



# *THE KIWI*



**THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN**

**ISSN 0964 7821**

**VOLUME 50, NUMBER 4, JULY 2001**

**WHOLE NUMBER 287**

THE NEXT MEETING WILL BE HELD AT THE UNION JACK CLUB, SANDELL STREET,  
LONDON SE1 ON JULY 28<sup>TH</sup> 2001.

THE SUBJECT IS "**MARITIME MAILS**". FOR DETAILS SEE PAGE 74 OF THIS ISSUE.

THE MEETING WILL START AT 2.00 P.M.

## TABLE OF CONTENTS

Membership	74
Correction to Competition Results	74
Preview of the July Meeting	74
Next Meeting of the Scottish Group	74
Notice of Committee Meeting	74
Notes of the Meeting held May 26th, 2001	75
Society Display to the Royal Philatelic Society of London	78
Midpex 2001	78
An Appeal for Paua Shell	78
The Chester Weekend: a Commemorative Photograph	78
Review of Publications Received	80
Recent Events in the New Zealand Postal Service	81
The Emergency Flights in 1940	81
A Mystery Chalon	82
A New Airmail Label	82
"Province of Auckland" Datestamps	83
Postal Services in the First World War	84
New Zealand Hospital Ship Handstamps	85
More Unofficial Booklets	87
A Constant Flaw on the 1970 30c Definitive Stamp?	89
New Zealand Heritage Stamps: Set 3 - The Sea	90

The Society is affiliated to: The Association of British Philatelic Societies, The New Zealand Philatelic Federation and the Midland Federation

**Annual Subscription £12.00**

**OFFICERS OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN**

**Honorary General Secretary:**

Keith C. Collins 13, Briton Crescent,  
Sanderstead, Surrey, CR2 0JN,  
☎ 0208 - 657 - 4566

**Honorary Packet Secretary:**

B. T. Atkinson, 77, Wood Lane,  
Osterley, Middlesex, TW7 5EG  
☎ 0208 - 560 - 6119

**Honorary Treasurer:**

E.W. Leppard, 68, Chestnut Grove,  
Balham, London, SW12 8JJ  
☎ 0208 - 673 - 4710

**Honorary Editor:**

Andrew Dove, 12, Stella Avenue,  
Tollerton, Notts NG12 4EX  
☎ 0115 - 937 - 3762  
e-mail:DDOVEAF@CS.COM

Internet Address: <http://www.cs.stir.ac.uk/~rgc/nzsgb>

**SOCIETY NEWS:**

**NEW MEMBERS:**

We welcome:

H. Morgan, West Drayton, Middlesex  
W.E. Dilloway, Hornchurch, Essex

**RESIGNED:**

B.G. Knight, A.G. Rosser, R. Shewring

**LAPSED:**

A.J. Askew, P. Asquith, J. Finch, K.J. Hall, D. Houtris, J.S. Landa, J.A. Matson, A. Naples, R.D. Smith, J.H.T. Stawell

-----  
**CORRECTION**

The award winners in the Classics Section of the Annual Competition were incorrectly reported: the Winner was Paul Wreglesworth and the Runner-up, Tony Stephens.

Apologies for the mistake.

-----  
**PREVIEW OF THE NEXT MEETING**

The next meeting will be on the subject of Maritime Mail. It will be led by John Woolfe who will show Marine Post Offices. Derek Diamond will show miscellaneous maritime items and Bernard Atkinson will show illustrations of the many ships involved in the Maritime Mail service of New Zealand.

If anybody has other material of interest, please bring it along.

-----  
**NEXT MEETING OF THE SCOTTISH GROUP**

The next meeting of the Scottish Group will be held at John Studholme's at Longniddry on June 30th, 2001 starting at 12.30. For further information, please contact Ken Andison, ☎ 0141 638 5766.

-----  
**COMMITTEE MEETING**

Will the Officers of the Society and Members of the Committee please note that there will be a Meeting of the Committee before the next General Meeting to be held on Saturday, 28th July, 2001. The meeting will commence at 11.00. An Agenda will be circulated before the Meeting.

LEWIS GILES, CHAIRMAN

## **NOTES OF THE MEETING HELD IN LONDON ON MAY 26TH 2001**

Lew Giles opened the meeting with 22 members present. He welcomed two members to their first meeting. He announced that the meeting was to be devoted to Social Philately and then handed over to Margaret Frankcom.

Margaret started by explaining that Social Philately was a new competitive class. It first appeared in a National exhibition at SYDPEX 88 in Sydney although interest had been growing in such a class for at least a decade. In 1999, the FIP (Federation Internationale de Philatelie) allowed the Australians to introduce an experimental Social Philately class at Australia 99 in Melbourne. There were 33 exhibits. Pat Grimwood-Taylor won a gold medal for her entry "South Australia, a Society of Pioneers". Pat kindly provided photocopies of a small section to be shown at this meeting. Ann Still's "Mourning Memorabilia" was another gold medal winner and was shown as part of a display to raise the profile of the class at Stampshow 2000.

Social Philately made its debut as a competitive class in Britain at Glasgow 2000. There were 34 entries with subjects ranging from the Gold Medal winning Mulready Caricatures of J Bohn through topics as diverse as Edward VII Postal Orders and related Items, the Airpost Exhibition - London 1934, the P & O Story and Hand Illustrated Correspondence of the World 1840 - 1918.

There will be a Social Philately class at this years Autumn Stampex.

This is a new concept in collecting. The aim is to tell a story or illustrate the relationship between the postal service and society. The important difference between Social and other philately is that all types of non-philatelic material and ephemera are welcome in the display. Whilst non-philatelic material can comprise up to 50% of an exhibit, it must relate to the story told.

The second part of the afternoon was provided by Margaret with her display of "Early Life in New Zealand".

The aim was to illustrate the development of early New Zealand society through the letters written home by those engaged in winning a new country. The display contained numerous letters from the pioneers with comments on the markings, both New Zealand and in the receiving country, transcription of some of the contents and information, where possible, on the ship carrying the letter.

Most of the material available comes from Missionary Archives, notably that of the Wesleyan Church. Indeed, of all the covers shown dated before 1840, only one was not from a missionary.

The first Wesleyan Mission was founded in 1823 at Wesleydale, Kaeo, situated on Whangaroa Harbour, just north of the Bay of Islands. The earliest letter shown was dated 1824 and was written to tell the Society what good progress they were making. The early Methodist missionaries were lead by John Leigh and included William White (*vide infra*), Nathaniel Turner and John Hobbs, a multi talented mechanic who turned his hand to most things including designing the First Stone House at Kerikeri. John Leigh's health broke down and Nathaniel Turner took charge. The letters shown from this early period carried Sydney markings as there was no New Zealand postal service.

The mission was sacked several times and the missionaries fled to Australia. During their stay in Australia, John Hobbs, who had gone to New Zealand as a Lay Reader, was ordained. He was instructed to return to New Zealand and find a suitable location for a new mission on the Hokianga inlet. He recommended a site which became the Mungungu station. It seems that he was not considered suitable to lead the New Zealand Mission and William White was appointed to this position on his return after a four year absence. An agreement was made leaving the east coast to the Church Missionary Society.

A number of letters were shown relating to William White, an early missionary. By all accounts, he was a prickly character who experienced difficulty in finding a wife and went to

England to marry a 19 year old girl. On his return to New Zealand, he appears to have entered into a series of feuds with Thomas McDonnell, who had been appointed Additional British Resident in 1834. Mr McDonnell seems to have been a thoroughly unpleasant and unscrupulous individual who appears to have maintained personal animosities with many of people. Eventually, the exigencies of his situation forced White to enter into trade. This was against Methodist rules and he was dismissed. There were also a number of unproved charges of immorality raised against him.

The Rev. White returned to England but later came back to New Zealand and lived on land that he had purchased adjacent to the Mungungu Mission: an interesting neighbour! He survived as a timber merchant and trader and ended his days in Auckland. He was highly regarded by the Maori who viewed him as their defender.

Following William White's dismissal, Nathaniel Turner was recalled from Tonga to lead the mission. He remained in charge between 1830 and 1836 when he was replaced by John Bumby. Unfortunately, the Reverend Bumby was drowned in 1840 whilst returning from a missionary trip to Auckland. On show were letters from his sister, Mary Anna, who acted as his housekeeper. Following her brothers death, she married another missionary, Gideon Smales,. Despite early misgivings, the marriage seems to have been happy.

The next section charted the effects of Hone Heke's assault on the flagpole at Russell, the subsequent insurrection and the transfer of the centre of Government to Auckland.

Three exhibits particularly caught the reporters eye.

First, two letters from James Clendon, an early entrepreneur. The first, dated 1830, described an unsuccessful attempt to purchase kauri timber from the Maoris in Hokianga. The second letter was dated 1848 and complained that the Government had ruined him. Apparently, he had sold land at Okiato (in the Bay of Islands) to the Government to be the site for the new Government House. He had received £2,000 and title deeds to land near Auckland in exchange. Unfortunately, the Government moved to Auckland in 1841 and although the land in Auckland was increasing in value as that in the Bay of Islands fell, he believed that he had never been paid in full.

Secondly, what is believed to be the only cover illustrating the 1/- overland rate applied in the early 1840's for mail arriving at Hokianga and carried across the isthmus by Maori runner.

Thirdly, the only letter, apart from that from Mary Anna Smale, written by a woman. Sarah Greenwood was the wife of a settler and her writings showed the extraordinary qualities displayed by the pioneer women.

The third part of the afternoon was given over to a display of Gold Field Social and Postal History by Lew Giles. The showing consisted of a comprehensive collection of cancellations, postcards, other contemporaneous illustrations, contemporary photographs and other ephemera. The following notes relay the story told.

As part of the display, Lew showed examples of gold bearing quartz, panned gold and iron pyrites posing as gold (Fool's Gold). Happily, all examples were still in situ at the end of the afternoon!

Although gold had been found in New Zealand in the 1850's, no particular attention was paid until the Californian and Australian gold rushes in the late 1850's. This impetus lead to the opening of the goldfields in the early 1860's.

There were three main goldfields developed: Otago/West Coast, Nelson/Marlborough and in the Coromandel.

The field in Otago was discovered by Gabriel Reed who had come from the Australian Goldfields. He was commissioned by the regional government in Dunedin to prospect for gold. A letter from Reed was shown reporting his discovery of significant gold deposits at Tuapeka, an area 75 miles west of Dunedin.

The rush was on and a complicated postal history resulted. Initially, the gold discovered was alluvial. The mother lode resided in the Southern Alps and was washed out by the rivers. To recover it, the rivers had to be exploited. Initially, this was by individual prospectors with pans but in the 1880's, major dredging operations began in the rivers. Settlements sprang up on the rivers and, in due course, disappeared. Examples of postmarks from these settlements were shown including that from Macetown, founded by the Mace Brothers, which had disappeared by 1920.

Manuscript cancels were common as the post offices were set up as necessary without datestamps. The postmaster was appointed, often a local shopkeeper, and he cancelled stamps by writing across them.

The townships were named by the prospectors, for example, "Dry Bread" was named by a prospector who was told that that was all there was to eat.

It is believed that between seven and eight thousand Chinese workers were employed in the fields at the peak of activity. Lew displayed two letters written in Chinese from members of this workforce: a translation was provided which showed that one letter offered the writers resignation from his current position.

The next goldfield opened was in Westland on the West Coast of the South Island. Originally, this was part of the Province of Canterbury. The maintenance of the area became prohibitively expensive and it became a province in its own right. When the road was being created between Christchurch and Hokitika, the cost was £30,000 from Christchurch to Otira (165Kms) and £100,000 from Otira to Hokitika (87Kms).

Initially, the gold was alluvial and the development was along the coast. The display included numerous examples of cancellations, contemporaneous postcards and other illustrations of the life in the early camps. A cover addressed to Italy showed the presence of foreign workers in this goldfield as well.

One technique illustrated was hydraulic sluicing. This involved the use of a high pressure water jet to erode a rock face. The resulting spoil was then run over brush mats separating the gold which was at the bottom of the water flow.

Later gold bearing quartz was discovered and a mining industry sprung up around Reefton.

As usually happens, the industry became consolidated into a few large companies. It became apparent that the route to large profits was through river dredging. Companies were set up to build and operate dredges: a few succeeded but most went bankrupt. The destruction of the rivers and the surrounding environment was vividly illustrated by postcards from the period.

A small goldfield was opened in Nelson but was only productive for a short period. In the 1930's, the goldfields were re-opened with the benefit of a Government grant to attempt to mitigate the effects of the Great Depression: one such was the Golden Hope Goldfield in Nelson.

The last goldfield to be developed was in the Coromandel. In the 1860's, Auckland Council were concerned by the number of people leaving to join in the Australian gold rush. They appealed for help in exploring the local area. The Ring Brothers responded and discovered gold bearing quartz in the Coromandel Peninsula. A large number of small mines were driven and many of the associated post offices used manuscript cancellations.

The most famous mine in the area was at Waihae. Initially, it consisted of many small mines but, when these were consolidated into one company, the output increased significantly. Production peaked in 1913. The mine closed in 1950 but with the increase in the price of gold re-opened as an open cast mine in 1980. Present predictions are that it should remain profitable until about 2015.

A.F.D.

### **SOCIETY DISPLAY TO THE ROYAL PHILATELIC SOCIETY OF LONDON**

The display to celebrate the 50th Anniversary of the Society will be held on Thursday 21st March, 2002 at 41 Devonshire Place, London.

The format of the afternoon will be finalised at the Society Committee in July and further information will be published thereafter.

---

### **MIDPEX 2001**

The Society will be at Midpex 2001 on Saturday, 30th June, 2001 from 10.00 to 16.00. The location is the Midland Sports Centre for the Disabled in Tile Hill, Coventry, adjacent to Tile Hill Railway Station. We have to provide 6 x 16 sheet displays. If anybody can help, please contact Bernard Symonds, ☎ 01926 813985.

---

### **AN APPEAL**

**TONY STEPHENS**

I was honoured and delighted to receive the Paua Shell Music Box on the occasion of our Annual Competition. However, I was sad to see that, over the years, it has lost some the Paua Shell decoration.

If anybody in this country or in New Zealand has access to a small quantity of shell, I would be delighted to undertake the restoration of the box.

It would not need a great amount of shell: sufficient to cut half a dozen pieces about 1cm wide by 1 to 1.5cm long.

If anybody can help could they please let me know through the Editor.

---

### **THE CHESTER WEEKEND**

Below is a photograph of those members who attended the Chester weekend in 2000.





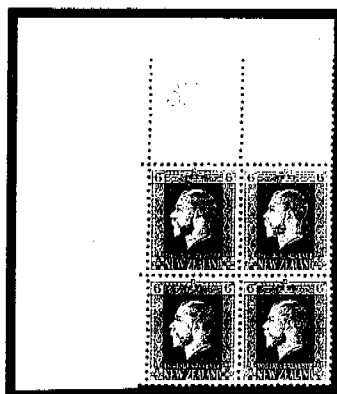
# Warwick & Warwick

## PHILATELIC AUCTIONEERS

We are pleased to announce the sale by public auction on:

**Wednesday, July 4th at 12 noon**

of a specialised New Zealand collection with particular strength in the King George V issues. Included in this section is a fine range of proofs and trials, plate blocks, two-perf issues, booklet panes, perforation varieties, etc.



6d carmine lake shade



For a complimentary specimen catalogue please write, phone, fax or e-mail.

## Warwick & Warwick

Warwick & Warwick Ltd., Chalon House,  
Scar Bank, Millers Road, Warwick, CV34 5DB, England.

Tel: (01926) 499031 Fax: (01926) 491906

E-mail: [info@warwickandwarwick.com](mailto:info@warwickandwarwick.com)



## **INFORMATION RECEIVED:**

### **REVIEW OF PUBLICATIONS RECEIVED**

"The Maheno and Marama and the White Fleet. New Zealand Hospital Ships of World War One". Author: John Murr. Postal History Society of NZ monograph 45.

Pub. NZ Postal History Society PO Box 99 673 Newmarket, Auckland. ISBN 0-908588-57-7. NZ.Price NZ\$19.50 + postage.

This book will act as a memorial to Mr. Murr who passed away late in 2000 just after his book had been published.

I understand that Mr. Murr had been interested in the WWI Hospital Ships for some years and this book is a summary of the information he collected both on the two New Zealand Hospital Ships, the Maheno and the Marama, and some of the other Hospital Ships carrying NZ service personnel or patients.

The book is illustrated throughout with copies of cards, letters, telegrams etc, both with the letters and handstamps and also the picture postcards illustrating the ships and the countries into which they docked. There are illustrations of printed stationery which appears to be rather uncommon and postcards showing photographs of staff on board.

The final portion of the book lists the 5 Commissions of the Maheno and 4 Commissions of the Marama giving details of various incidents during the voyages together with lists of ports of call etc. From these, it should be possible the places from which specific items were mailed, from datestamps etc.

My only reservation is the lack of any attempt to give correlations of date, colours etc. for the various handstamps and the occasional odd comments such as his doubts on the existence of the Maheno circular J class datestamp.

I cannot also understand why, for example, John Firebrace's book is not listed in the bibliography as it is a major source of information on all Middle East Hospital Ships.

However, overall this is a very worthwhile addition to New Zealand Postal History, and should be in the library of any collector with an interest in WWI military matters, particularly in arrangements for the care of wounded personnel from both New Zealand and other allied forces.

\*\*\*\*\*

"New Zealand Parcel Roller Cancellations". Authors: GI Robertson, RM Rush & RM Startup. Postal History Society of New Zealand Handbook No. 47.

Pub. Postal History Society of New Zealand, PO Box 99-673, Newmarket, Auckland, New Zealand. ISBN NO-908588-50-X.

This is an updated version of Mr. Robertsons' 1981 book which was published as the PHSNZ Handbook No. 17.

The extent of the revision is indicated by the fact that the new version has 150 pages compared with 61 in the original version.

Full details are given of the history of the rollers and the method used to classify them. Information is also given about rollers used for non postal purposes, for example to indicate customs clearance and Railways Road Services.

The bulk of the book comprises a full Office by Office listing of the rollers used, proof date (if known), earliest and latest dates of use and any pertinent comment.

This book upholds the high standards of the PHSNZ publications and is a worthwhile addition to the library.



## **RECENT EVENTS:**

### **THE NEW ZEALAND POSTAL SERVICE - RECENT EVENTS**

**ROBIN STARTUP & TOM NORGATE**

New Zealand Post is finding life a little difficult through decreasing mail volumes because of electronic substitution, that is the increasing use of e-mail fax and other electronic methods. As a result, they have had to plan strategically and part of this has been a further centralisation of mail processing. North Shore centre has been merged into Auckland, Timaru and Ashburton into Christchurch and Wanganui into Manawatu. In addition, postings of letter mail faced up and cancelled in peripheral centres is being machine sorted centrally. Waikato handles (some) Tauranga and Rotorua mail, Manawatu handles Taranaki and Hawkes Bay.

During March 2001, it has been announced that Siemens NZ will be taking over the NZ Post Technical Service personnel and all the mail processing machines. It is proposed that they will buy them back from New Zealand Post operate on a lease back system over a period of 5-10 years. It is envisaged that Siemens will upgrade their machines with colour cameras, upgrade the software for OCR and upgrade the VCS for voice recognition software. The performance and the efficiency of the machines will improve bringing on line such assets as Return Letter Markers and other attributes seen in the Royal Mail Integrated Mail Processor (IMP) system. This is subject to ratification which is anticipated this year.

It is reported in the Wellington *Dominion* that National Mail failed because it did not have state of the art mail sorting and management technology. The company ceased operating on 22 December 2000 with the loss of around 200 jobs in Wellington and Auckland. The company only had one machine capable of reading bar-coded addresses and this was based in Auckland. In Wellington, where it had installed a network of mailboxes in August, all mail was hand sorted. One source suggested that barcodes used did not correspond to specific addresses.

## **RESPONSES TO PREVIOUS ARTICLES:**

### **THE EMERGENCY FLIGHTS IN 1940**

**PAUL NORTH**

As the fortunate inheritor of Tom Latta's Chatham Islands material, I was interested in his letter in the March edition of *The Kiwi* (1) and Robin Startups reply in May (2).

I have a cover (Figure 1) with a Christchurch CDS of 11AM May 30th, 1946, addressed to Mr. Harry Blyth of Waitangi. A manuscript note states "By Sunderland Flying Boat from Wellington May 31st". The aeroplane landed on Te Whanga lagoon.

The envelope was subsequently re-directed to Christchurch with a Lyttleton CDS of June 7th, 1946. This would seem to suggest that the cover was sent back to NZ by sea.

At this time, the RNZAF had a Flying Boat Station at Evans Bay, Wellington.

I believe that this represents the first "Official Flight" to the Chatham Islands.

Robin Startup states that an RNZAF Hudson carried mail from New Zealand to the Chatham Islands on June 15th, 1945 but did not land as there was no landing ground or airstrip at that time. If the plane could not land, I can only assume that the mail was dropped in the sort of container that was used to supply Paratroopers during the War.

The first airstrip was built by the Barker Brothers in the middle 1950's on their land at the Eastern side of the Lagoon.

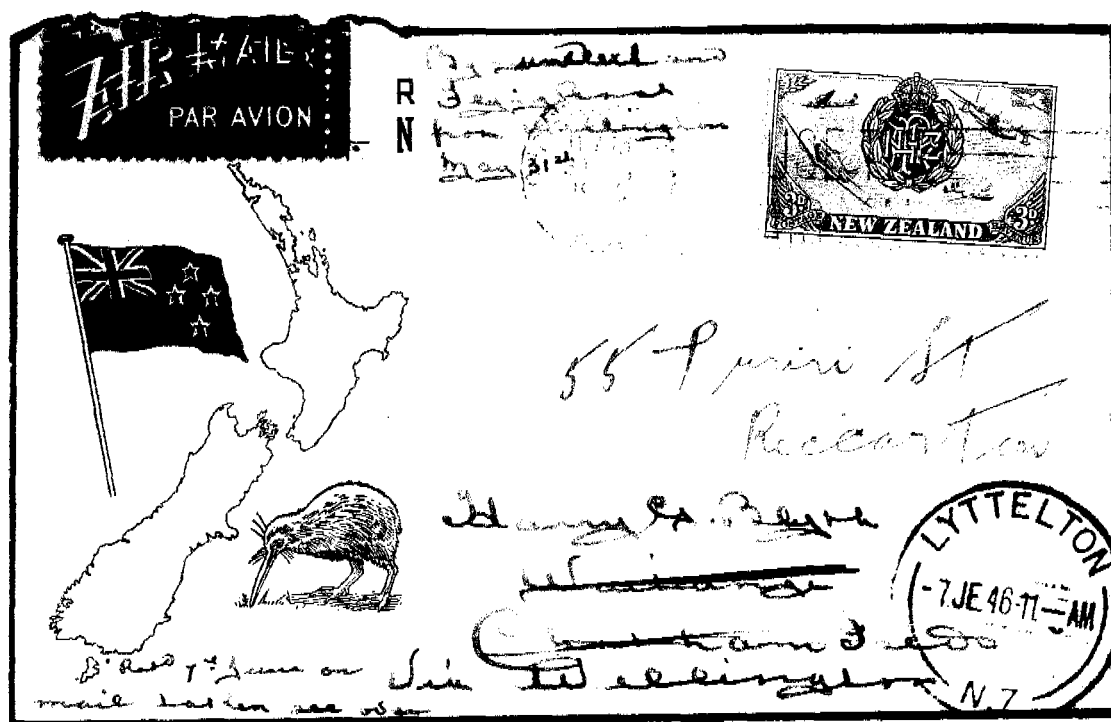


Figure 1

Like Tom Latto, I would dearly like to hear of any covers flown before 31st May, 1946.

References:

1. Latto T. "The Emergency Flights in 1940 - Ipso Facto". *The Kiwi* (2001). Vol. 50. No. 2. P. 39
2. Startup RM. "The Emergency Flights in 1940". *The Kiwi* (2001). Vol. 50. No. 3. P. 58-59.

### A MYSTERY CHALON

GERALD ELLOTT

The Chalon illustrated in the May issue of *The Kiwi* (1) is undoubtedly SG 96a, imperforate horizontally, however, as it is only a single it is difficult to ascertain whether it was issued as such or whether the perforations have been "cut off". With the Perf. 13 machine, the positioning of the horizontal perforations were very often "off centre" and the distance between the horizontal rows could sometimes be up to 30mm. It is going to be particularly difficult to prove one way or the other notwithstanding the presence of part of the adjoining stamp.

**Tony Stephens** replies: following Gerald's comment, I have had another look at the stamp and can confirm that there is clearly part of the frame of the adjoining stamps above and below to be seen with no sign of a perforation but as the overall height of the stamp, including margins, is 29.5mm it seems probable that Gerald's point about trimmed perforations is the most likely answer.

Reference:

1. Stephens T. "A Mystery Chalon". *The Kiwi* (2001). Vol.50. No. 3. P. 67

### A NEW AIRMAIL LABEL

ALAN TUNNICLIFFE

A new Airmail label has recently come into use and is illustrated in Figure 1.



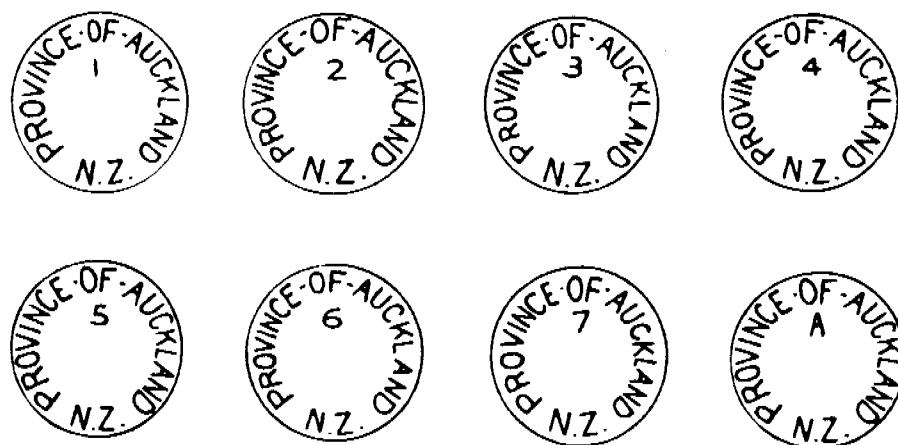
Figure 1

## "PROVINCE OF AUCKLAND" DATESTAMPS

GERALD ELLOTT

I attach some thoughts on these datestamps following Tony Stephens request in *The Kiwi* (1).

At present, there are 7 known original circular date stamps issued in 1864 (Figure 1). Some were re-allocated and used at different locations in 1867 and, in 1869, several of the numbers were changed and either numbers or letters were inserted or, in one case, the number was omitted. So far, 20 variations have been identified and listed through the use of an acetate sheet which I produced in 1982 and C.P.Ltd. kindly distributed in 1985. Further information is contained in Volume VII of the Handbook (2).



Original 1 to 7 and Newton A from 5

Figure 1

Figure 2 in the original article with a date of 1873 and serial number 1, could in fact be a sub-type of the original stamp No. 4 used at Hamilton, two examples are known dated 3 Dec 1872 and 27 Jan 1873.

From my own records, the earliest and latest dates known are as follows:

### Original Issue: 1864 - 1867: First Period of use:

No. 1	30 Dec 1864 (Cover) - 20 Feb 1866 (Cover)
No. 2	14 Sept 1864 (Cover) - 5 Dec 1867 (Cover)
No. 3	2 Feb 1865 (Cover)
No. 4	16 Dec 1866 (Cover)
No. 5	19 Oct 1864 (Stamp) - 28 Sept 1865 (Stamp)
No. 6	27 Feb 1867 (Cover)
No. 7	30 Dec 1864 (Stamp) - 7 Dec 1865 (Stamp)

### Original Issue 1867 - 1875: Second Period of use:

No. 1	9 Nov 1867 (Cover) - 7 May 1868 (Cover)
No. 2	-
No. 3	-
No. 4	-
No. 5	24 Dec 1868 (Cover) - 2 Sept 1870 (Cover)
No. 6	Feb 1875 (Cover) - 24 Dec 1875 (Cover)
No. 7	-

Original Issue 1869: Third Period of use:

No. 1      4 Jan 1869 (Cover) - 3 March 1869 (Cover)

Sub Types of 1:

Blank      31 March 1869 (Cover) - 21 June 1869 (Cover)

No. 3      24 March 1869 (Cover)

No. 4 (sds.) 12 April 1869 (Cover) - 10 May 1869 (Cover)

No. 4 (upr.) 30 July 1869 (Stamp) - 29 August 1869 (Stamp)

No. 5      4 June 1869 (Stamp)

Sub Types of No. 4: 1870 - 1873: Third Period of use:

No. 12      10 Dec 1872 (Stamp) - 14 Feb 1873 (Stamp)

No. 5      9 May 1873 (Stamp)

No. O      29 Oct 1872 (Stamp) - 1 Oct 1873 (Stamp)

No. 1      3 Dec 1872 (Stamp) - 27 Jan 1873 (Stamp)

No. 3      14 Mar 1873 (Stamp)

No. 8      date 1870 - 1873 (one example known on stamp)

No. 2      8 Feb 1873 (Stamp)

Sub Type of No. 5: 1870 - 1875: Third Period of use:

No. A      27 Dec 1873 (Cover) - 31 Dec 1875 (Cover)

Sub Type of No. 7: 1870 - 1872: Third Period of use:

No. O      30 Oct 1872 (Stamp)

Sub Type of No. 1 cds: 1874 - 1877: Fourth Period of use:

No. A      10 Mar 1874 (Stamp) - 1 May 1877 (Stamp)

Sub Type of No. 2 cds: 1875 - 1876: Fourth Period of use:

No. 3      20 Dec 1875 (Stamp) - 16 Dec 1876 (Stamp)

References:

1. Stephens T. "Province of Auckland Postmarks". *The Kiwi* (2001). Vol. 50. No. 3. P. 67.
2. McNaught KJ. Ed. "The Postage Stamps of New Zealand Vol. VII New Zealand Postal History 1820 - 1874". Pub. The Royal Philatelic Society of New Zealand Inc. (1988).

-----  
**POSTAL SERVICES IN THE FIRST WORLD WAR**

**ANDREW DOVE**

I was interested to read Ernie Leppards recent article on the extent of the Postal service provided during WWI (1). The postcard illustrated in Figure 1 gives some insight into the functioning of the service.

The front of the card is a posed photograph of the operatives of A.P.O. 4 at the NZ Convalescent Hospital, Hornchurch: it seems that the light available would not comply with current EU Health and Safety standards! However, the reverse shows that the personnel were responsible for post addressed to different geographical areas: the text reads:

"Left to right

H.W.R Sissons AK Mailroom  
Sgt. W. Cummins Wn Mailroom  
J.E. Coutts Ak Mailroom  
C. Round Ch Mailroom  
C.B. Revell Wn Mailroom

Feb 20th 1917"



Figure 1

I wonder whether the personnel were assigned to their area because of local knowledge.

If the staffing was the same in Feb. 1917 as in the date of the extract reported in Ernies article (August, 1918), there should have been 6 men working in the Postroom: perhaps the absent Soldier was responsible for mail addressed to Dunedin?

Reference:

1. Leppard E. "The New Zealand Army Postal Corps". *The Kiwi* (2001). Vol. 50. No. 3. P. 68-9.

## **ORIGINAL CONTRIBUTIONS AND READERS QUESTIONS:**

### **NEW ZEALAND HOSPITAL SHIP HANDSTAMPS**

**JOHN WOOLFE AND ANDREW DOVE**

There is a paucity of information about the uses, dates, colours etc. of New Zealand Hospital Ship Handstamps. Additionally, some of the existing comments are now known to be incorrect. The standard works on the subject, Firebrace (1), Startup and Proud (2) and Murr (3) provide much information about the sailings of the two ships but, understandably, make little attempt to correlate the handstamps with the different sailings.

In an attempt to produce a guide to numbers existing for each handstamp, your Editor and I thought it might be worthwhile to ask members to take part in a survey to establish some accurate information. If the survey is successful, the results will form the basis of an article in *The Kiwi* and, hopefully, other subjects can be tackled in the same way in the future.

Figure 1 shows all the known or suspected handstamps for HMNZHS No. 1, the Maheno, and Figure 2 the handstamps for HMNZHS No. 2, the Marama. Inserted into this issue is a form to complete with details of items in your collection. If you have any friends who are not members of the Society but have any relevant material, please ask them to complete a form as well.

Please use one box on the form for each cover in your collection, i.e. all the handstamps on a cover will be together. The completed form will look something like:

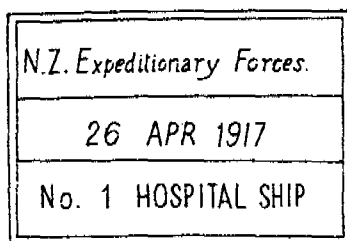
# MAHENO

			Source of date			If postcards, country of picture	Comments
Handstamp	Colour	Date	H/S	Ltr	Arr		
MH2a	Black	11/2/1917				Albany, Western Australia	Extra black "Pagebot marking (30mm x 8mm)
MH5	Red	do.					
MH1a	Black	do.	✓				

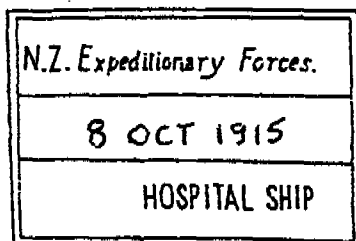
Source of date: H/S: Handstamp, Ltr: Evidence from the content of the card/other item, Arr: Arrival cds in New Zealand or elsewhere.

Further thoughts:

1. MH2 and MH2a correspond to Firebrace (1) HSC43 and HSC60. It seems likely that they may be the same cachet with MH2a appearing after the surrounding rectangle had been worn away. This suggestion could be easily explored if information on the date of use of each type were available.
2. Photocopies of any unknown or unrecorded marks would be gratefully received.
3. The illustrations are taken from Firebrace, Vol. III of the Handbook (4) and Murr (3).
4. Colours are always subjective. Can those responding please use "purple" for a shade with a significant red component and "violet" for a shade with very little red.



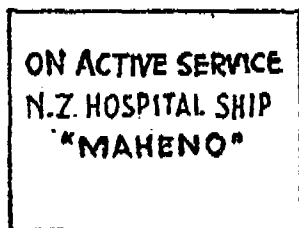
MH1



MH1A



MH2



MH3

ON ACTIVE SERVICE  
N.Z. HOSPITAL SHIP  
'MAHENO'

MH3A



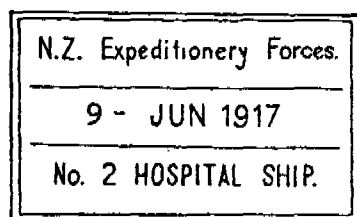
MH4

**PASSED BY CENSOR** PASSED BY CENSOR.....

MH5

MH6

Figure 1: HOSPITAL SHIP NUMBER 1, MAHENO, MARKINGS



MR1



MR2



MR3



MR4



MR5

H.M.N.Z.H.S. MARAMA.

MR6

H.M.H.Z. HOSPITAL SHIP MARAMA

MR7

**PASSED BY CENSOR**

MR8

PASSED BY CENSOR.....

MR9

Figure 2: HOSPITAL SHIP NUMBER 2, MARAMA, MARKINGS

References:

1. Firebrace J "British Empire Campaigns and Occupations in the Near East, 1914-1924 A Postal History". Pub. Christie's Robson Lowe (1991). ISBN: 0 85397 439 X.
2. Startup RM & Proud EB. "History of the New Zealand Military Postal Services 1845 - 1991". Pub. Postal History Publishing Co., PO Box 74, Heathfield East Sussex, TN21 8PY (1992). ISBN 1 872465 62 5.
3. Murr J. "The Maheno and the Marama and the White Fleet New Zealand Hospital Ships World War One". Pub. Postal History Society of New Zealand, PO Box 99-673, Newmarket, Auckland NZ (1999). ISBN 0-908 588-57-7.
4. Ed. Collins RJG & Watts CW. "The Postage Stamps of New Zealand Vol. III". Pub. The Royal Philatelic Society of New Zealand Inc., Wellington, New Zealand (1955).

**MORE UNOFFICIAL BOOKLETS**

ANDREW DOVE AND JOHN WATTS

In 1999, Robin Startup published a note on the booklets containing the 1998 Health stamps produced by individual Post Shops as part of a competition (1).

Unofficial booklets were also produced by Auckland Downtown Post Shop containing the 1998 Christmas stamps. They were not produced in response to a competition but because those at the Post Shop believed that stamps packaged in this form would fit a wallet or handbag efficiently.

Two booklets were produced: one contained 5 x \$1.50 stamps (Figure 1, face and Figure 2, reverse), this being the cost of Airmail Medium Sized Letter Rate to Zone C - North America and East Asia. The cover was red. The other contained 5 x \$1.80 (Figure 3, face and Figure 4, reverse),

the rate for Airmail Medium Sized Letters to Zone D - the United Kingdom and Europe. The cover was green.. Three thousand copies of each were produced.



Figure 1

If you have any queries  
regarding Postal or  
Philatelic Products,  
please call us at  
Downtown Post Shop on  
309 6343 or Fax 309 5862

*Free delivery of Products  
over \$100.00*

Figure 2

**Merry  
Christmas**



**from  
NZ Post  
Downtown**

**5 X \$1.80 \$9.00**

Figure 3

If you have any queries  
regarding Postal or  
Philatelic Products, please  
call us at

Downtown Post Shop on  
309 6343 or Fax 309 5862

*Free delivery of Products  
over \$100.00*

Figure 4



A limited number of the booklets produced had the stamps secured at the left by the selvedge bearing the sheet Bar code, the colour code markings and part of the Imprint Block markings.

Interestingly, the Downtown shop sells more stamps for the Zone C destination than Zone D, highlighting the growing Asian population of Auckland.

After these booklets had been introduced, NZ Post reduced some of the Christmas rates making the booklets no longer attractive.

Reference:

1. Startup RM "Health Stamp Booklets 1998". *The Kiwi* (1999). Vol. 48. No. 1. Pp.19-21.

---

#### A CONSTANT FLAW ON THE 1970 30c DEFINITIVE STAMP?

**DON SCREGG**

I have recently been transferring my collection of the 1970 Pictorials to new albums and have observed a flaw on Row 10/3 of Plate 4.4.4.4 of the 30c Mount Cook stamp (Figure 1). It is inside the "0" of "30c" and is visible to the naked eye. It is in the shape of a prawn.



Figure 1

I have three examples of this plate block in my collection: one appears to be C.P.18a(2); blue, brown stone, olive black and turquoise-green. This does not appear to show the flaw. The other two examples both appear to be C.P.18a(3); navy blue, deep brown stone, greenish black and emerald green.. Both have the flaw which is identical in shape and position.

There is no listing of this flaw in Campbell Paterson's catalogue or Volume VI or VIII of the Handbook and I wonder if any other member has a similar Plate Block.

## NEW ZEALAND HERITAGE STAMPS

DAVID STALKER

### SET 3 - THE SEA

Issued October 11<sup>th</sup> 1989

As a nation of islands, New Zealand's history and culture has, and continues to be, shaped by the sea. The earliest explorers and settlers came by sea and the early development occurred using sea routes as is shown by the location of virtually every large conurbation on the coast. Much of today's leisure is water based as no part of the country is more than 70 kilometres from the sea. Industry imports and exports most of its material by sea.

New Zealand's extremely long coastline offers many areas and opportunities for surfing, wind-surfing, diving and boating. The best surfing and wind-surfing is in Northland, the west coast of North Island, the Bay of Plenty, Gisborne, Wellington and the east coast of South Island. Good diving and snorkelling can be found all around the coastline with perhaps the most spectacular off the coast of Tutukaka in Northland.

Sailing is an extremely important sport to New Zealanders with marinas of all sizes popping up all around the coast. There are consequently very high levels of boat ownership - in 1979 for instance Auckland had 36.4 boats per 1000 of population, 17.8 in Wellington, 20.1 in Christchurch and 17.4 in Dunedin. In competitive sailing and yachting New Zealand has acquitted itself very well and indeed won the Americas Cup in 1995. New Zealanders have also been at the forefront in promoting and developing other water sports such as white water rafting and jet boating.



Figure 1. 40c. Water Sports



Figure 2. 80c. Marinas and Ports

Seafood has traditionally been an important part of Maori diet and Maori made extensive use of a variety of forms of marine life. Europeans frequenting New Zealand waters hunted marine life in the form of whales and seals and the much of the early history of New Zealand was shaped by the activities of whalers (as well as missionaries) in the early part of the 19<sup>th</sup> Century. In due course rivers were stocked with ova for sport fishing.

Sea fishing began to develop as an important export industry in the 1960s and is now the fourth largest export earner. A 12 mile exclusive fishing zone was established in 1965, and the Territorial Sea and Exclusive Economic Zone Act of 1977 extended the claim to New Zealand waters to 12 nautical miles with a claim to sole fishing rights extending to 200 miles from shore. Since 1986 New Zealand has had the power under a Quota Management System to declare annually the total allowable catch for all major species and fisheries.

The coastal waters off New Zealand teem with fish of all descriptions. Those that can best be regarded as big game are broadbill swordfish; blue, black and striped marlin; mako, thresher and hammerhead shark; yellowtail (or kingfish as it is known locally) and tuna. Big

game fish are found mostly off the eastern coast of North Island between North Cape and Cape Runaway in an area warmed by the Pacific Tropical current. Here are found the big game fishing bases of Whangaroa, Bay of Islands, Tutukaka, Mercury bay, Tauranha, Mayor Island and Whakatane.



Figure 3. \$1.00. Coastlines



Figure 4. \$1.50. Sea Transport

No place in New Zealand is more than 70 Km from the sea and there are accessible beaches from one end of the country to the other. The list of swimming beaches would be endless. No beaches can be privately owned. The main cities and provincial centres have their favourite beaches for swimming and picnics and most are safe for swimming - some with their own lifeguards.

An adjunct to Regional Parks has been the designation of parts of the coastline which are regarded as having the greatest potential for recreation as recreation resource areas, these may be beaches or places of scientific or historic interest. Constraints are set on the use and the environmental impact of recreational use closely monitored.

From the earliest days the sea formed the most convenient and economic route to travel within New Zealand, as well as being the only means of accessing New Zealand from the rest of the World. The development of trade - farming and gold - contributed to the spread of settlement and the development of a large number of small ports. Small sailing vessels carried on a coastal trade with a gradual degree of cargo concentration for export. By 1867, 7 ports dominated: Dunedin, Lyttelton, Nelson, Hokitika, Greymouth, Wellington and Auckland. As time past, roads and railways were built and, more recently, air routes were pioneered and the role of coastal shipping declined.

Today, Auckland is still the busiest port for export and transhipment within New Zealand and to the Pacific Islands. In contrast, nearly two-thirds of Wellington's cargo is coastal. The six largest ports today are Whangarei (oil imports), Auckland (Import/Export), Wellington (coastal), Tauranga (wood), Lyttelton (coastal) and Picton (Inter-Island coastal).

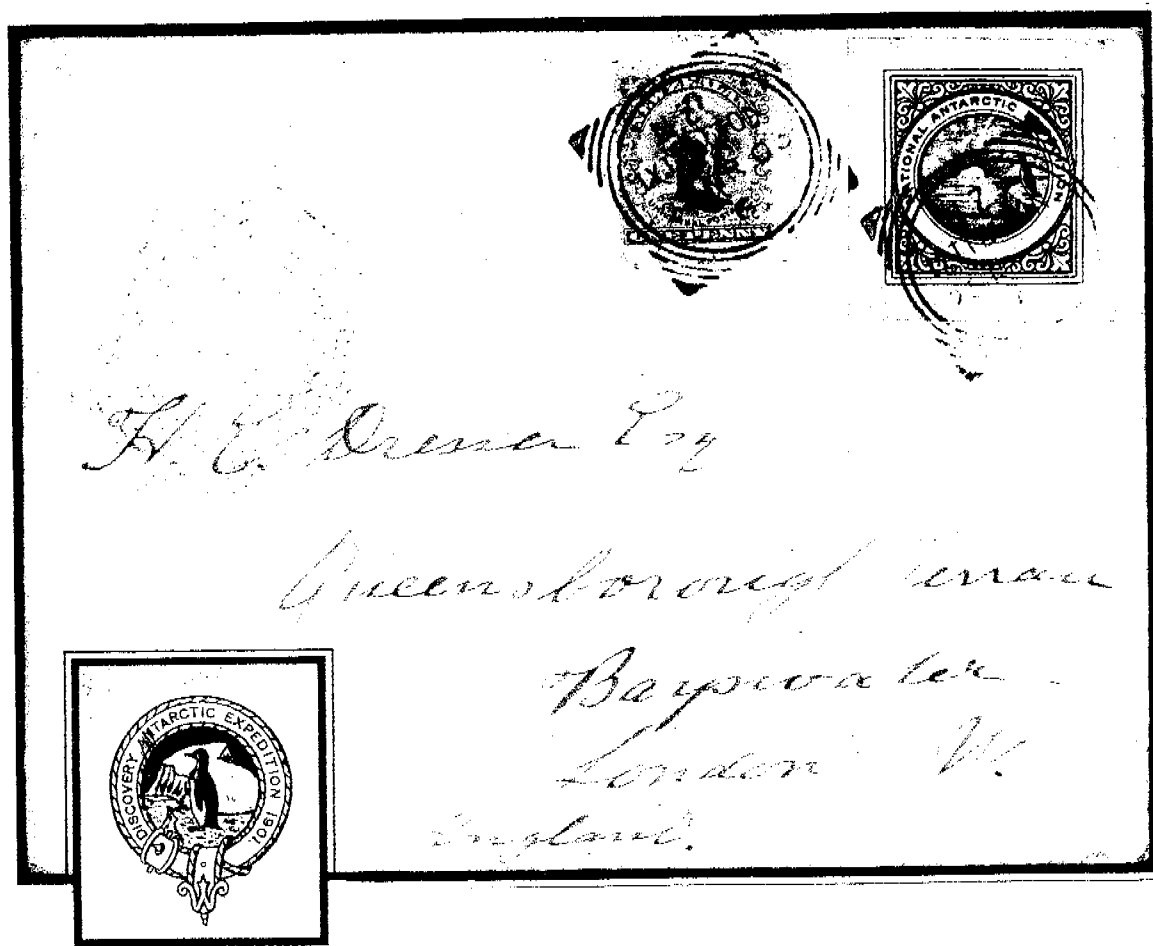


Figure 5. 60c. Fisheries



Figure 6. 65c. Big Game Fishing

# We can't promise this, every sale...



...but we can provide fine quality stamps & postal history, carefully described - providing the Collector with a first-class, professional service.

Are we helping you to build – or sell – your Collection?

Contact Ken Baker or Ian Kellock.



CAVENDISH HOUSE,  
153-157, LONDON ROAD,  
DERBY DE1 2SY, ENGLAND  
Tel: 01332 250970 (4 lines; 24hrs.)  
Fax: 01332 294440 :Fax

E-mail: [stamps@cavendishphilauc.demon.co.uk](mailto:stamps@cavendishphilauc.demon.co.uk)  
[www.Cavendish-Auctions.com](http://www.Cavendish-Auctions.com)