



THE KIWI

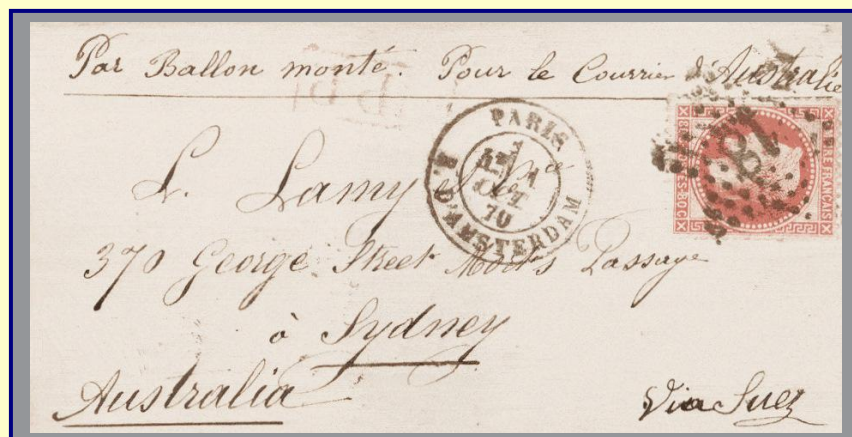
JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN



*The Chalon 'provisional imperforate' singles.
(see page 140)*



Superb material for the discerning



The above cover was an example of the world's first airmail and is the only known Paris ballon post cover addressed to Australasia. In 2009 Mowbrays Australia sold this 1870 Siege of Paris ballon monté cover for NZ \$238,625 – then a record Australasian price for a philatelic item.



The above 13 August 1855 cover from Auckland to Birmingham, England, bears a pair of New Zealand's very first 1d full-face queen stamps. Only three covers bearing 1d SG1 FFQs are known – this being the earliest recorded date. It was acquired in 2009 by John Mowbray for a client for NZ \$138,000.

Mowbray Collectables buys and sells collections, stamps and postal history. What can you offer? Contact our friendly staff in the first instance.

Mowbray collectables offers New Zealand and world collections, stamps and postal history in monthly postal auction catalogues – free samples available!

Mowbray Collectables

Private Bag 63000, Wellington, New Zealand 6140

☎ + 64 6 364 8270

fax + 64 6 364 8252

mowbray.stamps@xtra.co.nz

www.mowbraycollectables.co.nz

THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

Honorary President

Keith C. Collins

Honorary Chairman

John Stimson

Mead Cottage

Boulters Lane, Maidenhead, SL6 8TJ

☎07710 336064

e-mail: john.m.stimson@gmail.com

Hon. General Secretary & Librarian

Michael Wilkinson

121 London Road,

Sevenoaks, Kent, TN13 1BH

☎017-32456997

e-mail: mwilkin799@aol.com

Honorary Membership Secretary

Mrs Esmé G. Diamond

9 Ashley Drive, Walton on Thames,

Surrey, KT12 1JL

☎01932-223280

e-mail: esmegdiamond@gmail.com

Hon. Treasurer

vacant

Hon. Packet Secretary

Professor J. D. Hepworth

2, Carnoustie Close,

Fulwood, Preston, Lancashire, PR2 7ER

☎01772 861709

e-mail: j.d.hepworth@tinyworld.co.uk

Hon. Editor of *The Kiwi*

Paul Wreglesworth

37, Blakelow Road,

Macclesfield, Cheshire, SK11 7ED

☎01625 420694

e-mail: kiwieditor@gmail.com

Webmaster

Bob Clark

nzs gb1@googlemail.com

Website

www.nzs gb.org.uk

Representative in New Zealand

John Watts

jlwatts463@gmail.com

CONTENTS

Editorial	132
- 'The Kiwi' - Advertisers in this Issue	
- 'The Kiwi' Current Advertising Rates	
- 'NZSGB' - Current Subscription Rates	
- Publications Available	
Membership News	133
Annual Society Auction - Auction Catalogues	133
Honour for a Member - Steve Schumann	133
Forthcoming Meetings	
- Main Society Meeting (Bristol)	
- Regional Groups	
Meetings Held	
- London	
- Scottish Regional Group (June 2015)	
New Zealand T.P.O. Markings - Updating the Records (Paul Wreglesworth)	139
Chalon Provisional Imperf Singles (Robert Odenweller)	140
Cover to Korea - Missent to Japan (Paul Wreglesworth)	144
'Cygnus' Crash Mail - Unusually High Postage (Stuart Potter)	145
Design of the 1867 Long Type Revenue Stamps (Paul Woods)	146
1960 Definitives Lightning Coil Leaders (Mike Hanson)	151
A Rarity Made More Common (Robert Odenweller)	152
Identifying Flaws on Second Sideface Stamps (Paul Wreglesworth)	154

*The Society is affiliated to: The Association of British Philatelic Societies
the New Zealand Philatelic Federation
and the Association of Scottish Philatelic Societies.*



MOWBRAY COLLECTABLES

is proud to support the New Zealand Society of Great Britain
as its major sponsor

EDITORIAL

It has been a difficult period for the Society with the loss of Derek Diamond, as discussed in the last issue of *The Kiwi*. I am pleased to report that the committee are unanimous in accepting Esmé Diamond's offer to take on the role of Membership Secretary which gives us a welcome element of continuity. We are still looking for someone to take on the Treasurer's role so if you feel you can help please contact any member of the committee.

We have some very enthusiastic members who attend meetings, buy and sell through the club packet or submit articles and short pieces for *The Kiwi* (hint hint!). We always welcome new members with an interest in any aspect of New Zealand stamps and postal history but there is always room for more members. If you know someone who shares your love for the hobby then please mention our membership offer to them. Join now, at our current rates, and new members enjoy the benefits of membership through to the end of 2016.



THE KIWI - ADVERTISERS IN THIS ISSUE

ADVERTISER	PAGE	ADVERTISER	PAGE
Mowbray Collectables	Inside Front Cover	Steven Zirinsky	144
SPINK London	138	Classic Stamps Ltd.	Inside Back Cover
Ashford Stamps Ltd.	144	Auckland City Stamps	Back Cover

"Please mention the NZSGB when you speak with our Advertisers"

THE KIWI - CURRENT ADVERTISING RATES

	Full (single insertion)	Full (3 or more consecutive)	Half (single insertion)	Half (3 or more consecutive)	Quarter (single insertion)	Quarter (3 or more consecutive)
Full Colour	£90	£75	£75	£60	£50	£40

NZSGB - CURRENT SUBSCRIPTION RATES

Membership rates are £20 (within the UK) and £25 (overseas) - with printed copy of *The Kiwi*.

Members who prefer to receive an electronic version of the journal (*e-Kiwi*), downloadable from the Society's web-site, as an alternative to the paper copy pay £20 regardless of country of residence.

Payment can be made by various means including PayPal ('gift' option). Details from the membership secretary esmegdiamond@gmail.com or via the web-site.

NEW MEMBERS OFFER -

JOIN NOW AT CURRENT RATES AND ENJOY MEMBERSHIP TO THE END OF 2016

PUBLICATIONS AVAILABLE

SP3	<i>The Kiwi</i> , Volume 1-50. Full Text on CD.	£10 incl. P&P
SP5	Index to <i>The Kiwi</i> , Volume 1-60. Published on CD only.	£ 5 incl. P&P
SP6	Gems of Australasian Philately	£10 incl. P&P
SP7	The 1898 Pictorial Issue of New Zealand - Its Design, Printing & Use. (Derek Diamond)	£45 plus P&P extra

all enquiries to The Editor

SOCIETY NEWS

MEMBERSHIP NEWS

New Members:

A warm welcome to:

D. Bowman, Dorset
L. Chitty, New Zealand
S. Jones, New Zealand

Deceased:

D. R. Lock, West Sussex



ANNUAL SOCIETY AUCTION - CATALOGUES

The catalogue for the auction to be held at the November meeting of the Society will be sent out at the beginning of September. Copies will be sent electronically to all members for whom we have an e-mail address on record. Other members will receive a paper copy by post. If you have not received your copy, or would prefer to have a paper copy, then please contact the membership secretary, Esmé Diamond, whose details can be found on page 131 of this issue of *The Kiwi*.

HONOUR FOR A MEMBER

Congratulations to member Stephen Schumann who signed the Roll of Distinguished Philatelists on August 7th, at a Signing Ceremony held at Temple Newsam House, Leeds a Tudor-Jacobean house with grounds landscaped by Lancelot “Capability” Brown.

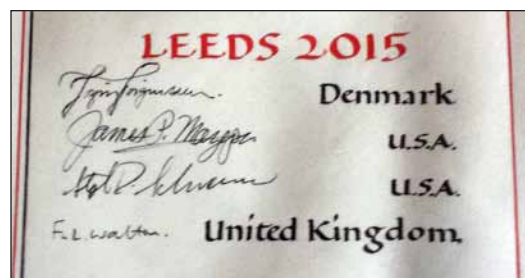
Stephen lives in California but has been active in philately around the globe for many years. Known for his gold medal winning collections of Postal Stationery (including New Zealand), Stephen has been an FIP

International Judge since 1990 and was Chairman of the FIP Commission for Postal Stationery from 2004 to 2012. He was awarded the prestigious Luff award of the American Philatelic Society in 2007 for Exceptional Contributions to Philately.

Stephen is one of four current members of the New Zealand Society of Great Britain who have been invited to sign the Roll, the others being Bob Odenweller (from the USA), Gerald Elliott and Robin Gwynn (both from New Zealand).



Stephen Schumann (right), with fellow RDP Bob Odenweller
at Temple Newsam House, Leeds, West Yorkshire.



The 2015 signatories

FORTHCOMING MEETINGS

NEXT MEETING OF THE SOCIETY

The next meeting of the Society will be held on Saturday October 3rd 2015

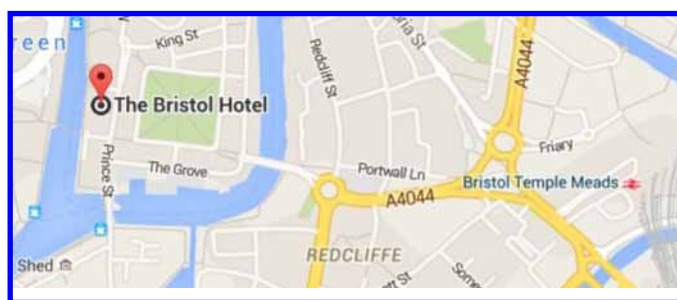
at the **Bristol Hotel**, Princess Street, **Bristol**, BS1 4QF

starting at 10:30 with members displays

All members are welcome to this meeting which is being organised by Nigel Cox

Please contact Nigel if you are planning to attend, even if you are not showing material

☎ : 01643 708055 e-mail : 4seasonsbridge@onetel.com



NORTH OF ENGLAND REGIONAL GROUP

The next meeting of the North of England Group will be held on Saturday **September 12th 2015** at St. Luke's Church, Lodge Road, Orrell starting at 12:30. Competition followed by items of interest.

Saturday October 10th joint meeting with the Scottish Group - details below

Group Contact: - Jack Lindley ☎ 0161 705 1074 e-mail: lindleyjack@aol.com

SCOTTISH REGIONAL GROUP

The next meeting of the Scottish Group will be the joint meeting with the North of England Group to be held on Saturday **October 10th 2015** at the Hallmark Hotel, Carlisle, CA1 1QY, starting at 12:30.

Group Contact: - David Stalker ☎ 0141 812 6653 e-mail: davidmstalker@yahoo.co.uk

MIDLAND REGIONAL GROUP

The next meeting of the Midland Group will be held on Saturday **October 31st 2015** at the usual venue, St Anne's Church Hall (behind the Church) Parkhill, Moseley, Birmingham B13 8EU starting at 14:00. Members to bring along any mini display they have available.

Group Contact: - Ian Samuel ☎ 0121 449 0849

SOUTH WEST REGIONAL GROUP

See details of the Bristol meeting to be held on **Saturday October 3rd 2015** - details above.

Group Contact: - Nigel Cox ☎ : 01643 708055 e-mail : 4seasonsbridge@onetel.com

MEETINGS HELD

NOTES OF THE MEETING HELD, IN LONDON, JULY 25th 2015

Keith Collins, our President, gave a superb display on the subject of the 1935 Pictorial issue. His concern that, since this was the only issue he collected, there might not be sufficient variety to interest everyone was amply allayed by the wide range of designs, essays, stamps and covers displayed and by Keith's commentary on the background to the issue and the problems faced during its production.

Keith started by noting that in 1931, when the world was in depression and the plates of the King George V issue needed replacing, the New Zealand Post Office decided that what was required was a pictorial issue that reflected the many attractions of New Zealand as a country to visit, including its flora, fauna, history and culture. Recalling the success of the public competition for the 1898 issue, a similar competition was launched for the new pictorial issue. The specification provided for stamps of different sizes. Over 1,500 designs were submitted, and 14 were selected.

Although A E Cousins had been successful in the competition for the 1898 pictorials, his designs for the new issue were regarded as a little dated. L C Mitchell was the most successful of the entrants, with four designs originally accepted (for the 2½d, 3d, 8d and 3/- values) and subsequently a fifth when the drover design initially chosen for the 1/- value was found unsuitable and replaced with his tui design. T I Archer, an officer with the Stamp Printing Office in India, had success with his harvesting design for the 6d value - the only non-New Zealander to have any design chosen.

Essays for the ½d and 1d values were shown. These were from an album presented to Royal Mint engraver H A Richardson on his retirement, and Keith was hoping his researches would discover more about Mr Richardson and his work.

Once the designs for the stamps had been chosen there were more problems. Originally the New Zealand Post Office wanted the stamps printed by lithography. Waterlow & Sons, who had been awarded the contract, reported that lithography could be used satisfactorily only for the 9d Maori panel. They recommended that the other 13 values should be printed from engraved plates. This was agreed, and the contract for these stamps awarded to De La Rue & Co. This inevitably caused delays, and it was not until late 1933 that the proofs arrived in New Zealand. It was then discovered that the engravers had not followed some of the designs accurately. However, to avoid further delay by requiring new dies to be made, Mr G McNamara, Director-General of the New Zealand Post and Telegraph Department, who happened to be in London at the time, was instructed to sign the contract for stamps to be printed from the existing dies.

The paper to be used was the next problem. Wiggins, Teape & Co was asked to manufacture a suitable watermarked paper. De La Rue & Co was sent a sample and printed a supply of the 5d value. However, when proof sheets of some other values were printed it was found that there was a marked difference between the plate proofs and the die proofs, and the plate proofs were not approved. The reason was that the paper was too hard and its surface insufficiently smooth. Wiggins, Teape & Co offered a second paper which was softer and smoother, which De La Rue & Co then used satisfactorily for the first printings of the 1935 Pictorials.

More problems arose with the "single watermark" paper, which had the inscription NEW ZEALAND POSTAGE in double-lined capitals in the top and bottom selvedge. De La Rue & Co found it difficult to ensure registration of the 'NZ and star' watermark with the smaller stamps, and the layout of some of the plates made it impossible to fit the watermarks satisfactorily. The problem was solved in 1936 with the introduction of "multiple watermark" paper, which did not have marginal inscriptions and ensured that 'NZ and star' appeared on every stamp, whatever its size.

Keith noted that perforations were another interesting feature of this issue. Perforation variations signified actual differences between machines, whereas for the 1898 issue they were the result of irregularities in pin spacings. The majority of the values were run through the perforating machine sideways, but the 4d and 8d values were usually perforated so that a row of vertical perforations ran into the top selvedge.

The New Zealand Post Office considered that the issue of the Pictorial stamps on 1st May 1935 was an event of great interest and produced a descriptive leaflet and six illustrated envelopes to accompany the stamps. Newspaper Wrappers, Post Cards and Letter Cards were issued at the same time. Between 7th May and 21st June 1935 the ½d, 1d and 6d pictorials were only available on request since the King George V Jubilee stamps of these values were then available. 1d, 3d and 6d Airmail stamps were issued from 4th May to 31st October 1935, and the “Lifebuoy” Health Stamps from 30th September 1935 to 11th January 1936.

Keith’s display illustrated many of the above points - some highlights are recorded here. Several sheets of the ½d fantail, issued at Methven near Ashburton, showed double perforations because the comb perforating machine had not ‘stepped’ correctly. Booklet panes of six 1d kiwi stamps carried advertisements for Parisian ties in the selvage. Examples of the 1½d, 2½d and 3/- values were printed on dampened paper to try to improve the clarity of the background detail, and these had brown gum; a number of sheets of the 1½d and 3/- values had also been printed on the wrong side, giving watermark inverted and reversed. In some sheets of the 2d value, one stamp showed a slightly displaced shadow of the figure carved on the gable of the Maori whare (meeting house) – the ‘tekoteko’ flaw. Keith is still looking for an example of this on “single watermark” paper.

The 1935 Pictorials offer much scope for specialisation and Keith’s display included several intriguing aspects of the issue including examples of the so called “shift markings” which are visible as a series of dots suggested to indicate the working shift during which printing took place. These first appeared on the plates when Waterlow took over some of the printing during the early years of the war when De La Rue’s print works suffered extensive bomb damage. Cracking of the 6d plate resulted in prominent coloured marks in the margin around the plate number.

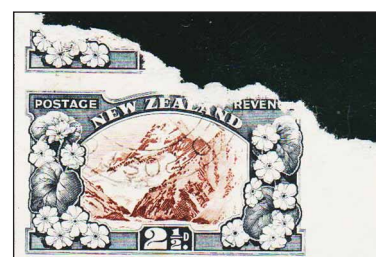


Figure 1: A curious imperf example of the 2½d value

The origins of an imperforate copy of the 2½d value (Figure 1), showing Mount Cook in a border of lilies and franked with an NZ or UK Field Post Office cancel, were obscure. Imperforate copies of the 8d value, showing a tuatara, are also known.

For the 4d value, showing Mitre Peak, particular care is needed to distinguish between the line and comb perforations. An example was shown of a “duplicate” letter – where two copies of important overseas correspondence were sent, sometimes by different routes and sailings, to improve the odds of at least one reaching its intended destination. Waterlow & Sons initially printed the 9d value, which is the only value in the set not recess printed being produced by lithography. In 1936 they sent the plates to the Government Printing Office for printing. It was not known why they did not do the same for other values.

Examples were also shown of the 1/- stamps, 2/- die proofs and stamps, and 3/- stamps, including copies from the experimental ‘wet’ printing with brown gum. One of the 3/- stamps was used on a New Zealand Customs Declaration for a parcel of honey, dried milk and raisins sent from Wellington to Wandsworth Common in London in 1944. The display concluded with some rare counter coil joins of the 2d, 5d, 6d, 8d and 1/- values (Figure 2) - these are amongst the scarcest of the counter coil pairs and very few are thought to have survived.



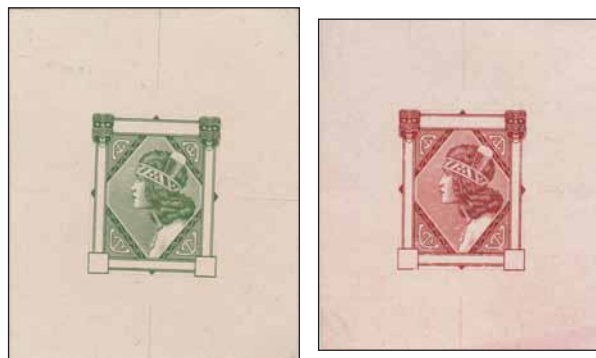
All present congratulated Keith for an excellent and informative display.



Figure 2: Scarce counter coil pairs from the 5d value (above) and 8d (left)

A further aspect of Keith's display, which generated much discussion, was a set of three die proofs for the 3d value (two shown here). Each is in a different colour with no lettering or value with the appearance of a progressive proof or colour trial.

The only die proofs of this value listed in 'The Handbooks' are in shades of brown and there is no mention of any progressive proofs so little is known as to their origins.



Evidence would suggest these are the work of Bohumil Heinz, a Czech engraver who was working for De La Rue during the 1930s. There is support for this theory with 'zkusmy tisk' written on the underside of the green print. This is Czech for 'experimental printing'. If anyone knows anything more of these proofs or of Heinz and his work please contact the Editor.

NOTES OF THE SCOTTISH GROUP MEETING, JUNE 20th 2015

Nine members attended the meeting. After lunch the displays were shown in the Bargarran Community Centre in Erskine. The meeting commenced with members showing some recent new acquisitions or items of interest recently collected. Of note were the 1978 Hand Illustrated Christmas First Day cover by Joyce Green by **David Stalker** and a range of George V Postal Stationery overprints with errors in colour and alignment by **Mike Kirwan**.

Bill Black displayed a variety of Cinderellas including Tarapex '86 miniature sheets, Glenbrook Vintage Railway miniature sheets as well as the 2004 Postcard Stamps issued by the New Zealand Post Retail Group in 2004 featuring Kiwi Characters, Wildfoods and "Draw it yourself".

Adrian Philbey showed items from the 1906 Christchurch Exhibition including Exhibition Labels. Also shown were a variety of books which he has collected relating to New Zealand philately.

Lachlan Philbey gave a comprehensively described display on the Pigeon Post issues from Great Barrier Island and Marotiri Island including a cover saved from the wreck of the Wairarapa. Also shown were 50th and 100th Anniversary Cinderellas of the Pigeon Post services.

Rod Coombe gave us a display of Hobbit II and III issues he obtained from New Zealand Post when in New Zealand recently.

Ken Andison showed a large number of used stamps showing flowers and trees either as the main feature of the design or incorporated in the design.

John Studholme gave us a look back to 50 and 25 years ago with all the issues in 1965 and 1990 including a range of varieties, miniature sheets and shades.

Jim Breckenridge gave a comprehensive display of the 2½d Mount Cook and Lilies issue from the 1935 Pictorial set. A large number of plates, errors and shades were shown.

Mike Kirwan showed some unusual means of sending mail including a Leather Sole and Dried Leaves as well as a number of Pigeongrams.

David Stalker concluded the meeting by showing the 2011 NVI stamps issued in "100" roll dispensers and booklets and describing the many differences (somewhat more than those listed in CP Newsletter of April 2015) between the various booklet issues by which each booklet can be distinguished.

The next meeting will be the joint meeting with the North of England Group which will be held on Saturday October 10th 2015 at the Lakes Hotel, Carlisle.



THE "FORDWATER" COLLECTION

6 OCTOBER 2015 | LONDON



For more information, please contact Nick Startup:
Tel: +44 (0)20 7563 4073 | Fax: +44 (0)20 7563 4085 | Email: nstartup@spink.com
SPINK LONDON | 69 Southampton Row | Bloomsbury | London | WC1B 4ET
LONDON | NEW YORK | HONG KONG | SINGAPORE | LUGANO
#SPINK_AUCTIONS WWW.SPINK.COM



THE AWARD-WINNING LEN JURY COLLECTION OF NEW ZEALAND POSTAL HISTORY, STATIONERY, 1913 AUCKLAND AND 1920 VICTORY ISSUES

7 OCTOBER 2015 | LONDON



For more information, please contact David Parsons:
Tel: +44 (0)20 7563 4072 | Fax: +44 (0)20 7563 4085 | Email: dparsons@spink.com
SPINK LONDON | 69 Southampton Row | Bloomsbury | London | WC1B 4ET
LONDON | NEW YORK | HONG KONG | SINGAPORE | LUGANO
#SPINK_AUCTIONS WWW.SPINK.COM

NEW ZEALAND T.P.O. POSTMARKS

-UPDATING THE RECORDS

Paul Wreglesworth

The appearance, in 2001, of Johnstone and Startup's book 'Mails by Rail in New Zealand' was welcomed by all those with an interest in the Railway Travelling Post Offices. Full of information about the service it also provides a comprehensive, illustrated, check list of datestamps together with 'Earliest' and 'Latest' dates of use for each mark.

The book was edited by Allan Berry, and published by the Royal Philatelic Society of New Zealand (RPSNZ), to bring together the extensive research work of Albert Johnstone and Robin Startup which was, at the time, unpublished.

Sod's Law dictates that new information will come to light before the ink is dry on almost any published reference work requiring any new data to be gathered together and possibly published in the form of a revised or new edition of the original work. I know from my own experience that a number of the 'Earliest' and 'Latest' dates in 'Mails by Rail' are now incorrect but unfortunately the primary movers for the original book are no longer with us so how can we access the most up to date information?

I have recently been in contact with Anthony Nicholson of the TPO & Seapost Society (Ref. 1) who wrote an article in the New Zealand Stamp Collector in 2013 (Ref. 2) identifying some 20 variations from the original work. Anthony is trying to establish a database of new dates and unrecorded marks with a view to making this available on-line and it is hoped that our members will be able to link to the database from our own web-site.

I have already provided Anthony with the information I have from my own collection and if other members have any changes to published dates of use, or unrecorded marks then I will be happy to pass these on. Please provide the relevant reference number from the book and the new information. Scans would be appreciated.



WG.2 (above) card with TRAV^G. P.O. WANGANUI cds 3 AP 06

'Latest' date recorded 22nd Dec 1904, blank Index unrecorded.

(image reduced to 75%)



C.2 (above)

postally used 19 MY 80

'Earliest' date recorded in 'Mails by Rail'

16th Nov 1880

References:

1. The TPO & Seapost Society web-site is www.tpo-seapost.org.uk
2. Nicholson A., New Zealand Railway Travelling Post offices - An Update, *New Zealand Stamp Collector*, vol. 93, no.2, pp45-50, June 2013.

CHALON PROVISIONAL IMPERFORATE SINGLES

Robert P Odenweller RDP, Hon. FRPSL, FRPSNZ

Separations and Perforations

For the first nine years of the New Zealand Chalon Head issues, from 1855 to 1864, the stamps were generally issued imperforate. Limited experimentation with pin perforation and serrates, along with somewhat wider use of roulettes at Auckland, resulted in what were relatively ineffective attempts at separation. All are scarce to rare. In Dunedin, where a gold rush had caused the province to have the highest volume of mail in the country, the postmaster engaged a local printer to perforate supplies with a line perf gauging 13.

Arrival of the government perforating machine in 1864 effectively ended these measures. Two comb perforation heads, both gauging $12\frac{1}{2}$, were provided. One was designed to fit the narrower space between stamps as found on the first three plates (1d, 2d and 1/-) and the other for later plates that had somewhat wider and more regular spacing. Examples of the early use of these comb perf heads show that the intended head was not always used on the desired denomination.

It is important to note that the gauge of the perforation measures a consistent $12\frac{1}{2}$ only on the top and bottom of stamps perforated using the comb heads. The “teeth” of the comb that perforated the sides of the narrower comb head varied in gauge from $12\frac{1}{2}$ to $12\frac{3}{4}$ or slightly higher. For this reason, any perforation measurement of issues that may also have been perf 13 should be done only on top or bottom, never the sides, of the stamps.

Perforation Machine Problems

Operation of the government perforating machine apparently met with periodic problems. Two pairs of the 2d, of the much-worn Plate I, are known (Figures 1a and 1b), both from the left side of the sheet, one with full comb perforations and the other where the left stamp is missing perfs on all but the right side, that pair cancelled on 15 April 1865. Although it was originally explained as having been due to a shift of the comb sideways by one stamp, closer investigation showed that the pins had been removed at top and left of the left stamp’s position, presumably while the head was being repaired. The corresponding pair with complete perforations is cancelled 8 August 1865.



Figure 1a (left): 2d pair, Plate I, left stamp partially imperforate due to comb pins having been removed for repair, cancelled April 1865.



Figure 1b (right): A similar pair with pins restored, cancelled August 1865.

After about two years, in mid to late 1866, the “teeth” of the perf $12\frac{1}{2}$ comb were removed and the remaining portion was used as a line perf. This simplified the addition of perforations to the printed sheets, but does not seem to have cured the problems that put the perforation machine out of service. Study conducted some 70 years ago by Benjamin Goodfellow, aided by H. Gordon Kaye, identified three periods during which some stamps were issued imperforate (see suggested Further Reading).

Imperforates of the Perforated Issues

Besides the idea that the machine was in need of repairs, it is also possible that heavy demand for the machine meant that some denominations were given less attention than the workhorses, which were the 2d

and 6d. The three periods identified were 1866-67, 1869-70 and 1871-73, and they were represented by a number of different denominations, often linked with characteristic shades. These periods, when the stamps were issued imperforate, have been referred to by different expert philatelists and collectors as “unperforated,” “accidental imperfs” and “provisional imperfs.” After long consideration, my personal preference has settled on the latter of these.

Perforation problems are found in almost every country, and each is handled differently depending on a number of circumstances specific to the country and issue involved. Many countries printed their stamps with wide, even, margins intended for perforating, and for these it is often an understandable requirement that imperforate varieties be collected as pairs, at a minimum.

Pairs or multiples is often looked on as a basic requirement for them to be considered an imperf variety in other countries, it is not a surprise that the New Zealand Chalons have long shared that requirement. It certainly avoids any ambiguity.

However, the specific layout of the plates does make a difference with the Chalons. Of the first three denominations, besides being narrowly and irregularly spaced, the 1d also tilted slightly to the left. When either comb or line perforations were applied to the full sheet, it was almost impossible to get an example that had perforations completely clear of the design on all four sides. By comparison the 4d Chalon (Figure 2) is evenly perforated. Even with the wider spacing of the later 3d plate, which was produced with perforating in mind, Goodfellow cited having searched through thousands of copies of the 3d to find only one that could be cut down to be a convincing imperf. One need only look at such a rare item to question the sanity of anyone who would then wish to cut it down to make an imperf single.



Figure 2: *A full-margined unused 4d rose.*



Figure 3: *3d mauve pair, provisionally imperforate, with distinctive "C" in bars of Christchurch.*

Obviously, pairs that were in the later shades, along with singles on cover, established the existence of the variety. Some of these form a distinctive group, such as the 3d deep mauve, which is often cancelled with a



Figure 4: *An 1867 cover from the U.S. to Christchurch, forwarded using a 3d mauve provisional imperforate single.*

gross "C" in six thick bars and used at Christchurch (Figures 3, 4 and Front Cover). These were used in the last half of 1867, as found on covers and dated piece, and singles with these characteristics are easily acceptable as being part of that family. I have often found copies in the hands of U.S. dealers, who have identified them unknowingly as being in the same group as the original brown lilac issue of 1862-63.



Figure 5: Except for the wide spacing between stamps, not found on Plate I, this provisional imperf strip could have been confused with the earliest 1862 Davies prints.

(image reproduced courtesy Bill Williges)

The strip of three 2d Chalons (Figure 5) are from Plate II, Row 4, No. 10 thru 12. Plate I of the 2d was produced in 1855 and was not intended for perforations. As a result, the images of the stamps were not carefully laid down, with irregular spacing and margins sometimes close to touching. Plate II was produced in 1865 and the spacing for perforation was much more regular and wider. Imperforate stamps showing no plate wear are usually assumed to be from the earliest Davies printings of 1862, but provisional imperforates of the perforated issues could easily be confused with those earlier issues. Shades of the early stamps are somewhat distinctive, and besides that, certain characteristic plate markings could indicate that items may be provisional imperfs of the later issues.

In some cases, as with the 6d provisional imperf pair on cover to Newfoundland (Figure 6), originally in the Joseph Hackmey collection, the shade is not easily seen as being obviously different from the earlier printings, unless directly compared with them.



Figure 6: 1867 envelope from Invercargill to Harbour Grace, Newfoundland with pair of 6d, provisional imperforate, Chalons.

The Status of the Imperforate Singles

So what is necessary for a single imperf stamp that is printed in a later shade than the 1862-64 Davies prints to be called a provisional imperf? For starters, it must be a shade that was not used by Davies in the 1862-64 period. With the 3d, that is easy, but for other shades it is not as clear-cut. Fortunately, candidates

for the provisional imperf of the 2d are only from Plate II. These are easily distinguished from all but the very earliest of the 1862 printings, before the plate began to wear uniformly. Still, the damaged and retouched bottom quarter of Plate II could confuse some, particularly for the rare examples before retouch (Figure 7a). These are relatively easy to identify, since the Plate I wear was uniformly distributed, while the damaged Plate II was irregular. Further, identifying an imperf 2d in pre-retouch state is made easier, since it would also have been with comb perforation.



Figure 7a (left): Imperf pair of 2d damaged, pre-retouch
Figure 7b (right): A perforated pale 2d from Plate II, Row 18, No. 6

Besides the obvious requirement that a candidate be one of the later shades, margins play an equally important part. Full imperforate margins on all four sides can be considered a primary goal. Due to their restricted width, comb perforations would almost certainly preclude any possible candidates, and those, if encountered, would be a crime to remove. Few examples exist with four clear perforated margins after 1867, even

though the use of a line perf might suggest that they might be relatively easy to find. Again, such examples with their perfs intact would be worth far more than an imperf single (Figure 7b).

So it is fairly safe to say that any full-margined imperf single in a shade not associated with the 1862-64 printings may be considered to be a provisional imperf. One should also allow that uniform plate wear of the 1d and 1/- should help to place printings showing such wear to have been after about 1867. Naturally one would check closely for dimples of previous perforations, and would give some consideration to the known shades in the three periods before settling finally on an assignment to provisional imperf status.

Which leaves the grey area in between. Irregular margins or the occasional closer side might still be considered, but careful scrutiny is needed for copies that have obvious sheet margins (Figure 8). Here it helps to know the appearance of the issue involved, and how “normal” copies look. It is possible that a stamp could have one margin cut into by some small degree, but that the other margins are so generous that it may tilt to the imperf side of the ledger. Experience in having seen many Chalons is clearly needed.

Appreciation of the status of single provisional imperf Chalons will depend on collectors. Understanding the circumstances involved helps to elevate them from the previous level of questioning that has applied to them. The observations and criteria listed here show that the odds of finding a full-margined perforated stamp is much harder than having an imperforate that was cut down from such a stamp. This information should improve an individual’s ability to evaluate how likely a given example may be to qualify as provisionally imperforate.



Figure 8: 1d with bottom selvedge but all margins

Further Reading:

1. Button M. (‘MB’) and Goodfellow B., ‘New Zealand Type I, the Provisional Imperforate Varieties found after 1864’, *The London Philatelist*, Vol. 48, pp292-299, 1939.
2. Button M., ‘New Zealand Type I, the issues of 1864 - 1867’, *The London Philatelist*, Vol. 53, pp41-49, 1944.
3. Robinson J., ‘New Zealand, the Imperforate Varieties, First Type 1864-72’, *The London Philatelist*, Vol. 71, pp179-185, 1962.

COVER TO KOREA - MISSENT TO JAPAN

Paul Wreglesworth

The cover shown below was sent by second class air mail from St Helier, postmarked 4 JE 64, to Pusan, Korea. Misdirected to Japan it received the boxed cachet 'MISSENT TO OSAKA' before being forwarded on to Korea. The cover is backstamped Seoul, 12 June 64. Despite being sent second class and being missent and re-directed the letter, which contained a piece from the New Zealand Herald, arrived in little over one week.

The rate for second class air mail, at the time, was 1s per ½oz but reduced, from October 1st 1964 to 8d per ½oz.



(image reduce to 70%)



NEW ZEALAND

**Ask for your free
Postal Auction catalogue!**

Specialised, simplified, postal history, Chalons, revenues, errors, all manner of NZ material, as well as worldwide!

Email ashford@stampsale.com (or mail/phone/fax)



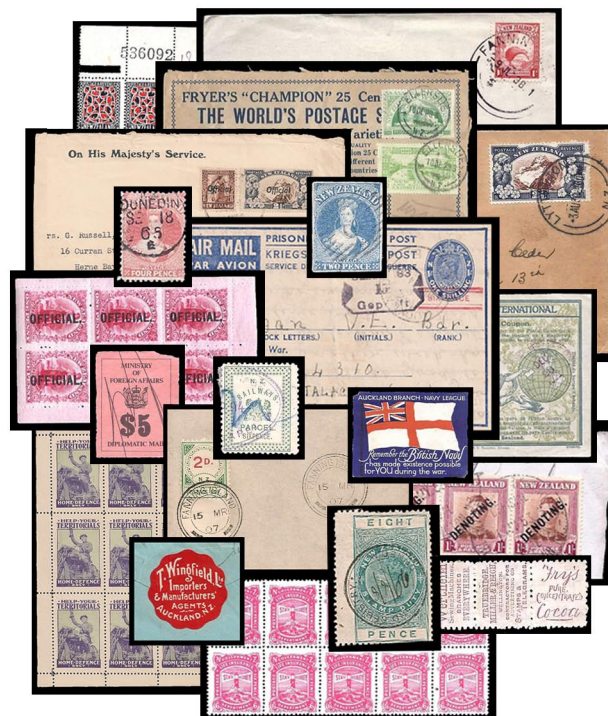
Ashford Stamps Ltd

P.O. Box 9845, Newmarket, Auckland 1149, New Zealand.
Email ashford@stampsale.com
Fax +64 9 520 5947 Telephone +64 9 520 5946
Managing Director: Brian Rumsey, member NZSDA, APS

STEVEN ZIRINSKY

MEMBER PTS, APS, NZSDA, APTA, PPS

NEW ZEALAND



PO BOX 230049, Ansonia Station, New York, NY 10023 USA
szirinsky@cs.com

www.zirinskystamps.com

@ZirinskyStamps

‘CYGNUS’ CRASH MAIL - UNUSUALLY HIGH POSTAGE

Stuart Potter

I recently acquired the air mail cover shown here (Figure 1), postmarked Wellington 19 November 1937 and addressed to Tourcoing (near Lille) in northern France. The letter was amongst mail being carried aboard the Imperial Airways flying boat *Cygnus* which, on Sunday 5th December, crashed into the sea whilst attempting to take off from Brindisi.

Much of the mail was recovered and, where possible, sent on. There is a cachet endorsement on the front of the cover “SERVICE POSTAL FRANCAIS/Correspondance retardé/par accident d’Avion./Prière de ne pas taxer” which was applied to recovered mail received in Paris.



Figure 1: Front of the cover recovered from the flying boat *Cygnus*

(image reduce to 75%)



Figure 2: French ‘Officially Sealed’ labels

(image reduce to 75%)

On the back are two French ‘Officially Sealed’ labels (Figure 2) through which it is possible to read the oval handstamp of Prevost & Co., wool merchants based in Perth and Wellington. The addressee of the letter, Messieurs Segard & Cie., were manufacturers of woollen goods.

However I am particularly interested in the fact that the letter bears at least £1-2s-6d in postage (possibly more, as it looks as though one stamp may have been washed off). The airmail rate to France at this time was 1s9d per ½oz. This amount of postage seems particularly high for a flimsy airmail envelope and would suggest the mail item weighed at least 6½oz (nearly 200g).

I would be interested in any comments that members may have with regard to the unusually high postage on this item.

DESIGN OF THE 1867 LONG TYPE REVENUE STAMPS

Paul Woods

At the joint meeting of the New Zealand Society of Great Britain and the British Society of Australian Philately, held at Europhilex on 16 May, I circulated a note seeking any further information about the design of the New Zealand Stamp Duty stamps, introduced on 1 January 1867, to meet the requirements of “The Stamp Duties Act, 1866.”

I am looking for confirmation of who designed the stamp and made the die and any information about the approval process for the design. The Postage Stamps of New Zealand, Volume I states “*The die was cut at Sydney, where 100 electrotypes were made at a cost of 5/- each; but the printing was carried out by the New Zealand Government Stamp Printer, Wellington*” (Ref. 1).

An article by G.I. Robertson in *The New Zealand Stamp Collector* of June 2000 (Ref. 2) discusses the introduction and usage of the impressed duty stamps which were used as a means of cancelling the adhesive duty stamps. Robertson describes the process of ‘escutcheoning’. A rectangular piece of blue paper (the escutcheon) was pasted to the document and an adhesive stamp of the required type and value affixed to the paper escutcheon. A cutter was then used to make two slits in the stamp and a strip of tinfoil threaded through the slits with the cut ends of the foil covered by a cypher label. The revenue stamps were then cancelled with the office’s steel circular date stamp and finally embossed with the impressed duty stamp. An example showing a revenue stamp cancelled in this way is shown here (Figure 1).



Figure 1: A 1 percent Estate Duty ‘Ad Valorem’ revenue stamp affixed to the blue escutcheon paper and foil strip cancelled with both date stamp and impressed duty stamp for Canterbury. Dated OC 11 69.

Robertson’s article confirms that Alfred Flack of York and Barrack Street, Sydney, produced the presses and centre dies which were required by each of the Stamps Offices to impress the stamps on documents and ‘cancel’ the adhesive duty stamp. This is further supported by a series of letters from Flack to the Commissioner of Customs advising of the shipment of presses, dies, centres and cutters. His letter of December 1866 indicates that the first shipment had been consigned on the *S.S. Phoebe* and subsequent letters sent the following year dealt with the shipment of further presses.

Much of the literature dealing with the revenue stamps suggests that contemporary British stamps were the inspiration for the design, however, I believe that the New South Wales Duty stamps may have more directly influenced the design, given that there is strong evidence that the Die for the Revenue stamp was cut in Sydney.



Figure 2: Could the New South Wales revenue stamp (left) have had an influence on the design of New Zealand's first revenue stamps (right)?

(images enlarged to 125%)

The New South Wales revenue stamp (Figure 2), designed by De La Rue, could have influenced the design of the New Zealand revenue stamp if it was available in the summer/autumn of 1866. Whilst Barefoot's catalogue of 'British Commonwealth Revenues' quotes a date of 1868 other authors give a date of 1866.

I want to clear up these, and other questions, in time for the 150th Anniversary of this important stamp issue. The key gaps in our knowledge currently relate to the identity of the designer and die cutter of the New Zealand stamp and an accurate date for the introduction of the New South Wales Long Type stamp duty adhesive.

Since the meeting in London I have found further useful and interesting information that sheds much more light on the New South Wales connection and the challenges faced in printing these stamps.

Dave Elsmore of 'OZ REVENUES' was recommended as an important contact. His extensive website contains much interesting information on the subject of revenue stamps with a scan of an eight frame, gold medal winning, collection of New South Wales revenues (Ref. 3) which includes De La Rue artwork and die proofs for the New South Wales stamps - dated October 1865.

A fascinating newspaper editorial piece from the *Wellington Independent* of 19 January 1867 (Ref. 4), sent to me by the National Library of New Zealand, explains the strenuous efforts that were made to produce the stamps by 1 January 1867. This article, setting out the story of Treasury Accountant Mr C.T Batkin and his team, may well have been aimed at countering the press stories in early January that were highly critical of the lack of availability of revenue stamps. The article is reproduced here in full as readers may find it illuminating:

"It is the easiest thing in the world to find fault, especially when the faultfinders know nothing of the matter of which they complain. But for this it would be difficult to account for the chorus of indignation which has been raised against the Government for their presumed tactics, in reference to the issue of stamps. Those who are acquainted with the facts of the case are well aware that the Government and its officers worked themselves to the utmost, to prevent the public from suffering any inconvenience, and though we do not deny that some inconvenience was experienced in a few places, we maintain that this did not arise from any negligence on the part of the Government. We think that this will be admitted by every one, when once it is understood how much has been done, and how short was the time in which to do it.

The Stamp Duties Act, 1866, was passed on the 8th of October last. By the first steamer for Sydney after that date, namely the 23rd, an officer (Mr Batkin of the Treasury) was despatched to Sydney to enquire into the operation of the Act in the colony of N.S.Wales, and to obtain the presses, dies, and types

for producing the stamps required by the Act. Mr Batkin arrived in Sydney on the 2nd November, and by requiring the men employed to furnish the necessary materials, to work an extra number of hours, he succeeded in bringing with him to Wellington, at the end of a month, a sufficient number of types and dies to meet immediate demands.

The difficulties of a practical kind which Mr Batkin had to encounter, may be easily imagined. One engraver declared it would be impossible for him to do the work before the end of the year. Another had to be talked into giving up his holiday, in order to go on with the work.

Then there were difficulties about working by lamp light, &c. In short there was all that friction, which cannot be estimated till a machine is tried, but which has to be encountered in most practical matters. During the time he was in Sydney, Mr Batkin made himself thoroughly acquainted with all the details of the stamp office there, a matter of no small importance, for in every department experience shows that there are a host of apparently trifling matters, which if not attended to give rise to endless confusion, annoyance, and expense.

Mr Batkin arrived in Wellington on the 8th of December, and at this moment everything was to be done. In fact when this gentleman took charge of the new department, he had to borrow everything from his staff to his stationery. Some rooms and a few tables were placed at his disposal, and that was all. Forthwith the types were handed over to the printer, the die presses were fixed, and on the 22nd December, **only fourteen days after the arrival of the materials**, 312,770 adhesive stamps were distributed to thirty-five stamp offices throughout the colony. Before 1st January, the banks had been put in possession of stamped cheques to the number of 71,894.

The total number of stamps issued from the stamp office at Wellington up to 10th January, was 1,069,432 (one million, sixty-nine thousand, four hundred and thirty two); of this number 734,250 were stamps of one penny, including 138,763 cheques stamped for the banks. The value of the stamps issued above was £58,649 16s 6d (fifty-eight thousand, six hundred and forty-nine pounds, sixteen shillings and sixpence).

When it is remembered, that this large number of stamps were prepared by persons for the most part unaccustomed to this particular kind of work, we think it will be acknowledged that an amount of intelligence and energy was displayed which reflects great credit upon the persons concerned. This will be more fully appreciated when we state that from a return now before us it appears that during **one quarter**, the Sydney Stamp Office issued something under 350,000 penny stamps, whilst the total issue for that period was only 407,884, value about £8,500. From this it will be seen; first, that the Wellington office must have done an enormous amount of work in a very short time, and secondly, that taking Sydney as a guide, the New Zealand Government made what seemed an ample provision to meet the demands of the public.

The Government did all that was possible, and had it done less, it might have pointed to the experience of New South Wales in justification. But the production of this large number of stamps, is only part of the work which has been done by the office. There are now nine stamp offices, twenty-seven subordinate distribution offices, and forty-five licensed distributors, exclusive of the several banks, all of which are authorized to sell stamps at their branches and agencies throughout the colony. To the greater number of these, and this, and the arrangement of accounts, involved no small amount of thought as well as clerical labor. Some 20,000 forms and 316 books, have been printed, bound and distributed throughout the colony.

The distribution of the first parcel of stamps and the preparation of the instructions to the distributing offices, occupied the Stamp Office for forty-seven consecutive hours. How so much work was done in so short a space of time, will be understood from the above statement and from the fact, that the press by which the penny stamp on checks is produced, was kept at work day and night for an entire week, and has been worked sixteen hours a day since.

When we mention that one Bank alone sent a whole cart load of check books to be stamped – six

large packing cases – some idea may be formed of the scale on which the business of the Stamp Office is performed. This is highly satisfactory, as regards the revenue and we think the Government deserve great credit for having brought the Act into practical operation at the appointed time.

Owing to unavoidable circumstances, it is possible that some hardship may have been inflicted upon individuals, in spite of the utmost efforts of the Government. For this, however, the Legislature can easily provide a remedy. The great bulk of the community have little to complain of and we believe that the public will allow that in this case, at any rate, the General Government and its officers have performed the difficult task of organising a new department thoroughly well. It would be difficult to point out any instance in New Zealand or elsewhere, in which greater efforts have been made to meet the requirements of the public service.

The article is not credited to a particular journalist and would certainly have required considerable inside information, most probably in my opinion from Mr Charles Thomas Batkin himself. The fact that Mr Batkin was working with the engraver, at pace, may well explain the lack of proof material as the design might have been approved on site, as opposed to being sent back to New Zealand for comment and approval.

Further research has unearthed an important letter from Mr James Crowe Richmond, Commissioner of Customs, Wellington, dated 22nd October, and addressed to Mr Batkin. In the letter instructions are set out, in the form of nine detailed questions, regarding information to be secured in relation to the administration of the Stamp Duties Act in New South Wales. Batkin was authorized to spend up to £400 to carry out his mission and to “....enter into an engagement with a thoroughly competent lithographer for twelve months....”. He was also supplied with letters of introduction to the Colonial Secretary of New South Wales.

Contemporary press articles confirm that Mr Batkin sailed on 23rd October on the *Phoebe* to Nelson, where he connected on 25th with the Steamer *Airedale* to Sydney, arriving on 2nd November. He left Sydney on 2nd December arriving back in Wellington on 8th December on board *SS Tararua*.

Sadly the articles and letters that I have found so far still do not confirm who the engraver of the stamp die was and raise further questions. My belief, that the die for New Zealand’s revenue stamp was engraved by Alfred Flack, has been strengthened. It is well documented that Flack was contracted by Batkin to engrave the dies and supply presses and materials that were used in the escutcheoning process and I have recently found a letter from him addressed to “The Honorable The Executive of New Zealand”, dated 24th August 1865. In this he offers his services to engrave the necessary dies and stamps “*in the event of the said (Stamp Duty) Act becoming law in your Colony*” and refers to his recent work engraving the dies for the duty stamps “*now in use by the Government of this Colony*”, i.e. New South Wales. This, in itself, raises another question as this work does not seem to be officially attributed to him.



Figure 2: An 1867 advert from Sydney for Alfred Flack’s services.

Another outstanding question to be answered is - why did the New Zealand Government decide to print 67 values and at least ten other special purpose stamps, given Batkin’s research into the New South Wales Duty stamps (where 18 values were being printed) and the considerable time pressure that he and his team

were under? While the article by G.I. Robertson indicates that only 59 of the 67 values had been printed in December 1866, this is still an extraordinarily large number of values.

As well as the huge number of 1d stamps that were needed, additional 4d, 6d and 8d values were printed for every shilling value to 9 shillings, followed by values at 2/6d intervals to £2 and at 10 shilling intervals to £10. Examples of some of the 67 values from the first printing, all issued imperf, are shown (Figure 4). These show the different colours of the stamps and overprints, the settings and some of the methods of cancellation.

The more unusual combinations were not produced in large numbers, were not widely used and are therefore relatively rare. Unused stamps are often found with SPECIMEN overprints.



Figure 4: Examples of the colours and values, and means of cancelling, New Zealand's first Duty Stamps.

I am most Grateful to all those that have helped with information and responses so far, in particular Dave Elsmore and Graham Robertson who sent information, including copies of articles on the subject and information about New South Wales proof material.

Professor Derek Diamond encouraged me to collect the 1866 Stamp Duty stamps, which he found fascinating, and I will be forever grateful for his encouragement and support. I am continuing my research and would be delighted to hear from anyone who has information, or documentary evidence, to confirm the engraver of the die in Sydney and any one with proof material of the 1866 issue. I can be contacted via the Editor or directly at pvdw1958@yahoo.co.uk or +44 (0)7446936840.

References:

1. *The Postage Stamps of New Zealand*, vol I, p509, Royal Philatelic Society of New Zealand ,1938.
2. Robertson, G. I., Introduction and usage of the first impressed duty stamps -1866-7, *New Zealand Stamp Collector*, vol. 80, no.2, pp45-50, June 2000.
3. Elsmore D., The Revenue Stamps of New South Wales, exhibit at <http://www.ozrevenues.com/exhibits/n/fl.html>
4. Anon., vol. XXI, issue 2469, 19 Jan 1867, p4., *The Wellington Independent*. at <http://paperspast.natlib.govt.nz>

1960 DEFINITIVES LIGHTNING COIL LEADERS

Mike Hanson

Reading a recently acquired copy of the late Stanley Kundin's 'The Vending and Affixing Machine Coils of New Zealand' (Ref. 1) led me to look again at an auction lot of 1960 coil leaders acquired from an auction a year or two ago. Most of the items were counter coil leaders, however three of the leaders were from lightning coils and they help to fill a gap in our knowledge of these issues.

"Lightning" coils (or rolls) were supplied by the Government Printing Office to firms using a stamp affixing machine of that name. They are distinct from coils for vending machines and from counter coils for the stamp dispensers in post offices. The three lightning coil leaders shown here (Figure 1) are of the 2½d, 3d and 4d values and are similar in format. The leaders are of tan coloured paper, each with information regarding stamp value, number of stamps and total roll value in a different distinct colour. Each of the examples has fourteen stamps attached, printed on the ordinary unsurfaced paper with a join between the 12th and 13th stamps. This confirms that the rolls were made from standard sheets which were printed in 20 rows of 12 stamps. Perforations are slightly trimmed as is usual with coil stamps.



Figure 1: Coil leaders from lightning rolls of the 2½d, 3d and 4d values of the 1960 definitive issue.

The 2½d value is similar to the example illustrated in Kundin's book and has information printed in red and a rolling date of MAY 1963.

The 4d coil leader confirms what Kundin had deduced from a 4d strip of four stamps with a coil join. As this value was not used for vending machines and counter coils are vertical in format saw this as evidence that the 4d stamp was used for lightning coils. Information is printed in blue and the rolling date is unclear - SEP 196?.

The surprise item is the 3d value, apparently not known by Kundin at the time of publishing. Information is printed in green and the rolling date is JUL 1966 which is late for the 3d stamp on ordinary paper as the stamp became available on chalk-surfaced paper in the same month.

Doubtless, as time passes, more will be revealed about these lightning rolls.

Reference:

1. Kundin S., *The Vending & Affixing Machine Coils of New Zealand*, Royal Philatelic Society of New Zealand, 2009.

A RARITY MADE MORE COMMON

Robert P Odenweller RDP, Hon. FRPSL, FRPSNZ

The promise of regular air service to New Zealand saw many advances in the 1930s. Pan Am had made various survey flights for eastbound air service and planned more in December 1937, but complications slowed the process. Aware that a franchise with the New Zealand Government was set to expire at the end of the year if service had not been established, Pan Am hastily set up a flight scheduled to leave on 30 December 1937.

This short notice gave New Zealand citizens (and practically nobody elsewhere) only a few days to prepare sendings by the service. The mail was first announced to close at the Chief Post Office in Auckland at 8 p.m. on 19 December, but the deadline was later extended. Details of the service can be found in Douglas Walker's book "Airmails of New Zealand, Volume Two" (Ref. 1).

This brief article deals with how Pan Am created its souvenir covers (Figure 1), and how, in the process, it inadvertently changed the status of a once rare stamp. It was normal practice for airlines to create covers to record first flights and to satisfy collector demand. Pan Am also used them to give to dignitaries as promotional gifts. Pan Am's sudden decision to have this year-end flight gave the office in Auckland much the same short notice as everyone else.

Among the different rates quoted, the basic rate to the United States was 4/6, and company envelopes were prepared accordingly. The envelopes had an airmail etiquette applied, along with a pair of the 2/- Captain Cook and, generally, a 6d from the 1935 Pictorial issue. Unusually, the Pan Am-produced covers did not receive the boxed red Auckland-applied handstamp that read "New Zealand – U.S.A., First Air Mail, December, 1937." Instead, a black double-boxed handstamp was applied to the covers, with the text "First Air Mail Flight, Pan American Airways, New Zealand, to, United States of America."



Figure 1: One of the covers produced by Pan Am for the first flight.

(image reduce to 70%)

Some of the covers were signed by the legendary Capt. Edwin C. Musick (Figure 2), who died when his airplane, the *Samoan Clipper*, exploded on the return flight from Pago Pago on 11 January 1938. Letters signed by Musick demand a premium from collectors who are aware of his many aviation exploits. The Civil Aviation Authority closed the Pago Pago harbour to all commercial flights immediately after the accident, and the planned air service did not resume until July 1940.

If that were all, this cover and others like it would be fairly ordinary examples, mostly consigned to an

aerophilately exhibit or collector. The covers hide a secret. The 2/- Captain Cook stamps available at the time the covers were prepared could have been from any of three different printings. The most recent and presumably the one most available was on multiple watermark paper, perf 13-14x13½, issued in August 1936. The earlier “original” issue could also have had either that perforation or a second perforation of 13½ x 14. A simple measurement of the perfs should have eliminated the latter, but yielded a major surprise: the stamps were none of these: they were perf 14-13x13½!

Some readers may need an explanation of the odd-sounding perf gauge. It’s not a typo. Although the perforation used was a comb perf, it was applied sideways on this horizontal format stamp. That meant that the long line of pins that formed the back of the “comb” was vertical, and perforated the sides of the stamps. This is unlike most combs, which perforate the tops and bottoms of the stamps.

As a result, the “teeth” of the comb, or the short rows of pins, perforated the tops and bottoms of the stamps, instead of the usual sides. Further, to make the longer “short” rows of pins of the comb long enough, other pins had to be added, and they were a different gauge. So, measuring from the left side, the pins are about 12¾ or 13, but about half-way across gauge closer to 13½ to 14. The whole numbers were used to make the already cumbersome designation perf 13-14x13½.

Although the perforation was done from right to left on most sheets, some few were done left to right, which yielded perf 14-13x13½ instead of 13-14x13½. The Campbell Paterson catalogue acknowledges that a few unused and one plate block of the perf 14-13x13½ are known, CP catalogue number L13a(Y). For years, the used stamps appeared to be just as elusive as the unused, until I mentioned the finding on these covers of the variety to a number of collectors. Today they are listed at a much more restrained value of about three times the value of the used stamps with the “normal” perf 13-14x13½.

Every time one of these covers with the black Pan Am cachet has surfaced, I’ve checked the perfs. All so far were the “good” perf, 14-13x13½, although it is possible that the “normal” stamp may also appear on a cover I have yet to see. My best guess is that the Pan Am office in Auckland bought sheets of stamps when they first came out, unknowingly receiving the rarer perfs. These sat in the cash drawer for over two years until all stamps were needed to prepare the souvenir covers.



Figure 2: A souvenir cover signed by Captain Musick and showing two of the black handstamps, one saying “To American Samoa” which has been lined out and “U.S.A.” typed in.

(image reduce to 70%)

Reference:

1. Walker D. A., “*The Airmails of New Zealand, Volume Two - The Overseas Flights 1928-1940*”, pub. The Airmail Society of New Zealand, Christchurch, 1986, pp255 – 257.

IDENTIFYING FLAWS ON SECOND SIDEFACE STAMPS

Paul Wreglesworth

In the July issue of *The Kiwi* (Ref. 1) I reported how reference to the adverts on the underside had proved useful in confirming the position of flaws on the front of the 1882 Second Sideface stamps.

Hoping that this approach might help with other 'unplated' flaws I turned my attention to two flaws on the 3d value which have, to date, not been assigned to a specific position on the sheet. Whilst the 3d value is less common than the 4d there are sufficient numbers around that I was optimistic of success. However I have drawn a blank so far and therefore I would ask anyone with any 3d stamps with adverts on the underside to check for the flaws illustrated here and let me know if they have any stamps with adverts on the underside that also carry one or other of the flaws.

The first flaw (Figure 1) is recorded (1891-1900) in Volume IV of the *Postage Stamps of New Zealand* (Ref. 2) and shows a break in the outer frame below EE of THREE. I have examples perf 12x11½ and perf 11, so it is almost certain to be found on examples perf 10, both with and without adverts.

The second flaw (Figure 2) is not recorded in Vol. IV but shows as a similar frame break in the SE corner of the stamp. I have examples perf 12x11½ (dated 1890) and perf 10x11, so it will also probably be found on stamps perf 10 with adverts.



Figure 1: Break in frame
below EE of THREE




Figure 2: Break in outer
frame in lower right corner

If anyone can help with information that might lead to the positioning of these two flaws I would be delighted to hear from them. Stamps with adverts would be ideal as their position can generally be confirmed. However I would also be interested to hear of other examples with different perforations, or stamps that are clearly dated.

References:

1. Wreglesworth, P., 'Adverts on the Underside - An aid to Identifying Flaws on Second Sideface Stamps', *The Kiwi*, vol.64, no.4, p119, July 2015.
2. *The Postage Stamps of New Zealand*, Vol IV, p31, Royal Philatelic Society of New Zealand, 1964.



Have you got a computer and access to the web?

Did you know?

The Kiwi, Volumes 1-50 (1952 - 2001)
and the *Index to The Kiwi* (1952 - 2011)
can now be viewed or downloaded from our web site.

NOTE THE NEW WEB ADDRESS
www.nzsgb.org.uk



Phone: (03) 579 5650. Fax: (03) 579 9894.
PO Box 5086, Springlands, Blenheim 7241.

The web site is up and running allowing orders to be placed directly once you have registered. Currently there are over 12,000 stamps, covers, postcards etc on the site and all are illustrated.

Email us if you have any problems registering or navigating around the site. There is a search facility allowing you to search for your Interests. e.g. Entering the word 'Railway' brings up around 200 different items.

Website categories include:

- NZ definitive issues from Full Face Queens to the current issues.
- NZ Commemoratives from the 1906 Christchurch Exhibition onwards.
- NZ Health and Christmas issues.
- Booklets.
- Air mail stamps and covers.
- Life Insurance.
- Postage Due and Express stamps and covers.
- Postal fiscals and Revenue stamps.
- Cinderellas.
- Various miscellaneous issues and covers. Postal fiscals and Revenue stamps.
- New Zealand Postal History.
- New Zealand Postal Stationery.
- Antarctic stamps, Postcards and Postal History.
- Various British Commonwealth and Foreign Country's stamps and covers.

Below is a sample of what you can find on the site:



1906 Christchurch Exhibition aluminum postcard (rare).



1906 Christchurch Exhibition set with Exhibition cancels.



1868 Full Face Queen postage due cover.



Registered postal stationery cover to USA.



WHEN TO REALIZE THEIR FULL POTENTIAL?

In our opinion, the hurdle looms larger simply because of the nature of collecting. To most serious practitioners the act and the art of collecting often has as one of its most attractive qualities, a suspension of “time awareness”, and together with all the other qualities present, this is one of its most beguiling.

There are, however, certain well-established principles involved in the disposal of any collection and to ignore them is to risk financial loss. These are the facts which must inevitably be faced by everyone who owns valuable property which represents an input of capital, judgement, and expertise.

For a **free appraisal** or further advice, call us on 09 522 0311 or visit www.campbellpaterson.co.nz for more information on this subject.

CAMPBELL PATERSON LTD

PO Box 99988 Newmarket Auckland 1149
1 Ngaire Avenue Newmarket Auckland 1051
T. 64-9-522 0311 • F. 64-9-522 0313
E. service@campbellpaterson.co.nz
W. www.campbellpaterson.co.nz