

GRENADA



CANADA





CANADA



CANADA



CANADA



CANADA

DAY OF ISSUE
CANADA POST CORPORATION
JOUR D'ÉMISSION
SOCIÉTÉ CANADIENNE DES POSTES



CANADA 9



CANADA 11



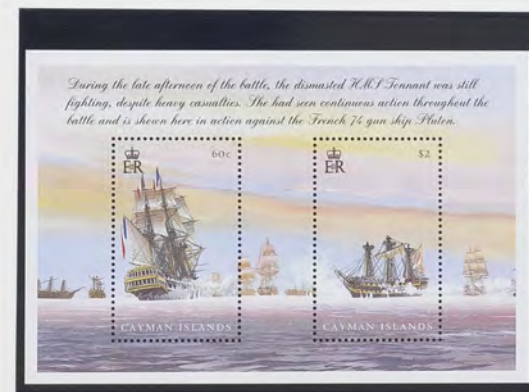


CAYMAN ISLANDS 3



CAYMAN EILANDEN 4





CENTRAAL AFRIKAANSE REPUBLIEK



CENTRAAL AFRIKAANSE REPUBLIEK 2

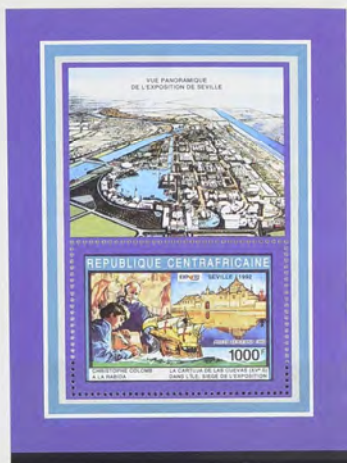


CENTRAAL AFRIKAANSE REPUBLIEK

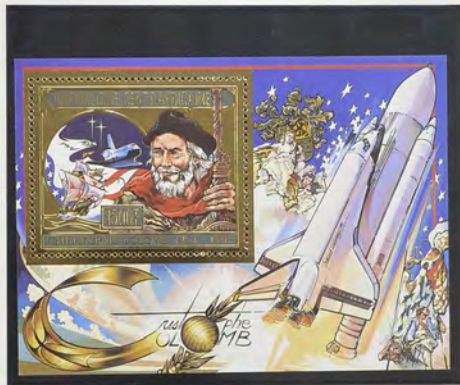


CENTRAAL AFRIKAANSE REPUBLIEK





CENTRAAL AFRIKAANSE REPUBLIEK 7



CEYLON 4



CHILI



CHILI



CHILI



30 AÑOS DEL NAUFRAGIO
DE LA FRAGATA LAUTARO
1945 - 1975

CARA DE MONEDA DE CHILE

CHILI





CHILE 7



CHILE 8



CHILI



CHILI



CHILE 10



CHINA 1



FORMOSA CHINA - TAIWAN



FORMOSA CHINA - TAIWAN



FORMOSA



TAIWAN



CHINA



CHINA - VOLKSREPUBLIEK

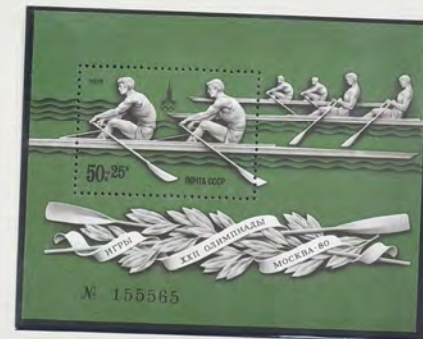


CHINA - VOLKSREPUBLIK



RUSLAND





















RUSLAND 6



RUSLAND 7



RUSLAND 7



RUSLAND





RUSLAND



RUSLAND



R W A N D A



REPUBLIQUE RWANDAISE



LES IMPRESSIONNISTES

R W A N D A



RWANDA 3



RWANDA 4



RYUKYU EILANDEN 1



SAAR 1



SAHARA OCCIDENTAL 1



SAHARA OCCIDENTAL 2



SAINT CHRISTOPHER - NEVIS - ANGUILLA 1



SAINT HELENA



SAINT HELENA 2



SAINT HELENA 3





SAINT HELENA 6



SAINT HELENA 7





SAINT HELENA 10



SAINT KITTS - NEVIS





Recorded registration of locally built boats dates back to the year 1855. The traditional way to build a boat on Tortola is to decide on keel length and size, to erect stem and stern posts with proper overhang and with transom attached to stern post, then to erect two mounds on thirds of the keel. The length of the mast is 1.75 to 2.0 times that of the keel. After the boat is framed it is then planked in traditional fashion, garboard and sheer-brakes first. Planks are planed to make them fit when bent around the frames. Edges are tapered to provide room for caulking.

BOAT BUILDING



BRITISH VIRGIN ISLANDS

Keels are made, if at all possible, from heavy dense tropical hardwood. Frames have been made traditionally in Tortola from white cedar, a medium sized deciduous tree. The wood is hard and tough and often found with natural bends which can be utilized in frame construction to avoid the weak spots of warps. It is available on Tortola in sufficient quantity for boat construction. Other materials used such as nails, oakum, putty and paint are all obtained through commercial channels, largely from the United States of America.



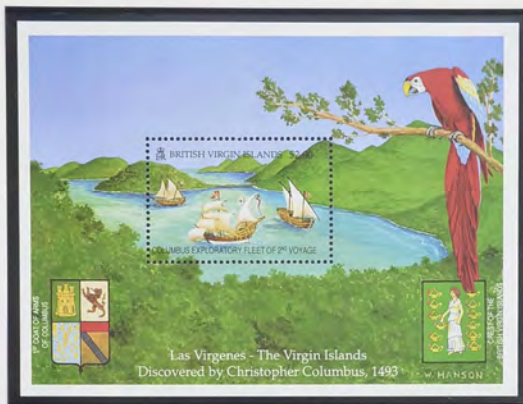


VIRGIN ISLANDS



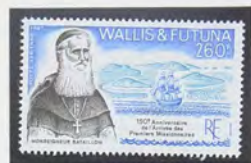
VIRGIN ISLANDS











WALLIS & FUTUNA



WALLIS et FUTUNA



Retour de l'Île d'Alofi
& Tissage de nattes
à FUTUNA



WIT RUSLAND 1



ZAÏRE 1

XX^e Exposition Philatélique des Etats Africains — Naples 1980



Antonio Pilco - IL CASTELLO DI BAIA - Sorrento, Musée Correale



ZAMBIA 1



ZANZIBAR 1



ZUID AFRIKA



ZUID AFRIKA









ZUID GEORGIE



ZUID GEORGIE



ZUID GEORGIE 4



ZUID GEORGIE 5



ZUID GEORGIE 6



ZUID RHODESIE 1



ZUID WEST AFRIKA



ZUID-WEST AFRIKA



ZWEDEN 3



ZWEDEN 4





On August 10th, 1628, the warship *Wasa* started on her maiden voyage from the Stockholm harbour. Her poop and bow were sculpted from the hundred of young gentlemen in goldleaf and brilliant colours which adorned the new acquisition to the Royal fleet. But the exaltation was soon changed into horror. A sudden gust caused her to heel, 588 in the harbour she foundered in 103 feet of water, going down with 92 persons on board. And after 164 years, still lying on the seabed, she was salvaged by an unique achievement for that time: most of the ship's 64 cannons had been salvaged. The *Wasa* was forgotten until she was rediscovered in 1956 by Anders Franzen. In 1961 – after 333 years on the bottom – the *Wasa* could by a very skilfully conducted diving operation be raised to the surface. Since then the preservation work of the salvaged material is going on at the

Wasa Yard in Stockholm. Simultaneously, the restoration of the ship continues — a puzzle with more than 10,000 pieces. The ultimate aim is a completely preserved and restored warship, where it will be possible to study the ship-building of the early 17th century and to get a general insight into the basic conditions for life which that milieu offered the members of this floating miniature world.

The "Wasa" was built in Stockholm. Her overall length was 200 feet. Her maximum beam about 39 feet, draught 14.3 feet and from keel to masthead she was 170 feet. She displaced 1300 tons and carried ten sails amounting in all to 13,000 sq ft of canvas. The crew consisted of 437 persons. The stamps reproduce the "Wasa" and five of the salvaged wood-sculptures.



ZWEDEN 71



ZWEDEN







ZWEDEN 13



ZWITSERLAND



SWITZERLAND



CHINA - VOLKSREPUBLIK

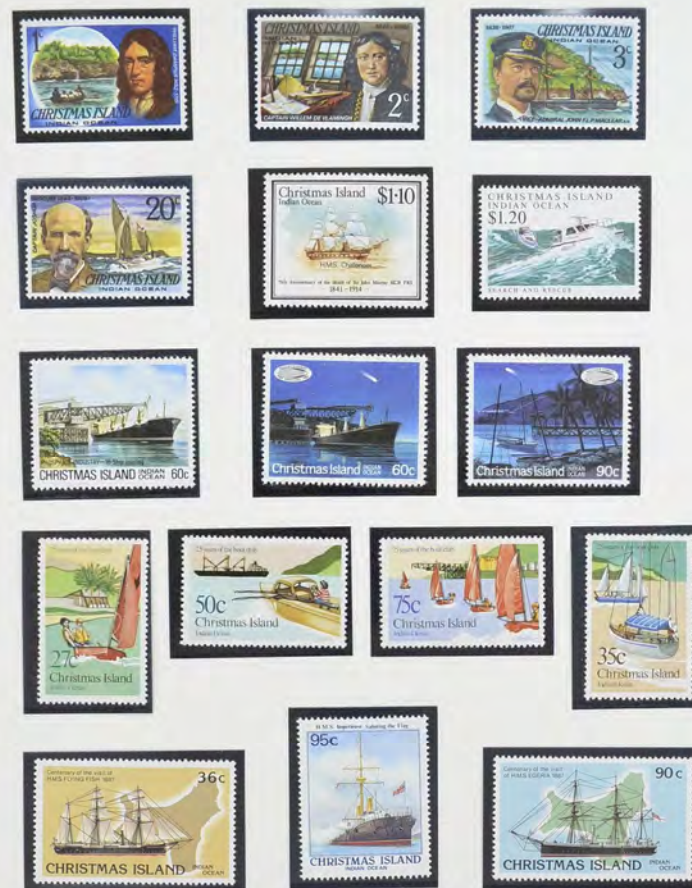




CHRISTMAS ISLAND



CHRISTMAS ISLAND



CHRISTMAS ISLAND 3



CHRISTMAS ISLAND 4



CISKEI 1



CISKEI 2



COCOS EILANDEN



COCOS EILANDEN





COCOS EILANDEN



COLOMBIA



COLOMBIA 2



COMORO EILANDEN



COMORO EILANDEN



COMORO EILANDEN



COMOREN



COMORO EILANDEN



COMOREN



CONGO BRAZZAVILLE





CONGO



CONGO KINSHASA





COOK EILANDEN



COOK EILANDEN



COOK EILANDEN



COOK EILANDEN





CUBA



CUBA



CUBA



CUBA



CUBA



CUBA



CUBA 7



CUBA 8



CUBA 9



CUBA 19



CUBA | 1



CUBA | 1



CURACAO

1



CYPRUS

1



CYPRUS 2



CYPRUS 3



GRENADA



GRENADA



GRENADA





GRENADA 7



GRENADA 7

