



THE KIWI



THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

ISSN 0964 7821

VOLUME 58, NUMBER 3, MAY 2009

WHOLE NUMBER 335

THE NEXT MEETING OF THE SOCIETY WILL BE HELD AT THE UNION JACK CLUB ON
MAY 30TH, 2009 STARTING AT 11.00

THE MORNING WILL BE FOR NEW ACQUISITIONS AND OTHER ITEMS OF INTEREST.
THE AFTERNOON WILL BE A SEMINAR BY JOHN STIMSON ON

‘THE USE OF INFORMATION TECHNOLOGY IN PHILATELY’

FOR FURTHER INFORMATION, SEE PAGE 51 OF THIS ISSUE OF *THE KIWI*

TABLE OF CONTENTS

Sale of Philatelic Journals	50
Membership	50
Next Meeting of the Society	51
Next Meeting of the Northern Regional Group	51
Notes of the Meeting of the Society held in London on March 28 th , 2009	51
Results of the 12 Sheet Competition	52
Notes of the Meeting of the Northern Group held on February 14 th , 2009	53
Notes of the Meeting of the Midland Group held on February 21 st , 2009	53
Notes of the Meeting of the Western Group held on March 21 st , 2009	54
The Annual Auction	55
Special Offer (Reduced price SG Catalogue)	56
Media Releases (New Zealand Giants, ANZACs II)	56
The Sale of Joseph Hackmey's Collection of New Zealand Full Face Queens	58
Publication Received (SG Catalogue – New Zealand, 3 rd Edition)	59
New Zealand Post Stamp Issuing Programme for 2009	60
Canpex Inc. Newsletter No. 4	61
Notes on the Perforation Workshop and Horseshoe Route	61
The Red Cross Cards	62
The Dominion Airlines Stamp of New Zealand	62
Midpex 2009	69
Collecting and Selling	70
Frustration and the Coil Machine	71

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

Annual Subscription £15.00

OFFICERS OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

HONORARY PRESIDENT

JOHN SMITH

Honorary General Secretary

Keith C. Collins
13, Briton Crescent,
Sanderstead, Surrey CR2 0JN
☎0208-657-4566.
e-mail: keithccollins@aol.com

Hon. Treasurer and Membership Secretary

Professor Derek R. Diamond,
9, Ashley Drive, Walton on Thames,
Surrey KT12 1JL
☎01932-223280
e-mail: drdiamond@mac.com

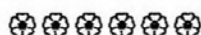
Honorary Packet Secretary

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

Honorary Editor

Dr. Andrew Dove,
12, Stella Avenue,
Tollerton
Nottinghamshire NG12 4EX
☎01159-373762
e-mail: dove697@btinternet.com

Internet Address: <http://www.nzstamps.org.uk/nzsgb>



SALE OF PHILATELIC JOURNALS



When the Society Library was merged with that of the National Philatelic Society in 2007, some books and back issues of journals became surplus to the combined libraries' needs. As reported in *The Kiwi* in September 2007, the sale of surplus books raised about £2,500 for Society funds. We are now ready to sell the surplus journals, including significant quantities of *The New Zealand Stamp Collector*, *The Mail Coach*, *Captain Cook* and other items. A sale catalogue is being sent by e-mail to all members for whom we have an e-mail address and a printed copy is included with this issue of *The Kiwi* for other members.

The sale is open to everybody, not just Society members, so do bring the catalogue to the attention of anyone who might be interested to help maximise revenue for the Society. Further copies of the catalogue are available to download from the Society's website at www.nzstamps.org.uk/nzsgb and from the Library Liaison Officer, Michael Wilkinson (☎ 01732 456997, e-mail: MWilkin799@aol.com). The closing date for bids is **Saturday 27th June 2009.**

SOCIETY NEWS:

MEMBERSHIP NEWS:

NEW MEMBERS:

We welcome:

R. Gillam, Birmingham
I. W. Laurie, Lancashire
J. Shaw, Yorkshire

NEXT MEETING OF THE SOCIETY

The next meeting of the Society will start at 11.00 with those attending invited to bring along recent acquisitions and items of interest. The main part of the meeting will start at 14.00 and will be on the subject of Computers and their use in philately. The meeting will be lead by John Stimson.

John will provide insights into how Information Technology has evolved making it possible for most people to use computers in their home to make philately more rewarding and interesting. He will illustrate the uses to which he puts the computer, the internet, database technology and e-mail to enhance his New Zealand collection. He will also illustrate how to reproduce very high quality print reproductions of material in his New Zealand Second Sideface collection – being faithful to original colour and clarity of the designer. The final part of the display and talk will be given over to a question and answer session. John will advise on any computer related topic – whether it is how to make things go faster, how to backup your data or even what pitfalls to avoid in bidding and paying for items in online auctions.

NEXT MEETING OF THE NORTHERN GROUP

The next meeting of the Northern Regional Group will be on May 16th, 2009, starting at 12.00 at St. Luke's Church, Orrell. This will again be a members meeting with members invited to bring along items of their choice – as much as they want.

IMPORTANT: PLEASE NOTE THAT A CHANGE OF CIRCUMSTANCES AT THE CHURCH MEANS THAT ALL MEETINGS WILL NOW START AT 12.00 AND FINISH AT 15.00.

Reminder: There will be a joint meeting of the Northern and Scottish Regional Groups at the Lakes Hotel, Carlisle, on October 24th, 2009.

PUBLICATIONS AVAILABLE

Society publications are now available:

SP 1: *Aspects of Collecting New Zealand Stamps*. (Out of Stock)

SP 2: *Index to The Kiwi Volumes 1 to 50*. Printed and CD Version.

SP 3: *The Kiwi Volumes 1 - 50*. Full text on CD

Price: SP 1: £10 inc. P. & P.

SP 2 & SP 3, £30 in UK and £35 overseas airmail inc. P. & P. (Society members will receive a 40% discount, i.e. £18 for UK and £21 for overseas))

Payment accepted in NZ\$, US\$ or £St. All orders to:

New Zealand Society of Great Britain
9, Ashley Drive,
Walton-on Thames,
Surrey KT12 1JL

NOTES OF THE MEETING HELD IN LONDON ON MARCH 28TH, 2009

A smaller than usual group enjoyed themselves immensely at the 'Items of Interest' session preceding the Annual Competition. Postal History items accounted for much of the debate and resulted in more questions than answers. Lewis Giles showed examples of pre-stamp mail (1841, 1844) where the two fronts with address and dispatching marks (both Sydney ship letter in red)

were accompanied by Kororarika hand stamps attached by hinge! Where had these come from? Derek Diamond showed an ex-Hackmey cover to Sydney franked with 12 two-pence chalons. It was agreed that this was a quadruple rate (not the triple rate as described by Spink Shreves) and that the manuscript 8d. was probably a fee for returning the cover to the General Post Office, 'to be called for'. Alan Baker's main question concerned the meaning of the word 'Proving' which was printed below two cut down die proofs of the 1938 health stamp, mounted on Bradbury & Wilkinson presentation cards. The example labelled first and second proving were dated 3 days apart. Alan also noted that in 1933 the illustrated first day cover was only available in one design but as soon as 1937, more than 40 styles of first day covers were available.

Paul Wreglesworth displayed examples of Seebecks from Honduras and Nicaragua with Adson's that appeared both similar and contemporaneous with those on the Second Sideface issue. He referred to their as yet incomplete history. Brian Stonestreet showed two items – a block with a clearly misaligned surcharge on QEII and a cover with deficient postage markings to the United Kingdom that went unnoticed or were ignored because of the UK stamp attached in New Zealand.

Keith Collins undoubtedly made the most exciting contribution by asking all present to examine the illustration of lot 245 in the recently arrived John Mowbray 2009 Private Treaty Listing. Was it possible to explain it – curiously the remarkable visible feature was not in the accompanying description.

The 12 sheet Competition was held in the afternoon and the results were as follows:

Winner	Title of Entry	Award
Classic Section		
Winner:	Specimen Presentation Markings	
Paul Wreglesworth	of the 2 nd Sidefaces	Barton Bowl
Runner-Up:		
Derek Diamond	2d Chalon Imperforate 1855 - 62	Certificate
Modern 1		
Winner:		
Alan Baker	Study of the Smiling Boys	Kiwi Shield
Modern 2		
Winner:		
Brian Stonestreet	KGVI High Values	Stacey Hooker Cup
Runner-Up:		
Brian Stonestreet	KGVI Low Values	Certificate
Open Class		
Winner:		
Terry Grouk	Fiscal Stamps 1867-1931	David Forty Salver
Postal History		
Winner:		
Lewis Giles	Routes and Rates	Campbell Paterson Trophy
Runner-Up:		
Lewis Giles	Pioneer Airmails 1919-1931	Certificate

If no Runner-Up is shown, there was only one entry in the class.

NOTES OF THE MEETING OF THE NORTHERN GROUP HELD ON FEBRUARY 14TH, 2009

There were 10 members present including, for the first time, Gordon Mellor and a new member, Ian Laurie. Two more members sent their apologies. The sad death of Brian Stonehouse in December 2008 was reported.

The meeting was for members to show items of interest. Those present displayed as follows:

Don Scregg showed a miscellany of items including a single copy of an imperforate 3d lilac Full Face Queen, covers with a NZ destination from the United Kingdom, O.P.S.O. covers, a new version of the of Christchurch Exhibition stamp produced in December 2008 and postcards, programmes and medals from the Christchurch and Dunedin Exhibitions.

John Atkinson followed and showed postmarks on the 1d Universals together with maps showing the location of the Post offices. Next **Harold Howard** displayed all the Customised Advertising Labels (CALs) from 2008, postmarks from the Ashburton region, the 'Best of 2008' miniature sheets and the recent extreme weather set in a se-tenant block of six.

Mike Hanson also showed a mixture of items including an OHMS postcard of 1928 written in Maori, a 2/- Admiral on cover, booklet stamps on cover, booklet proofs and panes, World War II POW aerogrammes mint and used and a Purdon cover.

Paul Wreglesworth showed some of AR material including a form from 1902 and early covers from the 1890s. There were also a range of covers showing the different handstamps.

Stuart Potter displayed a Big Tree advertising postcard, illustrated Pan-Am flight covers, World War II patriotic covers and marine postmarks. **Jack Lindley** closed the meeting with ANZAC stamps and covers.

Those present congratulated themselves on another excellent meeting with a wide range of material on show. The meeting closed at 16.00.

NOTES OF THE MEETING OF THE MIDLAND GROUP HELD ON SATURDAY FEBRUARY 21ST, 2009, AT MOSELEY, BIRMINGHAM

Derek Diamond thanked the eight members present for attending the new venue, including a new member, Richard Gillam. Derek started his display of Revenue items commenting that obtaining examples of Revenue stamps used on a complete document is rather difficult. However, considerable numbers are available as cut-outs.

His first notable item was a Royal Warrant dated 1867 for the Colony of New Zealand naming William Stuart as one of the Commissioners for Stamps and signed by Sir George Grey, the Governor. This was the year that revenue stamps of the long Victoria stamps started to be used. Thereafter, Derek showed a number of stamps, cut-outs and complete documents including a licence for a company to operate for a fee of £200, i.e. 4 x £50 stamps affixed. Revenue stamps were used on a variety of documents, i.e. receipts, mortgages, indentures, death duties etc.

In 1882, the Second Sideface stamps were put on sale. This issue were available for the payment of either postage or revenue. We were shown several items with both long type revenue and postage and revenue stamps together.

The revenue authorities were paranoid about the possible illegal re-use of stamps and went to great lengths to prevent this happening. Initially, all stamps were supposed to be signed and dated, at the same time, some were hole punched or had the perforations cut off. Others, particularly the higher values were 'tinned' i.e. a thin metal strip was passed through two slits cut in the stamp, transixed with a VR and, later, GR monogrammed sticker on the back and then embossed with a seal impression. A number of examples of this process were shown.

Examples of the First Pictorial issues used in conjunction with the Queen Victoria long types stamps were shown, some on documents such as a publicans licence to operate at a Country Fair (3 x 5/-) and a certificate of conviction for fraudulently breaching bankruptcy regulations (why this should be required is anybody's guess!).

The long type QV stamps were in use until the early 1930's when the Arms Type Fiscals were introduced. Originally, these were printed with the value and lettering and later overprinted with the value in lettering and later overprinted with the value additionally shown in numbers. Stamp Duty Offices were able to print ultrahigh values on QV and Arms stamps using stamps with no value in the tablet. One lovely example was an estate duty document piece showing three stage payments on three stamps totalling £41,500 – this was in April, 1941.

Finally, Derek displayed a miscellaneous selection of duty items including beer, honey, apples and social security stamps, a workers holiday card from the 1940's with a variety of commemorative stamps and post-war parcel labels for food parcels to the U.K. which required Arms type revenue labels to get a special postal rate.

Part Two of the afternoon included mini-displays by the other members present:

John Potter showed Beer Duty stamps and a set of coasters with the beer stamp designs printed on them which had been produced for an exhibition about 20 years ago. He also included Cinderella stamps and items from Westons Winery at Dunedin.

Lawrence Kimpton showed airmail covers from the World War II period to New Zealand from the United Kingdom, Switzerland and Sweden with various censor marks and labels. Next, he displayed first flight covers from Auckland to South Africa and Kenya.

Richard Gillam displayed a range of New Zealand Revenue stamps which complimented those in Derek's display.

Ian Samuel showed Government and Parliamentary covers (from 1970 to now) from the Prime Ministers Office via Ministers to the humble M.P.s with various types of official paid cancellation.

Next, **Eric Lewis** continued with a selection of New Zealand Revenue stamps on complete documents including one on parchment.

He was followed by **Wesley Cummins** with Back of the Book stamps including King Edward VII, King George V, 1d Dominion and King George VI overprinted 'OFFICIAL' including some of the 1940 Centennials with the joined 'ff' overprint.

Mike Smith included a miscellany of items including QEII 1/- blocks showing the sheet value as '8£' and the later changed to '£8' and a block of the QEII 1978 10c showing a major shift of the face colour.

The last display was from **Terry Hancox** and included colour separation sheets of the \$2 Black Robin stamp which were similar to those shown on the NZ Philexfrance souvenir miniature sheet.

Ian Samuel thanked all those who had participated in the afternoon and, in particular, Derek for his most interesting display.

It is hoped that the next meeting will be held at the same venue in October and will consist of members mini-displays – details will be given via *The Kiwi* at a later date.

**NOTES OF THE MEETING OF THE WESTERN REGIONAL GROUP HELD IN
TAUNTON ON MARCH 21st 2009**

The Spring meeting of the Western Region members was held in Taunton on March 31st, 2009 starting at 13.30. Members present were Evan Williams, John Painter, Peter Lay, Russell Spence and Paul North. Apologies were received from Bob Barber and Brian Hunt.

Russell showed us his 'working' Samoa collection which included a photograph of the surrender of the German Authorities to the New Zealand forces in August 1914. We saw complete sets of early stamps and a German postcard with attached reply portion which was overprinted GRI on both stamps. He also showed later complete stamps and N.Z. stamps overprinted Samoa. He asked whether or not the 1937 N.Z. Coronation set had ever been overprinted for use in Samoa? A most interesting display. (Ed. Note: the last NZ stamps overprinted for use in Samoa were the fiscals in 1932. The Native Huts series were issued in 1921).

Chairman, **Evan Williams**, displayed another 'working' collection of the Cook Islands, again with some scarce items and Niue overprints. John Painter gave us part of his collection of 'Officials' including a large piece with over 30 stamps.

The Hon. Sec., **Paul North**, concluded the meeting by giving a short résumé of the Western Region members displays at Torquay in September.

The meeting closed at 15.45.

If you:

Need a new challenge

Have decided for any reason that you are not getting the satisfaction from your New Zealand stamp collection that you used to and would like to try a new subject/issue

- *Would like a valuation on your collection carried out by experienced staff from the worlds leading New Zealand dealers*
- *Simply need some good advice about what to do next with your collection*

Then contact us for a confidential chat and – if appropriate – a free valuation and offer.

Remember that our advice is free, draws on a wealth of experience and is given with the confident knowledge of the New Zealand market over the past 60 years as it stands at present.

For a friendly discussion, simply phone Derek Redshaw, 76 Hermitage Road, St Johns, Woking, Surrey ☎01483 833 147 or Warwick Paterson in Auckland, ☎ (toll free) 0500 893 975.

It's as easy as that and what's more, it will cost you nothing.

Campbell Paterson Ltd.

P.O. Box 5555

Auckland 1141

New Zealand

We're as far away as your own phone

THE ANNUAL AUCTION

We are delighted to confirm that help to run the auction has now come forward and the Auction will go ahead as planned.

The date of the Auction is 29th November, 2008 and it will start at 14.00.

Vendors must send a written description of each lot for sale to the Editor of *The Kiwi* to arrive not later than 14th July 2008. Receipt of each list will be acknowledged within 7 days. Early receipt of lists would be of great assistance to the compiler of the Auction catalogue.

Vendors who are not attending the auction must deliver their lots to the auctioneer, Alan Baker, 2, Leighton Way, Avenue Road, Epsom, Surrey KT18 7QZ not later than 17th November.

Members are reminded, as notified in *The Kiwi* Vol. 57 No. 2 (March 2008) that Auction catalogues will be sent by e-mail to all those with an e-mail address unless they have notified Derek Diamond before July 26th. Hard copies will be sent to those without an e-mail address with the September *Kiwi* as usual.

The full rules of the Auction will be published in the next (July) issue of *The Kiwi*.

SPECIAL OFFER

The Society is able to offer reduced price copies of the Third Edition of *Stanley Gibbons Commonwealth Catalogue – New Zealand* (2009) which is reviewed on page 59 of this issue of *The Kiwi*.

The price is £14 (reduced from the publication price of £17.50) plus £1 P & P within the United Kingdom. Overseas members should contact Paul for details of the cost of P&P. Members who wish to purchase may also pick a copy up at the May London or the May North of England Meeting and avoid the postage charge.

Can any member interested please contact Paul Wreglesworth at; 37, Blakelow Road, Macclesfield, Cheshire SK11 7ED, ☎ 01625 420 694. E-mail: Paul@wreglesworth.fsnet.co.uk.

INFORMATION RECEIVED:

INFORMATION RECEIVED

MEDIA RELEASE

NEW ZEALAND GIANTS FEATURE ON STAMPS AND COINS

9 February 2009

Five giant creatures – past and present – found in and around New Zealand are given big treatment in a combined stamps and coin series released by New Zealand Post.

The five-stamp series showcases the colossal squid, southern right whale, and giant species of the moa, eagle and weta. Illustrations for the stamps were created by Auckland artist Dave Gunson, whose wildlife art portfolio includes works for New Zealand Geographic, New Zealand Conservation Department and education publications.

‘The giant creatures are brought to life through illustrations on giant stamps that are almost a third larger than usual,’ said Ivor Masters, General Manager Stamps and Coins. ‘The Giants of New Zealand stamp series is complemented by a limited edition set of five legal tender pure silver bullion coins, each featuring one of the giants’.

Huge native birds, archaic insects and massive ocean dwellers migrated into the South Pacific when New Zealand separated from Gondwanaland around 80 million years ago.

The 50 cent stamp showcases the South Island giant moa, the tallest ever bird reaching up to three metres in height.

The first specimen of the colossal squid was found in a sperm whales stomach in 1925. This mammoth creature features on the \$1.00 stamp.



On the \$1.50 stamp is the southern right whale, once found in huge numbers around New Zealand, but due to whaling verged on extinction in the early 20th century.

The \$2.00 stamp features the giant eagle with its three-metre wingspan.

The weta – or wetapunga in Maori that roughly translates to ‘God of ugly things’ – grew up to 10 cm in length, and appears on the \$2.50 stamp.

The Giants of New Zealand legal tender coin sets are individually numbered and limited to just 1,500 worldwide. The coins, designed by local agency Cue Design, are crafted from 99.9% pure silver.

The Giants of New Zealand stamp issue also includes a first day cover, miniature sheet, presentation pack that is three times the size of a usual presentation pack and includes five fridge magnets and a limited edition presentation pack.

The coins are available in a set of five silver bullion coins, each featuring one of the giants, with a maximum mintage of 1,500.

The stamps and first day cover were designed by Dave Gunson of Auckland and printed in offset lithography by Southern Colour Print of Dunedin. They will be available from the usual outlets from 4 March 2009.

ANZAC STAMPS HONOUR COMRADES IN ARMS

31 March 2009



‘Comrades in Arms’ is the focus of the 2009 New Zealand Post ANZAC stamp series.

In the second of a three-year ANZAC series, six stamps tell the stories of comradeship between cultures – Maori and Pakeha; between the services – land sea and air; and between nations – New Zealand, Australia and many others.

‘All of them served together and supported each other during times of war,’ said Ivor Masters, General Manager Stamps. ‘We are proud to introduce the second stamp release in *The ANZAC Series* following the highly popular inaugural series last year, ‘Stories of Nationhood’.

The Comrades in Arms stamps span World Wars I and II, Korea and Vietnam, and commemorates the return of the Unknown Warrior to New Zealand five years ago. The images provide windows into the extraordinary courage and co-operation of people under fire.

One of two 50 cent stamps features the funeral procession in Wellington by the New Zealand Defence Force on Armistice Day, 2004, for New Zealand’s Unknown Warrior on the final part of his return from Somme, France, to his final resting place at the National War Memorial.

The other 50 cent stamp shows the New Zealand (Maori) Pioneer Battalion of World War I during trench work on the Western Front. It remembers the heroism and sacrifice of Maori, Pakeha and Pacific peoples who gave essential and unstinting support to Allied troops during the Great War. The Pioneer Battalion was the only battalion of the New Zealand expeditionary force to return to New Zealand as a complete unit.

The \$1.00 stamp depicts a Wellington bomber and crews returning from a mission. It commemorates the No. 75 (NZ) Squadron that served in a bracket squadron with the RAF in World War 2. By the end of the war this squadron had flown more sorties and suffered more casualties than any other in the European theatre, and earned more than 100 medals for gallantry, including one Victoria Cross and 88 Distinguished Flying Crosses.

More than 100,000 Kiwis flocked to parades in Auckland and Wellington when HMS *Achilles* and her crew of mainly sailors returned home in 1940 having played a key role in the Allies’ first

major victory of World War 2 of the Battle of the River Plate with Germany's *Graf Spee*. Later named HMNZS *Achilles*, the cruiser is on the \$1.50 stamp.

The \$2.00 stamp shows a gun crew from 'Kayforce', an army volunteer contingent of artillery and support troops serving in Korea between 1950 and 1955. Almost 3,800 New Zealand soldiers served in Kayforce, which provided vital support for Commonwealth and American forces and was awarded the South Korean Presidential Citation for its role in the defence of Kap'yeong.

More than 50 years after Gallipoli, the ANZACs united to serve in Vietnam. Two New Zealand infantry battalions operated under the command of an Australian regiment, in a successful joint effort to achieve demanding military objectives. The \$2.50 stamp shows ANZAC troops boarding an RAAF Iroquois helicopter in the southern part of Phuoc Tuy.

The stamps and first day cover were designed by Communication Arts of Wellington. They were printed in offset lithography by Southern Colour Print of Dunedin. The stamps and miniature sheet booklet will be available from the usual outlets from 1 April 2009.

**THE SALE OF JOSEPH HACKMEY'S COLLECTION OF FULL FACE QUEEN'S
(PART 1) HELD IN NEW YORK ON FEBRUARY 19TH, 2009**

David Parsons from Spink writes:

'Having been privileged to describe this remarkable collection, I thought that it would be nice to record just a few thoughts about this outstanding auction.

This, the first of two sales to be offered, contained 531 breathtaking lots with numerous outstanding or unique items, with many more being the finest examples available.

The sale was attended by 15-20 clients in the room, including Mark Harvey from the United Kingdom, Dale Forster from Portland, Oregon and John Mowbray who had flown in from New Zealand. There were also several requests for phone bidding from around the world as well as many bidders using the traditional method of bidding 'on the book'.

Over 400 of the lots on offer found new homes with many of these commanding outstanding prices. The auction realised a total of just over US\$2,000,000, including the buyers premium, a world record for an auction of New Zealand stamps. On a general basis, individual stamps in exceptional condition and mint multiples attracted very strong competition whilst the prices for the covers were disappointing in places.'

The second and final portion of the collection is scheduled to be offered in New York in the autumn.

A selected list of realisations follows:

Lot Number	Description	Realised US\$	(Lower Estimate) US\$
1001	Original Essay (State 1)	6,500	10,000
1006	3d Die proof	3,000	7,500
1012	SG 1 Mint pair	160,000	200,000
1030	SG 1 Pair used on cover	60,000	50,000
1032	1857 Cover to London with 1/- bisected (SG3a)	32,500	40,000
1036	Perkins Bacon 1d dull carmine obliterated 'Cancelled'	16,000	15,000

1046	SG 4: 2d blue marginal mint pair	2,800	3,000
1066	2d blue horizontal strip of three used on cover with overlap impression	3,250	2,000
1075	One Penny 'Dwarf' Stamp	145,000	180,000
1105	1862 double rate envelope with earliest recorded handstruck 'Registered' marking	4,000	5,000
1131	SG 18: Used pair 1d Pin roulette 10 at Nelson	4,750	6,000
1136	SG 23: Used 2d blue serrated perforation 16 at Nelson	7,250	4,000
1155	SG 35: Mint block 20 1d Carmine vermilion	27,000	25,000
1167	SG 43: Mint block 20 6d Red Brown	35,000	30,000
1169	SG 44: Mint block 20 1/- green	60,000	40,000
1237	SG 67e var. Used 2d deep blue, horiz. strip 3 with Y roulette 18 on 3 sides imperf. on other sides	3,250	4,000
1262	SG 81: Mint 1d orange-vermilion on pelure paper	14,000	5,000
1265	SG 84: Mint 3d lilac on pelure paper	60,000	75,000
1271	SG 85: Used 6d on pelure paper with large margins	3,250	500
1342	SG 102: Used 2d blue worn plate roulette 7 at Auckland	3,000	1,500
1353	SG 106a: Used pair 1/- perf. 13 at Dunedin imperforate between	42,500	35,000
1366	SG 111: Mint 1d pale orange-vermilion block 84	12,000	15,000
1440	SG 100 on 1867 Copy of Illustrated New Zealander newspaper	2,400	3,000
1455	1870 Mixed franking with 6d FFQ and Fiji Times Express stamps	20,000	12,000
1508	SG 138, 138a: Mint 2d Vermilion block of 84 showing damaged stamps with retouches	9,500	10,000

PUBLICATION RECEIVED

STANLEY GIBBONS COMMONWEALTH STAMP CATALOGUE NEW ZEALAND

3rd Edition: Pub. Stanley Gibbons Ltd. Ringwood, Hants. (2009). Limp Bound. Pp. 88. SG Product Code R2876-09ISBN10-0-85259-704-5. Price £17.50

For a Special Offer, see page 56 of this issue of *The Kiwi*.

This is the third edition of Stanley Gibbons specialist catalogue of New Zealand and supplants the second edition which dated from 2006. As with the two previous versions pages III-X reproduce the preamble to the Commonwealth Catalogue and introduce philatelic concepts and expressions.

The listing starts with the Auckland Crowned Circle cancellations of 1846 and continues through to Sir Edmund Hillary commemorative issue of November 2008. The catalogue listing includes watermark varieties, shades, some plate flaws and major errors. The main listing is

followed by a useful alphabetical listing of the subjects depicted on the commemorative stamps from 1946. It is worth noting that this alphabetical index occupies less space than in the previous edition but only because the editors have used 5 columns per page rather than 4. Thereafter, the catalogue includes sections on booklets, the usual back of the book material and the stamps of the Ross Dependency, the Tokelau Islands and the Dependencies until they achieved independence.

The catalogue values have all been reviewed in line with the main Commonwealth catalogue and many have increased significantly, for example, SG 1 up to £70,000 mint from £60,000, SG 259 (5/- Mount Cook First Pictorial) up to £225 from £200 mint and SG 672w (1946 Peace 4d with inverted watermark) up from £120 to £140. A quick perusal suggests that most of the recent commemoratives from 1970 have remained unchanged. Similarly, booklets do not seem to have increased in value.

The book is fully illustrated in colour and produced to the same high quality as one would expect from the prime philatelic publisher in the United Kingdom. There is much very useful information contained in the notes in the text although, obviously, not as detailed as Campbell Patersons catalogue. Nevertheless, it fills a very useful niche which should find a place on every collectors bookshelf.

NEW ZEALAND POST STAMP ISSUING PROGRAMME FOR 2009

New Zealand Post has announced its programme for 2009:

January 7 th	2009 Scenic Issue: Lighthouses of New Zealand
January 7 th	Chinese Lunar New Year: Year of the Ox
January 7 th	Issue of 2008 Collector's Folder
February 2 nd	Annual 'Fish and Game' stamp issue
February 4 th	New Zealand Champions of World Motorsport
March 4 th	Giants of New Zealand
March 4 th	UN sponsored multi-nation issue: 'Preserve the Polar Regions and Glaciers'
April 1 st	ANZAC II: Comrades in Arms
April 10 th	China 2009 World Stamp Exhibition miniature sheet
May 6 th	50 th Anniversary of the Auckland Harbour Bridge
June 24 th	Matariki II Maori New Year 2009: second set
July 1 st	New Definitives: subject not announced
August 5 th	2009 Health stamps and miniature sheet
September 2 nd	'Keep an eye out this special issue'
October 7 th	2009 Christmas
October 16 th	Timpex Stamp Exhibition special miniature sheet
November 4 th	2009 Ross Dependency
November 4 th	'Keep an eye out this special issue'

CANPEX INCORPORATED

Newsletter Number 4 February 2009

The fourth bulletin from the Organisers of NZ National stamp exhibitions in the South Island was issued in February. It gives further details of Timpex 2009 which will be held in Timaru between 16 and 18 October, 2009. It contains the helpful note that Timaru is easy to get to because the New Zealand's longest road which runs from Cape Reinga to Bluff (State Highway 1) passes through the town!!

Entries for Timpex are being accepted: the deadline is 31 July, 2009. There are two additional classes: Class 2.6a: Postal History – Social Philately and, interestingly, Class 3.0: Frugal Philately. The latter caters for exhibits that may not otherwise fare well if entered in other classes and end up competing against 8 frames of GB QV 1d Blacks. It is recommended that the value of each frame should not exceed \$150, otherwise points will be deducted. An example given is of a 3 frame exhibit of modern mail delivered by different companies. Interesting concept.

Further Timpex souvenirs are also available including self adhesive and conventionally gummed CALs showing a monument to Richard Pearse, the South Island farmer who is believed to have made the worlds first powered flight in 1903. Sheets of the circular Kiwi have also been overprinted.

The Bulletin can be obtained from Canpex Incorporated, P.O. Box 18914, Christchurch, 8641, New Zealand. e-mail canpex@paradise.net.nz.

Enquiries about Timpex should be made to the organisers at timpex@farmside.co.nz.

RESPONSES TO PREVIOUS ARTICLES:

NOTES ON THE REPORT ON THE PERFORATIONS WORKSHOP AND THE HORSESHOE ROUTE IN THE LAST ISSUE OF *THE KIW*

ALLAN BERRY

I was interested to read the report about the perforations workshop (1) and the comment that *'one of the reasons for having perforations was to separate paper prior to removal from sheets of paper from a book prior to printing – the reason for this is unclear'*. I believe that the reason is that at the time in question, the paper used to carry a distinctive watermark to assist in the prevention of the forging of stamps. Each sheet was numbered and every sheet had to accounted for – even the spoiled sheets. Therefore, no sheet would be removed from the book until it was about to be used, and its number – or the sequence of numbers – would be recorded. Thus, it was extremely difficult for any sheet to be purloined for illicit use. Government Stamp Printing Office records show not only what stamps were printed and when, but also the numbers on the sheets used. These sheet/accounting numbers were recorded in a series of articles by F. H. Jackson in The New Zealand Stamp Collector Volumes 50 to 62.

Turning now to the article on *'Alternatives to the Horseshoe Route'* (2). The 6/3 rate shown in Figure 5 on page 46 had a very short life before it dropped to 5/9. It is my understanding that the service was provided by Pan American Airways to San Francisco, America, then by surface mail to New York, then by air across the Atlantic. I believe that the transit dates given in the article for San Francisco and New York would support the surface mail statement. It may be worth making reference to Volume III of the Airmails of New Zealand (3) which has some more up to date information on the service than Volume II.

References:

1. Anon 'Minutes of the Meeting held in London on January 31st, 2009'. *The Kiwi* (2009). Vol. 58. No. 2. P. 28.

2. Clark R 'Alternatives to the *Horseshoe Route*' in June and July 1940'. *The Kiwi* (2009). Vol. 58. No. 2. Pp.43-47.
3. Startup RM '*Airmails of New Zealand Volume Three International Airmails 1940 – 1970*'. Pub. The Airmail Society of New Zealand (1997). ISBN 0 9597787 6 4.

Editors Note :Apologies for the typographical error in the Horseshoe article: the cover shown in Figure 4 was posted in Wellington on June 24th and not June 14th as stated in Line 2 on page 47.

THE RED CROSS CARDS

Lorraine Maguire has written to say that this series of postcards shown in the last issue of *The Kiwi* (1) was, in fact, a series of 'New Zealand YMCA' cards. The reverse shows a N.Z. fernleaf with On Active Service across it. The series is known as the Red Triangle series. Four of her cards have messages on the back but they have no addresses or signs of posting. They have obviously been written in series and the writer says that he got the cards in a packet. At the time of writing (no date), he has a pass to go into Cologne for a day. Presumably, this means that it was after the end of the Great War.

Alan Jackson also has a number of these cards and writes that they are all unused except one with a manuscript message dated 'Rouen 21/3/19' so it would appear that the series appeared late in the War. This card, although addressed to New Zealand, bears no postal markings so was presumably posted under cover. The message reads '*Dear Beatie, We are now at the Reception Camp nr. Rouen and expect to go across to Blighty in a day or two. Hoping you are all well. I remain, Yours, Lewis.*'

Reference:

1. Anon. 'Further Information about 'A Red Cross Card''. *The Kiwi* (2009). Vol. 58. No. 2. Pp. 36-8.

ORIGINAL ARTICLES:

THE DOMINION AIRLINES STAMP OF NEW ZEALAND

ALLAN MCKELLAR

1. Introduction:

The story of the carriage of mail by air in New Zealand began with Walsh Bros. and Dexter Ltd. in 1919. There was little activity in the 1920's although the first crossing of the Tasman Sea by Kingsford Smith and Ulm in September 1928 awoke New Zealand to aviation. Thereafter, there were many plans made for the establishment of commercial routes.

2. The Story of Dominion Airlines:

The most ambitious company which made plans to operate throughout New Zealand was Dominion Airlines Limited. In December 1929, a syndicate of New Zealand businessmen registered the company – Dominion Airlines Ltd. – with the object of running a series of air passenger services in various parts of the company.

Flight Lieutenant G. B. Bolt was appointed as technical expert to the company and was sent to England to purchase an Avro Saro-Windhover six-passenger flying-boat (1) which it was intended to use for flights between Wellington and Nelson (Figure 1).

When the flying-boat arrived in New Zealand, it lay in a bonded warehouse on the Central Wharf, Auckland, for more than a month. By the end of this time, the company had gone into liquidation and the aircraft was sold to Mathews Aviation Ltd. of Melbourne. From there, the aircraft flew into aero-philatelic history.

On August 25th, 1933, Mathews Aviation Ltd. began its service between Melbourne and Launceston with the Windhover flying-boat.



Figure 1. The Tri-motor Avro Saro-Windhover Flying Boat

Due to the unexpected delay in the delivery of the Windhover, when Bolt returned to New Zealand, it was decided to use a Desoutter cabined monoplane (Figure 2), with a Gipsy 111 engine, to start a service between Hastings and Gisborne.

The Desoutter Aircraft Company Limited was formed by Marcel Desoutter in 1929. Its manufacturing works was at Croydon in the former Aircraft Factory hangers (2). Forty-one monoplanes were built there. Of these, nineteen were destined for the National Flying Services, which ran a nation wide chain of flying clubs. Another Desoutter to make the long distance flight was G-AAPY which Charles Wilson was to pilot for the Daily Mail. In this plane, Wilson flew 5,500 miles to Baghdad and back in a flying time of 62 hours in June 1930.



Figure 2: Commemorative Miniature Sheet showing the De Soutter ZK-ABY in bottom left panel.
(Reproduced courtesy of Alan Tunnicliffe)

The inaugural flight of the service was made from Hastings to Gisborne on the afternoon of December 22nd, 1930, and the first return flight from Gisborne to Hastings was made the following

morning (3, 4, 5). This return flight left Gisborne at 7 a.m. on December 23rd and arrived in Hastings at 8.10 a.m. Newspapers and letters were also carried on this flight.

A definite timetable was then drawn up with the daily flight leaving Hastings at 5 p.m. and arriving at Gisborne at 6.30 p.m. with the return leaving Gisborne at 7 a.m. and arriving in Hastings at 8.30 a.m.

As the aircraft operated from Longlands Aerodrome in Hastings and the aerodrome at Gisborne, arrangements had to be made to transport passengers from the city to their departure point. In Hastings, an arrangement was made with Aard Motor Company and in Gisborne with the Blue and White Taxi Company.

The Aard Motor Company was founded by Rupert Rennie Woodcock, known as 'Dot' because of his diminutive stature. He was born in 1883 but not much is known about him before he founded Aards Tours Company in Napier in 1917 with a partner, Ben Anderson. A notable feature was that he chose buildings, trees and cliffs to advertise the company. The name Aard (Dutch for earth) was chosen as it came first in the telephone directory. Their first vehicles were Ford Model T's but they moved to Hudsons which made up the majority of their fleet of about 40 vehicles. The company continued in existence until 1935 when it was bought by Newman Bros. Ltd. with 'Dot' remaining as President. After retiring from the Aard/Newman company, 'Dot' went on to develop a camping site at Golden Springs, south of Rotorua.

The agent of the Aard Company at Hastings was Mr. A. Rosenberg who conceived the idea of providing for the conveyance of mails as well as passengers on the service. After discussions with the Postmasters of Hastings and Gisborne, he made arrangements to carry mail between the two towns. He arranged that articles to be carried should be handed in at his office in Hastings and the Blue and White Taxi Company offices in Gisborne.

It was considered that the mail was virtually 'Express Delivery' and that an additional fee of 6d was appropriate.

A small mail was carried on the first flight which included several copies of the Hawke's Bay Tribune and a few letters which carried a special sixpenny label which was issued by the Company.

Flights were made according to this timetable until January 30th, 1931, when it was decided to overhaul the engine. Consequently, when the Hawkes Bay Earthquake struck on February 3rd, 1931, the plane was out of commission. The maintenance work was expedited and on February 5th and 7th, Flight Lieutenant Bolt rendered valuable assistance to the authorities by flying telegrams and letters between Hastings and Gisborne.

On February 8th, Flight Lieutenant Ivan L. Kight of Dannevirke, managing-director of the company, relieved Flight Lieutenant Bolt. Kight took off from Gisborne with two passengers, Messrs. Walter Findlay and W. C. Strand and a bag of telegrams to be dropped at Wairoa. The bag had just been dropped when the aircraft crashed, killing all three occupants.

The sequel was a lawsuit; *Strand v. Dominion Airlines Ltd. (in liquidation)* (N.Z.L.R. 1933 1). This comprised a £5,000 claim by Strand's father, William Thomas Strand, on behalf of his son's estate, under the Deaths by Accident Compensation Act (1908). The mystery as to the cause of the crash occupied the court for more than a year.

Strand claimed that Kight was not the holder of a B licence (Commercial Pilot's Licence) which was required for a pilot to fly for hire reward. This omission made the company guilty of a breach of statutory duty.

By reason of this, it was claimed, the aeroplane had been so incompetently and unskilfully flown by Kight that it crashed. It was contended that the aeroplane had been flown at too slow a speed and that Kight had tried to turn whilst flying in this way.

The company contested the statement that Kight did not have a B licence, denied a breach of statutory duty and, alternatively claimed that they were absolved from any liability by the contract endorsed on the reverse of Strand's ticket and signed by him prior to take off.

To be successful, the plaintiff had to establish a link between a breach of statutory duty and the accident and, accordingly, much of the evidence centred on the question of whether the engine had failed or whether Kight had stalled the machine. Two witnesses gave evidence that the engine had failed, one that it had not and one stayed silent on the point.

An interesting part of the case was the evidence of the Director of Air Services, Wing-Commander S. Grant-Dalton DSO, AFC and a career RAF officer. Prior to the trial, a service court had investigated and found, in part, that the engine had failed. With this, the Director agreed but, after hearing the evidence prior to the trial, he changed his mind.

Kight, he said, was not the holder of a B licence. Kight had an A licence (Private Pilots Licence) which was endorsed for carrying passengers other than for hire. At the time of his death, Kight had fulfilled all the flying and technical requirements for a B licence. There was a question about his medical fitness. He was said to have passed the medical examination with 'some doctors'. However, he had suffered from neurasthenia three years previously and, on the day of the earthquake, Wing-Commander Grant-Dalton had written to Kight and instructed him to present himself for a further medical examination which, he said, he did not think that he would pass.

Mr. Justice Reed awarded Strand £3,000 in damages holding that the action was well founded on a breach of statutory duty. He said that the contract on the ticket could not be construed as exoneration from such a breach: 'The contract must have entered into what implied condition that all statutory duties described for the protection of persons travelling by aircraft licensed for the purpose was complied with'. He found that the accident was caused by negligence of Kight in attempting to turn into the wind when too low and with low speed, thereby causing the machine to loose flying speed and dive.

Dominion Airlines appealed and, after the Court of Appeal had sat for three days, it was decided, without any finding being given, that the case should be stated for both divisions of the Court of Appeal. At this hearing the decision was reversed by a majority of four judges to one. The Chief Justice (Sir Michael Myers) said that the finding that Kight was attempting to turn was not warranted. *'The evidence, I think, shows that he was attempting to make a forced landing on the road, and this, according to the experts, is exactly what he should have done if the engines failed; if negligence on the part of Kight handling of the aircraft were to be proved. I am inclined to think – though in the view that I take, it is not necessary to decide – that it would not in the circumstances be a sufficient nexus. He had an A certificate although he did not have a B certificate. It is not disputed that so far as ability to pilot an aircraft is concerned – though he had not passed the necessary examination as to medical requirements – he had all the skill and experience requisite as qualifications for such a certificate. If evidence had been called from which it could properly have inferred that the accident was associated with any cause that prevented Kight from obtaining a B certificate, the position of nexus would be quite different in my opinion, the appeal should be allowed, and it is unnecessary, in the view that I take of the case, to consider the effect of the conditions of the contract between the deceased and the appellant company.'*

3. Mail carried on the Flights:

For the inauguration of the service, a supply of type set labels (Figures 3a, 3b) with a face value of 6d. was prepared and attached at the company office to all mail handed in after the additional fee had been paid (Figure 4). Each label was initialled or signed by the office manager (Mr. A. Rosenberg) at Hastings. All mail was carried by air and posted on arrival at the destination. Thus, envelopes from Hastings showed a Gisborne cancellation and vice versa.



Figure 3a: Complete Sheet of labels (Reduced)
(Reproduced courtesy of John Kilpatrick)



Figure 3b: Labels at actual size

The labels (Figs. 3a and 3b) were inscribed in three lines. The first and third lines were written in 10 point Roman font with the value being in heavy block type between horizontal lines.

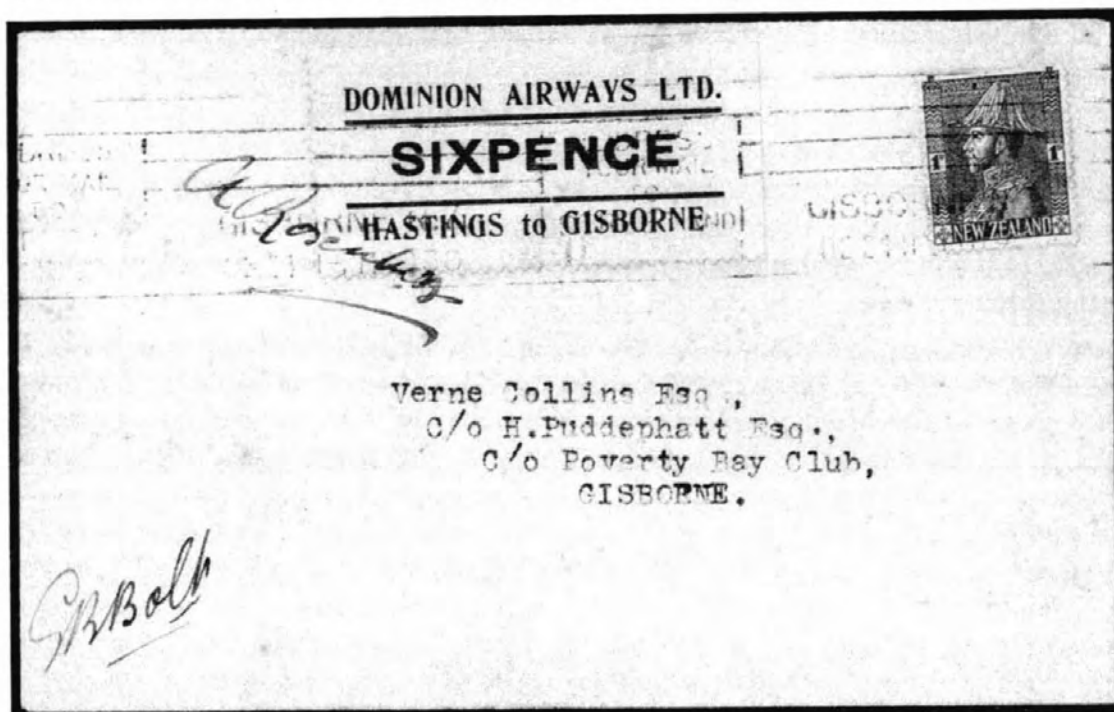


Figure 4: The label in use

The Gisborne label was issued singly and imperforate. It was not brought into use until December 29th. Unfortunately, this was the same day as the New Zealand Post Office gave instructions that the levying of the charge infringed its monopoly and was therefore illegal. They required that its sale ceased immediately. It would appear that the special labels were only used for one day.

The label was set up and printed by Lovell and Painter of Hastings in sheetlets of six – three rows of two. The Hastings to Gisborne were perforated and the Gisborne to Hastings labels, imperforate (6).

There were no varieties on the Gisborne to Hastings labels but the Hastings to Gisborne labels showed the following varieties:

- R. 1. S. 1: The 'R' in 'Airways' has a short straight tail. A number '1' was used instead of 'I' in 'GISBORNE'
- R. 1. S. 2 A number '1' was used instead of 'I' in 'GISBORNE'. The 'R' in 'AIRWAYS' has a curved tail. There is a break under the first 'E' of 'SIXPENCE'.
- R. 2. S. 1 The 'A' of 'HASTINGS' is small and malformed and the right hand stroke of 'N' in 'HASTINGS' is broken
- R. 2. S. 2 The 'O' of 'GISBORNE' is narrow and the 'R' in 'GISBORNE' has a short, straight tail
- R. 3. S. 1 There is a flaw on the top of the first 'E' of 'SIXPENCE'. The top of the 'I' in 'GISBORNE' is broken.
- R. 3. S. 2 There is no stop after the 'D' of 'LTD'

Various faulty and damaged letters may also be found. For each label, the total printing consisted of 100 sheets of six.

It will be noted that the name of the company is incorrectly shown as 'Dominion Airways' on the labels rather than 'Dominion Airlines'. The Gisborne to Hastings labels were issued throughout with this error but after only about three sheets of the Hastings to Gisborne label had been used, the remaining stock received a typewritten overprint 'AIRLINES' with a row of X's cancelling the word 'AIRWAYS'.

After the labels had been in use for one week, on December 29th, 1930, the Post Office compelled the labels withdrawal. The remaining stock of about 90 sheets were then cut up and the offending value removed. The top and bottom of the labels were used together on envelopes until the end of January 1931 when stocks were exhausted (Figure 5). Thereafter, until the end of the service, a rubber stamped cachet in two lines: 'DOMINION AIRLINES LTD. / GISBORNE – HASTINGS'(or vice-versa), was applied to all letters carried (Figure 6). There are about 250 letters with this inscription.

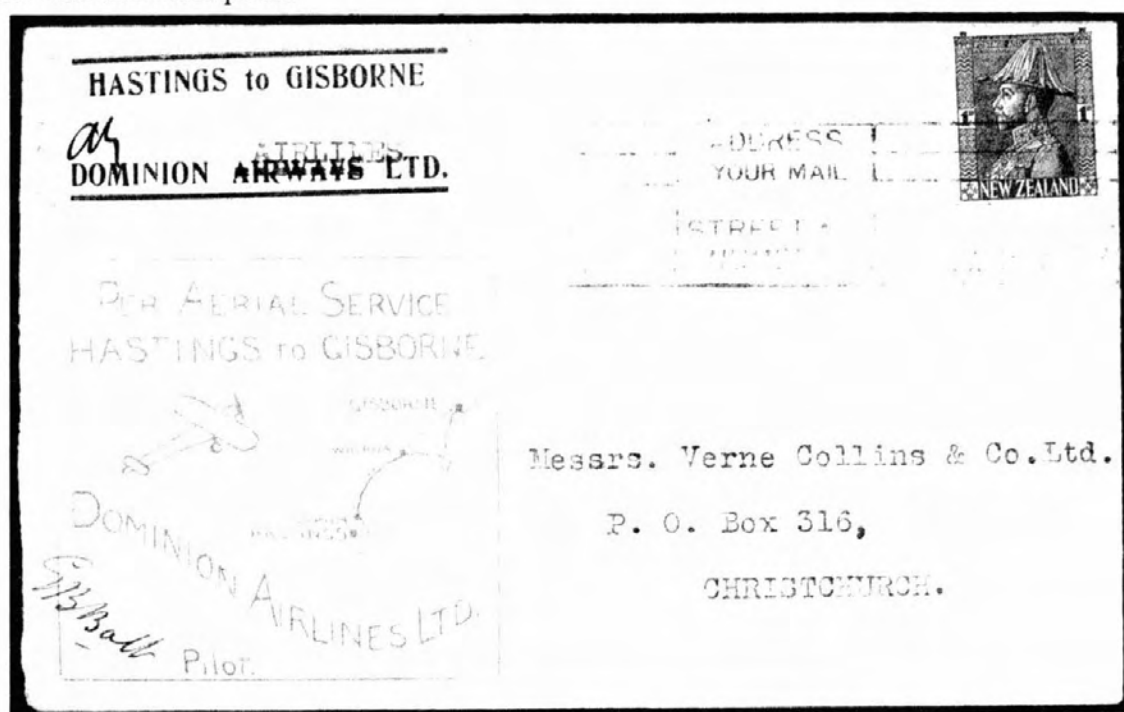


Figure 5: The 'Cut Down' Label and Special Cachet

On some of the letters, a special cachet appeared in addition to the other label or rubber stamp (Figure 5). The cachet consisted of a map of the route with the inscription 'Per Aerial Service / GISBORNE to HASTINGS(or vice versa) / DOMINION AIRLINES LTD' with the pilots signature over the corner of the cachet. The cachet was printed in light blue for Hastings to Gisborne and in deep bronze blue for the Gisborne to Hastings route.

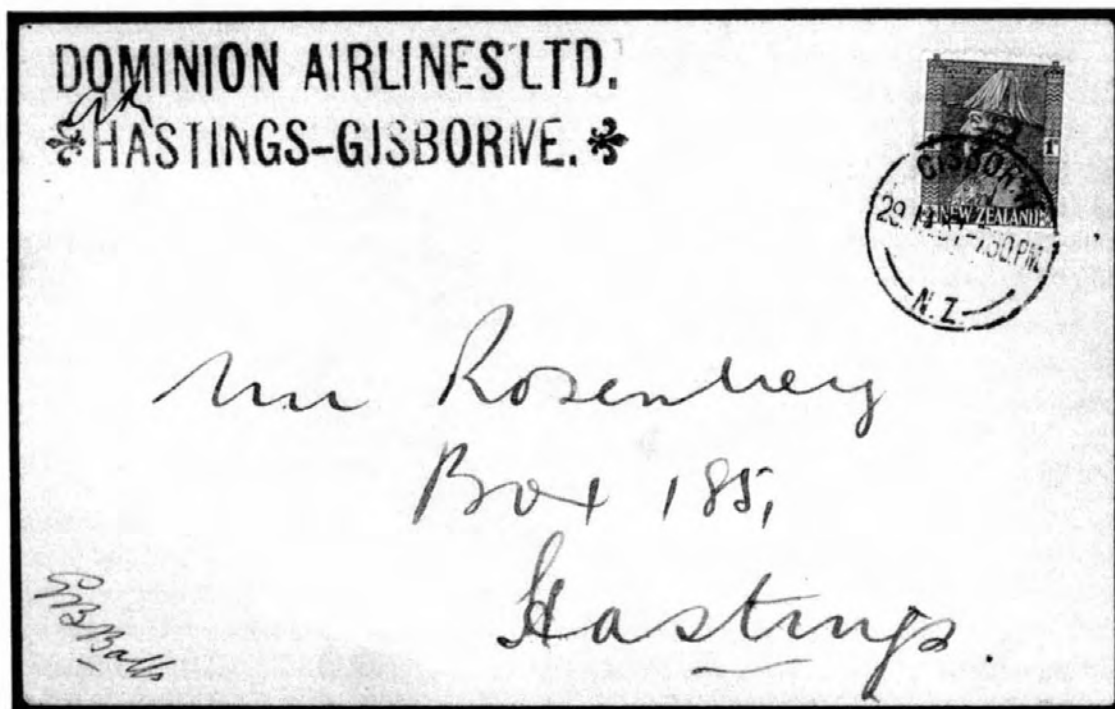


Figure 6: The Rubber Cachet and the Pilots' Autograph

Throughout the lifetime of the service, the envelopes were autographed by the pilot, Flt. Lieut Bolt. After the use of the label had been stopped, the charge of sixpence was made for the pilot's autograph rather than the provision of the service!

Records of the service were lost in the Hawke's Bay Earthquake and exact numbers flown are not known. For the first flight from Hastings to Gisborne, it is thought that 44 letters were flown and for the first flight from Gisborne to Hastings on December 29th, it is thought the number is 4.

Three types of cancellation were used at Gisborne: two handstamps and on machine cancellation (Figure 7).

		ADDRESS YOUR MAIL TO STREET AND NUMBER		
GISBORNE	N.Z		GISBORNE	N.Z
MR 23 5-AM 1931			MR 23 5-AM 1931	

Figure 7: The machine cancel used at Gisborne

As a matter of interest, I have not seen a large number of the covers from these flights but those that I have seen either as illustrations or in collections have been addressed to the Agent, Mr. Rosenberg) or to Verne Collins, the Stamp Dealer run by Ray Collins. Although one can

understand that items to these addressees were more likely to be preserved, I wonder whether commercially used envelopes have survived.

Footnote on Saunders-Roe (Saro) A21 Windhover:

The A21 Windhover completed Saunders-Roe trio of related amphibians and flying-boats. The plane was midway in size and weight between the Cutty Sark and the Cloud. Possibly, the added complexity of its third engine deterred buyers but, for whatever reason, only two examples appeared.

The first was flown from Cowes on October 16th, 1930, by Stuart Scott in flying boat form. The aeroplane, registered as ZK-ABW, was powered by three 120 horsepower Gipsy II engines and travelled to Military Aircraft Engineering Establishment for trials on October 22nd. Although there was some fragility detected in the hull plating around the step, which required locally reinforcing, the assessment was generally favourable. The take off was clean and free of porpoising, and the flying qualities were good with light and well harmonised controls. ZK-ABW was intended for Dominion Airways in New Zealand but, instead travelled as an amphibian to Matthews Aviation and was re-registered as VH-UPB and flew with the Saunders Roe Cutty Sark VH-UNV. It operated between Melbourne, King Island and Launceston from January 1933 to February 1934. In mid-May 1936, it was destroyed in an accident off King Island.

Technical Details:

<u>Dimensions:</u>	54ft. 4in	<u>Performance:</u>	
Wingspan:	41ft. 4in.	Max Speed	110mph
Length:	12ft. 6in.	Cruising Speed	90mph
Height (sq. ft.):	450+72	Initial Climb	600ft/min
<u>Weight:</u>		Endurance	4 hours
Empty	3,650lbs	Range	N/K
All Up	5,500lbs	Ceiling	10,020ft.

Further Reading:

1. London P. *'British Flying Boats'*. Pub. Sutton Stroud (2003). ISBN 9780750926959.
2. Cluett D. *'Croydon Airport: The Australian Connection – Flights and other links between Croydon Airport and Australia'*. Pub. The London Borough of Sutton (Leisure) (1988). ISBN 0-907335-17-9.
3. Collins RJG *'The Air Mails and Pigeon Posts of New Zealand'*. Pub. The Air Mail Society of New Zealand Inc. (1931).
4. Collins RJG and Watts CW HTM (Eds.) *'The Postage Stamps of New Zealand [Volume III]'*. Pub. The Royal Philatelic Society of New Zealand (1955).
5. Walker DA (Ed.) *'The Airmails of New Zealand – Volume One, The Internal Flights'*. Pub. The Air Mail Society of New Zealand Inc., Christchurch (1955).
6. Collins RJG and Fathers HTM (Eds.) *'The Postage Stamps of New Zealand [Volume I]'*. Pub. The Philatelic Society of New Zealand (1939).

MIDPEX 2009

A reminder that Midpex 2009 will be taking place in the newly-built Xcel Centre at Canley in Coventry on Saturday July 11th, 2009. This is set to be the biggest and best Midpex ever with more than 50 dealers and 45 specialist societies taking part. There will a lot of philatelic material on show as well as the attraction of the dealers.

Entry will be free and there will be a complimentary shuttle bus available from Canley railway Station. The venue will be signposted from the A45.

COLLECTING AND SELLING

DEREK DIAMOND

Although all stamp collectors spend vastly more time buying rather than selling stamps, there are times when this becomes almost a necessity. There can be many reasons for this but two of the most common are a need to raise money for the more expensive items in the collectors main collection or a loss of interest in a theme or country. I recently found myself in just this situation and was prodded into action when a rather elderly friend asked me to help sell his entire collection. We decided to act jointly hoping this would improve the outcome. What follows is a description of what we did and why and what the results were. All the activity took place between March 2005 and February 2007.

The first decision we made was to avoid selling through club packets for two reasons. First we judged this to be too much work (true) and would take too long (almost certainly wrong). Second we judged that with stamps whose total market value was thought to be in the range of £15 – 20,000 it made better sense to think of approaching dealers or selling through public auction.

Rightly or wrongly we felt that there was no way of deciding in advance if either dealers or auctioneers were the best route for our material which was good quality used G.B. and Commonwealth in either complete sets or if not complete sets, were the key values. There were no common stamps of the kind frequently contained in club packets. We therefore decided to test both methods and then we could compare results. This is what we did and the results are described but it was not as straightforward as we first thought.

Having selected 10 dealers from current adverts-to-buy in *Stamp Monthly* we wrote to them enclosing a photocopy in black and white of the material we wished to sell and making it clear that any offer they made would of course be entirely dependent on them seeing the stamps. The results were astonishing in our view – several failed to respond at all and for those who did the difference between the highest provisional offer and the lowest was simply immense – a factor of 2.2 in our case. Following up the two best offers resulted in sales being achieved in about 3 months. The only costs we incurred was that of insured postage but there was a real and unavoidable downside as both dealers rejected some items. These amounted to approximately 12% of the value of the offer and we accepted them back as they would only accept them for derisory sums.

The auctioneers presented more initial difficulty because there are two distinct styles available. The first are the well know, so-called London auctioneers (I would include Cavendish and Warwick and Warwick in this type even though they are not located in London), and the second group is formed of a long list of auctioneers located all across England and holding auctions on average every 2 or 3 months. The best way to distinguish between them is by average lot value – the first group is in the several hundreds of pounds compared to a much lower figure for the second group. This is not a clear-cut difference and there is much overlap in the £250-£500 range. As a seller we wanted the maximum exposure but there are no reliable figures that record comparative auction catalogue distributions – so it is left to one's judgement which is often, I feel, unduly influenced by gossip and advertising.

There were clear differences in rates of commission and quality of catalogue production – particularly in the percentage of lots that are illustrated in a sale. In the end commission rates were all very close to 10% so we decided to use both styles and the relevant results are described below. Both styles used their lotting strategies to such good effect that unsold lots were negligible. This was not the case with the small experiment that we conducted through local club auctions where understandably a limited clientele gave rise to a high percentage of unsold lots. If the aim is to sell all of your items being disposed of this is a serious disadvantage to the club auction route.

I think the results of our experiment are of interest but of course they represent a rather small sample of the possibilities. In order to compare in a fair and effective manner the different selling

methods we used, we constructed a 'yardstick'. We have measured the cash received in each method in relation to the 2001 SG Commonwealth Part 1 catalogue value with the following results:

Dealers: nett receipts as % 2001 cat.	= 35.8%
'London' auctioneers as % 2001 cat.	= 29.8%
Other auctioneers as % 2001 cat.	= 25.5%
Club auctions as %2001 cat.	= 28.1%

You might be tempted to conclude from these results that the dealer route is clearly superior but it would not have appeared anything like so satisfactory if we had insisted that they purchase every item on offer. In the same way the perhaps disappointing outcome of the auctions has to be seen in the context the fact that all items sold including those rejected by the dealers. Our conclusion is that to get the best results you must spend time assessing alternatives because whatever the reasons dealers and auctioneers are extremely diverse.

FRUSTRATION AND THE COIL MACHINE

PAUL WREGLESWORTH

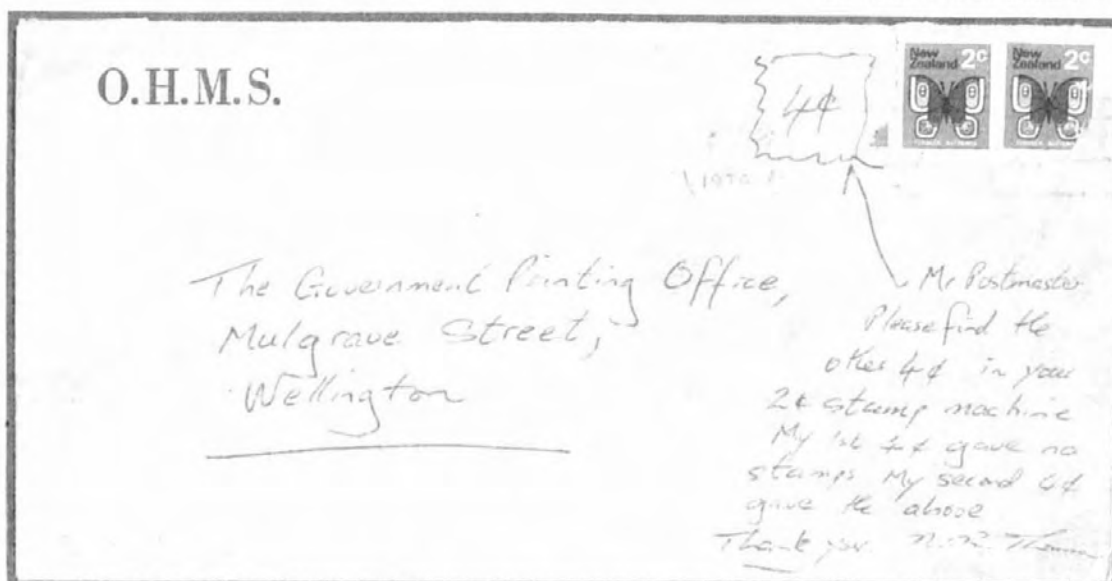


Figure 1: The Underpaid Envelope (66% of size)

The cover illustrated in Figure 1 was posted in 1976 from Lower Hutt to the Government Printing Office in Wellington. It was clearly the intention of the sender to purchase four 2 cent stamps from the coil stamp machine, at his local post office, as payment for the 8 cent postage. His first 4 cents failed to deliver any stamps and his next 4 cents, apparently with some difficulty to judge from the damage to the stamps, produced two 2 cents stamps which were placed on the envelope. Unwilling or unable to purchase any more stamps from the machine, the sender has drawn a 4c 'stamp' in place of the two missing stamps. Trusting to the goodwill of the Post Office, the sender has then written on the front of the envelope;

'Mr Postmaster Please find the other 4c in your stamp machine. My 1st 4c gave no stamps. My second gave the above. Thank you N.R. Thomson'.

His faith was clearly well placed as the letter was apparently delivered without any surcharge.

Where do I put the item in my collection? With the coil stamps or, maybe, with 'Instructional Markings' or does the added pen drawing bring it into the category of 'unofficial locals'?

The Gilbert Wheat Collection

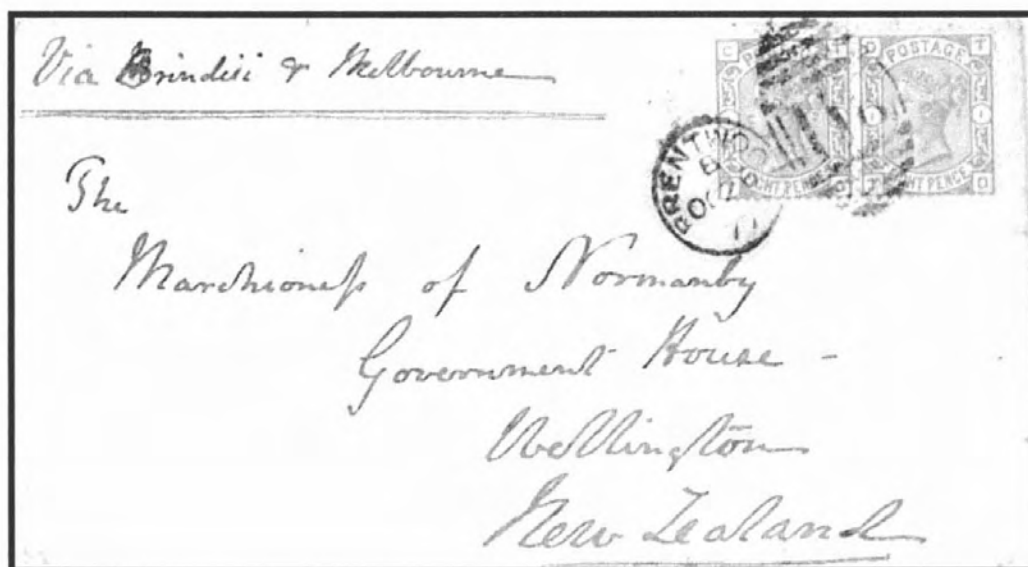
Auction - 10 June

The unrivalled Collection of worldwide destination covers no serious collector should miss ...

Over 700 lots of Exhibition Quality.

With 'London 2010' fast approaching, now is the time to take advantage of the market.

Our Autumn 2009/Spring 2010 auctions are now building - please call our Australasian expert Ken Baker for professional, expert advice.



www.cavendish-auctions.com

Ph: 01332 250970 Fax: 01332 294440 Email: stamps@cavendishphilauc.demon.co.uk
Cavendish House, 153-157 London Road, Derby DE1 2SY U.K.

*One of the World's Leading Specialist Auctioneers of Fine Stamps & Postal History-
Unrivalled Expertise, Results and Personal Service.*

