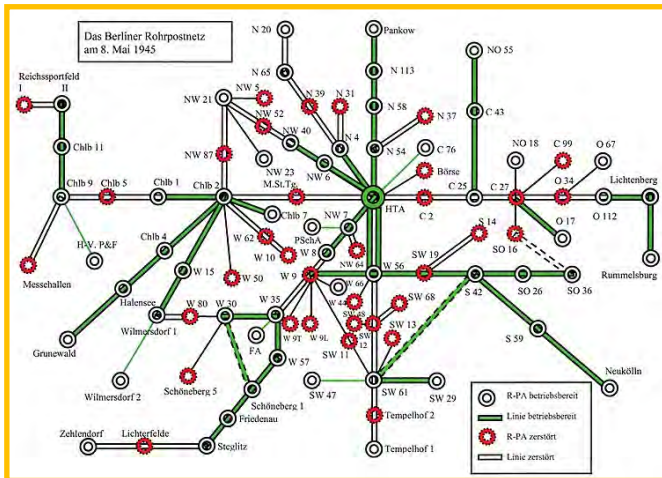
Central Telegraph Office of London to transport telegrams. Inspired by this, the Royal Prussian Telegraph Office placed an order with Siemens & Halske to build a pneumatic tube system for Berlin. The operation of the first line of the Pneumatic Dispatching System was started on November 18th, 1865 and ran between the first Haupttelegraphenamt and the telegraph station in the Berliner Börse. [Cont P. 7]

German Pneumatic Mail (From P . 6)

Thus, the pneumatic delivery system enabled the fast transport of stock exchange quotations that arrived at the main telegraph office from Germany and abroad or were to be sent out into the world from Berliner Börse.

On March 1868 the telegraph offices IV at the Brandenburg Gate and V at Potsdamer Platz were connected to the network, which was now 18 km long. On December 1, 1876, the network, which had been extended to 15 pneumatic post offices with a total length of 25.9 km, was opened to the general public. Postcards and letters up to a weight of 20 grams (maximum size: 14 cm × 9 cm) could be sent.

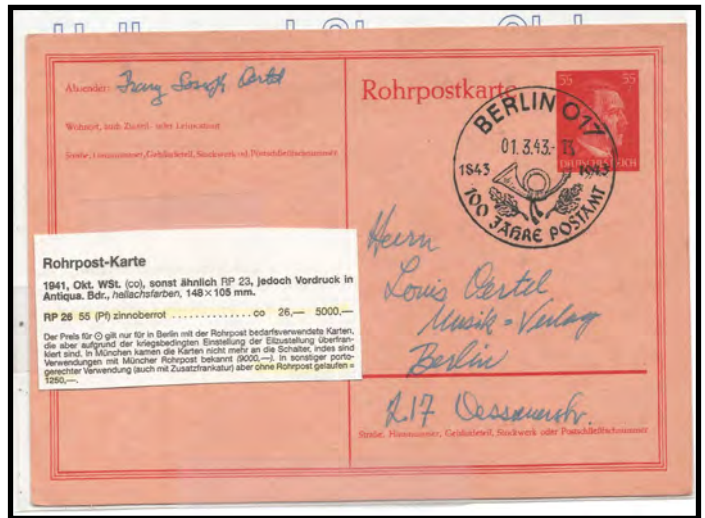
In 1940, the Berlin pneumatic post network reached its greatest expansion with a maximum route length of almost 400 km. 79 post and telegraph offices were connected and at that time processed about 8 million shipments annually.



Postal service and destruction until May 8th, 1945

Parts of the pneumatic postal network was destroyed or damaged during the Second World War due allied air raids on Berlin. However, the operation of some pneumatic post lines in the center of Berlin is documented until the end of March 1945. The pneumatic post in Berlin remained in operation "de jure" until the surrender of the German Wehrmacht on May 8th, 1945. The express delivery service of the post office, on the other hand, was discontinued on August 14th, 1944 due to a shortage of personnel and an extremely increased volume of mail.

The effects of the war, illegal dismantling for the production of waste materials, dismantling for reparations and weather influences left only a torso of the once large pneumatic post network after May 8th 1945. The re-establishment of the pneumatic post network can be proved by the fact that an increasing number of telegrams arriving in Berlin - according to the original function of the pneumatic post network - were transported by pneumatic post. Shown is a postage-free service envelope of the Berlin



pneumatic post, which was used up in 1946 due to the general lack of material as an envelope of a service consignment of the telegraph construction office.

This other Rohrpost brief dated 1943 does not have the printed stamp cancelled with a Rohrpost marking. Thus, it is not known if it was actually carried by the Berlin Pneumatic mail system.



GERMAN ROHRPOST STATION



VIEW OF THE BERLIN ROHRPOST BUILDING ENTRANCE, WITH A MOTORCYCLE USED BY A MESSENGER TO DISTRIBUTE THE PNEUMATIC PIECES.

ANCIENT GREEK TECHNOLOGY, on Stamps, By Editor

This set was issues Sept. 2006 and included Trireme "Olympias", Odometer by Heron, Pinto water pump, the Antikythera Mechanism, and Automatic Gate of Temple. We will cover here in detail the Antikythera Mechanism because its most significance.



Mechanism at Athene's Museum

The Antikythera Mechanism, also known as Portable Cosmos, is an ancient hand powered Greek analogue computer which has also been described as the first example of such device used to predict astronomical positions and eclipses for calendar and astrological purposes decades in advance. It could also be used to track the four-year cycle of athletic games which was like an Olympiad, the cycle of the ancient Olympic Games.

This artefact was retrieved from the sea in 1901 and identified on 17 May 1902 as containing a gear by archaeologist Valerios Stais, among wreckage retrieved from a shipwreck off the coast of the Greek island Antikythera. The instrument is believed to have been designed and constructed by Greek scientists and has been variously dated to about 87 BC, or between 150 and 100 BC, or to 205 BC, or to within a generation before the shipwreck, which has been dated to approximately 70–60 BC.

In the 2006 set of stamps the € 0,65 shows the Mechanism. It is a complex clockwork mechanism composed of at least 30 meshing bronze gears. A team led by Mike Edmunds and Tony Freeth at Cardiff University used modern computer x-ray tomography and high-resolution surface scanning to image inside fragments of the crust-encased mechanism and read the faintest inscriptions that once covered the outer casing of the machine.



Detailed imaging of the mechanism suggests that it had 37 gear wheels enabling it to follow the movements of the Moon and the Sun through the zodiac, to predict eclipses and even to model the irregular orbit of the Moon, where the Moon's velocity is higher in its perigee than in its apogee. This motion was studied in the 2nd century BC by astronomer Hipparchus of Rhodes, and it is speculated that he may have been consulted in the machine's construction.

Mechanism Operation

On the front face of the mechanism there is a fixed ring dial representing the ecliptic, the twelve zodiacal signs marked off with equal 30-degree sectors. This matched with the Babylonian custom of assigning one twelfth of the ecliptic to each zodiac sign equally, even though the constellation boundaries were varia-

ble. Outside of that dial is another ring which is rotatable, marked off with the months and days of the Sothic Egyptian calendar, twelve months of 30 days plus five intercalary days. The months are marked with the Egyptian names for the months transcribed into the Greek alphabet. The first task, then, is to rotate the Egyptian calendar ring to match the current zodiac points. The Egyptian calendar ignored leap days, so it advanced through a full zodiac sign in about 120 years.

The mechanism was operated by turning a small hand crank (now lost) which was linked via a crown gear to the largest gear, the four-spoked gear visible on the front of fragment A, the gear named b1. This moved the date pointer on the front dial, which would be set to the correct Egyptian calendar day. The year is not selectable, so it is necessary to know the year currently set, or by looking up the cycles indicated by the various calendar cycle indicators on the back in the Babylonian ephemeris tables for the day of the year currently set, since most of the calendar cycles are not synchronous with the year. The crank moves the date pointer about 78 days per full rotation, so hitting a day on the dial would be easily possible if the mechanism were in good working condition. After studying all the fragments from the ship's wreckage several models were built; one is shown here.



Front panel of a 2007 recreation

Gearing

The mechanism is remarkable for the level of miniaturisation and the complexity of its parts, which is comparable to that of fourteenth-century astronomical clocks. It has at least 30 gears, although mechanism expert Michael Wright has suggested that the Greeks of this period were capable of implementing a system with many more gears. There is much debate as to whether the mechanism had indicators for all five of the planets known to the ancient Greeks. No gearing for such a planetary display survives and all gears are accounted for—with the exception of one 63-toothed gear (r1) otherwise unaccounted for in fragment D. The purpose of the front face was to position astronomical bodies with respect to the celestial sphere along the ecliptic, in reference to the observer's position on the Earth. In short, the Antikythera Mechanism was a machine designed to predict celestial phenomena according to the sophisticated astronomical theories current in its day. ©