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BULLETIN 174

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Bulletin Editor

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The Study Circle website
www.belgian-congo-study-circle.be

From the President, Thierry Frennet

Dear Friends,

The members of the Committee and myself send you our best wishes for the new year, and that 2017 will bring you happiness, good health and wonderful philatelic findings.

We thank all the members who participated in the national competitive exhibition, Westfila 2016, at Roeselare. Congratulations go to Filip Van der Haegen for this organization of what was the philatelic event for 2016 in Belgium. The next event to record in your diary: PHILEXNAM in August 2018.

2017 will provide you the opportunity to display your collection at the Royal Philatelic Society of London. To participate in this exceptional meeting, we invite you to get in touch with Patrick Maselis. It will be an opportunity for our Study Circle to promote, at the international level, the philately of both the Belgian Congo and Ruanda Urundi.

We hope to see you at the Annual General Meeting that will take place in Brussels on the 11th March.

Thierry Frennet

Membership News

NEW MEMBER

We extend a warm welcome to the following recently joined member and trust he will enjoy and benefit from his association with us.

USA

Allister Eveleigh

97 Hillcrest Ave

Morristown NJ 07960

United States of America

allister.eveleigh@outlook.com

Allister has been a collector of Southern Africa for many years, with a particular interest in the Congo (from Free State through to post-independence) and Ruanda-Urundi (for the years that Belgium controlled these territories). Consequently, his collection is substantially complete and he is now progressively replacing mounted with unmounted mint copies. He has joined us to access good information on the philately of the country that is printed in the English language medium. We are sure that future and archived copies of the bulletin will do this, and that he will be successful in buying unusual material he seeks (such as the *Messages* minisheets) when these are offered for sale in our auction.

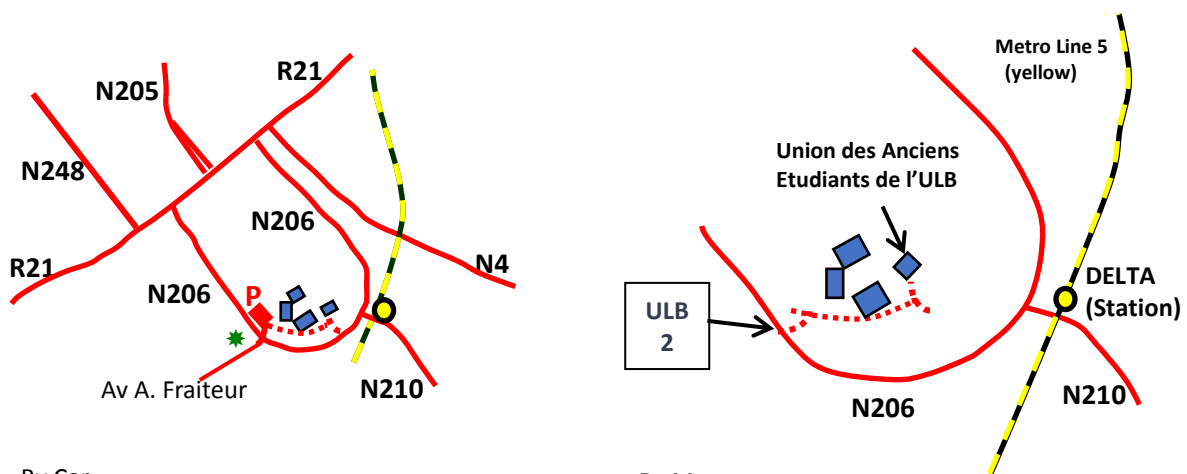
Calling Notice

Annual General Meeting of the Belgian Congo Study Circle

The 2017 AGM for the BCSC will be held on Saturday 11th March 2017

at:

Union des Anciens Etudiants de l'ULB
Boulevard du Triomphe, 235
Acces (Gate) N° 2 (ULB 2)
1050 Ixelles
BRUXELLES



By Car

Take the N206 (Boulevard du Triomphe / Triomflaan). Enter the university grounds at entrance "ULB 2". This at traffic lights with Avenue Arnaud Fraiteur on the west [NB see the Renault Car Dealer (★) on the north-west corner of this junction.] The carpark (P) is about 50m in from the gate. Walk around the Physical Chemistry & Pharmacy buildings to the "Union des Anciens Etudiants de L'ULB" building that is behind these.

By Metro

From the centre of Brussels, take Metro Line 5 (yellow) in the direction Herrmann-Debroux until Delta. The station exit is on the N210, about 20m from the N206. Walk across the N206 and turn left. About 500m from here you will see entrance "ULB 2". Walk in and turn to the right. Walk around the Pharmacy & Physical Chemistry buildings, then you will see the "Union des Anciens Etudiants de L'ULB" that is behind these, about 400m from the entrance ULB 2.

Please Note: Construction work is underway at entrance ULB4, the entrance used in previous years. For this reason we must use entrance ULB2

The programme will be :

- 09.00 to 10.00 Welcome (coffee/tea and pastries)
- 10.00 to 11.00 AGM Business meeting
- 11.00 to 12.00 Member's displays*
- 12.00 to 13.30 Mid-day meal[†]
- 13.30 to 15.30 Member's displays*
- 15.30 to 16.30 Open session (including over-run time for displays)
- 20.30 onwards. Informal evening meal. Venue not yet finalized[‡]

Please e-mail Thierry Frennet (hydro-services@skynet.be) if you are coming to the AGM and let him know, to ensure that the correct number of chairs is put out and the correct number of meals are ordered.

- † Mid-day meal : This will be a seated 3 course meal, similar to last year and the price will be about 45 €
- ‡ Evening dinner : Please would all the members who wish to join us at an informal evening dinner let Thierry Frennet know by e-mail hydro-services@skynet.be
- * Displays: If you want to present a display, please notify Thierry Frennet as soon as possible to enable him to add this to the programme.

DISPLAYS

By scanning the sheets intend for display and storing these scans on a memory stick as a Microsoft POWERPOINT (.PPT) or an Adobe ACROBAT (.PDF) file, the display can be projected for the presenter to point out important features and explanations to everyone at the same time. [The traditional practice, passing of sheets from member to member, leads to a disconnection between hearing the information and seeing the relevant sheet.] Presenters should bring both their sheets and scanned files because all philatelists enjoy examining the actual stamps/covers!

If you do not use a computer, please do not be put off. Traditional displaying of sheets will continue.

We have about 4 hours for displays. At past AGMs we have been in the enviable position that more members wanted to display than there was time available! Please would members restrict their display time to a maximum of half an hour? (By doing this, I hope that everyone will be able to show their material.) If we have fewer than 8 members wanting to display, the time allowance for each will be increased.

You will be aware that as part of the report on the AGM published in the Bulletin, short (about $\frac{2}{3}$ of a page in length) summaries of the presentations are included. These enable members who cannot attend, to share the pleasure. For this, we require the following information from each person who gives a display:

- * Your name.
- * The title of your presentation.
- * A summary (a maximum of about 250 words).
- * A scanned image of one of the items you intend to display. It could be a particularly interesting piece or something that represents the display.
- * I hope we can take a photograph of you, as you give your display.

If you are more comfortable sending your title & summary in French or Flemish,

please do – we will translate for the bulletin.

MENU FOR REFRESHMENTS AND THE MID-DAY AT THE AGM

Accueil café composé de café, thé, jus d'orange et d'un assortiment de viennoiserie

Buffet froid + chaud, composé de :

Assortiment de crudités et salade composée, salade de pâtes, taboulé,

Assortiment de sauces: cocktail, mayonnaise, tartare,

Assortiment de viandes froides: rôti de boeuf, jambon fumé, chorizo,

Assortiment de poissons: tomates crevettes, filets de harengs, truites fumées

Assortiment de desserts: crème brûlée, panacotta, bavarois, mousse chocolat

+ Filet mignon de porc laqué au miel

+ Dos de saumon à la crème de cresson

+ Accompagnement : pommes sautées aux herbes fraîches

+1/2 de vin rouge ou/et blanc par personne

Les desserts :

Crème brûlée à l'abricot confit au thym

Mayonnaise au chocolat, crème anglaise, crumble Mille feuilles aux fruits rouges, mousse de pralin

Pain perdu au pain d'épices glace caramel au beurre salé Parfait glacé à la mandarine napoléon,

fruits confits, coulis à la mangue Ravioles d'ananas, crème de mascarpone aux épices

+1/2 de vin, rouge ou/et blanc par personne

Mail to Belgium via neighbouring countries (1900-1910): Part 2

Michel Hopperets

BY WAY OF THE NILE

Probably, this is the route most known to collectors of the Congo. I will raise the subject only briefly, not because it is in any way uninteresting. On the contrary, currently I am unable to offer the slightest new element! This is because it has already been treated in such a revealing and detailed way, initially by the Abbé Gudenkauf in his book, "Postal History of the Lado Enclave (1897-1910)" published in 1985, and more recently by Patrick Maselis in collaboration with Vincent Schouberechts and Leo Tavano in their masterful book, "The Postal History of the Lado Enclave" published in 2009. I invite all those who would like to deepen their knowledge of the subject to read these two books.

The Nile route opened in 1900 for the delivery of mail. For mail that was from the Lado Enclave and Haut Uélé, this route (compared to the traditional way through the Congo) gave a twofold advantage, being both significantly faster and at the same time less expensive.

The letter presented in figure 1 illustrates the saving in time resulting from the use of the Nile route. This is a heavy letter (double rate) shipped from Kero in the Lado Enclave to Brussels through the Congo.



Figure 1

The postage was paid using IEC stamps and the letter sent via Boma. The stamps were cancelled at Ibembo (first office to be met in Congolese territory when travelling from the Lado Enclave) on the 11th April 1900. On the back of the letter (figure 2) the transit postmarks are those of Léopoldville (24th May 1900) and Boma (28th May 1900). As well, it has a Brussels arrival postmark (24th June 1900).



Figure 2

The delivery from Ibembo to Boma took 47 days and that from Boma to Brussels a further 27 days. In comparison, a letter sent from the Lado Enclave via the Nile would reach its destination in just 3 weeks! Therefore, the time saving is undeniable.

Now, look at the financial advantage that resulted from sending mail by way of the Nile. Postage had to be paid, at least partially, using Sudanese stamps. At this time, the letter rate to foreign countries (at the single rate) amounted to 50 cents in the Congo and 10 milliemes of a Piastre in the Sudan, the equivalent of 25 cents. The external rate for a postcard was 15 cents in the Congo and 5 milliemes in the Sudan, 12.5 cents.



Figure 3

Figure 3 is given as an example, a letter sent from the Lado Enclave to Brussels, via the Nile route. It is franked with Sudanese stamps at the ten milliemes of a Piastre rate and the stamps bear a postmark “White-Nile T. P., 31st August 1903”. On the back (Figure 4) there is the transit postmark of Khartoum (9th September 1903) and the itinerant Beni - Souef - Cairo postmark (15th September 1903). It has an arrival mark of Brussels (date illegible).



Figure 4

I would like to draw attention to the special case of mail sent via the Nile from Congolese territory, mainly the Uélé. When the part of the journey was in Congolese territory, with carriage by the postal service of the Independent State of Congo, (obviously) franking could not consist of Sudanese stamps exclusively. This is how we encounter the mixed franking of mail, Congolese together with Sudanese stamps.



Figure 5

The fragment above, (Figure 5) illustrates the postage-type for such a letter. A Congolese 15 cents stamp postmarked in Dungu (Uélé) represents the rate for the letter in the domestic service (as payment for that part of the journey within the Congo) while the two Sudanese 5 milliemmes of a Piastre stamps (cancelled White-Nile T. P.) are for the carriage of the letter abroad from Sudan. Therefore, the total cost to the sender amounts to 40 cents (15 cents + 25 cents). If the carriage had been paid by applying Congolese stamps alone, stamps to the value of 50c would have been required.

With regard to the different types of postmarks that may be encountered on mail sent through the Nile, once again I invite you to consult the works mentioned previously.

BY WAY OF UGANDA

To the northeast, the Independent State of Congo had a common border with Uganda, a British protectorate. Mail from this part of the Congo (being remote from Boma) was regularly shipped through Uganda (British East Africa). In general, this mail transited through Entebbe or Kampala and then Mombasa where it was loaded on a mail steamer destined for Europe.

Items of mail that have taken this path are generally franked with Ugandan stamps, and more frequently carry the postmark of Fort Portal than that of Ankole, but other cancellations may also be encountered, such as that of Koba.

Via Koba (initially Mahagi)

Mahagi, at its inception, was a station in the South of the Lado Enclave. In the Anglo-Congolese Treaty of the 9th May 1906, it was agreed that Léopold II would retain the Mahagi area in perpetuity, but keep the Lado Enclave only until his death. From this date, the Mahagi area was incorporated in the Independent State of the Congo.

For the detailed study of mail shipped from Mahagi, I will refer once again to the seminal work of Patrick Maselis (pp. 273-282) who developed this subject in a comprehensive manner.

I will restrict myself to introducing, by way of illustration, a postcard (Figure 6) sent to Belgium by an agent named Fernand, based in Mahagi from 1908 to 1911.



Figure 6

This card is franked with a stamp of British East Africa, cancelled at Koba on 25th July 1908 from where it was carried through land to the south of the Lado Enclave. This postcard also passed through (where it received handstamps): Masindi, Uganda (1st August 1908), Hoima, Uganda (2nd August 1908), Mombasa, Kenya (9th August 1908) and Brussels (3rd September 1908). It arrived at Ghent on 3rd September 1908, where an arrival mark was applied.

My Favourite Cover

Charles Lloyd

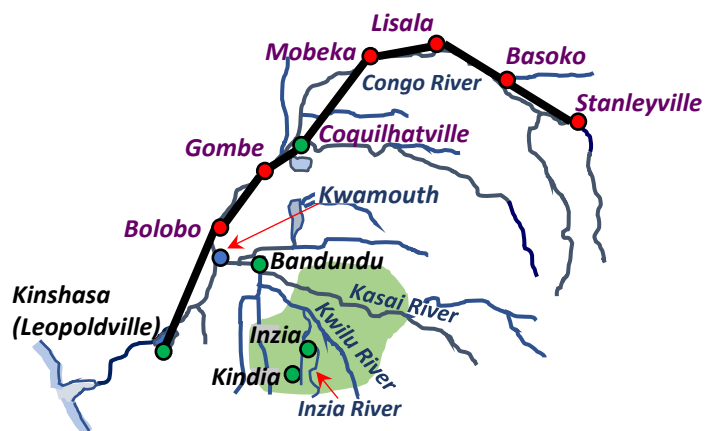
The *Ligne Aérienne du Roi Albert* (LARA) inaugurated an airmail service between Kinshasa and Gombe on the on the 1st July 1920 and had extended this to Stanleyville by the 1st July 1921. The Congo River could be used to advantage: flying-boats would be used, obviating the need for constructing landing fields; fuel could be carried on river boats to the landing sites and navigation done simply by following the course of the river. Though the LARA was an excellent proposal, a trial was needed to determine its viability.



This is a letter sent by airmail from Coquilhatville to Kinshasa and carried on a LARA flight (probably the last). After arrival at Kinshasa, there was an instruction to “forward to Kindia on Kwilu” (*faire suivre à Kindia s/Kwilu*).



Transit mark on the reverse:
BANDUNDU 21 VI 22.17
(Heim & Keach Type 5D1-)



Route of the LARA 1, showing the locations of places that are relevant to the cover (●). Kwilu is a district (■) in which palm oil production was becoming the main economic activity (Nicolai, 2013)

This is a “Wallon” cover, four of which are known to exist today and are identified by their registration numbers which are 701, 709, 710 and 716. The late Norman Clowes (1997) reported that the appearance of all of these covers is almost identical and thought that a reasonable assumption for the number posted would be 20. Undoubtedly, they are philatelic in nature.

It was posted at Colquilhatville on the 11th June 1922 (Heim & Keach, Type 5C-Dmyt postmark) and flown to Kinshasa, after which it was put on a riverboat and carried to Kwamouth. From there it was taken along the Kwa River to Bandundu (Heim &

Keach, Type 5D1-Dmyt transit mark, dated 21st June 1922). Gudenkauf (1986) has presented a map that shows that the Kwilu River and its tributary, the Inzia River were navigable at least as far as Inzia. Thus, delivery was completed by a smaller boat. NB. Kwilu was a district producing palm oil through which the eponymous river runs.

Franking for postage (25c) and registration (50c) are correct, being applicable to a letter < 20g in weight. However, at this date the tax for air carriage of a letter of such a weight was 3Fr. The full set of airmail stamps has been applied, amounting to 8.50Fr. Undoubtedly, such a high over-franking (5.50Fr) is philatelic, to have the full set on the envelope.

It is an interesting and attractive envelope. However, delve a little deeper and there is more to uncover. A decision to suspend the LARA service was taken on the 1st May 1922, and confirmed officially on the 7th June. (Although the trial was deemed to be a success, the tropical conditions had taken their toll on the wooden aircraft structure and continuation of a service could not be undertaken.) It had been assumed that the aircraft were flown back to Kinshasa during the intervening period. Clowes believed that such dates always lacked precision and that the arrival of the SS Alberville at Matadi on the 7th June (Delbeke, 2009) might have prompted a final flight. The Alberville was to depart for Antwerp on the 19th. (The previous mailboat was the SS Anversville which had sailed from the Congo on the 29th May, a date before confirmation that the air link was to stop.) After careful analysis, Clowes concluded that the routing given above was not only feasible but also the most probable. He also made a telling observation that, as a local, Felix Wallon would be aware that this last flight would take place and not outlay 195Fr unless air carriage was assured. The posting of 20 covers to himself marks Wallon as a philatelic dealer or speculator.

But who was Felix Wallon? There is little published on him and available on the internet. But, there is an article about a cover sent by him (de Rudder, 2007) and I own a postcard addressed to him.

I bought my postcard (Stibbe 44) in a BCSC auction many years ago for its BPCVPK N^o1 cancellation. It had been addressed to "Monsieur Felix Wallon, BMS, Lukolela, Congo Belge". Lukolela is situated on the south bank of the Congo River about 30km downstream from Gombe and is where the Baptist Missionary Society established a station in 1886. Six postage stamps (probably from the 1916 EAAOB issue) had been stuck on the message side and cancelled by favour, Tabora 8th February 1917 (double circle postmark). Unfortunately, these stamps have long since been removed and only outlines (left by discolouration of the card) remain. Clearly, M. Wallon had an interest in philately and would contact postmasters to obtain interesting items. What was he doing at Lukolela must be speculation. From the three items of mail, being a missionary seems unlikely. The postcard was sent during the war and he could have been employed on the important River Congo supply route. (Note: In Bulletin 173, Eric Coulton asks members for information on the Belgian convoys operated in early 1917 that carried German internees / POWs from Tabora

through the Belgian Congo to Boma and then on to Europe.)



The second item is an envelope featured in an article written by de Rudder in 2007. It was posted on the 19th December 1917 at Dodoma and sent to a Belgian casualty at Le Havre. On the flap Wallon identifies himself as “*Sender - Félix Wallon Belge RTO*”. It was sent by way of the British Indian Army Postal Service through London to arrive in France on the 5th March 1918. Not unreasonably, de Rudder attributes this rarely seen use of a British military postal service by a Belgian national to Wallon being a military man seconded to British forces. The central railway running from Dar-es-Salaam to Kigoma was a primary supply line for the allies in 1917 and the key rail town of Dodoma would have had a Belgian Rail Transport Officer (*Belge RTO*). Although RTO is a British military acronym, this does not preclude a civilian appointment. It would be more important for the individual to be an expert in transport management than being a serving officer. Clearly, M. Wallon had been relocated and the envelope containing his letter was not intended to be philatelic.

What can we conclude? Felix Wallon was at Lukolela in February 1917, at Dodoma in December 1917 and at Kindia in June 1922. He was interested (and appears to have been knowledgeable) in philately and by investing in multiple covers he expected to profit. During the 1920s palm oil exports from the Belgian Congo increased dramatically (by over 20% each year: Nicolai, 2013), which required a commensurate expansion of the transport fleet. Did Wallon remain in the colony after the war and take employment in the palm oil industry (for which Kwilu was a major production area)? There is direct (at Dodoma) and circumstantial (at Lukolela) evidence that transportation management was his profession.

Are there other Wallon covers owned by our members?

REFERENCES

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Delbek C.J.P. (2009) *The Belgian Maritime Mail*. Club de Monte Carlo : Page 476

de Rudder A. (2007) *Out of Africa*. Académie de Philatelie. Brussels : April 2007

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Heim A.I. and Keach R.E. (2004) *Cancellation of the Normal Post Offices of the Belgian Congo 1886 – 1960 and Ruanda-Urundi 1917 – 1962*. 3rd Edition. The Belgian Congo Study Circle

Nicolai H. (2013) *Le Congo et l’Huile de Palme. Un Siècle. Uncycle?* Belgian Journal of Geography, Part 4

Stibbe J. (1986) *Entiers Postaux du Congo et du Ruanda-Urundi*. Pro-Poste, Brussels

From the editor

ATTENTION

This year the access Gate to be used for the AGM meeting has been changed. It is

GATE 2 for both Cars and Pedestrians

Remember, for an interesting meeting, we require 6 or more members to give displays and for the sheets of these presentations to be scanned, if possible. If you intend to display, to allow us to organize the event effectively, please contact Thierry Frennet by e-mail;

hydro-services@skynet.be. (more details can be found on page 4)

Finally, I invite both old and new members to submit articles to be published the bulletin; one or more pages are welcome!



BAKA

By Leon Plovie and adapted by Charles Hénuzet

INTRODUCTION

Many people will wonder what this is! In fact, it is nothing less than the contraction of **BASE KAMINA**.

Few people know that it was not only an army base, but also a very important air force base in our former colony of the Congo.

In this article, I will describe the establishment and development of the air force and its various adventures before concentrating on postal matters.

CONSTRUCTION AND DEVELOPMENT OF THE KAMINA BASE

In 1946 there were several proposals for the construction of a complex in the centre of Katanga, a province rich in minerals of all kinds. A military force was required in this area and in 1948 the Minister of National Defence selected the high plateau of Kamina. This location is strategically important since it is close to the Kamina-

Elisabethville railway line. Also, the army (commandos) and air force wanted training bases and the latter a flight school. In June 1949, the first buildings were built and the staff left the city for the new base, which would later become known as **BAKA**.



Then, in 1950, a decision was taken to construct two runways which would become operational in 1955. At that time, the air force possessed 18 North American *Harvard T-6* training aircraft (with ground attack capabilities) bought from the Royal Air Force which had closed its training bases in Southern Rhodesia and 3 Bristol *Sycamore Mk 14B* helicopters bought from their British manufacturer. These helicopters were intended for rescue and recovery after crashes in inaccessible areas.

Then, in 1960, as a consequence of the events that happened following the rush to independence, the Belgian Government strengthened the base to ensure its security and provide aircraft to be used for the repatriation of Belgian and other European citizens (if required). The 15th Wing (Transport) based at Melsbroek was put on alert and sent aircraft to Kamina: 22 Fairchild C119G *Flying Boxcar*, 8 Douglas DC3 *Dakota*, 2 Douglas DC4 *Skytrain* and 3 Douglas DC6 *Liftmaster* aircraft would be available then.

The serious events immediately following independence were varied and many: The mutiny of the Force Publique, an evacuation of Europeans from Leopoldville, the taking of the airport of Njili, interventions at Luluabourg, Kikwit etc.. They served to increase the importance of BAKA.

Airfield Defence Unit (ADU) regulars and militia were posted to BAKU as base security and to guard vital installations (such as a large power station just north of the base). As in any conflict, there were battle casualties and deaths caused by accidents. On the night of the 19th July 1960, a Belgian air force C119G plane crashed on the Rushengo mountainside near Goma (the Sake-Masisi crash). Its 5-man crew and 36 soldiers of the 3rd Company of the ADU, stationed at Kleine Brogel air force base perished. Most of the soldiers were militia who were prepared to serve in the Congo, attracted by an opportunity to decrease their time in military service, adventure and better conditions. These soldiers had arrived at Usumbura on the 18th on a SABENA DC6 and immediately prepared for action against mutineers at Bunia. They boarded the C119G sent from BAKA to relieve paratroops who had assaulted Bunia airstrip. The cause of the accident was an engine failure on a plane that was heavily loaded.

Soon after, the intervention of the United Nations in the Congo further complicated operations at BAKA. In 1964, activity increased during the liberation and evacuation of white and Congolese hostages at Stanleyville (Operation "Dragon Rouge") and from Paulis (Operation "Dragon Noir"). This, in short, tells the varied events that occurred during the lifetime of "BAKA", Kamina Base.

THE POSTAL SERVICE OF BAKA

This was as follows:

The opening of a *sous-perception* (sub-post office) took place on the 1st June 1951 in the Kalunga district under the name "Kamina – Base Militaire", which was closed on the 16th November 1953. A *sous-perception* reopened on the same day in the District of Lumwe under the same name, though both languages would be used, "Militaire Basis - Kamina- Base Militaire", on postmarks.

Other changes would take place until its final closure in the middle of 1960.



Bureau ouvert le 1 Juin 1951

Fermé le 16 Novembre 1953



A 1952 registered service package with manuscript **S P** and endorsed with a handstamp BASE du KAMINA with an initial, **Y**(?). The envelope carries the imprint "FORCE ARMEES BELGE (FORCE AERIENNES)". Sent by airmail to Elizabethville.



This registered letter was sent by air mail from Limete to Kamina Flight School. The franking is 9 Fr., being the domestic tariff from February 1959 (3 Fr <10g) plus a registration fee of 6 Fr. The postmark is LIMETE 16th June 1960. (Limete is located on the Léopoldville - Matadi railway line at a few kilometres from Leopoldville.)

On the 10th November 1953, the first post office was opened on the air base, which was to be used by service personnel. (Subsequently, this became "KAMINA BASIS - 1-BASE".)

On the 16th November 1953, a new cancellation "KAMINA BASIS-2-BASE" appeared. It would be used on that part of the base occupied by commandos. It exists with two

letters, either “A” or “B”, set below Kamina. It should be noted that the base is very large and the two post offices that existed were separated by more than 70 km. (One was for the airmen while the other for the army commandos)

Heim & Keach acknowledged that this canceller (Type 14B) has a letter under Kamina indicating duplication of the canceller. However, they also recognized that research on this is incomplete and no differentiation is present in the listings (Table pages 28 and 29). Clearly, at least three handstamps (A, B and C) are known.



Ouvert le 10 Novembre 1953



An aerogram sent to Belgium from Kamina with a “Kamina C Basis-1-Base” cancellation. The destination was Villers-le-Gambon, located 5 km from Philippeville.

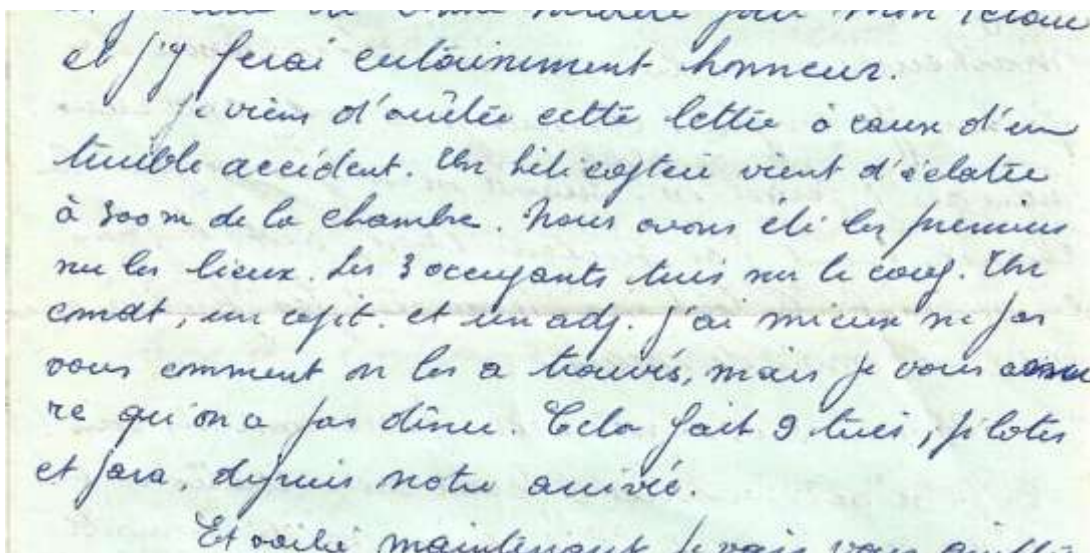


Another 4Fr aerogram, in this case postmarked using the “B” canceller on the 31st December 1959.



An aerogram posted at the commando site, Militaire Basis 2 and cancelled on 25th November 1959. It has the letter "A" below Kamina.

During the unrest in 1960, rebels appeared near the base and several incidents occurred on the airfield. Here's a passage from a letter written on 31st March 1960.



"I just quit this letter because of a terrible accident; a helicopter happened to blow-up at 300 m from the room. We were the first on the scene. The 3 occupants were killed on the spot; the commander, a captain and a warrant officer. I better not tell you how we found them, but I assure you that there was no dinner. It's been 9 killed, pilots and paras since our arrival."

Mail was also received from Belgium and (of course) "news from home" was always eagerly awaited.



A postcard from Villers-le-Gambon postmarked 21st December 1959, sent by airmail.



A Belgian aerogram sent from Florennes, posted on the 22nd December 1959 to the same UDA-EPA serviceman, 59/12909 Henuzet J.

Attention: Auction sale 2017/1

This is being finalised. You will be sent the list of lots in this auction sale by e-mail or letter after the 5th February

Postal Auction Sale 2016/2

Prices Realised

LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE
1	17,25	36		71	9,25	106	24,00
2	110,00	37		72	6,00	107	6,25
3		38		73	13,25	108	4,75
4	23,50	39		74	7,75	109	
5	16,25	40		75		110	8,00
6	13,50	41		76		111	
7		42		77		112	46,00
8	33,00	43		78		113	
9	36,00	44		79		114	60,00
10	15,00	45		80	3,50	115	46,00
11	16,00	46	3,75	81		116	
12	16,25	47	12,00	82		117	
13	16,25	48	1,75	83		118	3,00
14	12,00	49	1,75	84		119	18,00
15	16,25	50	1,75	85	3,50	120	
16	35,00	51	5,50	86		121	5,50
17		52	19,00	87		122	7,50
18		53	1,75	88		123	36,00
19		54		89		124	13,25
20		55	26,00	90		125	13,25
21	12,00	56	20,50	91		126	9,25
22		57	26,00	92	16,50	127	3,25
23		58	23,00	93		128	19,00
24	13,25	59	20,25	94	4,25	129	
25	12,00	60	16,25	95	22,00	130	
26	22,00	61	15,25	96		131	35,00
27		62	20,25	97	7,00	132	138,00
28	73,00	63		98		133	
29	76,00	64	7,00	99		134	
30	76,00	65	21,00	100		135	
31	11,25	66	11,25	101		136	
32	9,00	67	32,00	102		137	
33	25,00	68	30,00	103		138	
34	4,00	69	17,50	104	22,00	139	136,00
35		70	15,25	105	3,50	140	

BID FORM (BCSC auction 2017-1)

To be sent to

Th.FRENNNET – Rue la rue 17 – B-1420 Braine-l'alleud – Belgique/Europe

Or by E-mail at : hydro-services@skynet.be

CLOSING DATE FOR BIDS – 28th FEBRUARY 2017

Name:

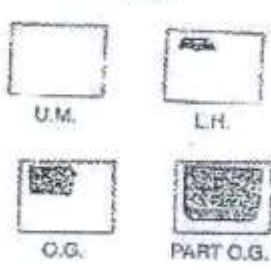
Date :

FULL ADDRESS:

Signature :

Auction's rules

Abbreviations used

UM	= unmounted mint – unused with original gum in Post Office state, never hinged.	GUM  U.M. L.H. O.G. PART O.G.
LH	= lightly hinged – unused with original gum, mounted with a possible hinge	
OG	= original gum – unused with original gum slightly disturbed or alternatively having a previous hinge	
Part OG	= part original gum – unused with original gum – large hinge remains may or may not be present	

CB= CONGO BELGE; COB= Catalogue Officiel Belge number; RU=Ruande Urundi;

Designations of cancellations are in accordance with the Heim&Kersch classification.

Bidding steps :

0	to	5 Euros	per	0.05 Euro
5 Euros	to	25 Euros	per	0.25 Euro
25 Euros	to	50 Euros	per	1.00 Euros
50 Euros	to	250 Euros	per	2.00 Euros
250 Euros	to	500 Euros	per	5.00 Euros
	over	500 Euros	per	10.00 Euros

Postage on lots will be charged to buyers

See also our website : www.belgian-congo-study-circle.be

Lot No.	Limit (Euros)	Lot No.	Limit (Euros)	Lot No.	Limit (Euros)	Lot No.	Limit (Euros)