



the kiwi

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

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VOLUME XXVII No. 6

NOVEMBER 1978

WHOLE 152

ANNUAL GENERAL MEETING

Notice is hereby given that the 27th Annual General Meeting of the New Zealand Society of Great Britain will be held at the Shaftesbury Hotel, Monmouth Street, London, WC2H 9HD, on Saturday, 25th November, 1978, commencing at 11.30 a.m.

AGENDA

- 1) Minutes of the 26th Annual General Meeting.
- 2) President's Report and Review of 1978.
- 3) Financial Report from the Treasurer, and accounts for the year 1978.
- 4) Report from the Packet Secretary.
- 5) To elect a President, Vice-Presidents and Honorary Officers.
- 6) To elect a Committee.

The present incumbents of the Honorary Offices will be found listed on page 5 of this Volume of 'The Kiwi'. During the year, B.T. Atkinson took over the office of Librarian.

Nominations will be accepted for any of the Offices of the Society. Such nominations must be received by the Hon. Gen. Secretary 48 hours before the Meeting. They must be proposed and seconded and have the prior consent of the member so nominated.

- 7) To receive the following resolution, proposed by Noel Turner and seconded by Ian Fogg :-

"that the Annual Subscription for the United Kingdom Members shall be raised from £2.00 to £3.00 with effect from 1st January, 1979, and that the Rules of the Society shall be amended accordingly."

- 8) Any Other Business proper to the Annual General Meeting, of which due notice has been given to the Hon. Gen. Secretary.

T.H. BROCK, HON. GEN. SECRETARY.

Following the Annual General Meeting, the Programme for 1979 will be announced for the information of members. This will be followed by the Presentation of Society Awards for 1978. The list of Award Winners will be found on page 47 of this Volume of 'The Kiwi'.

Kiwi Day and the Annual Auction will follow this ceremony. A guide to the timing of the rest of the day will be found on the following page. All Officers look forward to seeing you on 25th November, 1978, so do please try to attend.

KIWI DAY

As always, all the Officers of the Society hope that as many of the members of the Society as possible will attend the Annual General Meeting and the Annual Auction which follows. The time table of events will follow the usual pattern established in previous years.

The Annual General Meeting will start at 11.30 a.m. It is hoped that sufficient members will arrive early to assist in setting out the room and the Auction Lots prior to viewing.

The Annual General Meeting should last about one hour, after which it is suggested that lunch be taken at a place of your choice, leaving sufficient time to inspect the Auction Lots.

The Annual Auction will start at 2.30 p.m., and continue to the end of the day. There will be a short break at approximately 4.00 p.m., for tea and to allow the Hon. Auctioneer to take the break which experience has shown is badly needed.

During the Tea Break, the raffle will be drawn. Tickets for this will be on sale throughout the day. Items for prizes for the raffle will be very welcome and should be handed to the Hon. Gen. Secretary on the day, or sent to him beforehand.

Do please try to attend. Kiwi Day gives us all a chance to make new friendships and cement old, and in the past has been enjoyed by all who have attended.

EDITORIAL.

At the end of each Volume of 'The Kiwi', it is my custom to thank all members who have assisted by providing articles for publication. I must also thank all those who have responded where problems have been raised. All this adds to the interest of each issue and, of course, helps advance our knowledge. But there is always a shortage of copy. So if any of you feel you can help, please let me know.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

J.Ashcroft, 3, Queensway Close, Penwortham, Preston, PR1 0EH.

DECEASED

B.M.H.Hargreaves, "Endrick Lodge", Seddon Road, Hale,
Altrincham, Cheshire.

RESIGNED

R.V.Giles, 29, Melbury Avenue, Norwood Green,
Southall, Middlesex.

F.Hughes, 4, Queens Court, Queens Road, Leigh-on-Sea, Essex.

J.G.Rowlands, 11, The Rookery, Lumley, Emsworth, Hants.

T.Stirling, 2, Marguerite Gardens, Lenzie, Glasgow.

M.G.Tomblason, P.O.Midway, Gisborne, New Zealand.

LAPSED

G.H.Barker, 55a, Chestnut Road, West Norwood, London, SE27 9EZ.

F.W.Course, P.O.Box 19, Hamilton, New Zealand.

J.R.Slaterry, P.O.Box 46, Port Chalmers, Otago, New Zealand.

M.H.Tolfree, Blakeney House, 10, Meads Road,
Guildford, Surrey, GU1 2NB.

G.W.Ward, 12, Brickhouse Close, West Mersea, Essex.
R.Wickham, 5, Carlton Terrace, Queens Road, Crowborough, Sussex.
CHANGE OF ADDRESS
J.R.Baker, 17, Kendal Drive, Tonbridge, Kent, TN9 1LZ.
(previously of 17, Nursery Close, Tonbridge.)
David Crow, 133, Central Avenue, Southend-on-Sea, Essex, SS2 4DY.
(previously of 205, Royston Avenue, Southend-on-Sea.)
E.K.Hossell, 2, Penrose, 8, Landemann Circus,
Weston-super-Mare, Avon, BS23 2QF.
(previously of 75, Bristol Road Lower, Weston-super-Mare.)
G.L.Rolton, 63, Conway Avenue, Great Wakering, Essex, SS3 0BQ.
(previously of 140, Fleetwood Avenue, Westcliff-on-Sea.)

MEETING HELD SATURDAY, 30TH SEPTEMBER, 1978.

Our Chairman, Phil Evans, opened the Meeting at 2.30 p.m., and welcomed one guest, Mrs. Banbury, and Mr. Northover, a member attending his first Meeting.

Peter Marks gave us a display of the 1970 Pictorials, showing material from his own collection and that of Jim Shaw. He apologized for the fact that both of them had entries in the British Philatelic Exhibition, and that therefore some of the gems of both collections were missing.

Nevertheless, there was a feast of interesting material to see. To understand the varieties shown, it was emphasized that a detailed understanding of the printing methods used was needed.

The first half of the display covered all values from $\frac{1}{2}$ c. to \$1.00, and included examples of flaws, retouches, doctor blade flaws, printing flaws, misplaced colours, missing colours and offsets. There were examples of vending machine rolls and counter coils, with joins, leader papers and end papers. Pointers were given to the areas of interest and study available.

The second half of the display was devoted mainly to the 4c. on 2 $\frac{1}{2}$ c. overprint. This stamp has been described as 'the modern equivalent of the Penny Universal', from the amount of philatelic interest available. There were examples of the Harrison photogravure overprint, the Harrison letterpress overprint and the letterpress overprint applied by the Government Printer in New Zealand. The varieties to be found in these stamps were displayed in some detail. Finally, there were examples of the 7c. on 3c., and 8c. on 4c. Postafix overprints, again with varieties and joins.

Altogether, a most interesting afternoon. The vote of thanks was proposed by Allan P. Berry, and carried by acclamation.

ALLAN P. BERRY

VOLUME VI, THE POSTAGE STAMPS OF NEW ZEALAND - A CORRECTION.

Our member, Martin Tombleson, has written to point out a mistake in Volume VI of The Postage Stamps of New Zealand. On page 16, TRANSFER ROLLERS, "19 to 24 of Plate 4" should read "21 and 22 of Plate 4".

The gremlins must have been at work again and it was Michael Burberry who pointed this out to Ken McNaught, and so on to Martin Tombleson.

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581b	2½d Mount Cook marginal block of 4, U.M.	2.75
582	3d Maori Girl, U.M.	3.50
584b	5d Sword Fish, Pl4x13½. A superb corner marginal block of 4, U.M. Cat £14	12.00
585a	6d Harvesting, Pl2½. Marginal block of 4, U.M.	1.25
586	8d Lizard, Pl4x13½. U.M.	1.25
586b	8d Lizard, Pl4x14½. Corner marginal block of 4, U.M.	2.00
587	9d Maori Panel, superb marginal pane of 6, U.M. (lightly mounted on margin)	12.00
631	9d Maori Panel 1941 issue on mult. wmk. paper, the lower right corner marginal pane of 9, the single bar on selvage, U.M.	8.50
588	1/- Tui Bird, Pl4x13½. The lower right corner marginal pane of 9, U.M.	6.50
588	1/- Tui Bird the 1941 issue on fine paper, corner marginal plate block of 6, U.M.	12.50
589c	2/- Captain Cook, Pl4x13½. U.M.	2.75
590b	3/- Mount Egmont, the 1942 issue on coarse paper, Pl3½x13½. Superb marginal block of 4, U.M.	15.00
577/90	1936-43 set of 14, U.M. Cat £17	15.00
	<u>1936-43 PICTORIAL OFFICIAL ISSUES</u>	
0121	1d Kiwi, plate No. 84, block of 4, Light M.M.	0.50
0123	2d Maori House, Pl4x13½. plate 1B block of 6 on fine paper, Light M.M.	7.50
0123	Ditto. Plate 2A block of 4, Fine M.M.	6.00
0123c	2d Maori House, Pl4. Plate 2A block of 4, Light M.M.	1.50
0123c	Ditto. Plate 2B block of 4, Light M.M.	1.50
0132a	2/- Captain Cook, Pl2½. A superb plate No.1 block of 4 on coarse paper, Fine M.M.	30.00
0132c	2/- Captain Cook, Pl3½x13½. The superb plate No.2 block of 4, U.M.	35.00
	<u>1960 PICTORIAL ISSUES</u>	
782a	1d Karaka with sideways wmk. from coil, hor pair, U.M.	0.50
782b	Ditto. 1d value on chalky paper, marginal block of 4, U.M.	0.25
782BEP	1d value on chalky paper, a superb block of 4 with 2 stamps with chambon perfs. U.M.	3.00
783 V7	2d Kakabak, the famous R3/1 "ZFALAND" flaw in corner marginal block of 6, Light M.M.	14.00
785a	3d Kowhai, the sideways wmk. from coil machine, hor pair, U.M.	0.75
785b	3d value on chalky paper, a superb marginal block of 4, U.M.	0.75
785bPa	3d Kowhai on chalky paper, a superb marginal block of 4, 2 stamps having chambon perfs. U.M.	5.50
786a	4d Hibiscus - the scarce issue on chalky paper, U.M.	60.00
786a	Ditto. G.U. Cat £5	3.00

788a	6d Clematis, the no wmk. var. Superb block of 4, U.M. Cat £36	30.00
788a	Ditto. Singles, U.M.	7.00
788b	6d value on chalky paper, a superb marginal block of 4, U.M.	1.00
789Ep	8d Rata, a hor. pair with chamberlains perfs. U.M.	1.75
790	9d Flag plate 14a14 block of 4, Light M.M.	1.75
793Eb	1/6d Tiki counter-coil No.17 (inverted in red) Light M.M.	1.75
795	1/9d Aerial dressing counter-coil pair (red No.9) M.M.	2.50
798	3/- Blackish-Brown National Park, the corner marginal imprint block of 4, superb U.M.	45.00
798	Ditto. Single, Superb U.M.	10.00
798	Ditto. V.F.U.	1.00
799	3/- Bistre-Blue & Green National Park, U.M.	1.25
799 V14	Ditto. Corner marginal block of 4 with one stamp showing the sky re-touch, superb U.M.	5.50
800	5/- Sutherland Falls original issue, U.M. Cat £6	4.50
800a	5/- Sutherland Falls on chalky paper, the superb plate No.3 corner marginal block of 6, U.M.	30.00
800a	Ditto. Singles, U.M. Cat £7	4.00
801	10/- Tasmin Glacier, superb U.M.	5.00
801	Ditto. F.U. Cat £3.75	2.50
801a	10/- Tasmin Glacier on chalky paper, superb plate No.13 block of 6, U.M.	35.00
801a	Ditto. Single, Light M.M.	3.00
801a	Ditto. F.U. Cat £4.50	2.75
	The 1960 issues on chalky paper, 1d, 3d, 6d, 2/- 5/- & 10/- values, light M.M. Cat £13+	9.00
802	£1 Magenta Pohutu Geyser, the superb plate No.12 block of 6, U.M.	70.00
802	Ditto. Single, Superb U.M.	8.50
802	Ditto. V.F.U. Cat £7	6.00
	1960 counter-coil set 2d 4d 1/- 1/6d & 1/9d values, numbers in black (CP OC3A-15A) Fine M.M.	20.00
	1960 counter-coil set to 1/9d complete with numbers in red, Fine M.M. (CP OC3B-15C)	25.00
781/802	1960 Pictorial set to £1 complete (23) Superb U.M. Cat £40	35.00
781/802	Ditto. The set, Light M.M. £30 or F.U.	9.00

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YOU ARE INVITED.....

Our President, Noel Turner, has been invited to give a display to the Postal History Society on Wednesday, 29th November, 1978, at 7.00 p.m. The place of the Meeting is Room 10, The National Liberal Club, 1, Whitehall Place, London, SW1A 2HE.

The evening is described as "The President's Guest" and all members of the New Zealand Society of Great Britain are cordially invited to attend. Our President is busily searching through all his shoeboxes and we are quite sure that he will be showing items that have never seen the light of day at a New Zealand Meeting. R. Martin Willcocks, who is one of the greatest experts on Great Britain Postal History, and the author of a Catalogue on that subject, is this year's President of the Postal History Society, and it is from him that the invitation to the Society Members has been extended.

ADVANCE NOTICE :: EARLY WARNING :: FORTHCOMING EVENT

The first meeting next year will be a Joint Meeting with the Forces Postal History Society on Saturday, 27th January, 1979.

Our friends of the Forces Postal History Society have stressed the 'Joint' feature, modestly declaring that they are coming not merely to entertain us with their displays but to enjoy and learn from what we can show them. It is likely that our members who specialise in the Forces and War Services aspects will also be members of the Forces Postal History Society. It is certain that many members whose main interests are in other areas of New Zealand philately will own some items of the relevant kind - and there is always the possibility that unrecognised rarities will be revealed.

We need to know how many members of the New Zealand Society of Great Britain have material - even if it is just a single out-of-the-ordinary item - to contribute to this joint effort. On Kiwi Day there will be a Registrar ready to make notes of your offers.

Will you please think about it, look through your treasure chest and/or junk box, and let us know? If you are not at Kiwi Day, a note or call to any of the Officers will do the trick.

MAORI WARS :: BOER WAR :: WW1 :: WW2 :: U.N.ACTIONS.

THE EXCHANGE PACKET.

One member has written to our Packet Secretary as follows :-

"I am sure it has been mentioned several times before, but I wonder if it is worth while asking members on the packet circulation list to use Commemorative Stamps where possible when posting the box. I seem to have enough 10p and 50p Machins now to fill a small box and with the cost of postage at its present level a few Commemorative Stamps might help to recoup perhaps a fraction of that cost, through resale."

So far as I am aware, this point has not been made to members before. I would suggest that all members on the packet circulation list do their best comply.

ALLAN P. BERRY

DISTRIBUTION OF 'THE KIWI'

Eric Barton, who for many years has been Distribution and Advertising Manager of 'The Kiwi' will not be offering himself for re-election at the forthcoming Annual General Meeting. For some years Eric has been fighting ill health and physical disability and he now feels that he should relinquish the work that he has been doing for us as he is finding it increasingly difficult to give proper attention, in the manner he would wish, to the many matters associated with 'The Kiwi'. The Society owes a deep debt of gratitude to Eric and the team at Bournemouth for the painstaking and efficient manner in which they have discharged their duties. It will be my pleasure as President of the Society to propose at the Annual General Meeting that Eric Barton shall be appointed an Honorary Life Member of the Society in recognition of the work that he has done for us.

We are indeed fortunate that Peter Marks, who has always been an important member of the Bournemouth team, has volunteered to add to his present duties the work formerly carried out by Eric Barton and it will be proposed at the Annual General Meeting that he should be officially appointed Distribution Manager of 'The Kiwi'.

Our thanks are due to him and to the other members who are assisting us in this valuable work.

NOEL TURNER, PRESIDENT

REVIEWS.

The Routes of the Valkyries, by John Pickering. Published by Picton Publishing, Citadel Works, Bath Road, Chippenham, Wilts. Price £3.30, including postage and packing.

This 93 page soft bound book is a brief joint biography of the Australian airmen, Air Commodore Sir Charles Kingsford Smith and Flight Lieutenant Charles Ulm and includes a chronological record of their achievements and a philatelic check list.

The book is split into three parts. The first is the story of the two men and their flights from 1927 until their deaths in 1934 and 1935. The second lists and illustrates the aircraft with which they were intimately involved and the third part is a chronological list of their flights with comments as to mail carried and includes drawings of the official cachets applied to flown items.

I found the book to be an interesting and easy read and here and there learned something new. For instance, I am sure very few people were aware that 24 covers were carried by the "Southern Cross" on its trans-Atlantic flight to America in June, 1930. It was also a pleasure to see that Charles Ulm had received equal billing alongside Kingsford Smith - something he did not receive during his lifetime, although it is true he would have been knighted had he survived his last flight.

On the debit side I was not impressed by the photographic illustrations or the stylised aircraft drawings of the author. The former included some photos of flown covers (mostly rather tatty and none of them rarities) and the latter were far from accurate drawings of the aircraft they purported to represent.

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Despite my criticisms of the illustrations the book is a welcome addition to my library and for those contemplating a 'Smithy and Ulm' display is now the best available printed guide as to what can be obtained.

A.G.M.

Coromandel Airport, Edited by John W. Rabarts.
Ponwinkle Philatelic Monograph No. 5, published by Ponwinkle Publications, Tiki Road, Coromandel, New Zealand.
Price \$NZ2.20, plus 40c. postage (overseas seammil).

This 12 page booklet is 'a complete account of the covers produced for the Opening Day Air Pageant and the inauguration of regular flights' from Coromandel Airport.

I have no doubt that there is a great need for an airport at Coromandel, which is in a somewhat isolated part of the North Island of New Zealand. I have also no doubt that this booklet is exactly what it is stated to be. One aggravating omission may be found on page 8 - there is a blank where the number of covers posted from Whitianga are described.

However, I regret that serious philatelists have thought it necessary to prepare the philatelic memorabilia described in this book - commemorative covers with a variety of specially prepared labels, posted at a variety of post offices under a variety of circumstances, signed by various dignitaries and pilots. The various combinations listed are legion.

But if this material should be of interest to you, then this book must find a place on your book shelf.

P.A.

ZEAPEX '80 - Magazine One, Edited by Peter Oldham. Available from New Zealand Stamp Exhibition Inc.,
P.O.Box 27339, Auckland 4, New Zealand.

The listed price for this magazine is \$NZ2.00. However, since there are further issues promised, I would suggest that members interested join the Supporting Society. Application forms can still be obtained from the Editor. (S.A.E. please).

As is to be expected, the Magazine lists the Officers of the Organising Committee, giving brief biographical details. It also lists the supporting members to date of publication. There is a brief outline of previous Stamp Exhibitions held in Auckland, and a detailed description, with plans, of Trillo's, the centre where Zeapex '80 will be held. There are brief articles on 'Exhibiting at Exhibitions' and 'Stamp Collectors and the Trade'. There is also a Zeapex '80 News Sheet and a Zeapex '80 Question Time. But the real interest lies in two articles, one on New Zealand's First Post Office, by John J. Bishop, and the second on Local Posts, by Gerald Elliott. Both these are 'to be continued' in the next issue.

The Magazine is well printed on good quality paper. A prize has been offered to the first opened correct entry received by the Secretary of 'our Deliberate Mistake'. Since this Magazine was dispatched by surface mail to the United Kingdom, it is unlikely that anyone overseas will qualify. I find it difficult to determine which is the deliberate mistake among the many errors

BOURNEMOUTH STAMP AUCTIONS

NEW ZEALAND is invariably
included in our monthly auctions.

4th JANUARY 1979 sale includes
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fine Chalons,
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found, obviously due to poor typesetting and/or proof reading.

Nevertheless, this is a most interesting publication, and I would strongly recommend joining the Supporting Society, so that you can receive this, and the future Magazines planned.

A.P.B.

SPECIAL DATESTAMPS

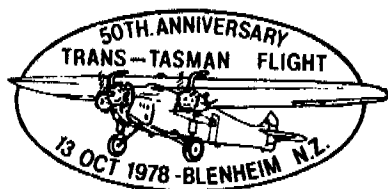
OPENING OF KAIMAI TUNNEL



To commemorate the opening of the Kaimai Rail Tunnel on 12th September, 1978, a special pictorial datestamp was used at Matamata to cancel covers included in a special philatelic mail carried on the first official train through the tunnel.

A special posting box was provided at the Matamata Post Office for the receipt of covers to be carried on the first official train through the tunnel.

50TH ANNIVERSARY FIRST TRANS-TASMAN FLIGHT SPECIAL MAIL



A special pictorial date stamp was used at Blenheim on Friday, 13th October, 1978, on mail carried on an Air New Zealand flight to Sydney, to commemorate the 50th Anniversary of Sir Charles Kingsford Smith's flight across the Tasman.

Covers carried on the flight were restricted to those bearing Australian addresses or return addresses in New Zealand.

50TH ANNIVERSARY OF THE GIRLS BRIGADE



A special pictorial date stamp was used to cancel mail posted in a special posting box at McGlashan College, Dunedin, to mark the 50th Anniversary of the Girls' Brigade on Saturday, 21st October, 1978.

WORLD ROWING CHAMPIONSHIPS, LAKE KARAPIRO



A special pictorial date stamp will be used to cancel mail posted at the temporary post office established at the 1978 World Rowing Championships at Lake Karapiro over the period 30th October to 5th November, 1978.



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STAMP PROGRAMME FOR 1979

The following Press Statement was released in New Zealand on 2nd August, 1978.

New Zealand Statesmen are to be featured on a new set of stamps to be issued by the Post Office on February 7th, 1979, the Postmaster-General (Hon. P.I. Wilkinson) announced today.

This is the first time New Zealand political figures have been the subject of a stamp issue, said Mr. Wilkinson. Britain, Canada, Australia and the United States have all used the Statesmen theme on stamps, and it is appropriate that New Zealand should honour its Statesmen in this way.

The issue will consist of three designs, depicting portraits of Sir George Grey, Sir Julius Vogel and Richard John Seddon.

Mr. Wilkinson said a further series using this theme may follow, but no decision will be made on this at the present time.

Other stamp issues to be released during 1979 will be as follows:-

- | | |
|---------------|--|
| 4th April | - A set of four stamps depicting colonial architecture in New Zealand. |
| 6th June | - A scenic issue of four stamps featuring small harbours. |
| 1st August | - (1) Three Health stamps centred on the marine environment.
(2) One stamp recognising the United Nations International Year of the Child. |
| 3rd October | - Three Christmas stamps. |
| 26th November | - (1) New \$1 and \$2 definitive stamps depicting seashells.
(2) A set of three stamps marking the holding of the Commonwealth Parliamentary Conference in New Zealand. |

THE NEW COIL STAMPS.

Following the opinions expressed in my Editorial in the last issue of 'The Kiwi', A.M. MADIGAN, Principal of the Stamps Branch of the New Zealand Post Office, has written with the following comments:-

The position is that the intended introduction of the 1c, 2c, 5c and 10c stamps in roll form with the new design was announced by the Postmaster-General in the Press Release of 16th September, 1977, about the 1978 stamp programme. Mention was also made of the new rolls in Philatelic Bulletin No. 19 of April, 1978, and the stamp leaflet for the 1978 Christmas stamps contains an order form for the new rolls.

There was no first day of issue or unaddressed first day cover service because rolls are available at a limited range of offices only and we are, therefore, not able to provide an equal opportunity for collectors in all parts of the country to obtain stamps for covers.

The previous rolls were made up in the Government Printing Office, Wellington, using the small 1c, 2c and 5c definitive

stamps issued in 1970. At the time the Rose stamps were introduced in 1975 supplies of these rolls were adequate to last some time and their replacement was accordingly deferred to avoid wastage.

The "Rose" definitive stamps were produced in larger format than their 1970 counterparts because of practical and design considerations. Stamp vending machines can only accept stamps of the smaller size and I am sure you would agree that the Roses depicted on the current definitive stamps would not be nearly as attractive if portrayed on smaller stamps.

Another factor is a limit to the number of colours which can be used for printing roll stamps and the silhouette portrait of Her Majesty was considered suitable for this purpose.

A MEMBER'S MUSINGS

When you get an old envelope do you always look inside to see what the previous owner had never noticed? I once picked up a batch of Commemorative First Day Covers, still sealed, and addressed to a well known personality in the philatelic publishing world. They were all held up to the light and as a bonus one produced mint versions of the stamps used on the outside, while another had a letter. This was inside an envelope with the ANZAC 1937 stamps and turned out to be a printed letter from the New Zealand Returned Soldiers Association, referring to the new stamps being sold at a premium. An extract says

"Please help by posting six copies of this letter to different friends, using ANZAC stamps. Copies of the letter can be obtained at any Post Office free."

In spite of this, copies today appear to be scarce. I have only seen one other.

It often pays to glance at the Countries in which you have no interest when going through an auction catalogue. There is no telling what may turn up. I have no interest in South America but only the other day, running an eye down Argentina I came across the following:-

"Post Card Buenos Aires Oct. 28, 1903, to Port Chalmers. East London transit mark."

That was not the end of the story as when I had the card (at a very reasonable price) there were no less than five c.d.s.'s, including Wellington, Christchurch and Port Chalmers (28th Dec.). I found this such a fascinating card that it got a whole page to itself with a specially drawn map of the South Atlantic and Indian Oceans to show the route taken. Looking at the route map then posed several questions. Surely there wasn't a shipping service from Buenos Aires to East London in Cape Province? Did the Argentine Post Office take advantage of a cargo ship that happened to be in harbour, scheduled for East London, and consign this mail for South Africa and all stations east? At East London the card passed through the sorting office where it received a transit c.d.s. (Nov. 25th). It is difficult also to believe that there was a service from there to Australia or New Zealand. Again, was the opportunity taken of using the odd ship going across the Indian Ocean? How long had the card to wait in East London for the connection to New Zealand?

One of the least known sidelines to New Zealand philately is the

production by the New Zealand Post Office of booklets describing various issues. I have now acquired three of them, entitled

Centenary Postage Stamp Issue - 1940

Peace Issue - 1946

Pictorial Issue - 1960

The first consists of 19 pages of history relating to the scenes on the stamps, the second contains a mint set of the stamps with notes on the designs, while the last is similar but has printed illustrations of the stamps as well. I wonder if there are any more such booklets. The first one, with its historical notes, is interesting, but having read all the notes what can one do with them? Covers with features on both sides are a headache when it comes to mounting them in a collection but these have 24 pages, stapled, with printing on both sides.

B.J.Pratt has the public spirited intention of making a check list of Universal Penny Postage Stationery of 1900. Well, he can put my postcard, similar to the illustration on page 102 of Volume XXVI of 'The Kiwi', at the top of the appropriate list. It is the most important of them all being addressed to none other than "His Excellency the Earl of Ranfurly, K.C.M.G.". I am rather proud of this, being the only item in my collection with which I can cut a dash. Being addressed so, this card supports Captain Pratt's theory that they were posted in envelopes. This idea is new to me but perhaps explains the lack of address on my card, although the Governor hardly needs one. As far as memory goes all the cards I have seen are addressed in the same hand. Were 10,000 cards and envelopes addressed by the same clerk?

TOM HETHERINGTON

4d. FIRST PICTORIAL WITH CENTRE DOUBLY PRINTED

My comments about the 4d. First Pictorial with centre doubled, reported in 'The Kiwi', Volume XXVII, page 47, were unfortunately premature. Within a few weeks of the Meeting of the Society on 18th March, 1978, I acquired a block of four of the 4d. First Pictorial and discovered that the frame plate dot in the position mentioned was present on all four stamps.

So bang goes another pet theory and we are back with the probability that the three stamps in my possession really are double prints after all. Whether they went through the printing press twice or are merely "kiss" prints is another matter. After my unfortunate gaffe, for which many apologies, I do not propose to try to unravel this particular problem!

STANLEY CROSS-RUDKIN

Editor's Note. A further variety of the 4d. First Pictorial has been drawn to my attention. In the September 1st, 1978, sale catalogue of Ponwinkle International Philatelic Auctions, Tiki Road, Coromandel, New Zealand, the following lot is described:

4d. Lake Taupo yellow-brown and indigo (1902 printing?).

Watermarked imperf. pair, right selvedge, good margins.

So far as I can determine, this item has not been recorded before. If any member can add further information, I would be glad to hear from them.

AIRMAILS ACROSS THE TASMAN
(9) THE THIRD OFFICIAL NEW ZEALAND-AUSTRALIA AIRMAIL

Prior to C.T.P.Ulm's arrival in New Zealand on April 12th, 1934, with the first official Australia-New Zealand airmail, arrangements had been completed with the New Zealand Posts and Telegraph Department for the "Faith in Australia" to carry another official trans-Tasman airmail on its return flight to Australia. This was scheduled for the 14th April and the quick turn around was another attempt by Ulm to prove that a regular trans-Tasman service was a practical proposition.

The point of departure, it was agreed, would be Hukatere on the Ninety Mile Beach with take-off scheduled for an hour or so before dawn. Hukatere had been suggested by Sir Charles Kingsford Smith as the sand was firmer there than at the Muriwai Beach near Auckland where Ulm had earlier narrowly escaped injury when the "Faith" tipped over onto its nose when making a heavy landing in soft sand.

Kaitaia, the nearest main centre, boasted a main post office and this was designated as the main collecting point for the trans-Tasman airmail. Some consideration was given as to whether or not a special canceller should be provided for that office as had been done for the "Southern Cross" flight of 29th March. This suggestion was not agreed on the grounds that only one aircraft (the pioneer plane over the Tasman) could be favoured by such an arrangement; however, a cachet similar in design to that used for the first official airmail flight on the 17th February would be sanctioned. In this instance there was no reason why the name of Ulm's aircraft could not be included in the inscription of the cachet.



Ulm was a born publicist, and as with his earlier ventures, he soon produced a souvenir envelope which was distributed to

selected post offices for use on the forthcoming flight. As far as I know only one type was printed, the inscription being in dark blue on a buff envelope. The envelope bore the words "OFFICIAL AIR MAIL/New Zealand-Australia" in two lines between drawings of maps and planes and included the usual details as to the plane and its Commander.

A fair amount of mail had already been received at Kaitaia when the "Faith in Australia" arrived at New Plymouth on the 12th April with the first official Australia-New Zealand airmail. 11,471 items carried over from Australia by the plane were also destined for the return flight and these were despatched to Auckland by an aircraft of the New Zealand Permanent Air Force and subsequently forwarded to Kaitaia. All of these items bear the transit mark 'AUCKLAND 12AP34 2 PM N.Z.' over a New Zealand stamp.

When the mails closed at mid-day on the 13th, there were 20,935 ordinary letters and 1,257 registered items to be stamped and cacheted by the Kaitaia postal staff. Relief cancellers were used for postmarking whilst the special trans-Tasman cachet bearing the name of the aircraft was applied to the covers in either purple or violet ink. In those instances where a cover had already been postmarked elsewhere, the Kaitaia relief cancel was used as a transit mark.

The mail was taken by postal van to the plane on the beach at 3.00 a.m. and as the mailbags were secured on the aircraft Ulm had the engines started up. During the next hour, whilst the engines warmed up, Ulm, Allan and Boulton were fortified with generous sized sandwiches and flasks of hot toheroa soup thoughtfully provided by local inhabitants and the owner of the Redan Hotel, Kaitaia. At 4.00 a.m. all climbed aboard and Ulm taxied the aircraft away into the darkness. Minutes later those waiting on the beach heard the shattering roar of the three engines as Ulm opened the throttles and at 4.08 a.m. the "Faith" stormed by in a cloud of sand to take-off for its fourth Tasman Sea flight.

G.U.Allan was both navigator and wireless operator and it was not long before he was picking up messages from the New Zealand bound RMS "Monowai" on the weather conditions they would shortly meet. These tallied exactly with those forecast by the New Zealand Meteorologist and confirmed that the initial clear conditions would be replaced by intermittent cloud and showers with North to North Easterly winds. The latter were encountered when 300 miles out and the winds helped to push the plane along at a brisk pace much to the satisfaction of pilot-engineer Bob Boulton in the co-pilot's seat. He had been responsible for tuning up the Avro's three engines and a record flight seemed in prospect.

The clouds thickened as the Avro approached the Australian coast but, despite the overcast conditions, Allan's navigation brought them in only slightly North of Sydney and it was from that direction VH-UXX appeared to make a slow and graceful landing on the Mascot aerodrome at 2.06 p.m. The crossing had taken 11 hours and 58 minutes beating by 17 minutes the previous best time set by Guy Menzies on his solo flight to New Zealand in 1931.

Ulm's arrival at such an early hour was entirely unexpected by the general public but nevertheless a large gathering of aviators, including Sir Charles Kingsford Smith, were at Mascot to welcome him in. Leading the official welcome was Mr. J.L.Schmidt, the New

Zealand Trade Commissioner whilst Mrs. Ulm was a cheerful and much excited spectator.

Postal officials were soon on hand to take charge of the mails which were taken by car to the main G.P.O. building in Martin Place, Sydney. Unfortunately, as it was a Saturday afternoon, the mails had to be held over till the Monday for delivery. All items were backstamped with the time of arrival 'SYDNEY/3 -PM/14 APR/1934/N.S.W.' and in addition received the boxed roller marking 'AIR MAIL SECTION/G.P.O.'. Some of the covers were signed by the whole crew.

Ulm was asked by reporters for his comments on the record flight and his thoughts for the future. He replied that despite the fast time, the "Faith" was by no means the ideal plane for such crossings. What was wanted was a 150 m.p.h. job capable of flying at 20,000 feet so as to clear the worst of the Tasman weather. Nevertheless, he felt that his last two journeys had done much to spur and stimulate interest in the possibilities of commencing a regular service.

A.G.MATHIESON

AN UNRECORDED CACHET ?

Following the publication of articles under this title in 'The Kiwi', Volume XXVI, pages 22 and 38; and Volume XXVII, page 35, DOUGLAS A. WALKER, a prominent and senior member of the Air Mail Society of New Zealand, has written the following about the cachet 'Paid for United States / Air Mail Service only'.

Although I have done many years research on the Air Mails of New Zealand I have not come across this cachet before. For this reason I would be pleased to hear from anyone who has a cover with a similar marking.

At the moment I am editing a further Handbook for the Air Mail Society of New Zealand. This will be entitled "The Air Mails of New Zealand - Overseas Flights" and will deal with all New Zealand connections, acceptances and direct flights. One chapter will deal with acceptances via U.S.A. air mail services whilst another will record acceptances via Canadian air mail services. The full story is quite extensive, but I will endeavour to give a brief outline of the services in the hope that it may throw some light on the cover in question.

Under the terms of the "Air Mail Convention of London" the use of certain overseas air mail services for the carriage of New Zealand mails came into force as from 1st July, 1930. Two of these services as far as New Zealand was concerned were U.S.A. and Canada. However, at the same time, the Imperial Airways service from Karachi to London also became available to New Zealand for the transmission of air mails. The air mail fees were in the form of a surcharge of 4d. per half ounce via U.S.A. or Canada and 7d. per half ounce via Karachi-London in addition to normal postage. This made the minimum rates to England inclusive 5d. via U.S.A. or Canada, or 8d. via London-Karachi.

According to the special 'Air Mail' notice issued by the New Zealand Post Office dated 23rd June, 1930, correspondents must clearly 'route' mail; "Via Karachi-London Air Service" or "Via

U.S.A. (and/or) Canadian Air Services", as the case may be.

At this time, U.S.A. and Canada had a reciprocal agreement whereby air mails could be forwarded by the air routes of U.S.A. or Canada where air mail service was available.

When the New Zealand acceptances left New Zealand for North America, or for the United Kingdom or Europe via North America, they were conveyed by the regular mail steamers which left fortnightly, and the port of destination was alternately San Francisco in the U.S.A. and Vancouver in Canada. From 15th October 1920, a regular seaplane service had been operating between Victoria in Canada and Seattle in the U.S.A. for the transfer of mails by incoming and outgoing Pacific mail steamers. This service was utilised for the speeding up of mails from New Zealand, in addition to the transcontinental services of both countries.

The first acceptance of air mail from New Zealand via San Francisco left Wellington by the S.S. Makura on 15th July, 1930, whilst the first acceptance via Vancouver left Auckland on 29th July, 1930, just two weeks later. The first New Zealand mail via Canadian services for Canada, U.S.A., the United Kingdom and Europe consisted of 50 articles, whilst the first despatch via San Francisco for the same destinations amounted to 48 items in all.

It is interesting that whilst transit postmarking was not generally carried out, either via Canada or U.S.A., articles from New Zealand for conveyance by air service originating at San Francisco invariably carried on the reverse side a single-lined cachet in violet reading 'FERRY STATION'. This showed that the item had passed through the U.S. Air Mail clearing office. As this marking did not apply to items whose air transit originated at the Canadian port of entry, it is possible to determine whether a particular item entered North America via San Francisco or Vancouver. In further accordance with the London Convention, articles which were carried partly by air and partly by surface mail had two transverse lines or strokes applied at the point where air transit ceased. These were generally, but not always, applied by means of a rubber stamp in violet. Post Offices were instructed to apply the transverse lines through both air mail label and any routing inscription on the cover. This meant that where the routing was under or near the air mail label, one pair of transverse lines or bars was sufficient. However, if the routing was some distance from the air mail label one almost invariably finds one pair of rules through the label and another through the routing inscription. Briefly, these bars indicated that air transit had terminated and any further conveyance was by surface mail. In the case of mail to the United Kingdom or Europe via either U.S.A. or Canada, one invariably finds these markings applied at the American eastern seaboard transit office.

Had this system continued at least a few years it would have been easier to trace the route of the cover in question. But as it happens, it seems that both the 'FERRY STATION' cachet and the transverse lines cachets were discontinued about a year or two after the first despatches from New Zealand in July, 1930.

The cover in question was posted in Dunedin on 5th October, 1934, so the extension of the Empire Service from Singapore to Brisbane had not taken place. It was inaugurated almost two months later,

most covers from New Zealand being postmarked about 28th November, 1934, for the first flight. The cover in question bears a 5d. surcharged air stamp, a 1d. Field Marshal stamp and an air mail label, the latter being tied by the postmark, proving it was there when the cover was posted. As the postage was insufficient to pre-pay the item via the Singapore-London route by Imperial Airways it was obvious that the cover was prepaid for air transit across America only, but not routed as required. If compelled to give an 'off the cuff' answer to the question, where was the cachet 'Paid for United States / Air Mail Service only' applied, I would be tempted to say New Zealand without a second thought. If the New Zealand Post Office applied the cachet they would only be doing what the sender of the letter failed to do, that is, to route the cover via London-Karachi, Canadian or U.S.A. services.

For over 35 years now, many New Zealand Post Offices have rubber stamp cachets reading 'AIR MAIL' contained within a single-lined rectangular frame. These were intended to be used in cases where mail was prepaid at air mail rates but did not have an air mail label attached. Yet although these have been available for so many years, covers bearing strikes of these cachets are comparatively scarce. In the case of Hokitika I have only seen one cover bearing this official impression, despite the length of time the cachet has been available.

In closing, there is only one point against my theory above. I agree with John Robbins that the type-face used for the cachet looks typically American. I must admit that I am not entirely convinced, but my guess would still be that it was applied in New Zealand.

If any collector can throw light on this subject, then I would be very pleased to hear from them, through the Editor.

J.M.SHELTON, who raised the question of this cachet in the first place, has written as follows.

I am indebted to JOHN ROBBINS for his comments on my cover. It does seem that this was a recognized alternative route for mail from New Zealand to the United Kingdom.

The suggestion that the cachet 'Paid for United States / Air Mail Service only' might have been applied in the United States is I feel, somewhat unlikely as I will try to show. In October, 1934, (when this letter was posted) air mail letters to the United Kingdom would normally go by sea to Sydney, then possibly by air across Australia to Perth and thence by sea to Singapore, from which place they would go by air to London. One may assume that properly franked letters with Air Mail labels would be routed thus as a matter of course. It would follow that anyone wishing to use the cheaper United States or Canadian route would write such instructions on the cover. John Robbins confirms that both his covers were so superscribed.

But the sender of my cover had omitted to make his wishes known and because of this omission, it seems a very fair assumption to suppose that the New Zealand authorities applied the cachet. If it were to be supposed that it was applied in the United States one has to ask why this should have been done. By the time that the letter arrived on the West Coast of the United States en route to

the United Kingdom there was only one place where air transit was possible - West Coast to East Coast of the United States. The rest of the journey had to be by sea!

A NEW ZEALAND POST OFFICE TALK TO A PHILATELIC SOCIETY

Mr. Mike Madigan of the Stamps Branch of the New Zealand Post Office gave a talk to the Hutt Valley Philatelic Society at their August meeting.

Following an interesting talk on methods of stamp printing and a film on British stamp production, Mr. Madigan answered a whole host of questions from the floor.

The Post Office would like to produce stamps by recess printing which is far and away the most impressive method but it involves a craft for which it is now difficult to get apprentices and costs make it prohibitive for ordinary issues. Nevertheless, if a suitable and very special occasion came along.....

Economic reasons make it necessary to use litho for most stamps. However, to keep standards as high as possible, all definitives, the Christmas and the scenic issues are printed by photogravure. Mr. Madigan brought along the proofs for the Christmas issue and we could see what he meant; that for the beach scene was superlatively presented by the Spanish printers, Fournier, and if they can carry that standard through into production it will be a particularly good job. He made a point that this printer had enhanced past jobs given them by adding sparkle to some occasionally flat originals.

This year sees a change in the Christmas issue theme, the stained glass windows being replaced by the first of a series of Southern Hemisphere Christmas scenes - hence the beach scene.

What size are finished designs done in? The design and finished art work are always four times the finished size.

There is a standard tender list. All those on the list are sent details of issues and invited to tender. The list includes Courvoisiers, "the Rolls Royce of photogravure printers"; Enschede; Fournier of Spain; De La Rue (who still tender); Asher and Company in Australia (who as yet have not had any work); as well as the more well known firms, Bradbury Wilkinson and Harrisons. The Post Office did not solicit tenders; Asher's and Fournier had asked to be put on the present tender list. Mr. Madigan commented on the high quality of Fournier's work on the forthcoming Tokelau canoe issue as well as the New Zealand Christmas set.

When a firm applied to get on the tender list, it took about 12 to 18 months while enquiries were made before they were accepted. The Japanese and Australian Note Printing Branch did not apply for New Zealand jobs these days because they were already fully committed. Occasionally however, a very reliable firm would come in with a very low quote - this was because they had suitable machine time available at the right time and would submit a cost price or even lower tender to keep the machine running.

The criteria in accepting tenders were the usual commercial ones - price, quality, reliability and delivery. They were not obliged to accept the lowest tender but tendering was very competitive and with 6 to 8 tenders the margins might be within a few hundred

dollars. This made it very hard for newcomers to break in and was one reason why it was unlikely that anyone would set up in the business in New Zealand. The local printing requirements would not be sufficient by a long way to keep them in business throughout a whole year and the competitiveness of the trade would make it difficult to ensure outside orders.

Production time for an issue depended on the printer and his backlog of business but normally themes took about 18 months from the time designs were called for. Tenders would be called about 10 to 12 months before printing. Proofs could be ready within four weeks of reception of designs by the printer and stamps finished four weeks after approval but it could take three months for each stage and three months for delivery. Normally about ten weeks was involved and the total programme took about seventy-two weeks, but stamps had been delivered in twenty weeks from delivery of the art work.

Franking machines and permits had not resulted in a loss of business to the Stamps Branch. Usage of stamps was one million a day and was still going up.

Values could be changed up to proof stages if postal rates changed. The vintage farm transport designs did not have the final denominations; the change in postal rates was known at the proof stages and the values were altered accordingly. Usually, however, the Post Office had sufficient notice of proposed rate changes (well ahead of the public) to plan accordingly and to taper off supplies of commonly used definitives. They were not normally left with large unusable supplies although there were one or two changed values they still had supplies of. Tenders included the right to change values and numbers right up to the proof stage. Changes are unlikely after that - printing cylinders cost about £1,000 each.

Does the Post Office specify the papers to be used? No, the printer buys his own these days often ready gummed in contrast to the days of watermarked paper which was supplied from security stores by the High Commissioner. One result was that it was much cheaper, not having to pay for security storage. The standard specifications did set some limitations on the paper including the requirement that the gum shall "have no unpleasant taste nor shall it be harmful".

Postafix stamps were produced in rolls of 400 and the new ten cent was also a Postafix value so was in 400 rolls with no joins, and was produced by Harrisons on their continuous run process. The one cent, two cent and five cent were for vending machines which were not being completely phased out, and were in runs of 800 with joins and markers. (*)

The Philatelic Revenue last year was \$1.7 million which was only identifiable through sales at the Bureau and at Sales Centres and Exhibitions. Numbers sold over the counter to collectors could not be estimated.

(Reprinted from the Hutt Valley Philatelic Society Newsletter Number 313, August 22nd, 1978.)

(*) Editor's Note - although this is the information as published, I am sure that this particular point is incorrect. I have seen the vending machine rolls through the courtesy of G.C.HAMILTON, and there are no joins or markers in these rolls.

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