

THE CZECHOSLOVAK SPECIALIST

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Society for Czechoslovak Philately, Inc.

Silver Award — INTERPHIL '76

A.P.S. Unit 18

S.P.A. Branch 284

Vol. XXXX

April 1978

No. 4, Whole No. 379

15 Haler Hradcany—Unretouched Spiral

By SCP Member C. J. Pearce



Fig. 1

If you will refer to your copy of *Monographie Ceskoslovensky Znamek*, Volume One—page 146, you will find that the facts presented on that page will verify that the above block, Fig. 1, should not exist.

The 15h value was printed from six plates. Plate I and II were issued both as perforate and imperforate. Plates III, IV, V, and VI were issued in perforate form only.

All plates were initially issued with an open spiral, type I. However, before going to press plates I and II were retouched, creating type II. During the retouching process, due to human error, certain positions were left unretouched. On plate I, positions 2, 21, 22, 23, 49, 83, 91, 92, 94, and on plate II, position 15.

You can see from the location of the stamps printed in the sheet, that it would be impossible to find a block of four or even a vertical pair with the open spiral, in imperforate condition.

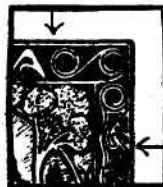
However, here is a block and SCP member, Ray Van Handel, also has a used block in his collection.

The only distinguishing mark on this block is on the upper, left stamp. This is a small break in the third Linden branch, on the right side, Fig. 2.

I have been unable to locate this variety on sheets I, II, III, or VI, so unless one of these plates was damaged during production, it would have to come from plates IV or V.

As restrictions and security were rather lax at the Graphic Unie, it is reasonable to assume that someone could have pulled a sheet and used it to create a philatelic variety, or it could also be possible that a few imperforate sheets did pass thru the final check.

Any comments, additions, opinions or questions will be welcomed. Please check your duplicates.



Editor's Gazette

By Jane Sterba, 6624 Windsor Ave., Berwyn, Ill. 60402

A COINCIDENCE?

SCP member C. J. Pearce forwarded your Editor a copy of an auction-sale held on Jan. 24-27, 1978, by Harmer Rooke & Co., together with the prices realized for same. The price total realized for the 70 lots was \$12,677.00. I noted, per chance, that lot #1790 read as follows:

"For Slovakia. Skalice issue cpt. OG. VF, Rare (2 high vals-Bloch). Catalog Value Mi \$230.00"

The lot was sold for \$90.00. The coincidence is that our March, 1978, Specialist presented you with the back-ground story of these stamps sold in lot 1790, "Stamps of Skalica."

If any of our members would be interested in seeing this price list, the Editor will forward you a xerox copy of the auction listing and prices realized. You must forward your Editor a self-addressed stamped envelope, to-

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Managing Editor Harlan W. Miller

Melvin F. Klozar, Manager of Collection of Advertising

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Dick Major, Sales Agent, For Sale Through the Specialist

P. O. Box 4074, Arlington, Va. 22204

Pres.: Mrs. Joseph F. Sterba, Jr. (Jane), 6624 Windsor Ave., Berwyn, IL 60402

Vice Pres.: George B. Koplowitz, P. O. Box 183, Brooklyn, NY 11218

National Secy.: Edward J. Sabol, 427 King Street, Woodbury, NJ 08096

Treasurer: Charles R. Collins, 19 Empire Place, Greenbelt, MD 20770

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gether with 20c in stamps, in order that the 2 page auction listing can be xeroxed for you at our local library.

CAPEX-78.

The Executive Committee of Capex-78 has completed the final allocations of frames in all of the various competitive classes.

Applications for over 4500 frames were received and the Selection Committee had a difficult job in reducing this figure down to the available 3200 frames.

The following is the breakdown of the number of frames provisionally assigned to the various categories:

Court of Honor and Special Classes -----	391
British North America -----	288
Great Britain and Commonwealth -----	235
United States of America -----	257
Europe -----	792
South and Central America -----	244
Africa and Asia -----	132
Airmail -----	221
Postal History -----	587
Topical -----	302
Miscellaneous -----	51

3500

Literature Entries ----- 155

With this philatelic display being exhibited under one roof, it would be worth the trip to view these many outstanding philatelic collections, as well as attending the many social get-togethers that are being planned for Capex-78. The dates to remember are June 8-18, 1978—TORONTO, ONTARIO, CANADA.

PRAGA-78—AN ANNOUNCEMENT RELATIVE TO TRANSPORTATION TO PRAGUE.

Two years ago our Society's President, Henry Hahn, appointed Mirko Vondra and Jane Sterba to be co-chairman of our Society's sponsored group-flight to Prague to attend PRAGA-78.

At our annual board meeting held on December 17, 1977, the subject of our Society's group flight was discussed in its entirety. The co-chairman, as well as several board members reported on various airline flights and the different price fares being offered, but all prices were subject to change. As March 1st is the deadline for the April Specialist going to press, no positive airline fare can be quoted at this time. New proposals for European air travel fares will become effective April 1st, 1978, pending government approval. These prices should be announced sometime during the month of March, by the airlines and the government.

Also at this December board meeting some of the board members conveyed the wishes and opinions of Society members residing in the board member's immediate home vicinity. Here are some of the examples of the problems that confronted the Board. Some members wanted to visit Prague and tour the Czechoslovak Socialist Republic with their families, PRIOR to the philatelic exhibition in order that their children could return home in time for school classes, while the parents would remain in Prague for the stamp show; other members wanted to fly over JUST PRIOR to the exhibition and wanted to extend their stay beyond PRAGA-78; a third group of members wanted to visit Prague only during the 10 day period of the stamp exhibition. The only

actual fact that remained unchanged was the actual date of the exhibition, which is September 8-17, 1978.

We want to be fair to all our Society members who are considering traveling to Prague, to present them all the possibilities being offered, as well as being fair to all those organizers interested in extending their services to our Society and members. Therefore this announcement is being placed in the Specialist in order to notify all members and all organizers to send their plans and price rates to the Editor of the Specialist, Jane Sterba, 6624 Windsor Avenue, Berwyn, Illinois 60402. The material must be in the Editor's hands prior to the May 1st press deadline, in order to appear in our June Specialist so that this information may be of use to our Society's members. Remember the June Specialist is the last Society monthly journal which is issued during the summer months prior to the PRAGA-78 philatelic event. Organizers please include some hotel accommodations that are convenient to Fucik Park for those members flying to attend the exhibit and who have no friends or relatives to stay with while in Prague. After listing all announcements and plans in the June Specialist, our Society members will have over 2 months time to make their arrangements.

Based upon the above stated circumstances listed herein, your newly elected President did not re-appoint any member to serve as our Society's travel planner for PRAGA-78.

Additional information that is necessary to relay to those planning on visiting Czechoslovakia are the various general regulations for the year 1978.

Every foreign tourist must obtain a Czechoslovak entry visa in advance, issued by all Czechoslovak consulates and embassies around the world. Here in the United States, visas may be obtained from the Czechoslovak Embassy, Visa Section, 3900 Linnean Avenue, N.W., Washington, D. C. 20008. Cost is \$8.00 per person for a transit visa or for a regular visit. These visas can also be obtained thru tour organizer or travel bureau.

Reduced visa fees are available for groups of 10-50 people. In the U.S.A. the individual visa fee is \$4.00 when going in a group.

As in the past, the minimum obligatory exchange for all people entering Czechoslovakia is \$10.00 per person per day. This exchange may be done at the border crossing, but it is recommended that tourists obtain CEDOK exchange vouchers in advance. All travel agents sell these vouchers or they can be obtained from Cedok, the Czechoslovak Travel Bureau, 10 East 40th Street, New York, N. Y.

If you do not possess a United States passport, begin proceedings to obtain one, prior to the big summer rush.

All hotels will be sold on the MAP (Modified American Plan) basis in 1978. This includes breakfast and dinner, together with the hotel rate while residing in a hotel.

The forthcoming plans and your attendance at PRAGA-78, will assure a successful, enjoyable and world-wide, stupendous philatelic event.

SOCIETY APPOINTMENTS.

The President, Jane Sterba, has appointed the following members to serve in the various positions needed to complete the departments, which are part of our Society:

Harlan W. Miller, Managing Editor

Wolfgang Fritzsche, Circuit Sales Manager

Jay T. Carrigan, Librarian

Richard Major, Sales manager for book publications sold by the Society

Dr. L. V. Fischmeister, Chairman of the Expertizing Committee
 Henry Hahn, Jerry Verner, Richard Gray, co-members of Expertizing Comm.
 Wm. Schoenig, custodian of surplus and back copies of the Czechoslovak Spec.
 Henry Hahn, Liaison officer between APS, SPA, and American Academy of
 Philately

On behalf of our officers and members, your President appreciates your acceptance to these various departmental heads.

UNHAPPY COMMUNIQUE.

Dr. L. V. Fischmeister, Chairman of our Society's Expertizing Committee, has not been in continuous residence in Atlanta, Georgia, due to a heart ailment and bout with pneumonia suffered earlier this year. Dr. and Mrs. Fischmeister spent some time in Florida recuperating.

SCP member C. J. Pearce, in Coalgate, Okla., has just returned home from the hospital and is recovering from two very serious operations. Mr. Pearce's support of our Society is reflected in his membership number 17, as well as a periodic contributor of philatelic articles to our journal.

SCP member Mrs. Kay Goodman, who is also a member of the Czechoslovak Philatelic Society of Great Britain, has been home in Highcliffe, Dorset, recovering from a very critical operation.

Society Vice President, George Koplowitz, suffered considerable injury to his hand and arm when he was the victim of an attack by a knife-wielding mugger. George reported that his hand is still not in "working shape" but he hopes that when the summer months arrive, he will be able to use both hands.

Last, but not least, the most important member of our team congenial Managing Editor, Harlan Miller, fell and injured several ribs. This accident was followed by Lawrence, Kansas, being the recipient of a special "gift from Mother Nature," a 12" snow fall. We hope Mr. Miller that you permitted "Mother Nature" also to remove her special gift!

On behalf of the members of our Society, our sincere best wishes to you all, for a speedy and complete recovery!

A Philatelic Tour of Prague

By Mrs. Jos. F. Sterba, Jr.

(Continued)

Vysehrad is the ancient seat of the ruling Czech Dukes and Princes. It is one of the most interesting areas located in the southern section of the city of Prague. Standing on the steep rock embankment on the right bank of the Vltava River, it overlooks the peaceful Czech countryside and in the distance, Hradcany Castle.

Vysehrad was first mentioned in about 791. Krok was the leader of the Czech people, who were at that time, the strongest faction of the Slavs. They settled in Bohemia establishing their seat of power at Vysehrad Castle. Libuse, Krok's daughter, married the peasant-plowman Premysl and founded the Premysl Dynasty which provided the Kingdom of Bohemia with a total of 30 rulers.

In the middle of the 11th century, Prince Vratislav II made Vysehrad his court residence. He built a Romanesque church and palace, two basilicas and one rotunda. As time went on, the fame of this castle faded until the era of Charles IV who renewed it and erected a royal castle here. At the

same time he also founded a new Gothic church and connected Vysehrad with New Town (Nove Mesto) by building a series of battlements. In 1420 the Hussites destroyed the castle after a two months siege. Later under the rule of King George of Podebrad (Jiri z Podebradu) and his successors, Vysehrad became a self-contained Hussite settlement. However, the royal castle was still no more than a ruin. Gradually open spaces were converted into gardens and vineyards.

Following the Battle of White Mountain (1620), Vysehrad became a strong military fortification. At the time of the Thirty Year War, in 1654, Vysehrad was built into a powerful fortress with stout walls as part of the fortification of Prague. The outer gate "Taborska," on the Pankrac side, and the Leopold Gate which is decorated with the coat of arms, both date from this period of time.

Vysehrad received its present day appearance only until the latter half of the 19th century when the Church of Saints Peter and Paul was restored, as well as the Rotunda of St. Martin. In the park is a group of statuary monuments taken from Czech legendary subjects, the work of J. V. Myslbek. These statues were moved to their present location from the Palacky Bridge. Also moved to the Vysehrad garden is Bendl's statue of St. Vaclav, which formerly adorned Vaclavske Square. The tall hollow spires of the Church of Saints Peter and Paul stand guard over the nation's Vysehrad Cemetery. It is a small but impressive version of Westminster Abbey or Arlington National Cemetery.

Explore Vysehrad Cemetery, visit "Slavin" the memorial burial vault built as a tribute for many deserving men and women who devoted their lives to the cultural advance of their nation. The first to be buried in "Slavin" was the poet, Julius Zeyer. Also buried there are sculptors, J. V. Myslbek and J. Stursa; the painter V. Spala; the famous violinist, Jan Kubelik, as well as other notable people. Search for the graves of composers, Bedrich Smetana whose headstone is a small obelisk with a little star above his name, while Antonin Dvorak's headstone is decorated with the bust of this world known composer. Writers Karel Capek and Bozena Nemcova, painters Mikolas Ales and Alfons Mucha both are buried here. Their paintings appear on many Czech stamps. The grave of Max Svabinsky, also known to the world of Czech philately, is located here in Vysehrad Cemetery. "Although they are dead, they still speak," is the epitaph which appears on the monument "Slavin." This is a final tribute to some of the country's most illustrious citizens. A visit to the cemetery will truly be a memorable lesson in Czech history and culture.

While at Vysehrad, sit on the old rampart wall overlooking the Vltava River. A clear view of Barandov, the movie capital of Czechoslovakia, can be seen from this location, but the most important area is the old, ancient court-yard at Vysehrad. Reflect upon this legend, passed down thru history, which took place in this very same place. Maybe the rampart you are sitting on is the spot over which Semik made his famous leap!

Long ago the great grandson of Prince Premysl, Prince Kresomyl, ruled over this land and people. Many men were conscripted to work in the metal mines in Brezove Hory, a small nearby village. The men left their homes and fields to work in the precious metal mines. The crops in the fields were failures and the people left on the farms faced hunger.

Horymir, athane of Prince Kresomyl, warned the Prince of the disastrous consequences which could come to pass if the fields were neglected, while the men continued to work in the mines. The miners, learning of Horymir's en-

deavors became angry at Horymir and one night they secretly set out for his fort to set fire to it. Horymir escaped, thanks to the swiftness of his steed, Semik. To avenge himself, the following night Horymir gathered his people and gave orders that the miners homes were also to be set afire and all the mines to be filled in. The miners became enraged and reported the acts of violence to Prince Kresomyl, who in turn commanded that Horymir be thrown into the castle prison and there the judgment of death was decreed to Horymir.

Horymir was granted one last wish. He was allowed to ride once more on his beloved steed. Twice Horymir galloped around the court-yard and the third time he bent his head, whispered something into Semik's ear, and then pressed his spurs into the horse's side. Semik arose like a bird over the rampart and both were gone in a flash—before the astonished eyes of the spectators. Thunder-struck, they remained rooted to the spot, certain that the leap could only result in death. Imagine their astonishment when they recovered their power of motion, and rushed to the ramparts to view the scene below, to see Semik bearing his master across the Vltava River to the opposite river bank. Horymir made off at a gallop, across the meadows, in the direction of his destroyed fort. Prince Kresomyl, moved by the daring deed, pardoned Horymir, and once more accepted him into his following. Peace again reigned over the countryside.

Nestled there in the Vltava River, under the ramparts of Vysehrad Castle, are a series of small islands. The largest island is known as The Emperor's Meadows. This is the island-meadow about which the old ancient song "On The Emperor's Meadows Stands a Row of Poplar Trees," (Na Cisarske Louky Stoji Rada Topoly) has been written. Are those the soft strains of the melody that we can hear, or are those just the soft breezes winging their way through the leaves of the poplar trees standing there in a row?

(To be continued)

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Czech Scouts Carried the Mail

To update the above article which originally appeared in our "Czechoslovak Specialist," dated January, 1972, SCP member Lester A. Behnke, Dr. George V. Holland, and Dr. Velen Fanderlik, a Past President of the Czech Scout Organization, have submitted the following additional information:

Additions:

Jirotka, Karel (Jirotky)
 Klima, Vladimir (Klimy)
 Kohl (Kohla)
 Kropsky (Kropskeho)
 Nohejl (Nohejla)
 Nusl, Frantisek (Nusla, Frantiska)
 Sulc, Karel (Sulce, Karla)
 Topol (Topola)

Notes:

Bursik, Slava (Bursika)—Slava is short for Bohuslav
 Farka, Josef (Farky)—sometimes misspelled Farky (Farskeho)
 Friedl, S. (Friedla)—sometimes spelled Frydl, Fredl, or Frey (real name is Friedlander)
 Janda (Jandy)—Janda Moloch
 Kral, Jiri (Krale)—Jiri means George
 Orovsky ml (Orovskeho)—ml means junior
 Podofsky (Podofskeho)—should be Podobsky, Vladimar (Podobskeho)
 Rasin (Rasina)—first name is Ladislav

Reduce Messenger Number

Hron (Hrona)—probably Honda Nusl
 Stare (Stareho)—nickname of J. S. Filip

Participants Names Not Found on Envelopes

Matejka (Matejky)
 Prokop, Drtina (Prokopy, Drtiny)

Girl Scout Messengers Names Not Found on Envelopes

Koterova, Hanna (Koterove, Hanny)
 Zemanova, Hanna (Zemanove, Hanny)
 Zemanova, Lida (Zemanove, Lidy)

The above information expands the basic listing to 47 and reduces to 45 (see Hron and Stare above) out of the estimated 96 Scout messengers.

NEW MEMBERS

- 1198 E. F. Barker, 150 rue McGregor, Apt. 1504, Montreal, Que. H3G 1C2, Canada
 1199 James J. Prince, 8 Pennywise Lane, Ledyard, Conn. 06339

CHANGE OF ADDRESS

- 903 Preben Larsen, Korupvahget 17 III th 5230 Odense, Denmark
 1086 P. Sandles, 8101 Independent Armoured Squadron Berlin, B Squadron, Scots D.G. BFPO 45, England

RESIGNED

- 1177 James Malinovsky, 43331 Putters Lane, Hemet, Calif.
 859 Emil Cuhel, 674 Nines Road, Los Angeles, Calif. 90024

Austro-Hungarian Naval Forces During the 1914-1918 World War

By Jiri Nekvasil

Translated by Henry Hahn

(Reprinted by permission of the Postal History Journal)

(Continued)



Upper left to bottom right: Fig. 9. Originating on a naval vessel, a card (bearing these markings) was transferred for delivery through the civilian postal system at Sebenico.

Fig. 10, 11. K.u.K. Kriegsmarine (War Fleet) single circle postmarks with the ship name at the bottom and the date arranged in a vertical sequence.

Fig. 12, 13. Postmarks with horizontal dates; the month indicated by Roman numerals.

Fig. 14. A WILDFANG postmark with the month of September indicated as "IX."



Fig. 15. Provisional postmark with the date in horizontal arrangement, the month abbreviated "JUL.", and the year indicated by four digits.

2. Single circle postmarks with horizontal date which are similar in shape and size to the above first subtype. They originated somewhat later and their date is always at the center of the postmark in a horizontal arrangement. The only difference is that the month is written in Roman numerals. These are illustrated in Figs. 12, 13, 14 and originate from the ships NOVARA, KAISER KARL IV, and WILDFANG.

3. Provisional postmarks were apparently hurriedly produced, perhaps immediately after declaration of war and these were used on various ships. Their diameter is close to 35 mm and they have a date center bridge bordered by two lines which in turn are bounded by the circle of the postmark. Above and below the date bridge there appear occasionally small decorations, several of which are known. The day and year are expressed in Arabic numerals with the year written out completely, e.g. 1916; the month is given in abbreviated letter form such as APR., JUL., etc. Illustrated in the Fig. 15 is such a postmark from the S.M.S. HABSBURG, which used simultaneously a postmark of subtype A1 and another postmark subtype A. This was the case in other ships as well. The only exception within this subtype is a postmark of S.M.S. ERZHERZOG FRIEDRICH, that lacks entirely the inscription K.u.K. Kriegsmarine, which is replaced by the word POST. Many of these postmarks are made by rubber hand stamps, whereas postmarks of the subtype A1 and A2 are always made of metal.

Official Postmarks

Such markings were originally used only by the Navy Administration for the stamping of official bulletins, orders, and so forth. Only later, during the war, were these used for the cancellation of the regular field post mail on small naval units of the Adriatic, the Danube and on the river Bug. These are numerous and varied, and it may be said that one always differs from another in basic appearance or small details. According to the nomenclature of the land field post, these might be labeled as formation markings (termin-



Fig. 16. Card with double circle postmark with the Austrian State Seal.

ology of the Navy field post), one may refer to them as "deck" markings. Their shape and method of manufacture was probably left to a ship's commander, though some basic requirements dealing with appearance were observed. Nevertheless they are subdivided into various subgroups (subtypes):

1. Line postmarks are the simplest, because they carry merely the name of the particular ship, on which they were used. These primitive postmarks (which frequently look as though they were made from a child's printing set) served in many instances as the only marking used for the cancellation of the ship's mail.

2. Double circle postmarks with the Austrian seal may be considered as the oldest in this subtype. The majority are metal with a radius of the inner circle diameter of 34mm, having in the upper portion the inscription K.u.K. KRIEGSMARINE and in the lower portion the name of the ship, such as S.M.S. TEGETHOFF (Fig. 16), or S.M. SCHIFF CHAMALEON (Fig. 17). Both names are separated by stars. I know of only one "mute" postmark of this subtype which bears only the inscription K.u.K. KRIEGSMARINE, the Imperial Eagle turned 180 degrees with respect to the inscription at the bottom. In the center is a star between two dots. This marking was used on the flag ship of the Adriatic fleet S.M.S. VIRIBUS UNITIS.

The most typical of this subtype group could be considered the postmark of the huk VULKAN, a repair hulk in the port of Sebenico. At the top it bears the inscription S.M. HULK, below the name of the ship in quotation marks "VULKAN" with both names separated by stars each of which has a dot at its side. It is the only postmark which bears the title "HULK." It was preserved on a postcard which was mailed from this ship on 9.4.15 (April 9, 1915) by a Czech seaman Vlada Blecha to the editorial office of the newspaper Narodni Politika in Prague.

3. Single circle postmarks with the Austrian emblem (eagle) at the center:

These postmarks were the most frequently used in the Danubian fleet and they vary by diameter, execution of the seal, type of the lettering and variation in inscriptions, i.e., do or do not bear the stereotype inscription K.u.K.



Upper left to bottom right: Fig. 17. S.M. Schiff "Chamaleon" showing a double circle postmark with the Austrian State Seal.

Figs. 18, 19. A single circle with the Austrian double-headed eagle; but no date.

Fig. 20. A subtype of B3. This postmark, designated B4, has an inner and outer circle.

Fig. 21. S.M. Torpedoboat "98 M" showing subtype B4.

Kriegsmarine. The diameter of these postmarks varies between 28mm and 38mm. They are never dated, so that the time of mailing can not be determined except by the date of the message, the transitory, or delivering postal service. The above pertains to the entire category B of official postmarks. Illustrated is one from S.M.S. WIEN (Fig. 18), and another from the steamer Number XIV (Fig. 19).

4. Double circle postmarks with the Austrian eagle in the center:

This subtype is similar to the previous subtype B3 the only difference is that B4 has both an inner and outer circle. These are illustrated in Fig. 20 by the postmark of the torpedo boat 70F and in Fig. 21 which shows a similar postmarks of the torpedo boat 98M. Both craft served in the Adriatic fleet though similar postmarks were used by the Danubian fleet.

All postmarks of subgroups B1-B4 belong to the old Austrian type which



Upper left to bottom right: Fig. 22, 23. Single circle postmark with combined seals of both States to indicate that the navy was a joint endeavor of the Dual Monarchy.

Fig. 24. A horizontal oval postmark with both seals. This was used on the submarine S.M.U. 32.

Fig. 25. A typical framed censor marking.

Fig. 26. A circular censor marking with "Zensuriert."

Fig. 27. S.M.S. Adria postmark with ZENSURIERT arranged at the top, outside the postmark proper

emphasizes the Austrian background of the entire Navy. This apparently did not please the Hungarians; and led to the introduction of newer postmarks, which bore both emblems.

5. Single circle postmarks with both state seals:

This subtype was designed to express the fact, that the Navy was a weapon of the Dual Monarchy and hence bore the seal of Austria as well as Hun-

gary which were connected by the order of the Golden Fleece. Particularly since the Danubian fleet had its peace-time home port in Budapest, these postmarks come most frequently from this fleet. In Fig. 22 there is illustrated such a postmark from the Danubian patrol boat S.M.Pb. "BARSCH"; while in Fig. 23 the one illustrated is from the monitor S.M.S. "ENNS."

6. Double circle postmarks with both state seals:

This subtype is similar to the one above except for the double circle postmark. The inner circle is either full-or-lined. These also appear mostly on the Danubian fleet mail as in D5 above.

7. Postmark of the vertical oval shape:

Such postmarks, with the Austrian eagle at the center were used only by some steamers, which were incorporated into the Navy after mobilization in 1914. I am aware of the S.M.S. DOLFIN, S.M.S. HELENE and K.u.K. FINANZDAMPFER RITTER von BILINSKI.

8. Horizontal oval postmark with both seals:

These are similar to subgroups B5 and B6 except that the shape is a horizontal oval. At the center we find both state seals. They appear more frequently from submarines and other ships of both Danubian and Adriatic fleets. Illustrated in Fig. 24 is the postmark used by the submarine S.M.U. 32.

C. Censor Markings

Even though an order was issued for the censorship of all news to be carried out in all field posts, (censorship was performed by officers or sub-officers), we find censor markings only on a small portion of Naval mail. Nevertheless, we find censor markings of the simplest type all the way to dated censor markings, the later simultaneously performing the function of regular postmarks.

1. Line censor markings are known as single line, double line or triple line, always bearing the name of the naval unit.

2. Framed Censor Markings

These markings always bear the word Zensuriert (censored) or Briefzensur (mail censorship). These markings are without a date. A typical one is illustrated in Fig. 25.

3. Circular Censor Markings

These markings can be further divided into two categories, those with or without the date.

The circular censor marking, illustrated in Fig. 26, originated on the S.M.S. SZENT ISTVAN. It is similar to the marking of the group B3 except that instead of the inscription K.u.K. Kriegsmarine it has the inscription Zensuriert. This is the unique type that I am familiar with. The second larger group of circular censor markings bears a date. The date is mostly at the center bound by the circle. At the top there is always the inscription "Zensuriert"; at the bottom, the name of the ship. In some, the month is indicated by means of a numeral; in others a German literal abbreviation, such as that illustrated in Fig. 7. The only exception to this is the marking from the ship S.M.S. ADRIA, which is similar to the postmark of Group A2. Based on my own experience this is the only such marking used during World War I (Fig. 27).

Various colors were used for these markings. They include black, red, violet, blue, green, greenish-black as well as various shades of these colors. Postmarks of Group A were primarily in black, though there are exceptions. In the instances of the other groups, black is the exception. I wish to point out that from the philatelic point of view, no particular significance can be attributed to the color of the marking.



Fig. 28



Fig. 29



Fig. 30

Fig. 28, 29, 30. Postmarks of hospital ships. That of the Metcovich with a Roman numeral (II) designation, that of the Graf Wurmbrand (IV) with the International Red Cross emblem on the breast of the double-headed Austrian Eagle, and that of the Kulpa with Kriegsmarine at the bottom.

Hospital Ship Mail

Today every navy operating on the high seas includes a series of specialized hospital ships equipped with the most modern medical technology and highly qualified personnel which assures the availability of even the most complex treatment.

The Austrian Navy during World War I also provided such medical care through the use of hospital ships (Seespitalschiffen). During mobilization, some passenger steamers belonging to the Austrian Lloyd were refurbished as hospital ships for the Adriatic fleet: Baron Call, Metcovich, Tirol, Graf Wurmbrand, Africa, Argentina, Elektra, and Oceania. All of these ships received official postmarks which bore just the name of the ship, or merely "Seespitalschiff" and a designation expressed as a Roman numeral. Thus, for example, the hospital ship Metcovich had the numeral II, which is illustrated in Fig. 28. On the other hand the ship Graf Wurmbrand (IV) had a postmark with a two headed Austrian Eagle that had on its breast the sign of the International Red Cross (Fig. 29). Figure 30 illustrates the postmark of the Danubian hospital ship S.M. Spitalschiff "Kulpa," in the lower portion of which was the inscription K.u.K. Kriegsmarine. In addition to this latter, other such hospital ships serving on the Danube included: Traisen, Erzherzog, Franz Ferdinand, Zsofia, Hercegnó, and Elisabeth.

All of the mail, from patients as well as staff, bore field post privileges; free franking was indicated exclusively by means of these postmarks.

Such mail is seen infrequently and is scarce. Hospital ships of the Austrian Navy belonged organizationally among special purpose ships and were marked prominently with the sign of the International Red Cross. (According to convention, they were not to be considered as targets for enemy attack.)

Field Post of the Naval Air Force

The Austro-Hungarian Navy began the development of its own air force shortly before the First World War. The air stations were rather colorful since the service included gliders, hydroplanes, as well as airplanes with engines built by Curtiss, Daimler, Hieronymus, Donet-Leveque and Sanchez Besa, having between 25 and 120 horsepower. These aircraft were quite primitive (resembling mosquitoes more than airplanes). The majority were biplanes and were equipped with pontoons or landing gear. At the beginning of the war, when heavy naval units were already equipped with long distance cannon, it was no longer possible to perform observation and provide fire direction by means of light scout vessels.

(to be continued)



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