

TIMBRES DE SAMOA

<http://www.wikitimbres.fr>



SAMOA

ISSUES OF THE KINGDOM

Unwatermarked

1877-82



many fake here?

Watermarked N. Z. and Star Wide Apart

1887-99



9a



9b



19c

1892-96



16f



14b



1893



SAMOA

Watermarked N. Z. and Star Wide Apart

1894-95



1895



25B

1898-1900



1899



SAMOA

ISSUED UNDER GERMAN DOMINION

Unwatermarked

1900



1900



Watermarked Lozenges

1914-15



SAMOA

ISSUED UNDER BRITISH DOMINION

Unwatermarked

1914



104a



4 P
On 20 P
ORANGE
AND BLACK
ON SALMON
Scott No. 106



Scott No. 110

Surcharged
G.R.I.
1 Shilling
On 1 M
CARMINE

2 S
On 2 M
BLUE
Scott No. 111

3 S
On 3 M
BLACK VIOLET
Scott No. 112

5 S
On 5 M
SLATE
AND CARMINE
Scott No. 113

Watermarked Single-Lined N. Z. and Star Close Together



SAMOA

Watermarked Single Lined N. Z. and Star

1914



2 S
BROWN
Scott No. 121



10 S
RED BROWN
Scott No. 124



Scott No. 125

1916-19



SAMOA

Watermarked Single-lined N. Z. and Star

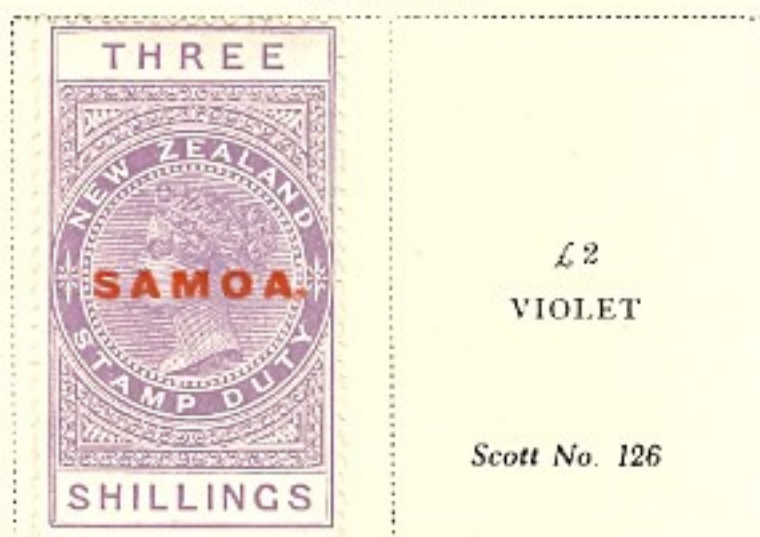
1920



1921



1922-25



143a



144a

1926-28



145a

SAMOA

Watermarked Single-lined N. Z. and Star

1932



SAMOA.

5 S
GREEN

Scott No. 157

10 S
LAKE

Scott No. 158

£1
PINK

Scott No. 159

£2
VIOLET

Scott No. 160

£5
DARK BLUE

Scott No. 161

1935



Western Samoa

1935



1935



**WESTERN
SAMOA.**

5 S
GREEN
Scott No. 176

10 S
DARK CARMINE
Scott No. 177

£1
PINK
Scott No. 178

£2
VIOLET
Scott No. 179

£5
DARK BLUE
Scott No. 180

SAMOA

Watermarked Multiple N. Z. and Star

1939



1940-44



1946



1945-50

<p>New Zealand Postal-Fiscals 1931-50 Overprinted 2 S 6 P BROWN Scott No. 195</p>	<p>WESTERN SAMOA. 5 S GREEN Scott No. 196</p>	<p>10 S CARMINE Scott No. 197</p>	<p>£ 1 PINK Scott No. 198</p>
<p>30 S CHOCOLATE Scott No. 199</p>	<p>£ 2 VIOLET Scott No. 200</p>	<p>£ 3 LIGHT GREEN Scott No. 201</p>	<p>DA BLUE at No. 202</p>

SAMOA

Watermarked Multiple N. Z. and Star

1949



1952



1952-53



1955

<p>New Zealand Postal Fiscal Overprinted in Blue</p> <p>Scott No. 216 WESTERN</p> <p>SAMOA</p> <p>1 S YELLOW GREEN</p>	<p>10 S</p> <p>CARMINE</p> <p>ROSE</p> <p>Scott No. 217</p>	<p>£1</p> <p>GULL ROSE</p> <p>Scott No. 218</p>	<p>Carmine Overprint</p> <p>£2</p> <p>VIOLET</p> <p>Scott No. 219</p>
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1958



SAMOA

INDEPENDENT STATE
Watermarked Multiple N Z and Star
1962



1963



SAMOA

Unwatermarked

1964



Watermarked Kava Bowl and W S, Multiple

1965



SAMOA

Watermarked Kava Bowl and W.S. Multiple
1966



1966



1967



SAMOA

Watermarked Kava Bowl and W.S. Multiple
1967



1967



1967



SAMOA

Unwatermarked
1968



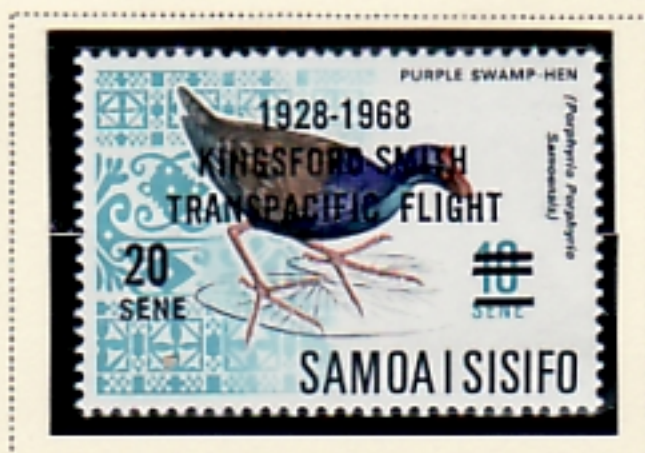
Watermarked Kava Bowl and W.S. Multiple
1968



1968



1968



SAMOA

Watermarked Kava Bowl and W.S. Multiple

1968



1968



1968



1968



SAMOA

Unwatermarked

1969



1969



Watermarked Kava Bowl and W S, Multiple

1969



1969



S A M O A

1969

SAMOA I SISIFO



CHRISTMAS 1969

SAMOA

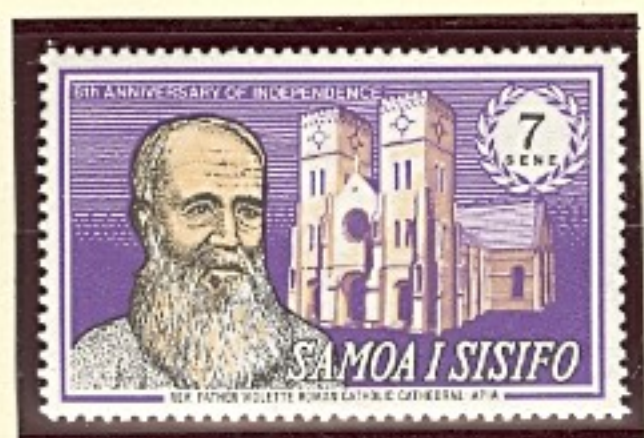
Unwatermarked

1969



Watermarked Kava Bowl and W S, Multiple

1970



SAMOA

Watermarked Kava Bowl and W S. Multiple

1970



1970



1970



SAMOA

1970



SAMOA

Watermarked Kava Bowl and W S. Multiple
1970



Unwatermarked
1971



Watermarked Kava Bowl and W S. Multiple
1971



SAMOA
Unwatermarked
1971

Issued to commemorate "INTERPEX", 13th International Stamp Exhibition,
New York City, March 12-14



SAMOA

Watermarked Kava Bowl and W S. Multiple

1971



1971



1972



SAMOA

Watermarked Kava Bowl and W.S. Multiple

1972



1972



1972



SAMOA

1972



SAMOA

Watermarked Kava Bowl and WS Multiple
1972-73



SAMOA

Watermarked Kava Bowl and WS Multiple
1973



1973

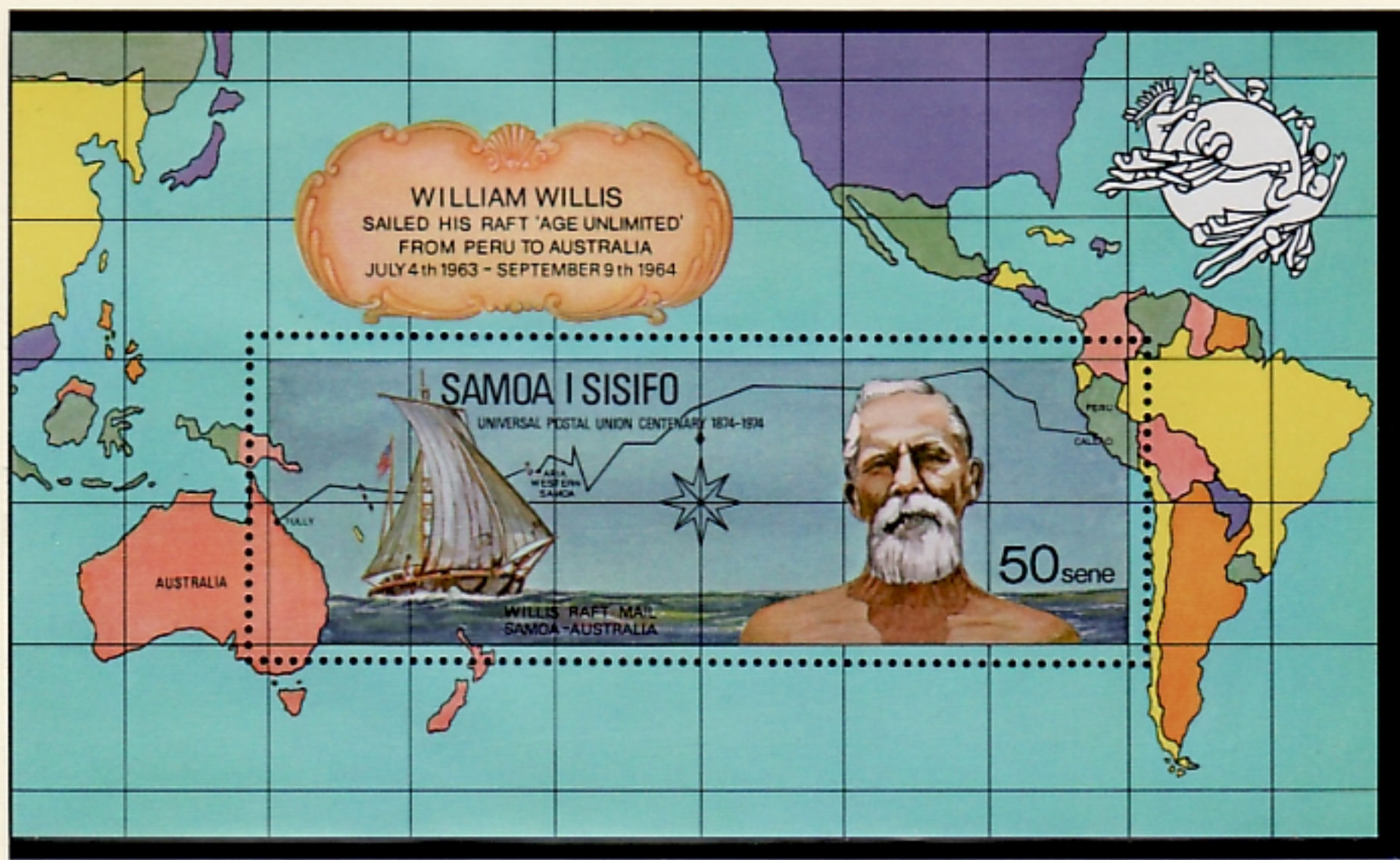


1973



SAMOA

1973



SAMOA

Watermarked Kava Bowl and W.S. Multiple

1974



SAMOA

Unwatermarked

1974



Watermarked Kava Bowl and W S, Multiple

1975



SAMOA

1974-75



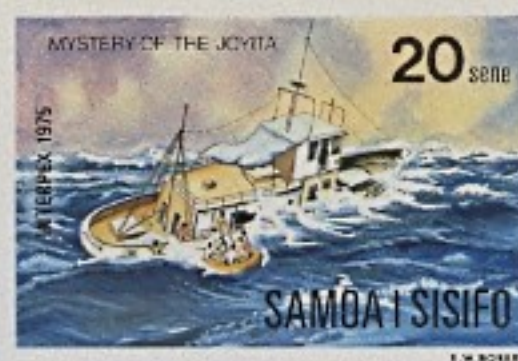
THE MYSTERY OF THE "JOYITA"



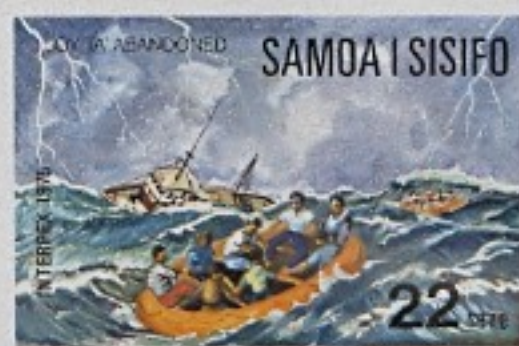
«Joyita» loading in
Apia Harbour during
September 1955



«Joyita» leaves Apia
for a voyage to the
Tokelau Islands



The Mystery of the
«Joyita» - preparing
to abandon the ship



Crew and passengers
take to the rafts
and abandon «Joyita»



«Joyita» was found
deserted, north of
the Fiji group

INTERPEX NEW YORK

1975

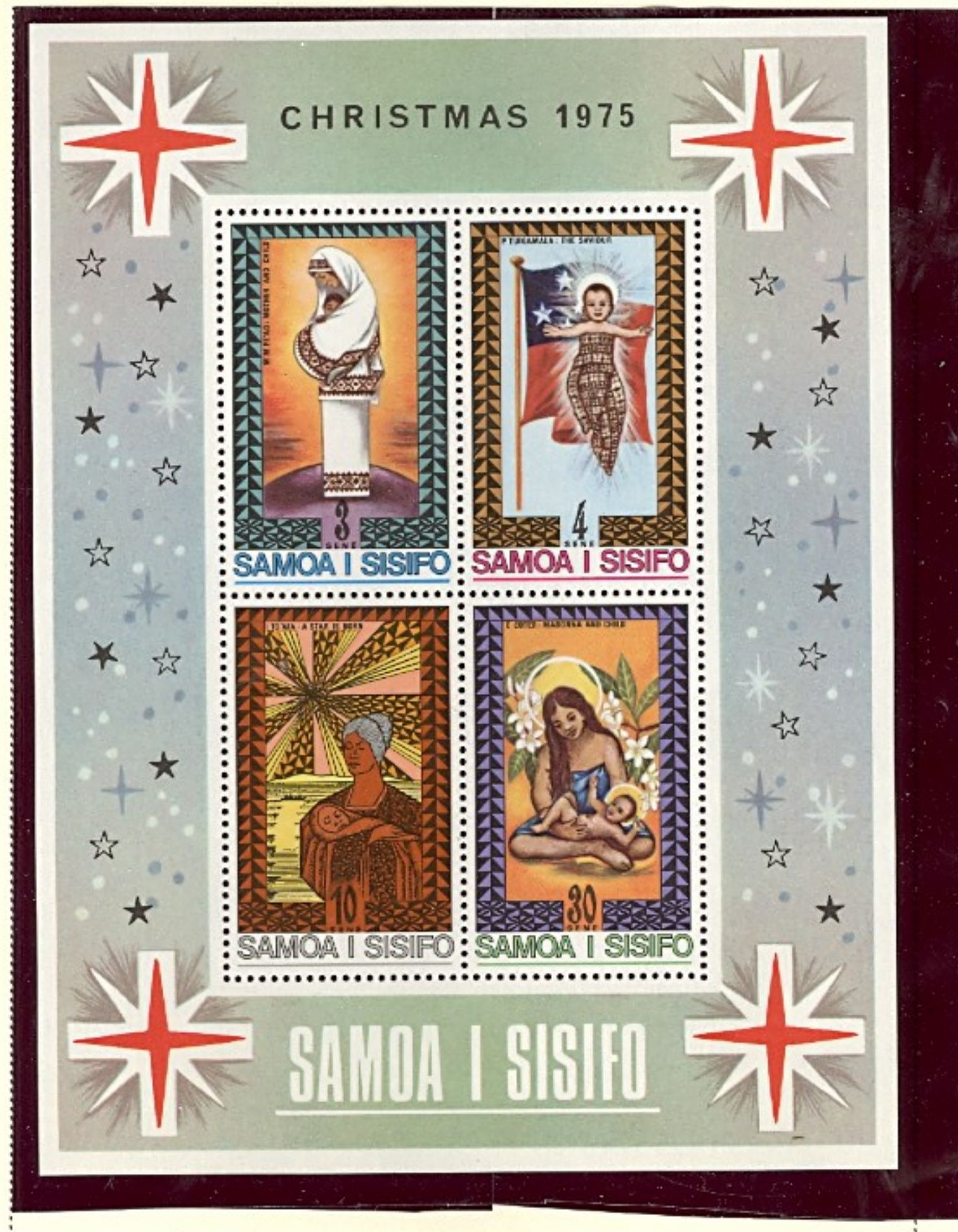
SAMOA

Watermarked Kava Bowl and WS, Multiple
1975



SAMOA

1975



SAMOA

Watermarked Kava Bowl and WS, Multiple

1976



SAMOA

1976

*Bicentenary
of
American
Independence*

7
sene
BICENTENARY
OF AMERICAN
INDEPENDENCE
SAMOA
I SISIFO



8
sene
BICENTENARY
OF AMERICAN
INDEPENDENCE
SAMOA
I SISIFO



20
sene
BICENTENARY
OF AMERICAN
INDEPENDENCE
SAMOA
I SISIFO



22
sene
BICENTENARY
OF AMERICAN
INDEPENDENCE
SAMOA
I SISIFO



50
sene
BICENTENARY
OF AMERICAN
INDEPENDENCE
SAMOA
I SISIFO



SAMOA I SISIFO



SAMOA

Unwatermarked
1976

American Bicentennial and Interphil 76



S A M O A

1976

SAMOA I SISIFO



SAMOA I SISIFO



Christmas 1976 3 sene

SAMOA I SISIFO



Christmas 1976 5 sene

SAMOA I SISIFO



Christmas 1976 22 sene

SAMOA I SISIFO



Christmas 1976 50 sene

SAMOA

Watermarked Kava Bowl and WS, Multiple

1976



1977



SAMOA

Watermarked Kava Bowl and WS, Multiple

1977



1977



Watermarked Kava Bowl and WS, Multiple
1977



SAMOA

1977



SAMOA

Watermarked Kava Bowl and WS, Multiple
1978



SAMOA

1978



25th ANNIVERSARY OF THE CORONATION 1953



King's Lion, at Hampton Court - this fearsome beast bears the impaled arms of Henry VIII and Queen Jane. Pacific Pigeon, *Ducula pacifica*, known locally as Lupe pigeons were hunted for sport by the ancient kings of Samoa.



The House of Questa

S A M O A

1978



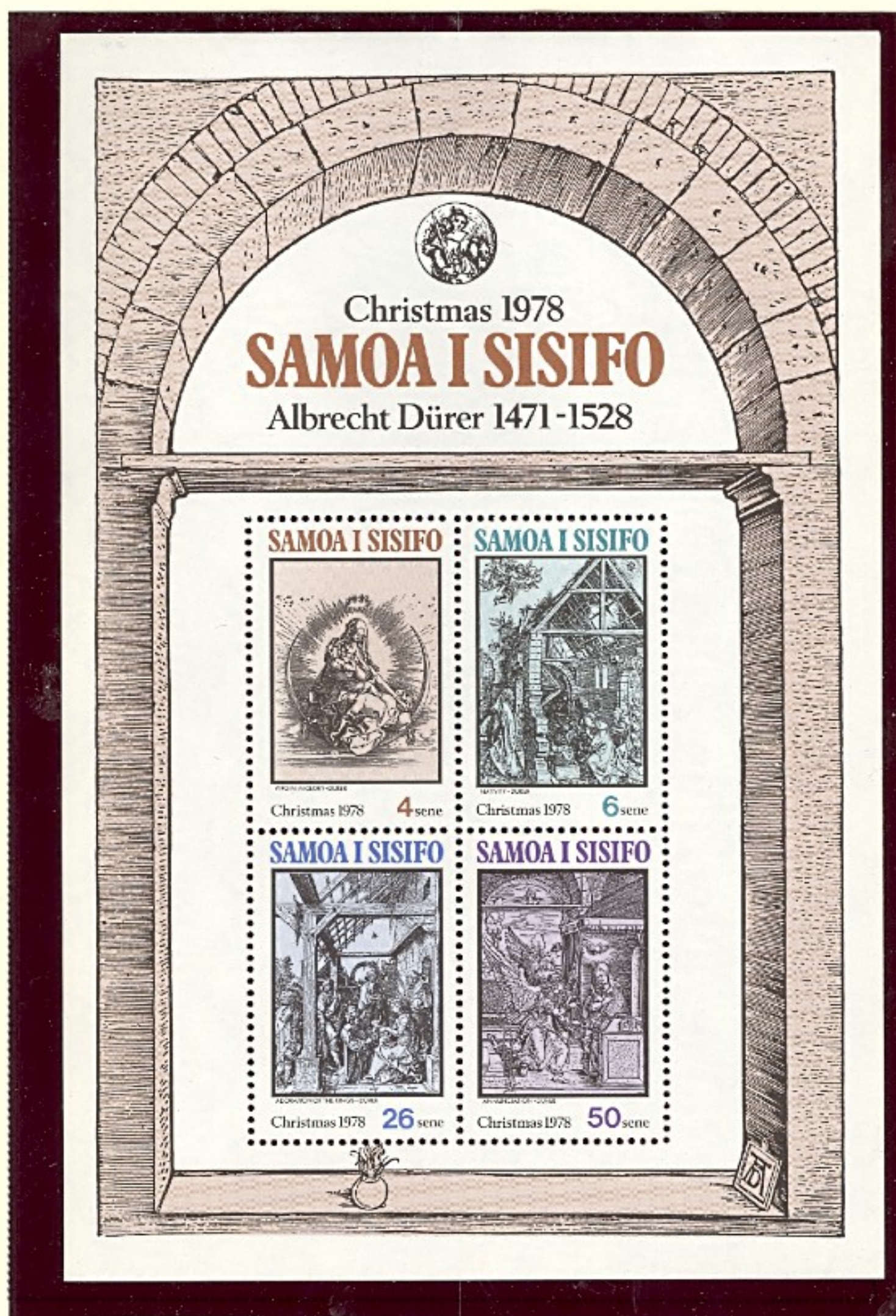
SAMOA

1978



SAMOA

1978



SAMOA

1978-79



SAMOA

1979



SAMOA

1979



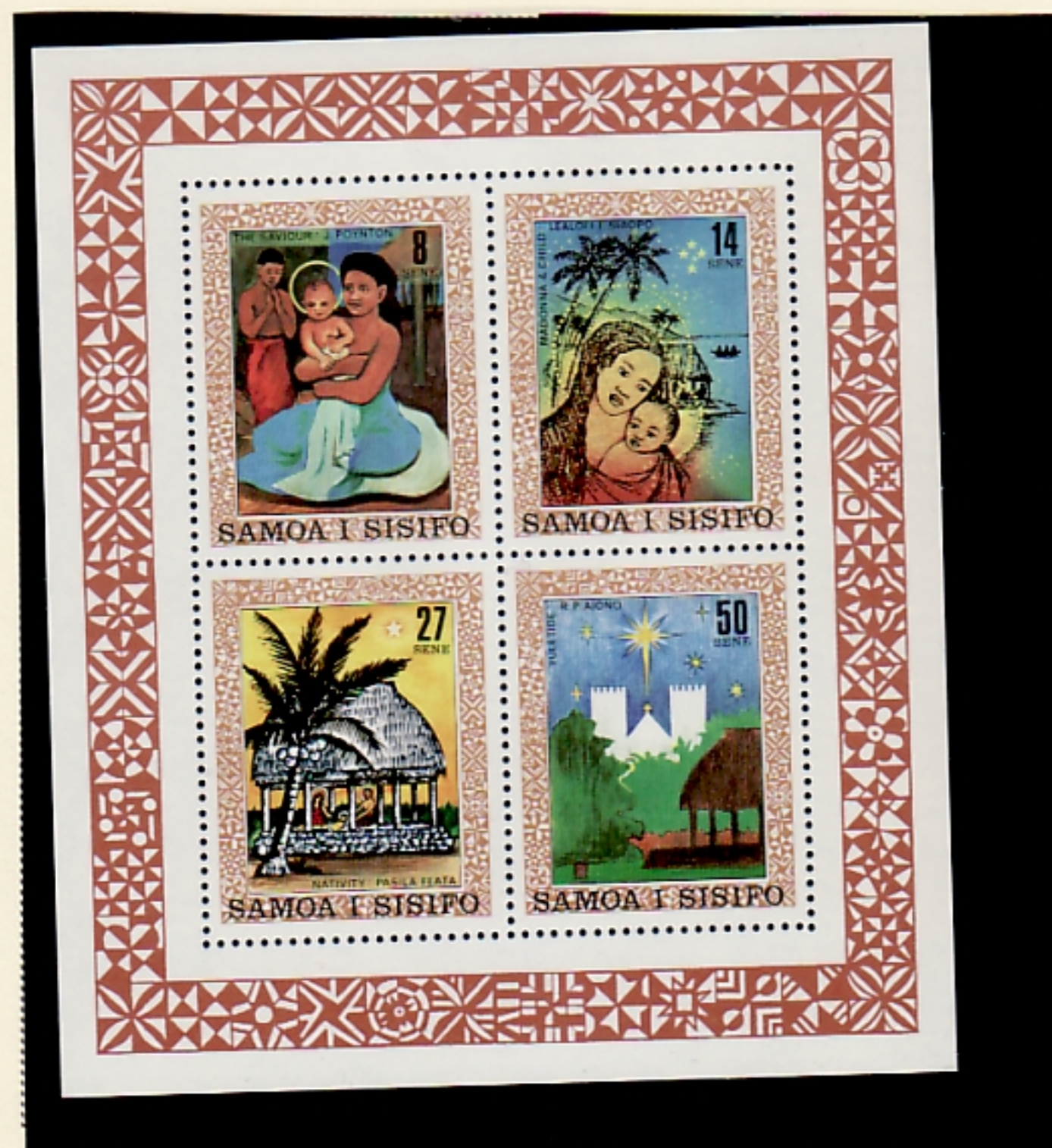
SAMOA

1979



SAMOA

1979



SAMOA

1979-80



SAMOA

1980



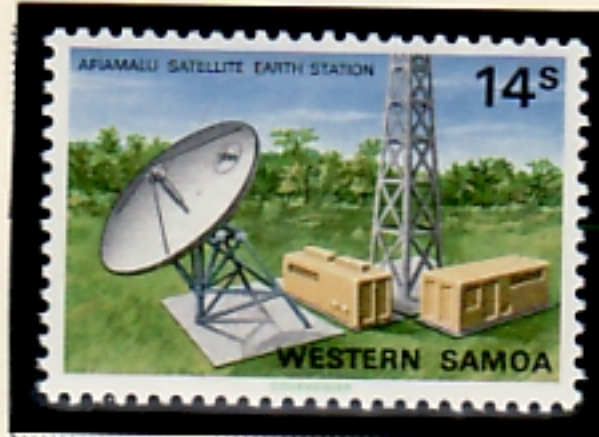
SAMOA

1980



SAMOA

1980-81



SAMOA

1980-81



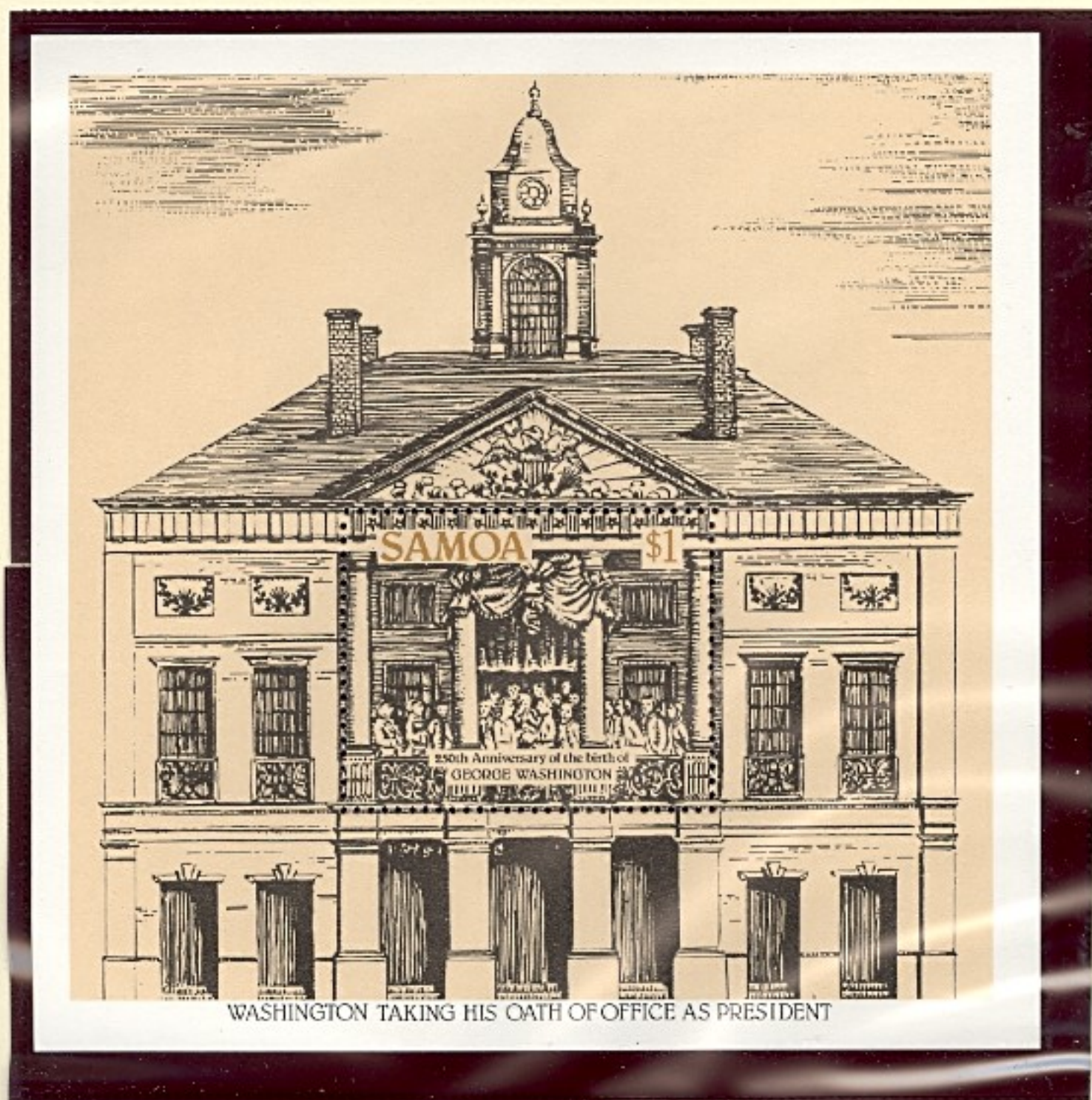
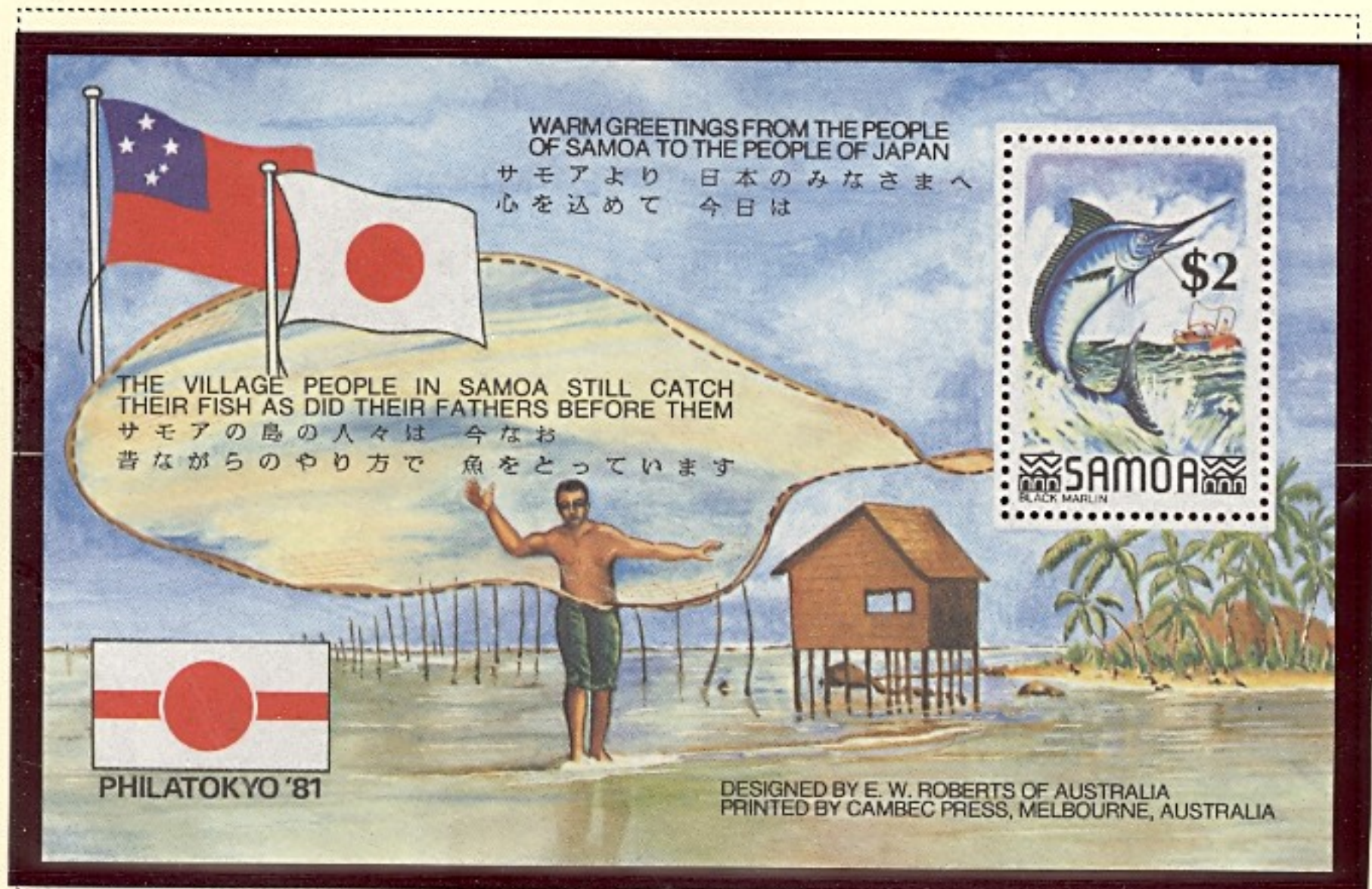
SAMOA

1981-82



SAMOA

1981-82



SAMOA

1982



SAMOA

1982



SAMOA

1983



DC1-DC10 AIRCRAFT

200th ANNIVERSARY of MANINNED FLIGHT

Introduction of the DC-1 on July 1st, 1933, marked the beginning of an era which has seen 50 years of continuous production of commercial aircraft by the Douglas Aircraft Company, a division of the McDonnell Douglas Corporation. The DC-2, introduced less than a year after the DC-1, proved to be the vehicle the airlines needed to find profit in passenger service and to begin the growth which has made air transport into the major industry it is today. Down through the years Douglas has aided the orderly growth of commercial aviation by continually developing the "next generation" aircraft required.

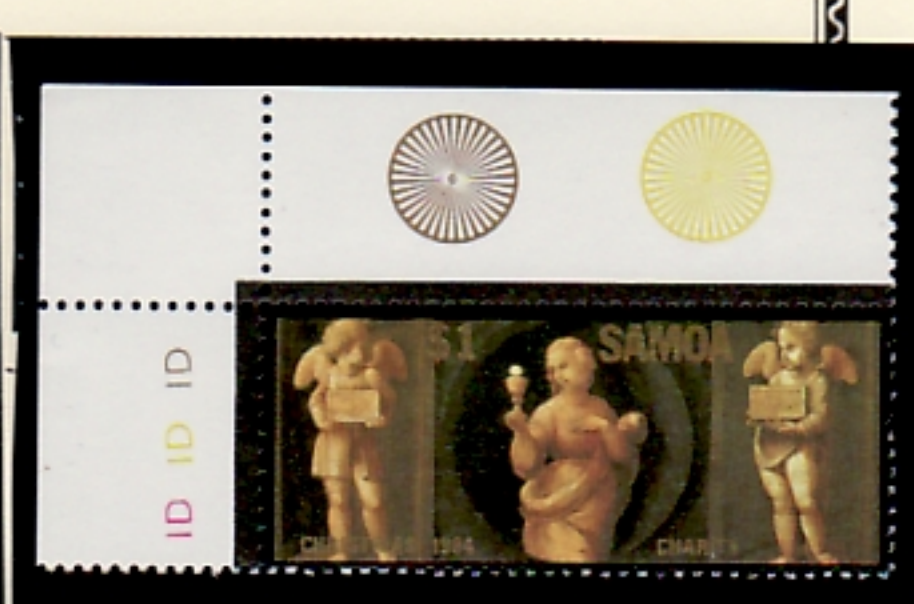
SAMOA

1983-84



SAMOA

1984



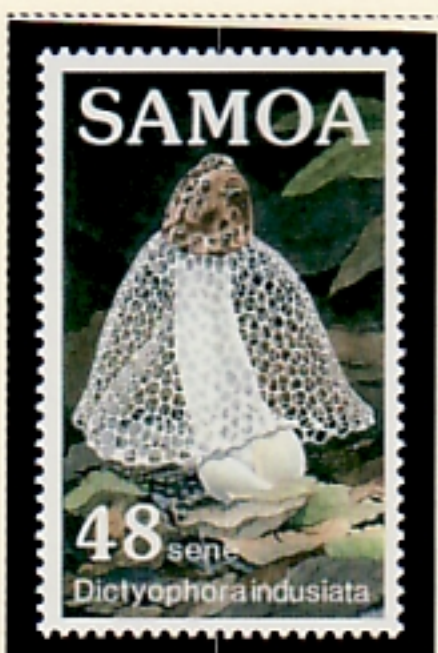
SAMOA

1984



SAMOA

1985



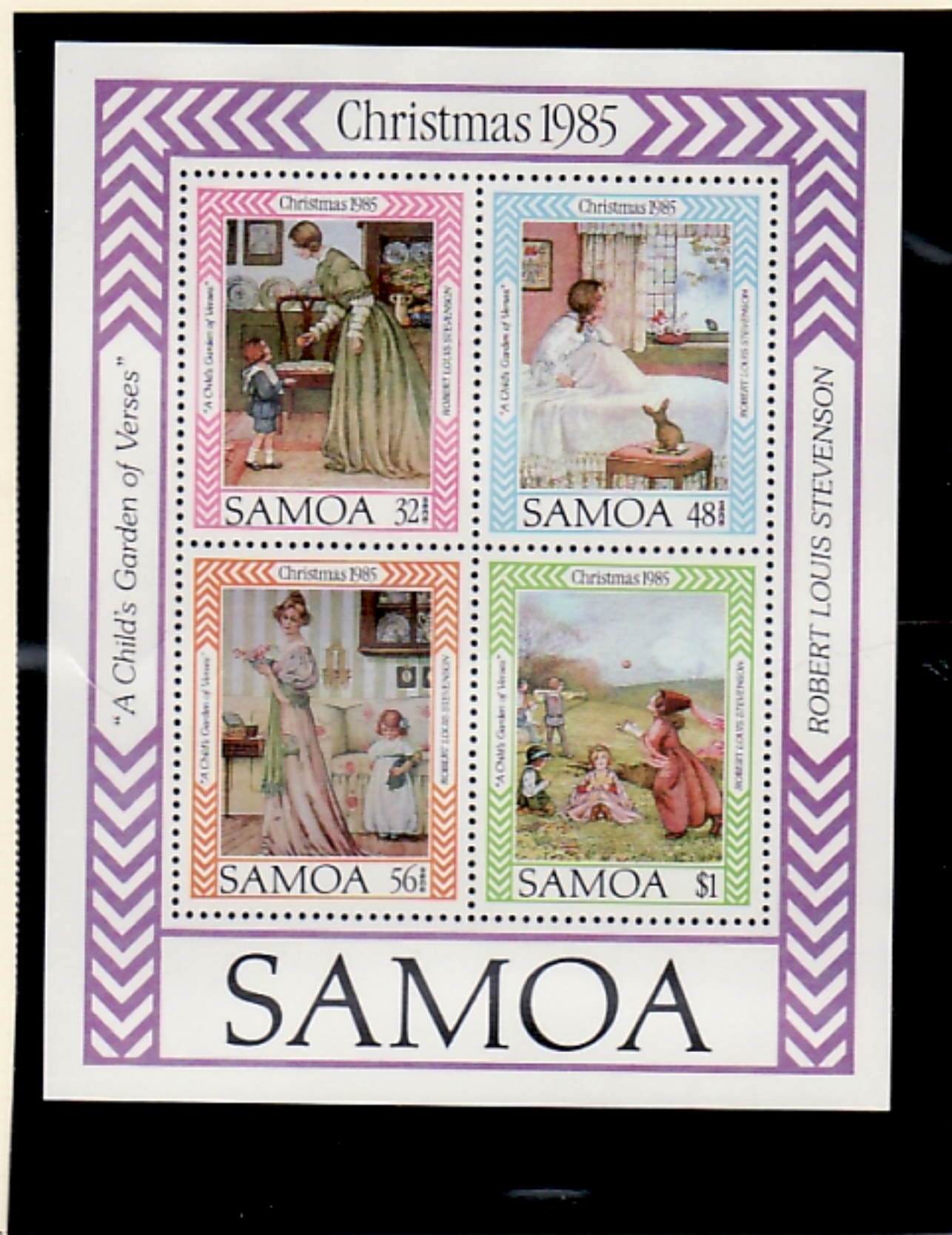
SAMOA

1985



S A M O A

1985-86



SAMOA

1986



SAMOA

1986



SAMOA

1986



SAMOA

1987



SAMOA

1987



S A M O A

1987



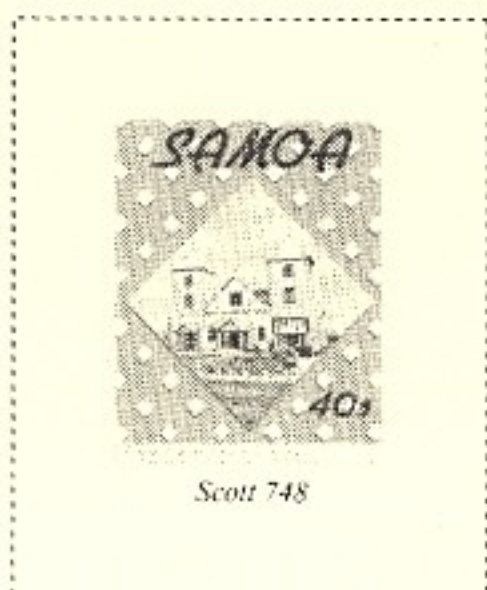
SAMOA

1987-88



SAMOA

1988



SAMOA

1988



SAMOA

1988



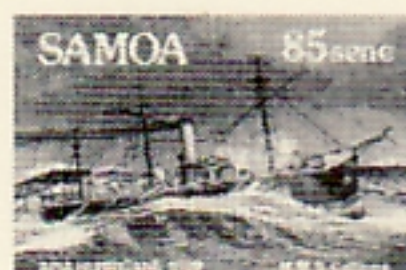
SAMOA

1988-89



SAMOA

1989



Scott 755



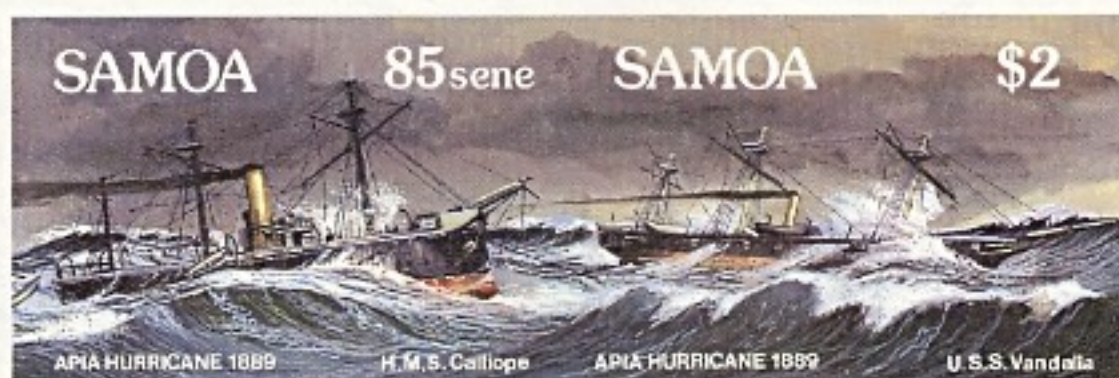
SAMOA

1989



APIA HURRICANE 1889

WORLD STAMP EXPO '89SM



The Captain of the "Calliope", H. C. Kane, gave his account of the event in two intriguing reports excerpts of which follow . . .

Sam. on the 16th, the seas were now breaking from out beyond the reefs. The "Vandalia" was dragging down on top of us, the "Olga" was close on our starboard quarter, and the shore reef close on the port quarter. I managed for some time to keep clear of all three, but our port cable parted and we came against the "Vandalia's" stern, and carried away the jibboom, and all the fastenings of the bowsprit. Then the "Olga" came up on our starboard side and very nearly rammed us. I just managed to sheer clear, but she caught our foreyard and damaged it severely.

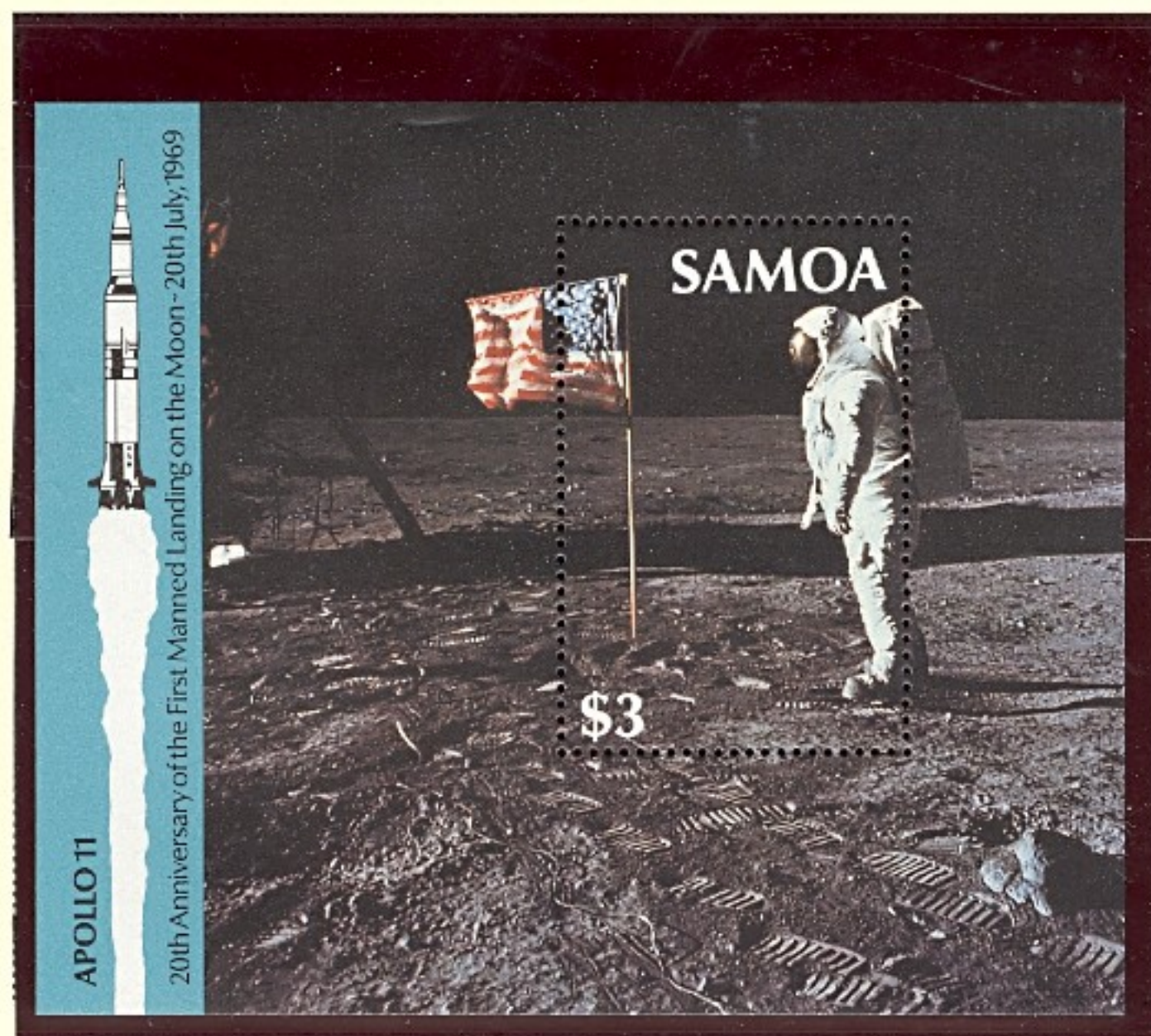
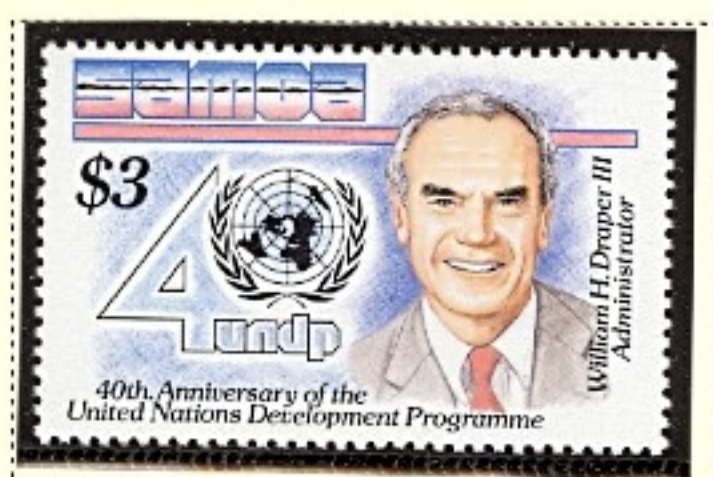
Seeing that everytime we tautened our cable we were getting nearer the reef (in fact it had become a question of feet), I made up my mind to slip and try to go out, reserving as a last resort the hope of beaching the ship on a sandy patch, which the "Olga" afterwards succeeded in reaching.

Luckily I had confidence in the strength of the ship and the power of the engines, and determined to go out. At about 9.30, I sent down to the Staff Engineer for every pound of steam he could give me, sheered well out to starboard of the "Vandalia", put her head to the wind and slipped the remaining cable. It was an anxious moment; for some time, how long I know not, she remained perfectly still, moving neither way, and then gradually drew ahead, pitching tremendously, bow and stern in turns right under water. We gave the "Vandalia" a wide berth, and stood out towards the "Trenton", which was still holding on right in the entrance passage between the reefs. I sheered close past the "Trenton's" stern, our foreyard actually passing over her quarter as we rolled. The engines were going very fast just then, and the ship answered her helm admirably. We came up to the wind in splendid style, clearing the reef by 50 yards, and then stood right out to sea.

H. C. Kane
Captain

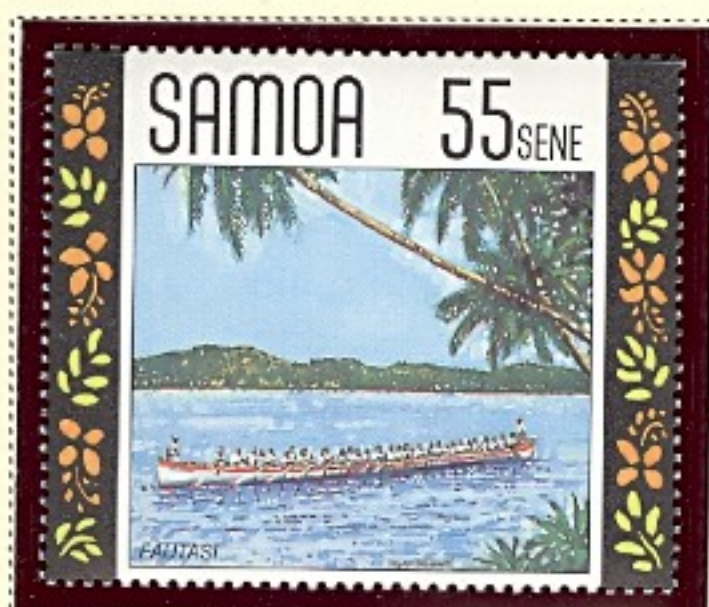
SAMOA

1989-90



SAMOA

1990



SAMOA

1990-91



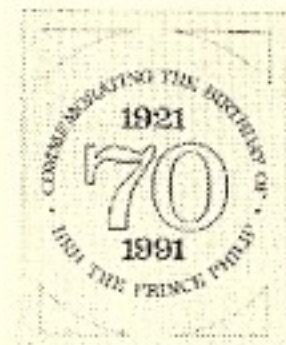
Scott 780



Scott 792

SAMOA

1991



SAMOA

AIR POST STAMPS

Watermarked Kava Bowl and W S. Multiple

1965



1970



SAMOA

SEMI-POSTAL STAMPS

Watermarked Kava Bowl and WS, Multiple

1966

