



Presentation prepared for
The Collectors Club
New York



The History of the Square-Rigged Sailing Vessels

Jonas Hällström FRPSL
19 March 2014

1. Let me introduce the story ...

- a) ... of the legend about the sail and the Argonauts.
- b) ... by letting you know what a square-sail and a square-rig is.

2. The most simple form of marine constructions ...

- a) ... was initially a craft with a paddle of a flattened piece of wood.
- b) ... immediately demanded the presence of a further factor,
the effect of the wind upon the floating mass.
- c) ... soon also demanded the invention of a means for directing
the un-wide craft; a similar paddle used as a rudder.

3. The width of the crafts provided the means of employing the principles of constructions ...

- a) ... during the transition period of designing the hull.
- b) ... at the time when the stern-rudder was invented.
- c) ... at the time when the new rigging principles were applied.

4. At the time when the world was explored ...

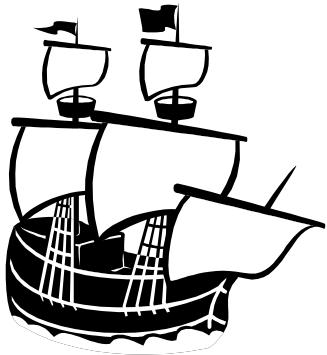
- a) ... the vessels should be able to sail to windward and across the oceans.
- b) ... the explorers used vessels built in different techniques.
- c) ... the emigrant-vessels carried emigrants who colonized the new continents.

5. When the Europeans had discovered the new world, cannon fire and gun power were new principles of how ...

- a) ... warships were constructed and rated.
- b) ... new battle tactics were developed.
- c) ... the hull and rig were designed on Frigates.

6. Trade and shipping demanded specific principles regarding the hull, rig, and size of vessels, when ...

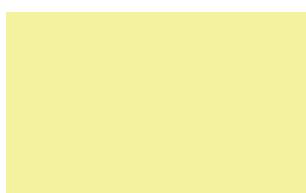
- a) ... the East-Indiamen and Packet ships sailed during the 18th century.
- b) ... the Clipper ships sailed during the 19th Century.
- c) ... the great oceans and small seas demanded vessels of specific design.
- d) ... the Ironbarks were the last sailing vessels in
commercial traffic during the 20th Century.



The History of the Square-Sigged Sailing Vessels

This booklet is the handout prepared for the presentation given to The Collectors Club in New York on 19 March 2014.

Of **65** printed handouts this is number





Presentation prepared for
The Collectors Club

The History of the Square-Rigged Sailing Vessels

Jonas Hällström
19 March 2014



Thanks for inviting me!

Jonas Hällström
CCNY member since 2007

The History of the Square-rigged Sailing Vessels

1988 First exhibited in Youth Class as **Sailing Ships**

2009	CHINA	FIP	Large Gold	(95p)
2009	IBRA	FEPA	Large Gold	(95p)
2010	JOBURG	FIAP	Large Gold	(96p)
2010	ECTP	FEPA	Grand Prix ECTP	
2013	AUSTRALIA	FIP	Large Gold	(96p)



**European Championship for Thematic Philately
Grand Prix 2010 in Paris**

The "Development" (Story Line) as presented in the Introductory Statement ("Plan")

The History of the Square-rigged Sailing Vessels

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- b) ... by letting you know what a square-sail and a square-rig is.

2. The most simple form of marine constructions ...

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- b) ... immediately demanded the presence of a further factor, the effect of the wind upon the floating mass.
- c) ... soon also demanded the invention of a means for directing the un-wieldy craft; a similar paddle used as a rudder.

A square-sail is hanging athwart the vessel and is rectangular. A square-rigger is a vessel combining square-sails in its rig.

3. The width of the crafts provided the means of employing the principles of constructions ...

- a) ... during the transition period of designing the hull.
- b) ... at the time when the stern-rudder was invented.
- c) ... at the time when the new rigging principles were applied.

A sailing vessel was one of the first illustrations to be used as topic on postage stamps in the early classical stamp period.



✓ 1863 4 reales plate proof in original green colour.

4. At the time when the world was explored ...

- a) ... the vessels should be able to sail to windward and across the oceans.
- b) ... the explorers used vessels built in different techniques.
- c) ... the emigrant-vessels carried emigrants who colonized the new continents.

Items are marked referring to their philatelic status and importance, based on records alternatively on own experience or knowledge, with ...

- VVV ... an item of "world status", or an item regarded as a top rarity.
- VV ... "high importance", an item regarded as a rarity.
- V ... "important", an item regarded as a rarity.

The purpose is to make it easy within the exhibit, to "identify" the most significant items from a philatelic/postal history point of view.

5. When the Europeans had discovered the new world, cannon fire and gun power were new principles of how ...

- a) ... warships were constructed and rated.
- b) ... new battle tactics were developed.
- c) ... the hull and rig were designed on Frigates.



VVV 1863. 4 reales large die proof on India paper, one of four stamps belonging to Costa Rica's first issue.

**Thematic
Development**
Storyline

**Thematic
Information**

Thematic
knowledge

**Philatelic
Information**

*Philatelic
knowledge*

The concept for this
presentation (the slides)



Philatelic item to be presented here

The Collectors Club New York

The legend about the
sail and the Argonauts
(introducing the story)



The legend says that the idea
about the sail on a boat came
from "The Papershell" (lat.
Argonaute Argo).

Mauritius 1969



The Collectors Club New York



The legend about the sail and the Argonauts
(introducing the story)



In Greek mythology it is said that the Argonauts sailed with the ship "Argo".

The U.S. submarine U.S.S. Argonaut was commissioned in 1928. At the time she was the largest submarine in the U.S. Navy. She was sunk by Japanese destroyers with the loss of all hands, carrying a crew of 105 "Argonauts".

The Collectors Club New York



The legend about the sail and the Argonauts
(introducing the story)



The Argonauts sailed with the ship "Argo" and the great hero Jason. They left Iolcus and sailed in order to retrieve the golden fleece.

Liverpool to New York where it arrived on 19 March 1804 as a ship letter receiving a superb strike of the New York "clamshell" postmark type II in red (much rarer than the same in black). Carried on the route over the Atlantic by the 158 ton Brig "Argo".

The Collectors Club New York

The legend about the sail and the Argonauts (introducing the story)



Copenhagen statue by Thorwaldsen showing Jason the great leader of the "Argonauts", with the golden fleece (as he captured) in his hand.



Original drawing by H Lindhardt (winner in a competition). The drawing is the essay to the postage stamp from Denmark released in 1938.



The Collectors Club New York

I let you know what a square-sail and a square-rig actually is



A square-sail is hanging athwart (side to side across the ship) the vessel and is rectangular set from a yard (beam) which pivot about the middle.



From RANGOON 22.8.1941 with "Clipper Airmail service" to the U.S.A. KGVI 8a pictorial (8x) + 4a + 1 a definitives paying double 2r 2a 6p per ½ oz rate for carriage by BOAC Horse-Shoe route airmail service to Singapore and onwards by PanAm FAM-19 Pacific Clipper service to the U.S.A. Censored with Rangoon tape and cachet.

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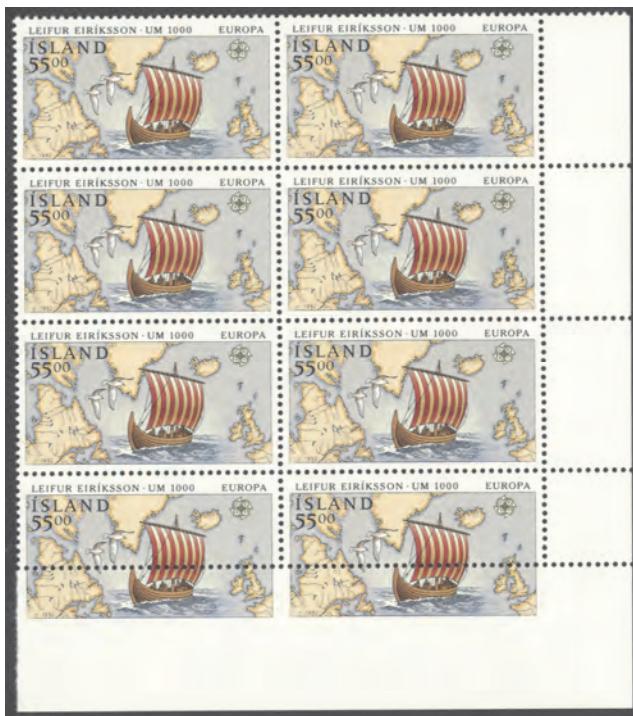
The most simple form
of marine constructions

Initially the most simple marine construction was a simple craft with a paddle made of wood. Sometimes propelled by poles and sometimes with a sail.



*Inverted
center-piece*
Sudan 1951
Bolivia 1916

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The transition period
designing the hull

The Viking "longships" were warships and the Viking "round ships" were cargo ships. They sailed fast in free winds since their hull was long and narrow. The sail was one-colored or two-piled velvet.

*Misplaced
perforation*

Iceland 1992

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The width provided
the means of
employing principles
for construction



On seagoing vessels built for long voyages the hull was shorter than on previous long-ships and also demanded more power from a larger square-sail.

Experiments led forward on moving the steering-oar to the stern (rear).

Stampless folded ship-letter from NEW HAVEN U.S. via Trinidad, to Baltimore U.S.. The maritime ship marking in black depicting the outline of a ship's hull and stern, plus 5 cents, indicating the correct total rate for a ship-letter beyond the port of entry: 3 cents + 2 cents ship fee.



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Professions became
permanently related
with ship-construction

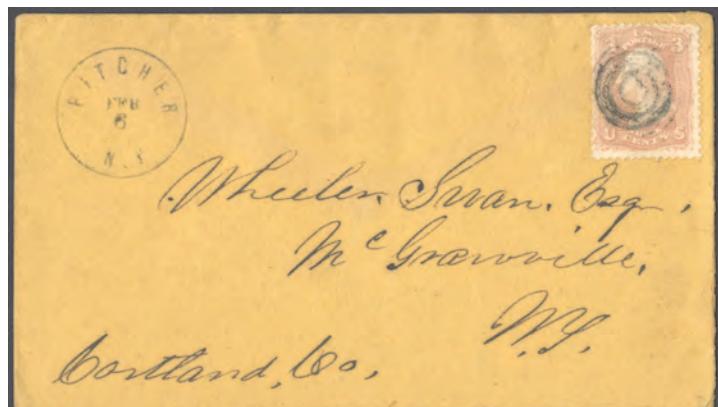


Pitcher was a medieval job in ship-construction, nameley the man who covered caulk with pitch to make the ship waterproof.

Carpenter was a medieval job in ship-construction, nameley the man who was responsible for constructing the rig when building a ship.

PITCHER, N.Y., 6.2.1865 on inland cover.

CARPENTER'S LANDING N.J.
(a small post office only open 1827-1866), 20.3.1865 on inland cover.



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Fighting platforms became permanent on ships from about 1300

Experiments were made in rigging from one to two or three masts.

The fore (front) and aft (tail) platforms, called castles, made it easier when attacking and boarding other ships in combat.

Great Britain "Wilkinson greeting telegram form" released on 15 December 1936 (with gold envelope). Handstamp on reverse of the telegram form HAMMERSMITH 20.3.1937.



The development of ships outside Europe were almost the same

Sails on Chinese junks were made of reed matting and were disposed as square-sails. The number of masts on junks varied between two and five.

1895 unused postal stationery card, type B, printed by Central China Press, on order from Kewkiang local post, established by the Kewkiang Municipal Council on 6 August, 1894.

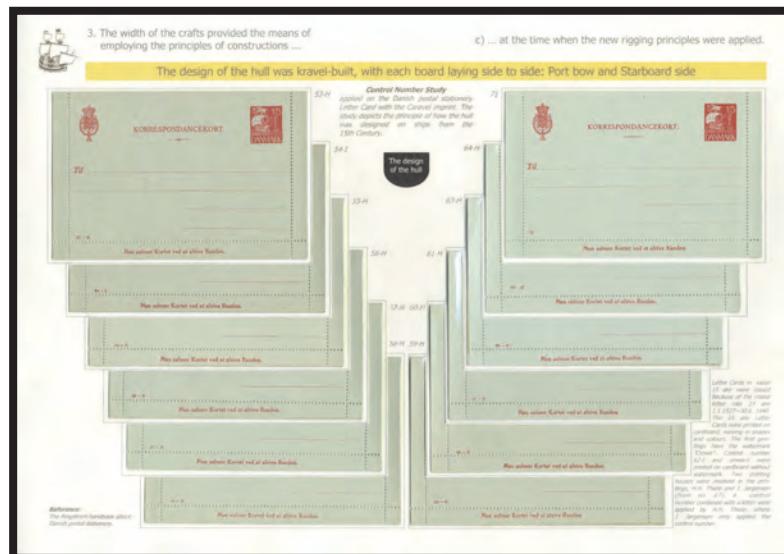
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The design of the hull



The design of the hull was kravel-built, with each board laying side to side named "Port bow" (left) and "Starboard side" (right).

Control Number Study applied on the Danish postal stationery Letter Card with the Caravel imprint. The study depicts the principle of how the hull was designed on ships from the 15th Century.



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A Carrack was
optimized to sail fast
in free winds

In 1960 the Danish Post commemorated the 400th anniversary of the Danish Lighthouse services. A Carrack in the latest style, its sails are arranged in a "ship-rig" i.e. squares on fore and main and lateen on mizzen mast.

The stamp was designed by Frank Holmeling and engraved by Bent Jacobsen. It appears that an attempt was made to explore the possibility of issuing a two-colour stamp (dark brown with orange oval). In this case the die was used to make a trial color proof.



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The compass seems to have decided the form of the hull during the Middle Age



Scientists often say about ships' roundness that the "compass (which is round in its form) seems to have decided the form, not only the stern but also the mid-ship sections of vessels named round ships".

1857 unpaid folded letter from Aalborg, via HELSINGBORG to Uddevalla, Sweden, paid 12 skilling upon receipt by addressee. Compass cancellation, type Kjøbenhavn KB used 1855-59.

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"Round ships"



Referring to that scientists often say that the compass seems to has decided the form of the mid-ship sections on vessels.

First rate (30 öre 1.7.1936—31.5.1952) cover, from MARIANNE LUND 13.10.1944. Air-mail via England to India (70 öre/5 gr = 140 öre for 7 gr according to notation). O.A.T. marking (type 1—London), opened by British censor PC90/1747) and censor in India. Correct total rate 170 öre.

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Experiments in form, rigging and steering made ships able to sail to windward



Philatelic handbooks name the red cachet the "Bordeaux Caravel", but this is definitely not a Caravel, since it is plain square-rigged carrying two main square-sails.

The definition indicates that the "Bordeaux Caravel" might have been a contemporary rigging experiment.



1804 from Amsterdam with black straight line postmark HOLLANDE, sent to Bordeaux with red oval postmark POSTE MARITIME BORDEAUX upon arrival. The red cachet was in use from 1797.



Opposite a square-sail is the triangular lateen sail developed much later.

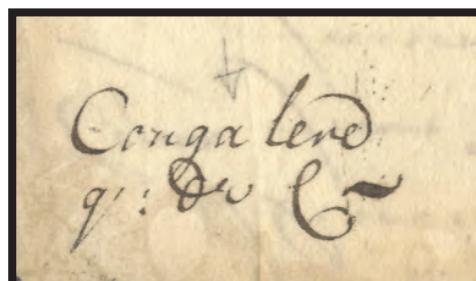
Portugal 1943 plate proof with notation about the examination before printing.

The Collectors Club New York

Ship builders in Europe had orders to build vessels optimal for wars at sea

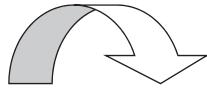


Ships should have the capacity of carrying as many cannons as possible. Galleons were soon top-heavy and a top-heavy vessel is difficult to sail. To avoid being overturned by sudden gusts of winds, Galleons had to adjust the number of sails carried.



Folded letter mail dated inside, from Smirna 22 August, 1691 to Livorno. In manuscript (vertical) "p. indirizzo di R. Cavandi Le 13 October 1691" - a forwarding agent in Venice. Endorsed on front (left corner) "Con galere Q.D.C." Con galere = per Galleon Q.D.C. = Quem Deus Conservet = whom God preserve.

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Vessels became able to circumnavigate the globe

Explorers' age was initiated by new rigging principles and other techniques. Adventurers manned expeditionary **armadas** of ships and realized that it was possible to sail to the southern hemisphere.



Heavier vessels needed larger areas of sails

Because of heavy guns the vessels needed larger areas of square-sails.

The Swedish Navy's battle-ship "Smålands Lejon" was built in Stockholm 1634 as the flagship of chief admiral C.G. Wrangel used in the battle of Femern 1644.

1944 Mother Die Proof in carmine red of engraver Sven Ewert's design.

Registered letter from STOCKHOLM 15-2-1945 to Germany, returned to sender in Stockholm. 1st rate to Germany 30 öre + registration fee 20 öre = 50 öre.

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Warships were constructed and rated



Two formulas for calculating tonnage were held in the late 16th Century and onward. One for vessels sailing in merchant service and the other for vessels in military duty. 20% were supposed to be added to allow for the additional lading of guns, ammunitions and soldiers.

The U.S. NAVAL LYCEUM illustrated handstamp (in use 1835-1852) is a forwarding mark signifying that the letter was sent to its destination in the care of a United States naval officer.



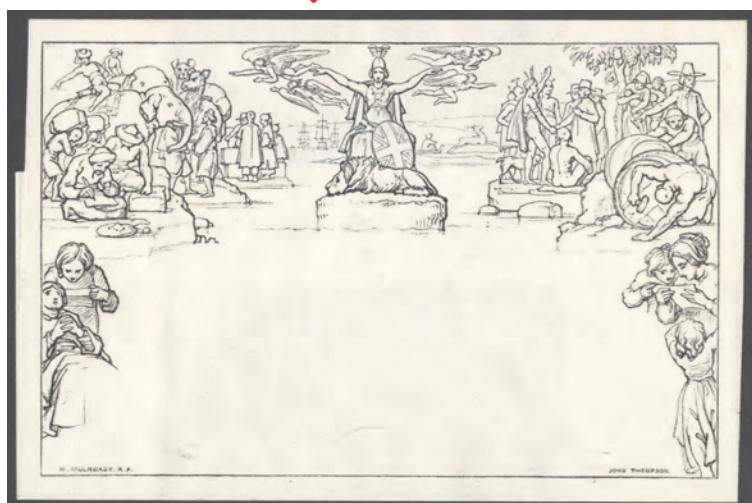
The Collectors Club New York

The British introduced the new tactic of fighting at sea



It was brutally simple: Ships of the line fought in the line of battles, sailed close together, scattered the enemy's vessels and surrounded them.

Progressive die proof of the stereotype without value inscription.



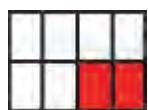
Ex. Mary-Ann Owens

Rowland Hill's brief to his assistant Henry Cole was for a pictorial composition "depicting the benefits to all countrymen from the introduction of the reformed post office by which British industry and commerce were to be extended all over the world and ensure the education of the masses and reading". Cole commissioned William Mulready on 13th December 1839 to produce a design, this was accepted on 4 January 1840 as a "slightly poetic design" and was then engraved by John Thompson.

The Collectors Club New York



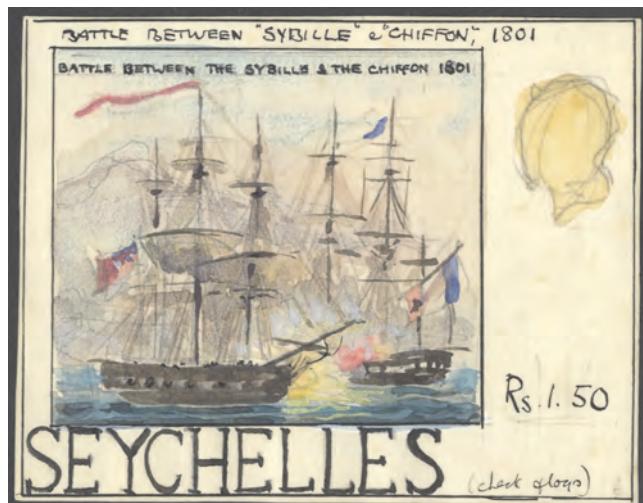
Fighting in the line



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Each fleet intended to smash a hole in the opposing navy's line.

South Africa 1930 1d black and carmine-red with a large black "Doctor Blade flaw" affecting the lower right pair, caused by a blob of ink on the cylinder. Red annotation (made by the printer) on the selvedge.



Fighting in the line

When surrounded the ships were attacked individually.



Seychelles (1969) artist's middle stage proposal in water colour to later accepted design used as essay to released stamp.

The Collectors Club New York

Fighting in the line



When surrounded the ships were attacked individually.

"Cannonball missing its target"
Danzig 1921 Variety



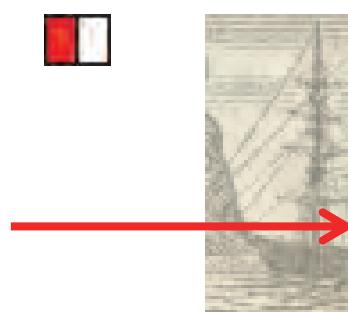
The Collectors Club New York

Fighting in the line



The fighting in the line tactic was perfect for reaching the opponent in the attempt to hit and destroy the rig and make the vessel un-maneuverable.

"Broken mast"
Ascension 1924 Variety



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The name Frigate is given to those vessels having royal masts



The name Frigate was given to a ship having three masts with their full complement of sails, in other words having "royal masts".

British Guiana Die proof of the ship's design on glazed card dated 11 SEP 83. This design was used to produce the 1c and 2c values of printed matter bands.

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Frigates



The open space found between the bulwarks of the fore- and afterdecks was called the waist and was built up as a permanent structure.

Substantially misplaced 1980 St. Kitts overprint on face and reverse on 30c "HMS Druid". The overprint is misplaced due to a fold over of the sheet during the printing of the overprint.

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Frigates



Vessels from now on also had a bowsprit supported by a most elaborate martingale. The bowsprit was later called jib-boom supporting the jib sails.

Registered Letter Mail from Turks and Caicos Islands 15-7-1901 to Hungary. The letter rate to U.P.U. countries was 2½ pence per ½ ounce and the registration fee was 2 pence. This cover is franked with totally 4½ pence postage indicating correct rate.



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The "royal" design made ships speedy



Again changes took place in the design of the hull and the rig.

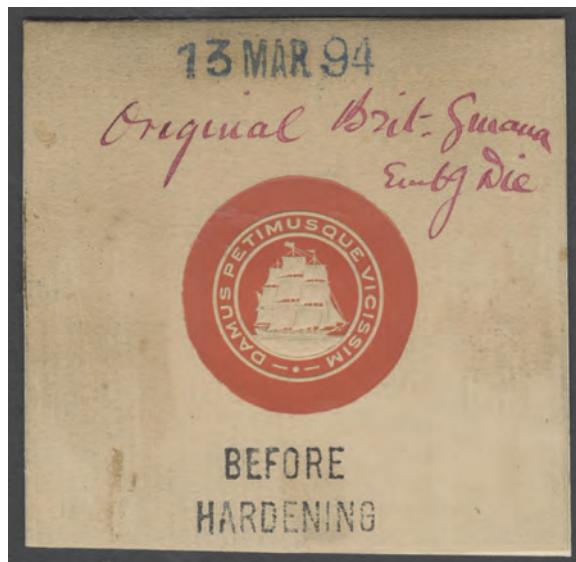
1893 British Guiana die proofs in orange of the ship's design marked "A" and "B", each mounted on card and dated NOV 27 93. "A" is a view of the ship, "B" is a central vignette with un-cleared surrounds. Slight adjustments were made to the dies.



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Changes taking place in the design of the hull



On Frigates the only permanent structure above deck was a caboose or galley.

1893 British Guiana die proof in orange on buff card of the central vignette dated 13 MAR 94 endorsed before hardening and with red manuscript "Original Brit. Guiana Embg Die".

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Changes taking place in the design of the hull



On Frigates the only permanent structure above deck was a caboose or galley.

Registered 5c postal stationery envelope from British Guiana 14.2.1914 to Switzerland. The Letter Rate to U.P.U. countries was 5 cents per $\frac{1}{2}$ ounce and the registration fee was 4 pence per article. This postal stationery envelope is franked with 9 cents postage indicating correct rate.

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Frigates



On Frigates it was fashion to paint the hull black above the waterline.



*Inverted overprint
St. Kitts 1974*



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The Packet ships
were designed from
the Frigates



Smaller vessels called Packet ships were built with flush (clean) decks and full-bodied.



Shipletter dated 1845 from Rioverde in Ecuador, domstically to Esmeraldas (major seaport of northwest Ecuador). Cachet in black, almost certainly of private origin, carried outside the postal system and went by sea for the short journey between the two coastal locations.

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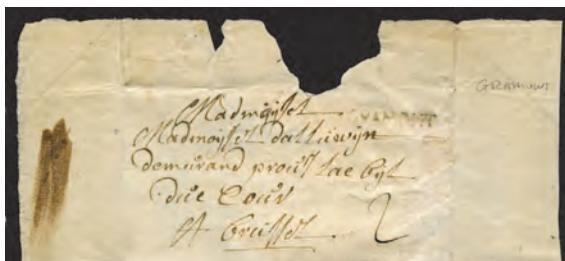
Packet Ships



Packet ships carried studding sails on all yardarms up to the top-gallants.

From New York to Paris 1809.
Forwarding, used by I. Brydens
Tontine Coffee House in New
York, during three months only
in 1809.

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Studding sails



Linen was the common material used for sailing cloth.
This 1762 letter contains numbered samples of linen-cloth offering sails.

Folded letter from Gramont in France to Brussels (2 decimes rate paid upon receipt by addressee) 1 November 1762. Belgium was under Austrian postal administration 1748-1793 and during this period it was allowed to send ordinary letters with contents as "Sample of no value".

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The long voyages to and from the East were made with passengers and luxury goods



On East-Indiamen many practices in the rigging were peculiar to the merchant service.

From Straits Settlements on 21 August 1883 by P&O line arriving Galle, transshipped and arriving at Suez, by rail to Alexandria and with Italian vessel to Brindisi - Varazze. Singapore/Paid in red and 2x 4c paying 8c U.P.U. maritime rate to Italy. Two vertical disinfection slits.



Ex. Tay Peng Hian

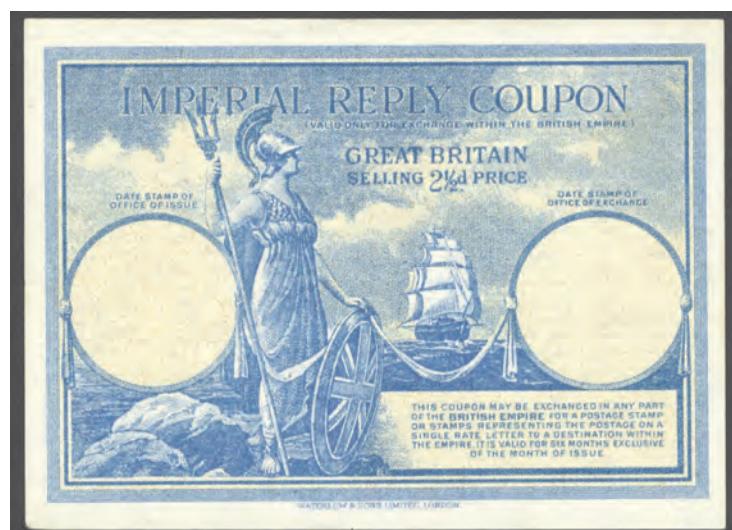
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More tonnage was needed for the commercial trade to Europe



The Clippers were over-rigged. Ship owners built bigger ships to make the journeys more economical.

Imperial Reply Coupon from September 1926. Printed in sheets of 60. Issued on 4 April 1927 and withdrawn in January 1933 when replaced by the 3d value. These examples without originating datestamp were presentation specimens of the first printing of the first issue for the Empire.



Ex. JP Gough

The Collectors Club New York



The Clipper ships



Around 1875 the Clipper epoch ended, an epoch presented in its most romantic and perfect way.

From St. Thomas with sailing ship mark in use 1834-1835 by the port of Philadelphia for mail destined for other destinations. The rate reflects the postage of 2 cents for an incoming ship's letter plus 18½ cents for inland postage for 180≤400 miles under the tariff of 1825.

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The iron hull was a great revolution



There were three great advantages of an iron ship; Firstly her hull would stand unlimited driving into a head sea; Secondly she had more room for cargo; Thirdly she was safer from the dreaded scourge at sea - fire!

1911 British Guiana Philatelic Exhibition, locally forwarded letter mail with special exhibition ship and flags datestamps, employed on 21 October, 1911 at the exhibition at the Carnegie Free Library in Georgetown.

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The two-masted Full-rigger - the Brig



The correct name of a two-masted Full-rigger (normally three masts) is Brig.
A Brig is with two masts the smallest seagoing vessel completely square-rigged.

BG provisionals of 1882. Sold from 9 January to 26 January, in use for only 18 days until the new De La Rue stamps arrived from London. Printed locally by Baldwin and Co. The stamps were perforated SPECIMEN as an anti-fraud measure – unique in this application worldwide.

Brig



Full-rigger



There were two different woodblock ship designs in the two provisionals (1 cent and 2 cents): a two-masted ship and a three-masted ship. There were six of each design type in a setting of twelve as the printer did not have enough of either ship design in stock for all twelve positions to be identical.

Brig



Full-rigger



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The Brig



The most famous period of the Brig was during the 1800s. Because they required a relatively large crew and were difficult to sail into the wind (the latter is common to all square-rigged ships), Brigs were phased out by steam-boats for coastal traffics.

Letter mail usage within the provisional period via NEW AMSTERDAM JA 24 82 (reverse) to LONDON 13 FE 82 with 1c+1c+2c+2c+"2c on 24c Official" = 8c paying the U.P.U. Maritime Letter rate of 8 cents per half ounce in force from 1 April 1879–30 April 1884.



Ex. JP Gough

The Collectors Club New York



Varieties of the Brig - the Brigantine



Ex. Frederick R. Mayer

By the first half of the 18th Century the word Brigantine evolved to refer to a particular type of rig.

The spectacular illustrated handstamp from Costa Rica "PUNTARENAS SHIP" showing a full sail Brigantine on the ocean, on folded letter dated 18 November 1848, by ship from Puntarenas to San Jose.

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The opening of the Suez canal was the turning point for the era of sailing vessels



A steamer is a ship in which the primary method of propulsion is steam power, typically driving propellers or paddlewheels.

Steam tonnage in Lloyd's Register exceeded sailing ships by 1865.

In the late 1870s letters carried by ship from Chimba (Bolivian port) to overseas destinations were struck with the cachet outlining a steamship in the centre. The handstamp was employed by the postmaster together with the FRANCA mark indicating that the postage has been paid.

The Collectors Club New York

Swedish Philatelic Federation

The Board for Exhibition and Jury Matters



CURRICULUM VITAE

Jonas Hällström

PERSONAL INFORMATION

Name:
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Birth-date:
February 15, 1972

Profession:
Product Sales Director
at SAAB Security and Defense Solutions.
Lt Col (ret.) Swedish Armed Forces.

MEMBER OF THE:

- Swedish Philatelic Federation, Honorary member
- Royal Philatelic Society London, Fellow
- Collectors Club New York
- Club de Monte-Carlo
- Copenhagen Philatelic Society (KPK)
- American Philatelic Society
- American Association of Philatelic Exhibitors
- International Association of Philatelic Exhibitors
- Stockholm Philatelic Society
- Swedish Postal History Society (SSPD)
- Danish Postal History Society (DPHS)
- Swedish Association of Thematic Collectors (SMS)

PHILATELIC RESPONSIBILITIES:

International level:

- Chairman of the F.I.P. Thematic Philately Commission
- Accredited Commissioner for Sweden at exhibitions on international level

National level:

- Chairman of the Swedish Committee for Jury and Exhibition Matters

PHILATELIC ACKNOWLEDGEMENTS:

- 2004** Receiver of the “Karl-Erik Stenberg scholarship”
2010 Receiver of the “Strandell Medal”, the highest philatelic award in Sweden

PHILATELIC ACTIVITIES:

International level:

- 2005** Organizer of the International Thematic Philately Seminar in Stockholm
2006 Presentation about the Concept of my thematic exhibit during the FEPA jury-seminar in Essen
2006 Article published in the October issue of *The London Philatelist* about the overall concept in a thematic collection
2006 Article published in the Norwegian philatelic year-book about the overall concept in a thematic collection
2007 Organizer of the Traditional Philately Seminar in Stockholm
2009 Seminar Chairperson of the F.I.P. 3-days joint seminar, “Malmö 1st International Philatelic Summit”, about Postal History and Thematic Philately in Malmö
2011 Presentation about the “Rarity Concept” of my thematic exhibit during the FEPA jury-seminar in Essen
2012 Seminar Chairperson of the 3-days seminar “Malmö 2nd International Philatelic Summit”, in Malmö
2014 Paper published in the January-February issue of *The London Philatelist* about Gustaf Douglas’s collection “Classic Sweden - The Golden Collection of Swedish Philately” (20 pages)

I have conducted the following international seminars:

- 2009** Malmö 1st International Philatelic Summit
2010 F.I.P. Thematic Philately Seminar in London
2012 Malmö 2nd International Philatelic Summit
2012 F.I.P. Thematic Philately Seminar in Jakarta
2012 ABPS Thematic Philately seminar in Perth
2012 Club Filatélico de Bogotá Thematic Philately Seminar in Colombia
2013 F.I.P. Thematic Philately Seminars in Melbourne and in Rio de Janeiro

I have participated in the following international philatelic seminars:

Thematic Philately:

- 1998** Milan (F.I.P. TH Commission)
- 2001** Brussels (F.I.P. TH Commission)
Copenhagen (F.I.P. TH Commission)
- 2006** Helsinki (Finnish Association of Thematic Collectors)
Washington (F.I.P. TH Commission)
- 2007** Essen (FEPA by the F.I.P. TH Comm.)
- 2008** Essen (FEPA by the F.I.P. TH Comm.)
- 2009** Luoyang (F.I.P. TH Commission)
- 2010** London (F.I.P. TH Commission)
Lisbon (F.I.P. TH Commission)
- 2011** Essen (FEPA by the F.I.P. TH Comm.)

Traditional Philately:

- 2012** Jakarta (F.I.P. TR Commission)
- 2013** Rio de Janeiro (F.I.P. TR Commission)

Postal History:

- 2006** Malaga (F.I.P. PH Commission)
- 2008** Bucharest (F.I.P. PH Commission)
- 2010** London (F.I.P. PH Commission)

Postal Stationery:

- 2006** Washington (F.I.P. PS Commission)
- 2008** Bucharest (F.I.P. PS Commission)
- 2013** Rio de Janeiro (F.I.P. PS Commission)

Philatelic Literature:

- 2009** Luoyang (F.I.P. Lit. Commission)

General seminars or including several classes:

- 2009** Luoyang (F.I.P. Board regarding one frame exhibits)
London (F.I.P. TR, PS, REV and Aero Commissions)

I have served as the Swedish commissioner to the following exhibitions:

- 2002** Amphilex 02 (FEPA)
- 2005** Brno 05 (FEPA)
- 2005** NORDIA
- 2006** NORDIA
- 2009** China 2009 (F.I.P.)
- 2012** Perth 2012 (ABPS National)
- 2013** Brasiliana 2013 (F.I.P.)

PHILATELIC PUBLICATIONS:

Author and editor of the following publications:

- Editor of the national, Swedish thematic magazine, MOTIVSAMLAREN (1997-2009)
- Handbook about how to use the computer when doing your own album pages with the computer (2004, Swedish language)
- Handbook about how to build up and develop a thematic exhibit (2005, Swedish language)
- Handbook about how to build up and develop a display exhibit for the Pictorial Postcard Exhibition Class (2006, Swedish language)

- Editor of the Swedish Handbook for Exhibitors (2007, Swedish language) and author to 9 of the articles
- Editor of the XpoNAT I-XI series of books with exhibits, published by the Swedish Philatelic Federation (2007-2010)
- Co-author of the book about the "Strandell Medal and the Medalists 1961-2011" (2011)
- Edited the exhibition catalogue for GOTHEX 2011 national exhibition (96 pages)
- From 2012 editor of the "Summit Papers Series" edited in conjunction with the "Malmö Summits"
- From 2013 editor of the "Fakes, Forgeries & Experts Journal"
- Edited Gustaf Douglas's hand-out for his display "Classic Sweden" at the RPSL on 31 October 2013 (138 pages)
- Edited the exhibition catalogue for MonacoPhil 2013, "Sweden in Philately up to 1920" (296 pages)

COLLECTING INTERESTS:

Thematic Philately:

Sailing ships, based on my exhibit,
The History of the Square-rigged Sailing Vessels

War and Army Military Fighting Vehicles, based on my exhibit, *Maneuver Warfare - glanced through the theories about the Nature of War*

Postal History:

Swedish Postal History 1951-1972, based on my exhibit, *Swedish Postal History 1951-1972*

Postal Stationery:

Danish Postal Stationeries with the "Karavel" imprints, based on my exhibit, *Denmark 1927-1952 The Caravel Postal Stationery*

EXHIBITION EXPERIENCE:

International level:

Thematic Class:

The History of the Square-rigged Sailing Vessels

2005	Brno	Gold + SP
2006	Washington	Gold + SP
2009	China	Large Gold
	IBRA	Large Gold
2010	Nordia	Gold in Championship Class
	ECTP	Grand Prix in the European Championship for Thematic Philately
	Joburg	Large Gold + SP
2012	Perth (AU)	Large Gold and one of four exhibitors in the winning Swedish team in "Seven Nations Challenge"
2013	Australia	Large Gold

Maneuver Warfare - viewed through the theories about the Nature of War

- 2009** Bulgaria Gold and Felicitations
2010 Antverpia Gold

Postal History Class:

- Swedish Postal History 1951-1972*
2008 Praga Large Vermeil
2011 India Large Vermeil

Postal Stationery Class:

- Denmark 1927-1952*
The Caravel Postal Stationery
2009 Autumn Stampex Gold
2012 Indonesia Large Vermeil
2012 Perth ABPS Gold
2013 Thailand Gold + SP

National level:

I have served on the jury at the following exhibitions on national level since 1997.

- 1997** Carlfilex, Secretary of the jury
1998 Mittfrim, Secretary of the jury
1999 Carlex
2000 Wanäs 75, President of the jury
2001 Gothex, Secretary of the jury
2002 Fjällfil, Secretary of the jury
2003 Postex
2004 Norrphil
2004 Falcophil (DK)
2006 Motiv 06 / Birdpex 5 (DK)
2007 Bofilex 07, President of the jury
2007 Reyksyn 07 (IS)
2009 St. Louis Stamp Show (U.S.A.)
2009 Ienecopia
2009 Postex
2010 Skåneland, President of the jury
2011 Gothex, Secretary of the jury

JURY EXPERIENCE

Skövde January 25, 2014

I am a F.I.P. accredited juror and team leader in Thematic Philately and I have served at the following exhibitions:

International level:

- 2000** Nordia in Stockholm, Secretary of the jury
2005 Nordia in Gothenburg
2006 Nordia in Helsinki
2006 Espana in Malaga (F.I.P. apprenticeship)
2008 ECTP, European Championship for Thematic Philately in Essen
2008 Efiro in Bucharest
2009 Italia in Rome
2010 London
Portugal in Lisbon
2011 ECTP, European Championship for Thematic Philately in Essen (Team Leader)
2012 Nordia in Roskilde
2013 ECTP, European Championship for Thematic Philately in Essen
2013 Brasiliiana in Rio de Janeiro

Four philatelic milestones achieved with this collection prior to the presentation given to the CCNY

First FIP Gold medal
in Washington 2006



First FIP Large Gold medal
in Luoyang 2009



Presentation given to the
RPSL in London 2010



Second FIP Large Gold medal
in Melbourne 2013 (confirmed)





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