



San Jose Stamp Club Newsletter



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9 - 11-WE WILL NEVER FORGET

2013 Club Officers

- President**
 Brian Jones 408.927.6861
 bfj39@yahoo.com
- Vice President**
 David Occhipinti 408.723.0122
- Secretary**
 David Gilman 408.264.1953
 sanjosegilmans@gmail.com
- Treasurer**
 Richard Clever 408.238.0893
 richard@asiaphilatelics.com
- Newsletter Editor**
 James Sauer 408.445.2694
 hjamessauer@yahoo.com
- Filatelic Fiesta General Chairman**
 Steve Schumann 510.785.4794
 sdsch@earthlink.net
- Exhibits Chairman**
 Dr. Edward Laveroni 408.356.7561
- Bourse Chairman**
 Wayne Menz 408.265.5539

Visit our website at:

filateliciesta.org

Founded 1927, Club show since 1928
 Meets 7:00 PM, 1st & 3rd Wednesdays
 Hilltop Manor in 3rd floor dining room
 790 Ironwood Drive, San Jose, California
 Driving instructions on the website.

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Correspondence to:

P O Box 730993, San Jose, CA 95173

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New Marianne Stamp

The new face of France — or at least the official postage stamp for the President Francois Hollande era — is modeled after a Ukrainian woman who takes her top off to defend feminist causes. Not everyone thinks that's appropriate, and some are calling for a boycott.

Hollande on Sunday unveiled the new stamp, meant to represent Marianne, a symbol of France since the revolution and French youth. Afterward, artist Olivier Ciappa said the image was modeled largely after Inna Shevchenko, an activist with the group Femen who received political asylum in France.



In this Sunday, July 14, 2013 file photo French President Francois Hollande stands next to the newly unveiled Marianne postage stamp at the Elysee Palace during Bastille Day celebrations in Paris. (File photo/Francois Mori, file)

Hollande's office would not comment on whether the president, a Socialist who has pushed for more women's rights, knew about the Femen inspiration.

An official in Hollande's presidential palace said the image was chosen by a panel of French students from a selection of sketches.

Ciappa described his choice as an homage to the idea of Marianne, who is meant to symbolize liberty and reason and is sometimes depicted topless. "Marianne, the symbol of France, was a revolutionary woman. When you look at the Delacroix paintings a few centuries ago, she was bare-breasted," he told The Associated Press. "She was fighting for equality, and she was fighting for friendship, which are the values of France. And all of them they are the values of Femen. In a way, Marianne was the first Femen."

Shevchenko herself expressed pride

Continued on page 2

Program

Our meeting of August 7th held a special surprise. James Steinwinder was an unannounced (in the newsletter) presenter with a PowerPoint audio/visual presentation he developed himself on the U.S. first commemorative stamps issued for expositions from the 1893 Columbian issue through to the 1913 - 15 Panama-Pacific Exposition issues.

Jim was concerned there were excess written descriptions for the stamps, your editor however disagrees—I felt that the in-depth descriptions were of great value to the viewer, particularly anyone not well versed in these issues—which included most of us.

Jim is to be congratulated on a job well done and we thank him for it.

Which brings us to the subject of future programs. Lets face it, for the most part the best presentations are those put on by members about some segment of their collection. Usually there are lively discussions during these programs where we are all able to give a little input, thereby expanding, for all concerned, their knowledge on the subject at hand, now that's a win, win situation.

So—I urge all of you to try a hand at giving a little presentation—it need not be a scholarly dissertation, just a little stimulus to exercise our minds and perhaps learn a little. Again, some of the seemingly simplest of programs have been known to ignite conversations that were good for all of us. You are among friends, try it, you'll like it ... and it will be most appreciated.—ed.

Fiesta Committee Meetings

Filatelic Fiesta committee meetings are scheduled for Wednesday, August 28 and Tuesday, October 8. Meetings take place in the home of Wayne Menz at 10 a.m., located at 2854 Cherry Ave, San Jose.

All SJSC members are urged to attend. Discussed will be many facets of the show including the club auction and the developing of a club area in which to solicit new members. This has never been tried before and there are certain to be issues that need ironing out which is why your expertise is needed.

Northern California Trivia

Q Where is the only high school in West Marin County situated?

A Tomales.

Q Clint Eastwood was mayor of what seaside town in California?

A Carmel.

From *Northern California Trivia* by Ernie & Jill Couch



Publicity photo of one of the new French definitive series of stamps.

in being "the new icon of the modern interpretation of Marianne." "I am definitely proud that France is still following the tradition of representing, of showing its national symbol as a woman that is fighting," she told the AP, adding that she was particularly honored that the woman on the stamp has a garland of flowers in her hair, as Femen activists often wear.

The small, conservative Christian Democrat Party is calling for a boycott of the stamp. On their website and on Twitter, the party said the postal service should withdraw the stamp, saying it "insults the dignity of women, the sovereignty of France."

Femen activists frequently stage protests in France, often with slogans scrawled across their bare breasts. The group causes controversy, not only by demonstrating topless but also because it is increasingly seen as seeking attention more than fighting for freedoms. Its protests are usually quite small and organized carefully to attract police and journalists.

Femen's demonstrations, which began in Ukraine five years ago focusing on women's rights, have spread across several countries now and its message has become increasingly diffuse.

Its targets have included Russian President Vladimir Putin, the pope, the Islamist government in Tunisia, capitalist bosses at the World Economic Forum in Switzerland, gay marriage critics in France, and abusive husbands in Turkey.

In Ukraine, some have grown disillusioned with the group, particularly after its activists shocked many by cutting down a massive Orthodox cross in Kiev last year to protest the conviction of members of the Russian punk band Pussy Riot.

From the internet.

"No people will tamely surrender their Liberties, nor can any be easily subdued, when knowledge is diffused and Virtue is preserved. On the Contrary, when People are universally ignorant, and debauched in their Manners, they will sink under their own weight without the Aid of foreign Invaders."

—Samuel Adams, letter to James Warren, 1775

Our annual stamp show is coming up fast and we need to get busy planning. At recent club meetings we've developed some wonderful ideas for the SJSC to become seriously involved and engaged at this year's show. In the past, a slip of paper on the table was the only indication that the club existed. That will be vastly different in 2013!

A reception area will be the most significant new plan this year. We've been allocated space to put a few chairs and a couple of tables to welcome show guests. Visitors will be enticed to stop-by because we'll have coffee, water, and a light snack available. In addition, they can preview and bid on items in our club auction. We're working on having a large banner made to let people know who is hosting the area as well as putting a few stamp posters on the wall. Anyone wanting to relax and learn something about early U.S. commemoratives can enjoy watching the presentation put together by club member Jim Steinwinder.

A key part of this project is that club members will staff the area and engage people in conversation and invite them to consider visiting a meeting of their local club. Since Fiesta guests come from all over the region, we're planning on inviting the other local clubs to participate. They may have fliers available for their clubs, not just the SJSC.

The club decided to make our auction a silent auction. We will put the items out for review and bidding in our reception area. Exactly when items close hasn't been set, but they must close by the time the WPL auction starts. This will require someone be at the auction table to accept bids and watch the items. Please plan to work at least one or two shifts. The auction will be limited to the items donated to the club and our youth programs.

Members of the SJSC will be more visible this year as we're planning to have shirts with the club name on them. Everyone is encouraged to buy one and wear it at the show. I also encourage everyone to show pride in the club and wear it to other local shows. What size shirt shall we order for you? Just let me know.

The youth area keeps getting better. We are working on a plan to offer free stamp tongs to the first 30 kids who attend. This year we'll be offering more fun stamp projects to try. The Northern California albums we made last year will be out as well as projects including British Machins and U.S. Prexies.

Lastly, all of this is going to take everyone pitching in a little. Please plan to work a couple hours at either the registration table, reception area, youth table or the auction table. No worries, there will still be plenty of time to enjoy the show. Sign-up sheets will be going around soon.

At our August 7th meeting, James Steinwinder showed a presentation on the first three US commemorative series of stamps. James specializes in the Columbian issue and shared a great deal of his expertise into this presentation. He made an extraordinary effort to track down the original art that inspired the design of each of the Columbian stamp designs. While most are well known, some took a great deal of detective work to find. Thank-you for your fascinating presentation Jim! We plan to show this in the reception area at Filatelic Fiesta. James also made a very nice donation to the club auction and to the youth program. Look for some very nice early U.S. commemoratives up for bidding at the auction.

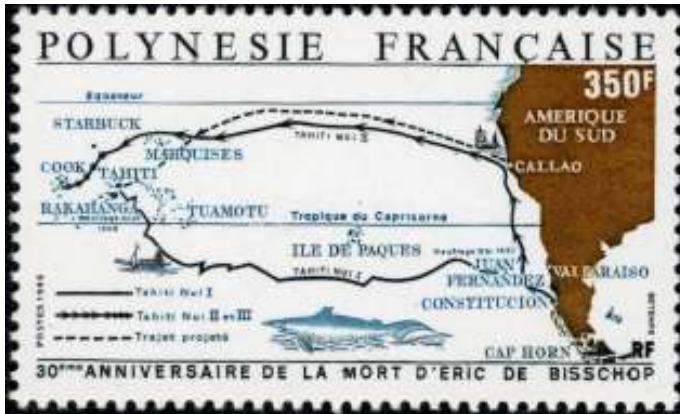
—Brian

Just want to thank my mail carrier for delivering my recycling directly to my house. —@juliussharpe

Kon-Tiki in Reverse: The Tahiti-Nui Expedition

De Bisschop's critique of the Kon-Tiki theory

Thor Heyerdahl's idea of a bearded white god-man bringing civilization to Polynesia from the direction of the rising sun did not sit well with many Pacific islanders. The first direct and sustained Polynesian drifter's challenge to the Norwegian came from a French baron living in Tahiti. By his own admission, Eric de Bisschop had invested the better part of thirty years in a study of Polynesian navigation and anthropology prior to his 1956 voyage in a bamboo raft. But de Bisschop was far more than an armchair explorer. Prior to his raft expedition, a case can be made that only James Cook himself had sailed more of the Pacific Ocean in search of scientific truth than Eric de Bisschop.



French Polynesia, Scott 491, issued August 30, 1988, for the 30th anniversary of Eric de Bisschop's death.

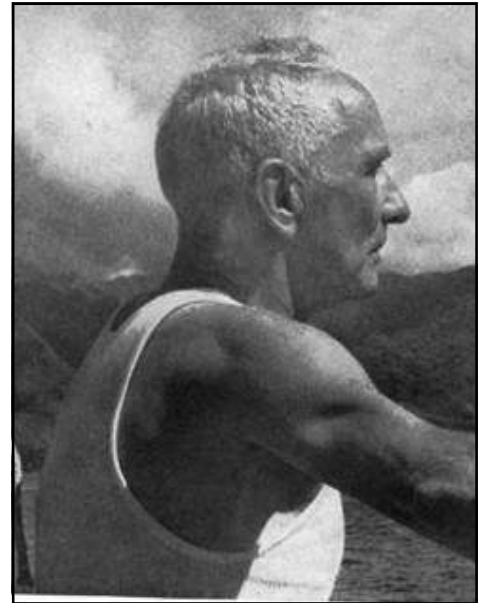


Image of a commemorative cover for the voyage to Chile is printed on the reverse of the illustrated stamp.

Like William Willis, Eric de Bisschop was in his sixties, and had already spent much of his life at sea, before living the last years of his life on rafts. In the 1930s, after four years in China, de Bisschop had saved enough to purchase an old Chinese junk, the Fou-Po. When a cyclone wrecked this ship off the coast of Taiwan, he built a second, the Fou-Po II. On board this second junk, after wrecks in Australia and New Guinea and attacks by wood-eating marine worms called *teredo navalis*, de Bisschop explored whether the 9,000-mile long equatorial counter-current could have served as a prehistoric seaway between Asia and America.

Just before the Second World War, he built a Polynesian double-hulled canoe he named Kaimiloa, and sailed it from Hawai'i to France. Kaimiloa raced through the first 2,300 miles from Honolulu to the Wallis Islands in little over a month, then crossed the 6,000 miles of the Indian Ocean in less than two. These were extraordinary reaches, and convinced de Bisschop that watercraft of Polynesian design were the equal of any ocean distance anywhere.

Settling in Tahiti after the war, de Bisschop was called back to the sea by the success of Kon-Tiki. Two aspects of Heyerdahl's voyage in particular bothered him mightily. First, Heyerdahl's raft, presumably a copy of the pre-Columbian sailing raft, was built with fixed centerboards. De Bisschop knew this not to be the case: these centerboards had been designed to be moved up and down according to the navigational needs of the raft, a fact Heyerdahl himself learned in 1952, five years after his first raft trip. Similar centerboards are used to control the movements of bamboo rafts of ancient design in Taiwan and the coasts of China and Viet Nam.



Eric De Bisschop (from his book *Tahiti-Nui*).

These centerboards, or guaras, allowed one to tack and cross a raft into the wind like any European sailing vessel. As Heyerdahl wrote in 1994 to my colleague John Haslett, then planning the first of his three balsa raft voyages, "balsa rafts of from 3 to 5 balsa logs are still used in several fishing ports in both Ecuador and north Peru, and they go out at night and come back to the same beach by noon" (Heyerdahl 1994). Long before Heyerdahl's experiments with the guaras, Eric de Bisschop met Kon-Tiki crewmember and anthropologist Bengt Danielsson in Tahiti after the expedition, and Danielsson had to admit that the centerboards had likely not been employed properly.

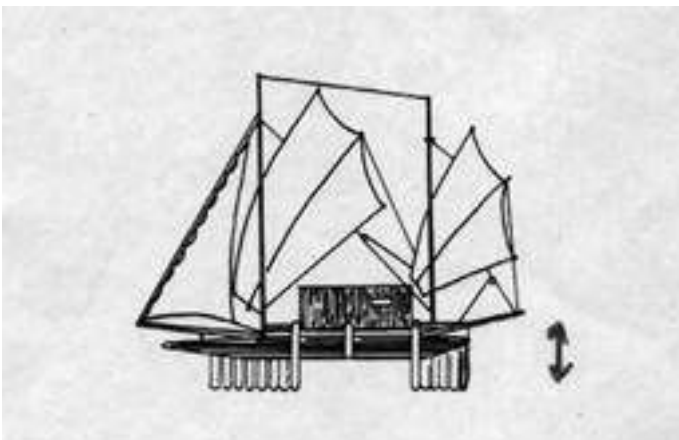
Much more than this esoteric question of raft design, however, was the suggestion that Polynesian's could not have reached the shores of South America because the prevailing winds and currents would have effectively prevented such a passage. This de Bisschop refused to accept. He himself had tacked Chinese junks and double-hulled canoes against prevailing winds for much of his life, and saw no reason why prehistoric Polynesians could not have accomplished the same thing. What was startling, however, was the technology de Bisschop chose to employ in an attempt to refute the Kon-Tiki theory.

When Bengt Danielsson arrived in Tahiti for the fifth time in the fall of 1956, he saw a raft moored along the docks of Papeete in the same spot where he and the rest of Heyerdahl's crew had stepped off Kon-Tiki almost ten years earlier. But this was a raft of a very different sort. Again like William Willis before him, de Bisschop had distilled a lifetime of sea-going experiences into the design of a transoceanic raft. In de Bisschop's case, his raft reflected his experiences in Polynesia and China, as well as his knowledge of Chinese and Peruvian centerboards.

No man has received from nature the right to command his fellow human beings. —Denis Didrot

The raft was built of bamboo, equipped with Peruvians guaras, and rigged like a double-masted Chinese junk. Remarkably, rather than use all his accumulated experience to demonstrate that a true Polynesian double-hulled voyaging canoe could manage a journey from Tahiti to South America, de Bisschop proposed that his polyglot bamboo raft could make the same voyage against five thousand miles of prevailing winds and currents. He advanced his proposal to general disbelief. When he announced that he would set his course far to the south, to take advantage of the shifting westerly winds and currents that prevail around 40° south, most sailors thought the expedition a suicide. Any raft caught in the cold and “roaring forties,” they argued, would be quickly torn to pieces.

To de Bisschop’s credit, he was merely taking anthropological theorizing to its logical conclusion. Like prevailing winds, the prevailing anthropological view was one of an ultimate Southeast Asian origin for Polynesian culture. De Bisschop on the other hand, considered the “Polynesian problem,” as it was often referred to, far from solved. Like Heyerdahl, he had no time for academics with no practical maritime experience upon which to base their theories of Polynesian origins and migrations. Heyerdahl had had the courage to put his raft where his theory was. For this reason, and this reason alone, de Bisschop told Bengt Danielsson that he had more respect for Thor Heyerdahl than all his other opponents put together.



Eric De Bisschop’s *Tahiti-Nui* (after Danielsson, 1960).

De Bisschop’s “Maritime Ethnology”

In de Bisschop’s view, if anthropologists wanted to understand the essentially maritime culture of the Polynesians, they had better start to understand the nature of the maritime world. That meant a vast expansion of scholarly geographic horizons, and a total abandoning of the idea (still subconsciously prevalent in many academic discussions) that the geography of the Pacific has remained unchanged since time immemorial. De Bisschop railed against anthropologists who “blandly assume that the geographical features of the Pacific and Indian Oceans, with all the lands which emerge from them or border them, have not budged an inch for thousands of years—an assumption based on nothing except perhaps man’s subconscious reluctance to admit that he inhabits an unstable and ever-changing crust.”

Bisschop saw a Polynesian sphere of influence extending from Easter Island and perhaps the shores of South America in the east, to Madagascar off the coast of Africa in the west, a span more than half the distance around the world. No other peoples could claim such enormous dispersions. For de Bisschop, no outsiders had taught Polynesians to sail, rather it was the Polynesians themselves who, by spreading their seagoing

knowledge from Indonesia and India and then all the way to Madagascar, had accomplished quite the reverse. He imagined the Polynesians visiting South America before the time of Christ, to return with plants common to both places. And this nearly two thousand years before Europeans made tentative voyages with the currents and winds from Spain to the Caribbean. With such a tradition, de Bisschop proposed rewriting the maritime history of the world, with the Polynesians in their rightful place at the center of that history.

To study this enormous problem, de Bisschop envisioned as well a new field of maritime ethnology, where scholars would use recreated voyaging technologies in order to study ancient diffusions. That genetic evidence now points to the likelihood of transoceanic migrations to Madagascar originating in the Pacific, and that experiments in long-distance voyages by recreated Polynesian canoes are now integral facets of maritime anthropology, only reinforces de Bisschop’s pioneering and little appreciated role in Pacific studies. Like Heyerdahl before him, de Bisschop believed that no attention would be offered to his ideas unless he took them to sea, on an actual transoceanic voyage. His bamboo raft would be the instrument of his attack on academic convention.

Like Danielsson, many wondered why de Bisschop would choose a raft for his experiment, rather than the double-hulled and double-outrigger canoes he was so familiar with. De Bisschop was clearly stung by this repeated criticism. He countered that, in his studies of Polynesian navigation, a maritime culture as sophisticated as that of the Polynesians, surely would have possessed different vessels for different missions. He imagined that single outrigger canoes were appropriate for skimming over shoals and reefs; much larger double-hulled and double-outrigger canoes would have been used for quick hit-and-run raids on neighboring tribes or voyages to known destinations.

But for long-distance voyages of exploration and colonization, with their essential cargoes of people and provisions, only large rafts would suffice. And as de Bisschop saw it, when equipped with the moveable centerboards called guaras, these rafts became sailing vessels capable of true navigation. “It was by no means a floating contraption at the mercy of winds and currents.” Furthermore, the slow speed of a raft voyage, de Bisschop imagined, was no hindrance for a Polynesian people with a fundamentally different view of time.

Testing Bamboo and Building the Raft

Testing the Seaworthiness of Bamboo

To test whether Tahitian bamboo could remain buoyant for the duration of a long ocean voyage, de Bisschop had a diving platform constructed from bamboo and moored near a friend’s house for a year. While some of the bamboo was eventually attacked by *teredo navalis*, the platform was still afloat after a year. As for whether or not Polynesians ever used bamboo rafts, de Bisschop was unequivocal. He cited several voyages on bamboo rafts navigated by prehistoric Marquesans fleeing tribal wars. Some of these bamboo rafts, constructed with five layers of bamboo logs, ventured as far as Tahiti and even Hawai’i.

In building the raft, there was little local knowledge. If bamboo rafts had ever been used in Polynesia, they had long since become distant memories. So he relied instead on his knowledge of sailing, on the assumption that, confronted with similar building materials on the same ocean, ancient Polynesians would have come to the same nautical design conclusions.

Building the Tahiti-Nui

When the bamboo was ready, it was lashed together with coconut fibre rope. The sails de Bisschop had plaited from vegetable fibres. Once finished, he christened the whole creation Tahiti Nui, Great Tahiti. The one concession to the twentieth century was a cabin made of double walls of plywood, which housed an echo sounder, radio, a darkroom, and a dry sleeping area for the crew. Unlike Bombard, whose voyage de Bisschop cited, he had no desire to conduct a human endurance test, “to be made to swallow plankton and other revolting stuff of that sort, to drink sea water or the juice squeezed out of raw fish.” De Bisschop himself was sixty-five years old and debilitated by bronchitis and emphysema. His doctor told him in no uncertain terms that he would not survive the journey, a knowledge that bothered de Bisschop not at all.

By de Bisschop’s reckoning, the last great voyages by a Polynesian fleet had taken place some 700 years earlier, during the fourteenth century. On November 8, 1956, he prepared to follow that fleet to sea, on a strange polyglot raft at the start of an even stranger scientific experiment. De Bisschop reckoned that the voyage to South America would take between three to four months. Provisions were stowed for five, “beer and lemonade ... a dozen enormous stems of bananas, numerous sacks of potatoes, kumara, onions, taporo, gourds, not to mention mountains of coconuts both green and dried.” Any longer on a raft and de Bisschop feared the consequences. “It is not only bamboo that begins to degenerate after seven months at sea,” he wrote laconically.

The Tahiti-Nui Expedition

False starts and Archaeological Islands

Like all previous raft expeditions, Tahiti-Nui began with a tow by a diesel-powered ship to its place of departure. Fifty outrigger canoes escorted the raft from Papeete harbor, perhaps unconsciously suggesting a method by which prehistoric rafts were maneuvered off the beach and into position to take advantage of wind, tide, and current. Even before clearing Tahiti, de Bisschop became concerned with the raft’s buoyancy, and decided to put ashore to lay in additional bamboos for the long voyage ahead. The same gunboat that had towed them out, now returned to tow them back in. To Alain Brun, de Bisschop’s second-in-command, the gunboat saved them all from being embarrassed when it “mercifully took us to a remote creek on the south coast of Tahiti.” Thus reinforced, the raft started south toward the Austral islands of Rurutu, Raivavae, Tubuai, Rimatarā, and Rapa, making three and a half to four knots of speed on a following wind that lasted for a week.

At this early stage of the experiment, the raft surprised even de Bisschop by its ability to use its guara centerboards to make a passage toward the southeast. Before the voyage, de Bisschop thought the best the raft might do was approach his own Austral island of Rurutu. Now he found himself approaching the seas that separated Raivavae and Tubuai, more than 200 miles east of Rurutu.

Heyerdahl had just called at many of these islands after his work on Easter Island. William Mulloy had carried out extensive archeological excavations at the spectacular aerie at Morongo Uta, one of twelve entirely unexplored mountaintop fortresses on Rapa Iti. Arne Skjølsvold, the Norwegian archaeologist who had discovered the inscrutable “kneeling statue” of Easter Island, spent several weeks mapping the ceremonial marae platforms of Raivavae. Contrary winds now blew the Tahiti-Nui in a

complete circle around Raivavae. A few weeks later the raft passed the latitude of Rapa Iti, and so moved beyond the limits of French Polynesia. As 1956 turned to 1957, 5,000 miles of cold open sea lay between the raft and its destination in Chile.

Eastward towards Easter Island

Beyond Rapa, at about 33° south, the raft picked up shifting west winds and de Bisschop set his course directly eastward to South America. For two months, Tahiti-Nui careened furtively eastward in tolerable temperatures that hovered between 68°-77° F. On February 23, 1957, the raft passed the longitude of 117° W, the halfway point on its voyage. But the mark brought little consolation. The experiment was now three and a half months old, at a point when de Bisschop had believed they would be safely ashore in Chile. Instead, the bamboo, put in the water in September, had been afloat now for more than five months. It was approaching the limits of its buoyancy with still more than 2,500 miles to go. The crew, to the contrary, thought the worst was over, that the remaining miles would speed by.

Instead, they were met almost immediately by a dreadful two weeks of winds blowing from the east. De Bisschop had told Bengt Danielsson that he intended to sail down to 40° south, where he would be assured of steady winds and currents from the west. But now he hesitated, staying in an area of wavering winds around 35° south. Even here the seas were rough, and de Bisschop was convinced Tahiti-Nui would lose its two masts if he tried to sail any farther south.

Ben Finney, for one, believes it was the only decision de Bisschop could have made. At 40° south, the raft would have been torn apart by mountainous seas. If prehistoric Polynesians had voyaged along this route to the east, they did so only at great risk to themselves and their expeditions. Even at 35° south, heavy winds forced de Bisschop to take in most of the sail the raft carried, to prevent it from being carried away.

When the raft began show signs of breaking up in late February, de Bisschop was forced to put down a minor mutiny by the three other crewmembers. All were half de Bisschop’s age and cared little for the scientific substance of his experiment. They advocated instead an audacious retreat as far as 50° south in an attempt to speed their passage. Daily radio interruptions suggesting steady winds further south—and thereby further enticing the demoralized crew in that deadly direction—nearly drove de Bisschop to pitch the set overboard. When the raft circumscribed a complete circle on March 11, returning the crew to a point they had passed seventeen days earlier, morale sank even further.

One unexpected advantage of de Bisschop’s more northerly course was a near miss of Easter Island during the first week of March. The seagoing raft wandered to within 350 miles of anthropology’s most enigmatic island on March 7, 1957, demonstrating a plausible access route from the west to this most remote corner of Polynesia. De Bisschop in fact began to spin a theory that the island had been originally colonized by a raft caught in the same contrary winds his raft now endured. His crew wished he would follow his own hypothesis and make for a landing at Easter Island, at the very least so that repairs could be made to the raft.

Had de Bisschop done so, it is likely that the voyage of Tahiti-Nui would have taken a rightful place alongside Kon-Tiki as one of the great Pacific drift voyages, and ironically increased its value to maritime anthropology. Tahiti-Nui had linked the Austral islands of Rapa Iti and Raivavae, with their stone fortifications and ceremonial marae platforms, with the stone ahu platforms

A woman drove me to drink and I didn't even have the decency to thank her. —W. C. Fields

and carvings of Easter Island. The raft had voyaged almost as far as Kon-Tiki, and remained afloat for more than six months, four of them on the high seas. By continuing eastwards to certain destruction, de Bisschop weakened the plausible case he had already made for the efficiency of the long-distance seagoing bamboo raft in prehistoric Pacific expeditions.

Towards South America and destruction

The destruction of Tahiti-Nui arrived in slow and painful measures. The raft drifted through April as the crew suffered through a near-total lack of fresh water. May brought with it fresh winds from the west, but the raft was still a thousand miles from Chile. A week later, still eight hundred miles from the coast, the big four-inch main bamboo logs began to break away in fifty mile an hour winds. The situation now became desperate, with the raft listing heavily. To worsen matters, de Bisschop found his bamboo hull “riddled with tunnels the size of your little finger, each one with its fat white [teredo navalis] worm.



Tahiti Nui preparing to sail.

“They have wicked heads with two hard curved plates at the business end, only too well designed for the dastardly work of boring and destroying.

“I have seen natives, especially in Melanesia, reveling in these large white worms, which they eat raw. Here, now, is a field of survey which has been ignored by the specialists—something to add to the menu of those who cast away at sea. I myself had never thought of it. I wish I had; it might have been most useful when, on Fou Po II, I went for nearly three weeks [without food]. But how I could have harvested the little beasts into the frying pan when they were snug below the waterline in the very planks of the hull which kept the boat afloat, I don’t know.”

By the middle of May, after six months at sea, even de Bisschop was tired of the cold southern seas, and began to long for the warm and light blue waters of Polynesia. When a severe storm forced the crew to abandon the idea of a landing at the Juan Fernandez islands off the coast of Chile, where Alexander Selkirk had found himself marooned in 1703, de Bisschop at last signaled for a tow. Over their radio they listened to spurious reports that the raft had been dismantled, that the crew was injured by the attack of a giant fish, that giant molluscs had attached themselves to the raft and were dragging it down. The expedition had taken on a distinctly Vernian tone.

The raft plowed on to its farthest point east: 87° 54’W. Winds then forced it back more than a degree to the west, where a Chilean naval vessel caught up with it on May 22, 1957. The unsuccessful tow resulted in the final break-up and abandonment of the raft on May 26th. As the starboard tiki god figure, carved by a Marquesan artist, was salvaged from the raft, de Bisschop heard the final sickening splintering of the bamboo. On board the Chilean ship, de Bisschop took to a bunk and lamented his failure to prove his theory.

Once ashore in Chile, de Bisschop began writing up his experiences on board the Tahiti-Nui. Now, at the age of sixty-six, he was more determined than ever to complete a full-circle voyage from Tahiti to South America and back. On February 15, 1958, a new raft, christened Tahiti-Nui II, was prepared to drift from South America to Polynesia, along the track pioneered by the balsa rafts of Thor Heyerdahl and William Willis. It would prove to be the final expedition in the long, adventurous life of Eric de Bisschop, when this new expedition led to de Bisschop’s death on the reef at Rakahanga.

From the internet. Stamp image courtesy Richard Clever.

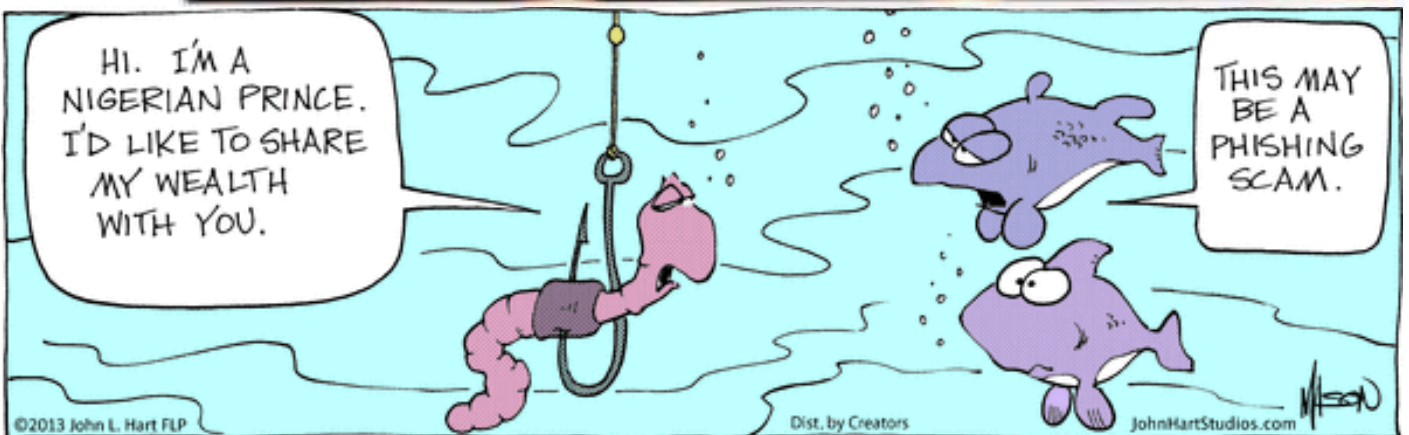
A Message from the Post Office



So cancel them and stop losing money!

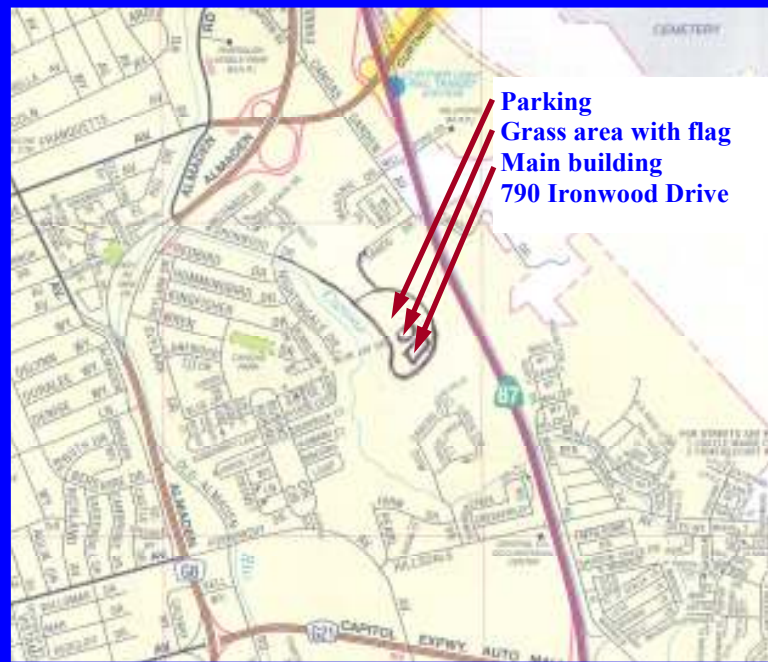
Covers, Cards, Stamps, etc.

Two die-cut post cards of our nation's currency. These are modern post cards published by Portal Publications in Corte Madera, California. For me, these fall into a fun category of post cards which include a number of die-cut cards from about 1903 to the present. In this instance they would be a great gift to a numismatist (that's coin collector and includes paper currency).



My dear friend, clear your mind of can't. —Samuel Johnson

SEPTEMBER MEETINGS ARE ON THE 4TH & 18TH
OCTOBER MEETINGS ARE ON THE 2ND & 16TH



Show Calendar

Great American Stamp Expo

August 31 - September 1

Napredak Hall

770 Montague Expressway, San Jose

Sat 10 - 6, Sun 10 - 4

Free Admission - Free Parking

Santa Cruz Post Card & Collectables Show

September 8

Hilton Hotel

6001 La Madrona Drive, Scotts Valley

Sunday 10 AM - 5 PM

Free Admission - Free Parking

Santa Clara Coins, Stamps & Collectables Show

September 6 - 8

Santa Clara Convention Center

5001 Great America Parkway, Santa Clara

Fri 10 - 7, Sat 10 - 6, Sun 10 - 4

There is an admission fee.

Vintage Paper Fair

October 19

Elks Lodge

444 West Alma Avenue, San Jose

10 AM - 5 PM

Free Admission & Free Parking

The San Jose Post Card Club meets on the 2nd Wednesday of each month (excepting July & August) in the Hilltop Manor dining room at 7 pm.

Visit the SJSC website at: filateliciesta.org

Advertisements

Members may place an ad here to run for three months unless sold. Three at a time or as space allows.

No politically incorrect, risqué, religious, illegal or offensive material accepted. Editor will edit.

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Legends of the West error sheet w/original mailer w/contents plus White Ace specialty pages. Cat \$240+++ - \$195.00

Macao 868a. MNH Cat 3.25 - 2.00

Malawi 224a. MNH UPU Centenary Cat 1.60 - 1.00

Malaysia 91a. MNH Cat 14.00 - 9.50

Malta 592 - 607 MNH Cat 30.60 - 22.50

Mexico C620 MNH S/S Cat 4.50 - 3.00

As a SJSC member you may advertise here—so why don't you?

BUYING STAMPS, COVERS, POST CARDS, POSTAL CARDS, DOCUMENTS, AUTOGRAPHS.—What have you?

Douglas Gary, (Serving Collectors since 1950 and Filatelic Fiesta Dealer since 1960). P. O. Box 457, Campbell, CA 95009 Phone: (408) 274-3939. E-mail: doug_gary@hotmail.com.

ASDA, NSDA and APS Dealer Member.

Monaco FIPEX 354 - 62 MNH Cat 24.00 - 16.50

Monaco B61 - 75 MNH Seldom seen Cat 39.25 - 27.50

Montserrat 128 - 42 MVLH Tough set Cat 62.30 - 42.50

Mozambique Company C1 - 15 MNH Cat 10.20 - 7.50

Nauru 285 - 96 MNH Cat 13.50 - 8.00

New Zealand 438 - 58 MNH Tough complete Cat 15.90 - 9.50

Germany-Berlin 9N35-41 MNH UPU 75th anniversary

Great appearance and difficult to complete at this price Couple tiny glazed corners Cat \$750.00 - \$375.00

All prices plus actual shipping or mailing costs if applicable.

I have many thousands of stamps/sets at 20 to 60% off Scott. Send me your want list or call me. Will e-mail scans.

Jim Sauer 408.445.2694 ~ hjamesauer@yahoo.com

Walt Kransky's website has changed:

Now mostly philatelic material, covers, etc.—a few postcards.

Website: <http://www.thepostcard.com/walt/>

E-mail Walt at wrsky@att.net

Walt's duplicate and extra postcards are still for sale

Please use the word "POSTCARD QUERY" in the subject line of your e-mail message to avoid spam. Thank you.

This is a member service - why not use it?