



the kiwi

The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN
Affiliated to: BRITISH PHILATELIC FEDERATION

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VOLUME XXVII

MARCH 1978

WHOLE 148

THE NEXT MEETING WILL BE HELD ON SATURDAY, 18TH MARCH, 1978,
AT THE SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON, WC2H 9HD.

THE ANNUAL COMPETITION

WILL TAKE PLACE ON SATURDAY, 18TH MARCH, 1978,
+ EIGHTEENTH OF MARCH. +

OUR USUAL "LAST SATURDAY" FALLING IN EASTER WEEKEND,
AT THE SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON, WC2H 9HD.

OPEN FOR RECEPTION OF ENTRIES FROM 2.15 P.M.

A BRIEF ANSWER TO QUESTIONS ABOUT THE CLASSIFICATION OF ENTRIES.

The Moderns 1 Class takes in the issues which first appeared during the reigns of the Three Kings - King Edward VII, King George V and King George VI

Mixed exhibits and those which spread across the Class Borders e.g. Healths, Fiscals, Dues, normally will go into the Class most strongly represented in the material, but the entrant's wishes will carry weight.

See January issue of 'The Kiwi', page 11, for marking details and where to send your entry, if you can't bring it - but we want to see both you and it on

SATURDAY, EIGHTEENTH MARCH, 1978

EDITORIAL.

"Research that is not recorded is lost when the person having the information is no longer able to transmit it."

Thus writes Jack Hughes of the Philatelic Research Society in a recent article in the New Zealand Stamp Collector.

There must be a wealth of information no longer available to us because the research worker did not heed this warning. 'The Kiwi' exists to record the results of research undertaken by members of this Society on New Zealand Philately and Postal History.

I know that certain members are undertaking such research. May I draw their attention to Jack Hughes' warning given above.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

D.M.Dodsworth, 59, Balmoral Drive, Bramcote Hills

Beeston, Nottingham.

R.T.E.Standing, 49, School Lane, Addlestone, Weybridge, Surrey.

RESIGNED

K.R.Charnley, 47, Redgate, Ormskirk, Lancashire.

A.C.Cole, 34, St. John's Avenue, Harlow, Essex, CM17 0BB.

D.C.Holton, 14, Worcester Road, Stoughton, Guildford, Surrey.

P.R.Siddalls, 4, Manifold Avenue, Ashbourne, Derbyshire.

G.R.Topham, 24, Dixon Avenue, Grimsby, South Humberside.

DECEASED

M.B.Faithfull, 42, Lackford Road, Chipstead, Surrey.

CHANGE OF ADDRESS

P.H.Bladon, 33, Britannia Avenue, Morningside

Queensland, Australia, 4170.

(previously of Annerley, Queensland.)

J.Lindley, 42, St. George's Court, Hollins Lane,

Unsworth, Bury, BL9 8JH.

(previously of Whitefield, Manchester.)

A.G.Swan, 35, Uplands Road, Charminster, Bournemouth, BH8 9SR.

(previously of Kettering, Northants.)

Miss M.E.Whiteley, 83, Clos Des Sables, St. Brelade, Jersey.

(previously of Wolverhampton.)

MEETING HELD SATURDAY 28TH JANUARY, 1978

Our Chairman, Phil Evans, opened the meeting at 2.30 p.m. Two new members, R.T.E.Standing and R.S.Stanley, were made welcome.

Michael Burberry, an experienced pilot, and Brian Peace presented the lecture and subject matter for our afternoon's entertainment. Their knowledge of aircraft, both historical and technical, compounded well with their philatelic ability to give us a balanced account of the Early Air Mails of New Zealand.

It was thought that the motivation for the pigeon post from Great Barrier Island to Auckland was due more to the development of mining on that island than the more commonly accepted 'Wreck of the S.S. Wairarapa'. W.W.Fricker started the first pigeon gram service in 1897. It was only by using the term gram rather than post that breach of the post office regulations governing their monopoly was avoided. Fricker's crest was used for the centre

vignette of the stamps. The first forgery appeared in 1899. They were then of little value and the reason for their production is therefore obscure. There was great rivalry between Fricker and the later pigeon service, and a number of amusing anecdotes were recounted. I thought the best of these was where Fricker's pigeons were released in error and he, believing it a deliberate trick, promptly moved his loft on the Island to another site.

Pioneer airmails started in 1919. These were confined mainly to the North Island. The Boeing 1 was involved in these activities. It was interesting to learn that these were built for the Russians but were never delivered due to the 1917 Revolution. One inherent hazard was that the cruising speed was close to the stalling speed. The first regular airmail commenced in 1929 and there were no official air rates until this time. Pioneer airmails were of considerable danger and this was particularly true in New Zealand due to the mountainous terrain. The early flights over the Tasman Sea were even more dangerous. The journey was long, the climate unpredictable and the machines of the time primitive. In 1928 two intrepid flyers left Sydney never to be heard of again, while Kingsford Smith, who made the first successful crossing, described it as his worst ever air experience. Mention was also made of Francis Chichester's flight in 1931 from Auckland to Lord Howe Island, Norfolk Island and Jarvis Bay. He navigated by the sun using visual aids and one degree error would have meant missing the first island.

A large number of stamps, proofs and covers were shown. Many covers were signed by the pilots concerned. Some of the pigeon gram flimsies were stained by seawater.

The vote of thanks was proposed by R.T.E. Standing, and the meeting closed at 5.30 p.m.

I.G.FOGG

SUBSCRIPTIONS - 1978

URGENT - these fell due on 1st January, 1978. If you have not paid please do so immediately to the Hon. Treasurer

B.T. Atkinson, 77, Wood Lane, Osterley, Middlesex, TW7 5EG.

United Kingdom Members - £2.00.

Overseas Members - 'The Kiwi' by Surface Mail - £1.00

'The Kiwi' by Air Mail - £2.50

We cannot guarantee to send future copies of 'The Kiwi' if this warning goes unheeded.

THE EXCHANGE PACKET.

This has been undergoing a reorganisation. To go into all the considerations here would take much space, for which the Editor would not thank me. The present position is, however, as follows:-

- 1) The ordinary packet is going out on the old basis, i.e. ordinary post with certificate of posting - a must.
- 2) I am optimistic this will continue, although increase in the 5p part insurance payment is almost certain in due course. This payment has been static for very many years.



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S.G.No.		Unmounted mint.	Mounted mint.	Fine Used C.D.S.
	Q.V. 1st Sideface 3d any perf.	£20.00	£15.00	£6.00
	Q.V. 1st Sideface 4d any perf.	£22.00	£18.00	£7.00
	Q.V. 1st Sideface 1s any perf.	£20.00	£15.00	£5.00
185	Q.V. 1st Sideface 2s pink	£150.00	£100.00	£75.00
186	Q.V. 1st Sideface 5s grey	£150.00	£100.00	£75.00
	1898 Pictorials.			
264	6d Kiwi grass green	£10.00	£8.00	£7.00
270	2s Milford Sound	£12.00	£9.00	£8.00
271	5s Mount Cook	£50.00	£40.00	£30.00
	1899 Pictorials, perf. 11, no watermark.			
278	6d Kiwi yellow-green	£10.00	£8.00	£7.00
279	6d Kiwi deep green	£8.00	£6.00	£5.00
288/9	2s Milford Sound either shade	£12.00	£10.00	£5.00
290	5s Mount Cook vermilion	£50.00	£40.00	£40.00
291	5s Mount Cook carmine-red	£60.00	£50.00	£50.00
299c	1½d Boer War Contingent - Khaki (with certificate)	£100.00	£75.00	£80.00
	1902/3 Pictorials Perf. 11, watermarked.			
375/a	5s Mount Cook - deep red	£60.00	£50.00	£45.00
375/aa	5s Mount Cook - vermilion	£50.00	£40.00	£35.00
	King Edward VII Definitives.			
	2 perf. pairs wanted - 3d	£25.00	£20.00	£25.00
	- 5d	£10.00	£8.00	£10.00
	- 6d	£25.00	£20.00	£25.00
	- 8d	£10.00	£8.00	£10.00
470/3	1913 Auckland Exhibition set	£175.00	£150.00	£150.00
	King George V Definitives.			
479/95	Set of 15	£20.00	£15.00	£6.00
480	2d bright violet	£0.75	£0.50	£1.00
490	7½d red-brown	£0.75	£0.50	£1.00

S.G.No.		Unmounted mint.	Mounted mint.	Fine Used C.D.S.
491	8d indigo-blue	£0.75	£0.50	£1.00
493e	9d yellow-olive	£5.00	£4.00	£2.00
494	1s orange - shades	£3.00	£2.00	-
495b	1s ORANGE BROWN - (with certificate)	£175.00	£150.00	£100.00
540	2s Admiral blue - Jones paper	£12.00	£10.00	£2.50
541	3s Admiral mauve, Jones paper	£30.00	£25.00	£15.00
542	2s Admiral blue, Cowan paper	£10.00	£8.00	£1.00
543	3s Admiral mauve, Cowan paper	£20.00	£17.00	£12.00
Health Issues.				
544	1929 Help Stamp Out T.B.	£3.00	£1.50	£2.00
544a	1930 Help Promote Health.	£10.00	£5.00	£12.00
546/7	1931 Smiling Boy pair.	£90.00	£70.00	£55.00
552	1932 Hygeia	£12.00	£6.00	£5.00
553	1933 Path to Health	£5.00	£3.00	£3.00
Air Issues.				
548	3d Chocolate	£5.00	£4.00	£3.00
548a	3d Chocolate, perf. 14 x 15	£25.00	£20.00	£50.00
549	4d Purple	£5.00	£4.00	£4.00
550	7d Orange	£5.00	£4.00	-
551	5d Surcharge on 3d Green	£2.50	£1.50	£1.50
554	7d Trans-Tasman	£5.50	£4.50	£5.00
573/5	1935 Silver Jubilee set of 3	£5.50	£4.00	£6.00
658	5/6d Surcharge, lilac	£6.00	£4.50	-
660	22/- Surcharge, scarlet	£32.00	£25.00	£28.00
763b	Q.E.11 2d Surcharge ERROR	£25.00	£20.00	£30.00
Official Issues.				
071	6d Kiwi pink - reduced size	£7.00	£5.00	£2.00
065	1/- Kea and Kaka orange	£12.00	£8.00	-
067a	5/- Mount Cook, wmk. upright	£70.00	£60.00	£55.00
093/99	King George V set to 1s (7)	£75.00	£60.00	£60.00
096	King George V 8d brown	£55.00	£40.00	£50.00
097	King George V 9d sage-green	£10.00	£6.00	£6.00
099	King George V 1s - pale orange red	£5.00	£3.00	£2.00
0112	King George V 2s blue Admiral	£20.00	£14.00	£10.00
0113	5/- green Arms			
	UPRIGHT OFFICIAL	£100.00	£75.00	£75.00
0124	1936 Pictorial issue set			
/136	overprinted (12)	£12.00	£8.00	£5.00
0138	King George VI Definitive set			
/158	overprinted (14)	£2.50	£2.00	£1.50
0141a	1940 Centennial set overprinted			
/149a	with joined 'ff' (8)	£25.00	£20.00	£30.00
Postage Dues				
D1/16	1d-2/- 1st Type complete (14)	£85.00	£70.00	£100.00
D2	8d	£12.00	£9.00	£20.00
D8	10d	£16.00	£14.00	£30.00
D3	1/-	£12.00	£10.00	£16.00

3) The high value packet will go on as before. This can be sent to established members of the packet circuit against the responsibility undertaking, a copy of which all packet members should have received by now. However, it is only sent to members where a specific request to do so is received.

Material of all grades is required. I appeal to all members to see what they can find. Remember, sale of items which no longer interest you provides funds for current projects.

One member who receives the packet has written asking that all members use commemorative blocks etc. to circulate the packets for the benefit of those who also collect G.B. This is one way of easing the shock of the registration costs and the higher values are always very welcome.

I.G.FOGG

FOR MEMBERS IN NEW ZEALAND

On page 6 of the last issue of 'The Kiwi', item 10 refers to the appointment of John Watts as 'Our Man in New Zealand'. For some time, the Committee have thought that our Society should have an Official Representative in the Country whose Philately and Postal History we study.

We know that we have many staunch supporters in New Zealand. We have had great pleasure in the past entertaining some of you at our Meetings.

However, before John Watts came to reside among you, he held the position of Chairman of our Society. He is thus well acquainted with the Officers of the Society, its day to day running and the problems that we have to face. It was for this reason that he was asked to become 'Our Man in New Zealand'. We hope that this appointment will mean that the contacts and liason we already enjoy will become even closer.

Should any of you wish to contact John Watts, his address is

45, Teal Crescent, Birkdale, Beachhaven, Auckland 10.

NOEL TURNER, PRESIDENT

REVIEWS.

The Postage Stamps of New Zealand, Volume VI, edited by D.E.G.Naish and K.J.McNaught, published by the Royal Philatelic Society of New Zealand, Inc., P.O.Box 1269, Wellington.

In philately, the exercise of patience is richly rewarded.

This aphorism certainly holds true for Volume VI - though on first opening the book there is immediate disappointment about two features. The absence, yet again, of a detailed index is absolutely incomprehensible in a work of this nature. The quality of the binding is unworthy - even more so than in the precessors - of the excellence of the contents and the purpose of publication.

Beyond this, the compilation deserves the highest praise. It follows precedent in recording new information about issues described in earlier Volumes. While it is clear that much has been excluded which might have been reported - with caution and qualification as necessary - the status of the Handbooks is such

that perhaps it is the right policy to eschew the airing of points which are not yet fully verified.

The coverage of later issues is continued from the point where Volume IV left off in 1961, the 1960 Pictorials and later definitives being admirably described in thorough detail. For example, the results of the intensive research on the 4c/2½c provisionals are fully reported.

Of course, there is much less to be recorded about such non-definitives as the Health, Christmas and commemorative issues, but all the known information appears to be here, to the vast benefit of present and future addicts. In these sections, too, the monochrome rendering of multicolour designs is considerably better than might have been expected.

Postal History gets full treatment in extension of Volume III and this time, in an appendix, the Marine Post Offices are listed. The Postal Stationery chapter contains much valuable revisionary information and describes new issues to 1974.

It is a sign of the times that the so-called Cinderella and fringe issues are given considerable space, the Fiscals section even including such items as Beer Duty and Wages Tax stamps - a dividend for collectors who possess any of these exotics.

The Appendices (on Modern Printing Methods, Papers, New Zealand Post Offices, Postal Rate Changes) are up to the usual high standard, full of useful information.

Altogether, the contents of Volume VI must enhance the great reputation established by Volumes I to V.

P.L.E.

New Zealand Post Offices, by R.M.Startup, published by the Postal History Society of New Zealand, P.O.Box 25-105, St. Heliers, Auckland 5, New Zealand.

This is Handbook Number 13 of the Postal History Society of New Zealand, a limited edition of 1,000 copies. It is a hard bound book of about 250 pages.

It is an alphabetical list of every Post Office, Telephone Office or Telegraph Office ever open under the control of the New Zealand Post Office, with dates of opening, closure, or name change, along with location and also reference to influence in placenames.

Some idea of the amount of work that went into the preparation of this book can be found in the introductory pages. Due to the loss by fire of many Post Office Records, secondary sources have had to be used, and these are listed.

This book updates, and therefore supercedes, information that has been published in other books. This updating is being continued, as new information is found, in the pages of the Mail Coach, the Society's Journal. It is an invaluable reference book for the collector interested in New Zealand Postal History, and can be highly recommended.

A.P.B.

Editor's Note. My information is that copies of New Zealand Post Offices are in very short supply. Should you want a copy, early ordering is advised.



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New Zealand Postal Stationery Catalogue, Part 3 - Registered Envelopes, etc., by R.D.Samuel. Published by the Christchurch (N.Z.) Philatelic Society, Inc., P.O.Box 29, Christchurch.

This is the third of the Postal Stationery Catalogues prepared by our New Zealand member, R.D.Samuel. The first book listed Postcards, the second Lettercards, and this book lists the Registered Envelopes and other items that do not conveniently fall into any of the other categories.

The book is printed and bound in the same format as its earlier companions. The first half is devoted to Registered Envelopes and starts with the Queen Victoria unstamped envelope and progresses through to the latest Registered Envelope of 1977, showing various dies, inscriptions and varieties including different types of inscriptions on the reverse.

The second half lists the different Newspaper Wrappers, Prisoner of War Aerogrammes, Panpex '77 Stamped Labels and the 6d. King Edward VII Stamped Telegraph Form.

It is a worthy companion for the two earlier catalogues. All three will give pleasure to the novice and specialist in this field.

G.C.P.

SPECIAL DATESTAMP.

75TH ANNIVERSARY OF THE HUTT VALLEY HORTICULTURAL SOCIETY.



A special pictorial datestamp was used to cancel mail posted in a special posting box on the first day of the first major event in the anniversary year of the Hutt Valley Horticultural Society, the Dahlia Convention, on Saturday, 18th February, 1978.

NEW ZEALAND POST OFFICE CACHETS AT PHILATELIC EXHIBITIONS.

As a follow-up to the report in the last issue of 'The Kiwi', Volume XXVII, page 14, the following is an extract from a letter received from W.M.HILL, the Marketing Manager at Post Office Headquarters, Wellington, New Zealand.

"The New Zealand Post Office has over the years been receiving invitations to participate in philatelic exhibitions in United Kingdom and Europe. We have, whenever possible accepted these invitations and have relied upon the New Zealand High Commission in London to man a booth on our behalf.

"We have been very fortunate to have obtained the services of D.H.BUNTING whose interest, efforts and willing co-operation has largely contributed to the successes we have achieved at exhibitions.

"The New Zealand Post Office has generally provided for use at these exhibitions a cachet. The motifs on the cachets have generally depicted Maori masks and drawings although a bird was depicted in 1976. These cachets have proved to be very popular and of great interest to collectors in United Kingdom and Europe and also in United States of America.

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"The use of cachets was introduced as a result of requests from show organisers."

If any reader has any further information, especially examples of cachets used at Exhibitions other than the 1977 British Philatelic Exhibition, I would very much like to hear from them.

THE STAMP ISSUING POLICY OF THE NEW ZEALAND POST OFFICE.

From Captain Coqk, Volume 6, number 4, December, 1977.

While stamp collectors are usually critical of postal administrations (and philatelic exhibition committees) which issue "too many" stamps or items of postal stationery, these same collectors take a more active interest in those areas where new issues are frequent than in those areas where new issues are infrequent. Hence, the Health, Commemorative and Definitive issues of New Zealand (where changes occur with frequency) are keenly collected and studied; the Government Life Insurance stamps and the high value Arms issues (where "traditional" issuing policies are followed) are virtually ignored. Critics of the New Zealand Post Office's stamp issuing policy should dwell on this rather perplexing thought before next uttering their words of criticism.

THE LATER NUMBERED OBLITERATORS.

Several important questions have been raised by John Robbins in his article of this title in 'The Kiwi', Volume XXVII, pages 18 to 22.

It should be realised that Volume III of the Postage Stamps of New Zealand was a very condensed version of the masses of information assembled by the late R.J.G. Collins and C.W. Watts. Unfortunately their notes were destroyed. Lack of space prevented Collins from documenting all entries in full and this has created a serious problem for the student who follows. Though Ray Collins towers above all other students of New Zealand stamps and Postal History, he was not infallible. In my experience, the only people who are infallible are those who never write anything. In Volume VI of the Postage Stamps of New Zealand I attempted to revise the lists of obliterators and their allocations with the help of R.M. Startup and some of the points raised by John Robbins had already been considered.

I queried the statement that the obliterator 01 was transferred from Oamaru to Duntroun, because

- 1) I have an Oamaru cover of November, 1879.
 - 2) The G.P.O. Registers record the number of the obliterator supplied to Duntroun as 10, not 01, though admittedly this could be an error for 01.
 - 3) Evidence of the two postcards which Collins considered to provide confirmation of use at Duntroun could equally well indicate continued use at Oamaru. Both cards have the stamps obliterated 01 and the Duntroun date-stamp alongside or just touching the design. This could be a case where the date-stamp accidentally missed the stamp or was deliberately applied clear of the stamp to indicate loose letter and the stamp was subsequently obliterated 01 at Oamaru in transit to Dunedin.
- In the revised list of Otago obliterators 01 is of course

ROBSON LOWE AUCTIONS



NEW ZEALAND

Bournemouth Stamp Auction

4th MAY 1978

Great Barrier Island Pigeongram stamps including an entire flimsy from the island to Auckland are to be offered in this sale, also an important section of postally used ARMS.

1943-44 photographic essay by James Berry for 2d. Peace issue depicting Winston Churchill.

The policy of the Dominion did not permit any living person other than Royalty to appear on N.Z. stamps and the design was changed to the famous 1½d. St. Pauls in the Blitz.

The Churchill essay, signed by the designer, is to be offered at auction in London on 13th June; also in this sale are N.Z. 1920 VICTORY imperf plate proofs and 1926 Field Marshal colour trials.

Subscription rate cards for all our auctions gladly sent on request.

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allocated to Oamaru.

I agree with John Robbins that any early covers with 19 obliterator require further examination to establish whether 19 was ever used at Oamaru. I would also like to see photostat copies of any obliterator markings 22, 23 and 24. Dr. Adam Hunter has a Goldfield D cover of May, 1863, with 024 obliterator implying that 24 (if it exists) was earlier than May, 1863. I too, would like to see proving covers showing the use of 20 at Queenstown, 21 at Invercargill, 22 at Matura, 23 at Dunstan and 24 at Manuherikia or Manuherikia Junction or Alexandra.

Concerning Queenstown 25, my earliest is on a 2d. Star watermark, perf. 13, of 1863-64. It may be significant that 025 in one line has not been noted and 25 is the only obliterator in the 1862-65 Otago series with the number not preceded by 0. Hence 25 could be an error for 025 and 22, 23 and 24 may not have been produced. It is important, therefore, to establish whether 22, 23 and 24 do in fact exist.

In addition to the obliterators discussed by John Robbins, Collins illustrated an earlier Perkins, Bacon type obliterator numbered 19 On page 80 of Volume 111 of the Postage Stamps of New Zealand as Type OU 1. I have not seen this and wonder whether it might be just an incomplete Dunedin or Port Chalmers 18.

I would like to join John Robbins in a special request to collectors to advise if they can throw any light on the questions raised.

K.J.McNAUGHT

AN UNRECORDED CACHET ?

Following the publication of an article in 'The Kiwi', Vol. XXVI, No. 2, pages 23 and 38, our member JOHN ROBBINS writes as follows:-

"Routing via the United States or Canadian airlines undoubtedly occurred, the additional air rate being paid in New Zealand stamps. I have a cover dated Timaru 22 AU 1930 and endorsed by typewriter 'Via Canadian Air Mail Route'. The rate paid was 5d. It was addressed to Eastbourne, Sussex. This is not the only cover in existence, as a cover that went by the same route, but at a later date, was sold through the Society Exchange Packet.

"My cover also shows no transit marks. I think at that date and on those routes, transit marks were applied to registered mail only.

"The lettering in the cachet is of a type not uncommon in the United States of America. It is possible that the cachet was applied in San Francisco, rather than in Dunedin."

1898 - 1907 PICTORIAL 1/- WITH UPRIGHT INVERTED WATERMARK.

This is the very scarce variety of this stamp. A recently recognised copy has the LICHFIELD ST., CHRISTCHURCH postmark of 14 JA 1904. Only used copies are recorded, and I would like to know the cancellations on other copies in members' collections. This may determine the year of issue, which is given as 1900 in Campbell Paterson's Catalogue, and 1903 ? in Stanley Gibbons Catalogue. It may also give some idea of how many sheets of this stamp were produced.

JOHN ROBBINS

1925-26 DUNEDIN EXHIBITION LETTERCARD.

With further reference to my question about this item which appeared in 'The Kiwi', Volume XXVI, pages 62 - 63; by coincidence and quite independantly, a similar enquiry was published in the Mail Coach, Volume 13, No. 12, August, 1977, by Mr. Gerald Christeller of New Zealand. A used lettercard identical in type to the one I mentioned in my query was illustrated.

As a result of this, two well-known Christchurch Postal Historians, Messrs W.R.Stagg and J.M.Bettle published further information on lettercards issued for Exhibitions in the journal of the Christchurch Philatelic Society, Captain Coqk, Volume 6, No. 2, October, 1977. In this they illustrate a further example of the card already mentioned, used. In addition they mention another lettercard for the Dunedin Exhibition. This card features a coloured view of the main court of the Exhibition - exactly the same view which appeared on the commemorative stamps.

Further mention was made of two other lettercards issued in connection with two earlier Exhibitions viz:-

One produced for the Christchurch Exhibition of 1906-07. It featured a view of the Exhibition Buildings on the reverse, while the front panel contained portraits of Lord Plunket, Sir Joseph Ward and Mr. G.S.Munro, respectively Patron, President and General Manager of the Exhibition. A used lettercard is illustrated in the issue of Captain Coqk as mentioned above.

The other lettercard is in connection with the Imperial International Exhibition held in London from May 22nd to September 25th, 1909. This card features a map of New Zealand, the New Zealand flag and Kiwi on the reverse, the front panel bears portraits of Lord Plunket, Sir Joseph Ward and the Hon. W.Hall-Jones, respectively Governor, Premier and High Commissioner. This lettercard is marked 'Printed in Great Britain'.

No information was offered as to who produced these items, or under whose authority any of them were issued.

F.B.SCRIVENER

AIRMAILS ACROSS THE TASMAN

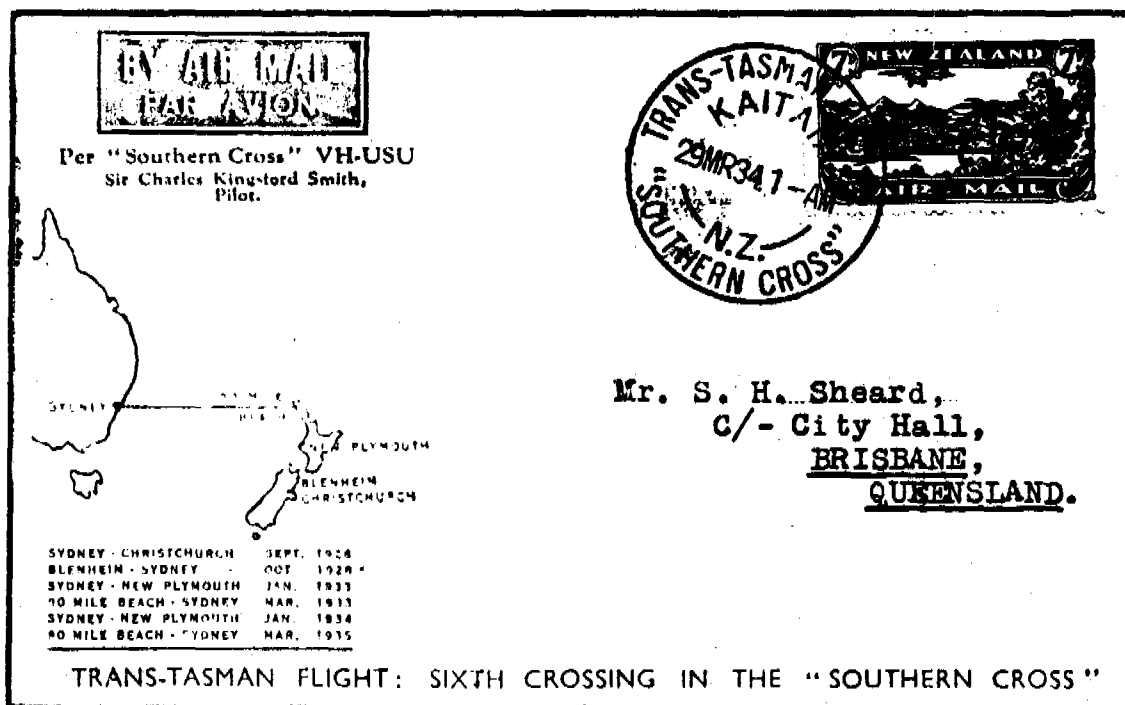
(7) THE SIXTH CROSSING BY VH-USU "SOUTHERN CROSS".

Kingsford Smith's 1934 tour of New Zealand with the "Southern Cross" was, for various reasons, not as successful as his trip the previous year. The tour started well with the "Cross" making several flights to the Southern Alps with reporters and cameramen and included two flights to the South Island Lakes. The resultant additional publicity augered well but business and private interests were soon to disrupt the tour and, at times, resulted in a very much reduced party barnstorming with the famous Fokker aircraft. Firstly, there were difficulties at Mascot aerodrome, Sydney, with the Kingsford Smith Air Service Ltd. and Flying School (several DH Moths had crashed) and the Manager, John Stannage, was obliged to return to Australia. Later both P.G. Taylor and Harold Affleck, an engineer, also returned home and they were soon followed by Smithy at the end of February. Smithy, however, only stayed a few days to test fly the Codock aircraft (1) built by Lawrence J. Wackett before returning to New Zealand by

ship with Lady Kingsford Smith.

Whilst Smithy was in Australia, the New Zealand Postal Authorities confirmed with an announcement on the 8th March that the "Southern Cross" would be entrusted with an official air mail on its return Tasman Sea flight. This was scheduled for the 28th March and the Postal Department had Smithy's assurance that only the most adverse weather conditions would prevent take-off on the due date. Attempts had been made to obtain approval for the issue of a special stamp but since this had already been done for Ulm and the first official trans-Tasman air mail on the 17th February, a second stamp was thought to be inappropriate. The Postal Department in retrospect felt that it was unfortunate that the "Southern Cross" as pioneer over the route had not carried the (2) first official air mail so it was agreed that a special datestamp bearing the aircraft's name be sanctioned for use at Kaitia. In addition souvenir envelopes were being prepared for use on this, the Fokker's sixth Tasman Sea flight and approval was granted for their distribution to and sale at main post offices. These would be available the following week.

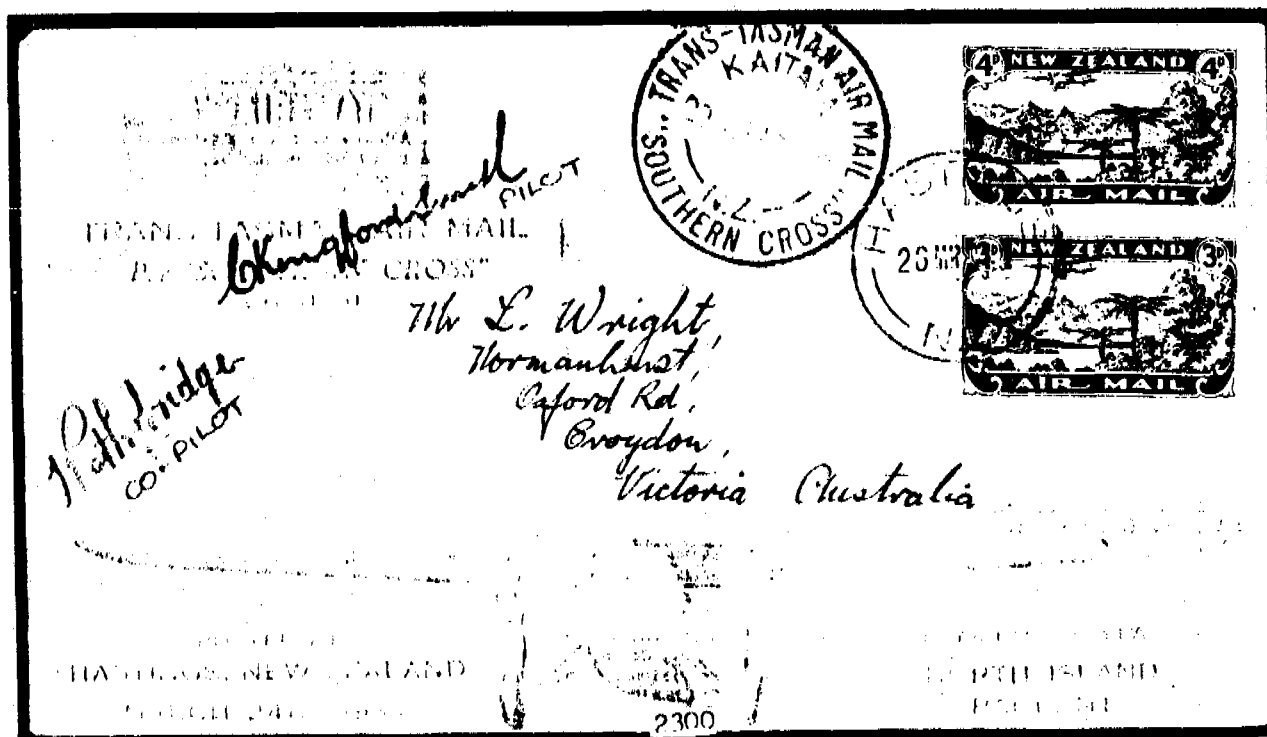
41,000 souvenir envelopes inscribed "TRANS-TASMAN FLIGHT : SIXTH CROSSING OF THE 'SOUTHERN CROSS'" with details of the plane's Tasman Sea flights were printed and distributed. Unfortunately, the initial batch of envelopes bore two errors, "Oot 1928" in place of "Oct 1928" and "Mar 1935" instead of "Mar 1934". As far as is known no attempt was made to withdraw these particular items from sale.



Soon after he returned to New Zealand "Smithy" took the "Southern Cross" on its first flight across the Southern Alps and followed this up with a survey flight to White Island to photograph the volcanic activity there. The "barnstorming" tour was now almost at an end and all that remained was a visit to

Hastings on the 24th March for the North Island Aerial Pageant. This latter event had been organised by the Hawke's Bay and East Coast Aero Clubs and of course the "Southern Cross" was to be the main attraction.

The organisers had some specially printed envelopes produced for the visit and these depicted a rather crude view of the "Cross" from the front and the wording stated the covers would be posted at Hastings on the 24th March for subsequent carriage on the trans-Tasman Sea flight. It is believed that about 90 of these were flown at the Pageant and some were signed by the pilots, (3) Kingsford Smith and Tommy Pethybridge. Not all of these were posted on the 24th as at least one was posted on the 26th (a Monday), the day VH-USU was flown back to New Plymouth, to have its passenger seats removed and replaced with the large internal fuel tanks left there when the tour commenced.



Smithy originally intended to operate the radio himself on the return Tasman Sea flight (he was an excellent telegraphist) but as the plane was to carry an official air mail, he was required by New Zealand postal regulations to carry a qualified operator. John Stannage was therefore recalled from Australia. The latter, together with a new Phillips radio transmitter/receiver and accompanied by P.G. Taylor, arrived at New Plymouth on the evening of the 26th and immediately set to work to instal the new radio, working most of the night on the task.

On the 27th the "Cross" with Smithy, Taylor, Pethybridge, Stannage and Jack Percival on board left New Plymouth and was flown to Mangere aerodrome at Auckland prior to proceeding to Hukatere on the Ninety Mile Beach the following day. The weather conditions en route were appalling (the plane averaged only 50 m.p.h.) and, on arrival at Mangere, Smithy was advised by Mr. Kidson, the meteorologist, that the Tasman crossing should be

put off by at least a day. Though the delay was annoying this meant the crew could have a good night's rest at Auckland.

The following afternoon the "Cross" made the short hop to Hukatere landing on the beach at 3.00 p.m. All then assisted in loading tools and stores aboard and helped Pethybridge in the task of refuelling the aircraft with 700 gallons of petrol. Whilst this was in progress John Stannage went out along the beach to test the radios. Later all except Pethybridge were driven the 16 miles to the Commercial Hotel at Waipapakauri to get cleaned up and have some rest before take-off early the next day.

Pethybridge dozed by the plane and was up by 2.00 a.m. to make some final adjustments and start up the engines. All three were running smoothly when half an hour later Kingsford Smith and the others rejoined him to impatiently await the arrival of the mails from Kaitia. The postal van and officials eventually appeared at 3.30 a.m. and eight sacks, comprising 20,979 ordinary items and 887 registered letters were signed for and put aboard the "Southern Cross". A small group of well wishers were on the beach to see them off and at 3.50 a.m. they witnessed the last take-off of the "Southern Cross" in New Zealand as it slowly gathered speed and with motors snarling lifted off once more on a trans-Tasman flight.

Course was set for a point 400 miles to the North East as "Smithy" wished to rendezvous with the SS "Wanganella" which had left Auckland for Sydney the previous day. Lady Kingsford Smith was a passenger on the vessel and Smithy was optimistic that if conditions were right he would be able to converse with his wife over the plane's radio as the "Southern Cross" passed overhead. Stannage was soon hard at work on the radio and revelled in the early morning conditions as he was able to raise both Sydney and the Bluff in addition to the Wellington and Auckland local radio stations. Contact was also made with the SS "Wanganella" but when the "Cross" was in the vicinity at 8.00 a.m. thick clouds obscured visibility preventing them from seeing the ship. Nevertheless, Smithy was able to speak to his wife over the radio telephone for quite some time - he by voice and she by morse via the operator of the "Wanganella". Possibly this was the first time this had been achieved direct from the air to a passenger on board a ship.

Another innovation on this flight was Smithy's decision to fly by way of Lord Howe Island. This was reached at mid-day when P.G. Taylor's excellent navigation took the "Cross" on a direct track over the island where three years previously Francis Chichester had spent five weeks repairing his "Madame Elijah" float plane. The "Southern Cross" circled the island twice and it must have seemed enormous when compared with Chichester's DH60 the only other plane seen by the islanders.

A strong South South East wind had helped the "Cross" along all morning but this was now a bit of a hindrance as it tried to push the plane off its new track from the island. Despite this a groundspeed of 105 m.p.h. was maintained as more of the fuel was used up lightening the aircraft. Landfall was made near Port Stephen and as the famed Sydney Bridge came in sight five DH Moth trainers of the Kingsford Smith Flying School flew out to escort the Fokker to Mascot Aerodrome. Smithy executed another skilled landing and taxied the "Cross" into its hanger alongside several

postal vans awaiting the arrival of the second official trans-Tasman air mail. No time was wasted in unloading the eight mail sacks and at 4.00 p.m. they were received into the main G.P.O. building. All items of mail were backstamped SYDNEY N.S.W. 29 MCH 4-PM 1934 and received the boxed AIR MAIL SECTION G.P.O. marking. The flight time of 13 hours and 25 minutes set a new record for the East-West crossing.

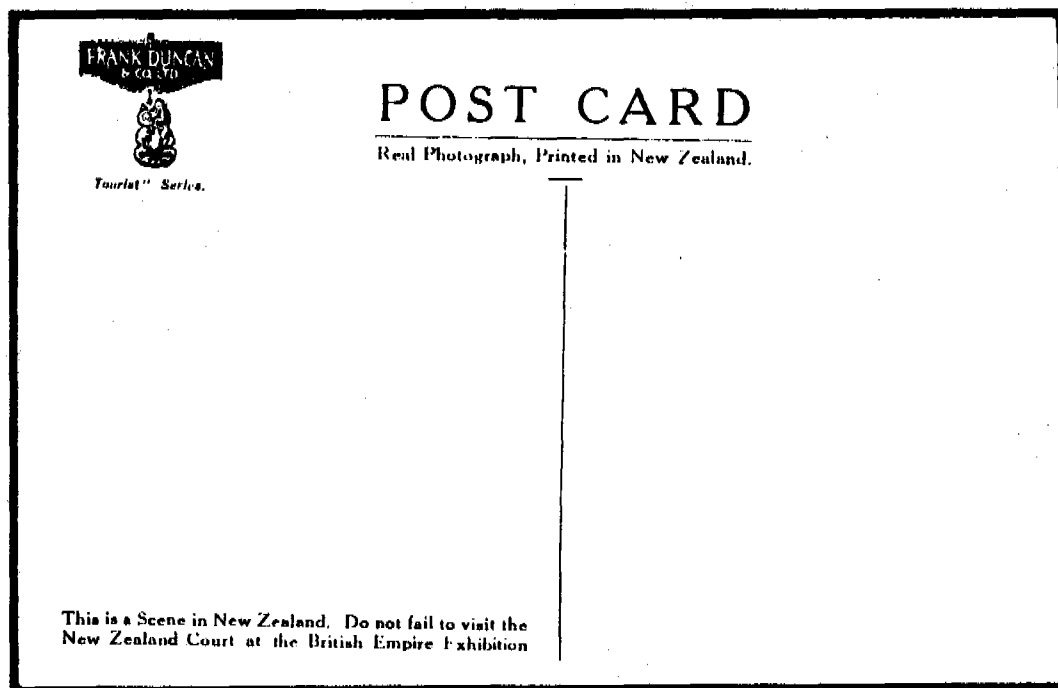
A.G.MATHIESON

- 1) The Codock was a curious looking twin-engined high wing monoplane. Ten covers were carried on its test flight on the 6th March, 1934.
- 2) In those cases where the stamps on the envelope had been cancelled elsewhere, the postal officials at Kaitaia obligingly used the "Southern Cross" cancellation as a cachet.
- 3) According to N.Eustis only 30 of these covers were carried on the Tasman flight.

References.

High Adventure, by John Stannage; Bullivant, Christchurch, 1944.
The Australian Air Mail Catalogue, by N.Eustis;
The Hawthorne Press, 1976.
Pacific Flight, by P.G.Taylor; John Hamilton, 1936.

THE BRITISH EMPIRE EXHIBITION.



Our member, K.B.MANN, has sent another postcard, the back of which is illustrated, which refers to the British Empire Exhibition. In this case, the text is exactly the same as the cachet illustrated on page 16 of this Volume of 'The Kiwi', but it is printed as part of the wording on the back of the card.

This card is stated to have been printed in New Zealand. It would suggest that the cachet illustrated on page 16 was applied in New Zealand, after the card arrived from the printers in England.

CENTENNIAL OF HAWKES BAY
3d VALUE - CAPE KIDNAPPERS

In Volume XXIV of 'The Kiwi', a report of the flaws and retouches to be found on this stamp was published. The report on Cylinder 7 without full stop was based on a proof sheet. At the end of the report, I asked if any member had had a chance to examine the issued sheet, and if so, to report on whether any of the flaws noted had been treated in any way.

Our member, COLIN HAMILTON, has sent me a report on the issued sheet, based on the notes published in 'The Kiwi'. Where the term indeterminate is used, it means that no evidence of the flaw or of retouching can be seen. This report is now presented for the interest of members.

- R1 /2 Small flaw just above the skyline and under the second E of CENTENNIAL. Retouched.
- R1 /4 Small flaw midway between the skyline and the bottom of the 8 of 1958. Minute coloured spot seen.
- R1 /6 Small flaw just below the 5 of 1958. Flaw remains.
- R2 /1 a) Coloured flaw (blue line) 8 mm long, horizontally across the neck of the largest gannet, $8\frac{1}{2}$ mm from the top. Extensively retouched.
b) Small flaw 5.2 mm in from the right side and 9.4 mm from the top of the stamp. Retouched.
c) Very small flaw 0.7 mm from the right side and 7.8 mm from the top of the stamp. Retouched.
- R2 /2 Small flaw against right side and 9.4 mm from the top. Indeterminate.
- R2 /5 A 1 mm flaw just below the right leg of the A of CENTENNIAL. Retouched.
- R2 /6 a) Small flaw just above the right point of the mainland. Indeterminate.
b) Small flaw just below and to the left of the largest flying gannet. Indeterminate.
c) Small flaw midway between the same gannet and the 3 of 3d on the horizon line. Appears normal.
- R3 /4 a) Small flaw between the bottoms of the 1 and 8 of 1858. Flaw possibly retouched.
b) A 1 mm flaw just below the largest flying gannet. Retouched.
c) Small flaw just below the horizon and between the largest flying gannet and the 3 of 3d. Retouched.
- R4 /1 A 1 mm flaw just below the horizon, under the T of CENTENNIAL. Retouched.
- R4 /2 Small flaw $\frac{1}{2}$ mm from the right side and 8.6 mm from the bottom of the stamp. Retouched.
- R4 /3 A vertical 1 mm flaw just below the beak of the largest gannet. Crudely retouched.
- R4 /4 a) Small flaw 7.8 mm from the top and 7 mm from the right side. Possibly retouched.
b) Small flaw touching the top right point of the Z of ZEALAND. Retouched.
- R4 /5 Small flaw 8 mm from the top and 18 mm from the left side. Very prominent flaw remains.

- R5 /1 a) A coloured flaw (blue line) extending from the C to the A (8 mm) of CENTENNIAL and midway between this word and the skyline. Retouched.
b) Small flaw below the dot between the L of CENTENNIAL and 1958. Indeterminate.
- R5 /3 a) Small flaw just below the horizon and under the Y of BAY. Possibly retouched.
b) Small flaw against the right side and 9.2 mm from the top. Retouched.
c) Small flaw 0.8 mm from the bottom and 0.5 mm from the right side. Retouched.
- R5 /5 Small flaw between the dot and the 1 of 1958. Retouched.
- R5 /6 A very weak area 2 mm to the right of the base of the island rock. Possibly retouched.
- R6 /3 a) Small flaw 0.5 mm below the lower tip of the 3 of 3d. Retouched.
b) Small flaw above the largest gannet's tail and 2.8 mm from the left side and 9 mm from the bottom. Retouched.
- R6 /4 a) Small flaw 4.2 mm from the top and 8.2 mm from the right side. Retouched.
b) Small flaw 2 mm from the right side and 8.8 mm from the top. Indeterminate.
- R6 /6 a) Small flaw on the horizon and under the right leg of the first N of CENTENNIAL. Retouched.
b) Small flaw just above the mainland 1 mm behind the largest gannet's head. Retouched.
c) Small flaw 2 mm below the tip of the largest gannet's beak. Coloured spot remains.
d) Small flaw just below the horizon and in line with the diagonal downstroke of the 3 of 3d. A very small coloured spot remains.
- R7 /1 A 1 mm flaw on the horizon 5 mm from the left side. Retouched.
- R7 /2 a) Small flaw just below the horizon and under the 5 of 1958. Retouched.
b) Small flaw 1 mm below the largest flying gannet. Indeterminate.
c) Small flaw 1 mm below b). Indeterminate.
- R7 /3 a) Small flaw 1 mm above the island rock. Indeterminate.
b) Small flaw 1 mm to the left of the tip of the island rock. Retouched.
- R7 /6 a) A 1 mm flaw, 1 mm below the left leg of the first N of CENTENNIAL. Partial retouch.
b) Small flaw on the top edge of the stamp above the L of CENTENNIAL. Retouched.
c) Very small flaw above and to the right of the 3 of 3d. Retouched.
- R8 /5 Small flaw 2.4 mm below the horizon and below the right leg of the third N of CENTENNIAL. Indeterminate.
- R9 /1 Small flaw 1 mm below the right wingtip of the largest flying gannet. Retouched.
- R9 /2 An extensive flaw on the left edge of the stamp to the left of the C and K of CAPE KIDNAPPERS. Retouched.
- R9 /5 Small flaw just above and to the right of the island rock. Retouched.

- R10/1 a) Small flaw 3 mm from the right side and 9.6 mm from the bottom. Retouched.
b) Small flaw 1 mm forward of the largest gannet's left leg and touching the body. Retouched.
- R10/3 a) Small flaw 1 mm below the 5 of 1858. Retouched.
b) Small flaw extreme right top corner. Retouched.
c) Small flaw slightly below and 2 mm to the left of b). Indeterminate.
d) Very small flaw 1 mm below b). No report mentioned.
- R10/4 Small flaw 2 mm below the 5 of 1858. Indeterminate.
- R11/1 Small flaw above the mainland and under the small flying gannet 14 mm from the left side of the stamp. Retouched.
- R11/2 a) Small flaw just below the horizon, under the 5 of 1858. Coloured spot remains.
b) A 1 mm flaw just below the horizon, under the H of HAWKES. Retouched.
- R11/3 A 1 mm flaw 4 mm from the right side and 10.5 mm from the top. Retouched.
- R13/3 Small flaw on the top edge directly above the left leg of the second N of CENTENNIAL. Retouched.
- R13/4 Small flaw 0.8 mm below the left leg of the H of HAWKES. Retouched.
- R13/5 Small flaw 0.8 mm to the right of the wing edge of the largest gannet's folded wing. Coloured spot remains.
- R13/6 Small flaw 0.2 mm behind the largest gannet's head at eye level. Probably retouched.
- R14/1 A 1 mm flaw 5.5 mm from the left side and just above the mainland. Probably retouched.
- R14/2 a) Small flaw 1 mm below the horizon and under the largest flying gannet's left side wingtip. Retouched.
b) Small flaw midway between the bottom of the 3 of 3d and the island rock. Retouched.
- R14/3 Small flaw directly above the left leg of the E of NEW. Indeterminate.
- R14/5 A 1 mm flaw 6.2 mm from the bottom and directly over the right leg of the N of ZEALAND. Probably retouched.
- R15/1 Small flaw under the right leg of the A of KIDNAPPERS. Retouched.
- R15/6 a) Small flaw 1.5 mm from the right side and 6 mm from the top. Retouched.
b) Small flaw midway along and touching the underside of the diagonal stroke of the N of ZEALAND. Retouched.
- R16/1 a) Small flaw on the largest gannet's neck 9.5 mm from the left side and 9 mm from the top. Flaw remains.
b) Small flaw 6 mm from the top and directly below the left leg of the A of CENTENNIAL. Indeterminate.
- R16/2 Small flaw touching the top of the diagonal stroke of the Z of ZEALAND. Flaw remains.
- R16/4 a) Small flaw 0.5 mm below the first 8 of 1858. Possibly retouched.
b) Small flaw 1 mm from the left side and 4.5 mm from the top. Appears normal.
- R16/5 a) A 1 mm flaw 0.5 mm above the tip of the largest gannet's beak. Indeterminate.

- R16/5 b) Small flaw 1 mm to the right of a). Indeterminate.
 c) Small flaw 2.5 mm from the left side and 3.5 mm from the bottom, over the A of CAPE. Possibly retouched.
- R17/3 A 1 mm flaw 0.6 mm to the right and slightly below the right point of the largest gannet's folded wing. Retouched.
- R17/1 Small flaw between the two top points of the second N of CENTENNIAL. Appears normal.
- R17/4 A very small flaw 0.2 mm above the back of the gannet above the W of NEW. Indeterminate.
- R17/5 Small flaw above the largest gannet's tail as in R6/3. Appears normal.
- R17/6 A 1 mm flaw 15 mm from the right side and 9 mm from the top. Weakly retouched.
- R18/1 a) Small flaw on the largest gannet 4.2 mm from the left side and 6.6 mm from the bottom. Retouched.
 b) An extensive coloured flaw (blue line 8 mm long) horizontally from a point 15 mm from the left side and 6.8 mm from the top. Line removed and weakly retouched.
 c) A coloured flaw (blue line) joins the tops of the EW Z of NEW ZEALAND. Uncoloured line, with no sign of retouching.
- R18/3 Small flaw just below the 1 of 1958. Weakly retouched.
- R19/1 a) Small flaw on the largest gannet 6.5 mm from the left side and 6.8 mm from the bottom. Weakly retouched.
 b) Small flaw 8.5 mm from the left side and 7.2 mm from the bottom. Indeterminate.
- R19/3 a) Small flaw above the largest gannet's back, 4 mm from the left side and 8.8 mm from the bottom. Retouched.
 b) A slightly larger flaw 5 mm from the left side and 9.6 mm from the bottom. Retouched.
 c) A very small flaw 1.1 mm from the right side and 7.2 mm from the top of the stamp. Possibly retouched.
- R19/4 Small flaw on the horizon below the left leg of the A of BAY. Retouched.
- R19/5 Small flaw touching the left side and 9 mm from the bottom. Retouched.
- R20/3 a) A 1 mm flaw 5.4 mm from the bottom and directly above the right leg of the N of ZEALAND. Retouched.
 b) Small flaw 2.2 mm from the right side and 5.6 mm from the top. Indeterminate.
- R20/4 Small flaw on the largest gannet's folded wing 5.9 mm from the left side and 7.8 mm from the bottom. Indeterminate.
- R20/5 a) Small flaw 5.4 mm below the top and directly below the I of CENTENNIAL. Indeterminate.
 b) A very small flaw 12.5 mm from the right side and 11.5 mm from the bottom. Indeterminate.
- R20/6 a) Small flaw 2 mm from the top and directly below the C of CENTENNIAL. Appears normal.
 b) Small flaw 4.8 mm from the bottom and directly over the left tip of the Z of ZEALAND. Flaw remains.
 c) Small flaw 1.2 mm from the bottom and just to the left of the diagonal stroke of the Z of ZEALAND. Flaw remains.

In addition, the following were noted :-

- R14/6 White flaw, Thirkell position C3.
 R18/3 Retouch in position given as for R17/4.