



THE KIWI

JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN



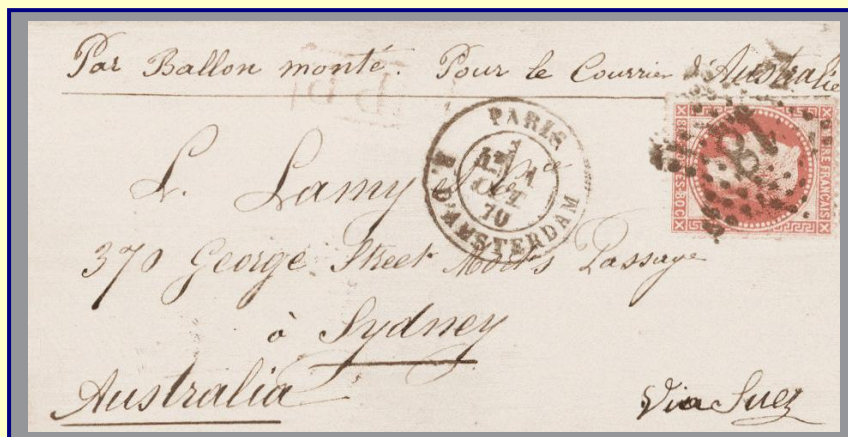
*New Zealand's Alternative Mail Services
(see page 48)*

VOLUME 66 NUMBER 2
WHOLE NUMBER 382

MARCH 2017



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.

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



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EDITORIAL

Thanks to a number of contributors who have submitted a range of pieces I have been able to fill another 36 pages which I hope members will find of interest. If you feel we are overlooking a particular period or issue then do let me know and I will see whose arm I can twist. Please keep the 'Request for Help from Members' pieces coming in, we generally get a good response to the questions raised and the answers are often of interest to others.

The committee continues to seek opportunities to expand the philatelic information on our website and, thanks again to the hard work of our member John Biddlecombe, and with the agreement of David Holmes of Auckland City Stamps and Campbell Paterson we have uploaded an almost complete run of Campbell Paterson's *Newsletter* (from 1949) and *Bulletin* (1963-1993) in pdf format. More information on page 46.



THE KIWI - ADVERTISERS IN THIS ISSUE

ADVERTISER	PAGE
Mowbray Collectables	Inside Front Cover
Spink, London	53
Ashford Stamps Ltd.	55

ADVERTISER	PAGE
Steven Zirinsky	55
Classic Stamps Ltd.	Inside Back Cover
Auckland City Stamps	Back Cover

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	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.

Have You Renewed Your Membership for 2017?

Members should have received a reminder concerning membership renewal. Prompt payment would be appreciated as it is costly and time consuming if we need to chase people for subscriptions.

If you want to continue to receive *The Kiwi* then please act promptly.

If any of your details (address, e-mail etc) have changed please let the Membership Secretary know.

If you wish to change from paper to e-version of *The Kiwi*, or vice versa, do let us know.

SOCIETY NEWS

MEMBERSHIP NEWS

New Members:

A warm welcome to:

A. Collinson, Bedford

D. West, Harpenden, Hertfordshire

In Memoriam:

Deceased:

A. James, Clwyd



REVISED PROGRAMME OF SOCIETY MEETINGS FOR 2017

We have had to make some changes to the programme, for our London meetings, for the remainder of 2017. Andrew Dove will now show 'George V' at our July meeting (previously March). Terry Hancox has stepped in for the March meeting when he will share with us his techniques for researching errors and varieties on stamps followed by a display of the Life Insurance issues.

London meetings are held at the Union Jack Club, Sandell Street, London, SE1 8UJ, (adjacent to Waterloo station).

25 March	11:00	Items of interest and new acquisitions
	14:00	(i) <i>Researching & Recording Errors and Varieties</i>
		(ii) <i>Life Insurance</i> (Terry Hancox)
27 May	11:00	Exhibition workshop
	14:00	<i>Overprints and surcharges</i>
29 July	11:00	Committee Meeting
	14:00	<i>George V</i> (Andrew Dove)
30 September	11:00	Members meeting
		Out of London Venue to be arranged (Midlands)
25 November	11:00	Annual General Meeting
	14:00	Auction - with prior viewing of lots

UPCOMING UK NATIONAL EVENTS

2017

- * 8 July **MIDPEX** - Warwickshire Exhibition Centre.
- * 21-22 July **YORK STAMP FAIR** - The Grandstand, York Racecourse, York, YO23 1EX
- * 13-16 September **ABPS AUTUMN STAMPEX** - Business Design Centre, London.
- * 14 October **Association of Sussex Philatelic Societies** Stamp Fair & Convention, Ardingley.

FORTHCOMING MEETINGS

NEXT MEETING OF THE SOCIETY

The next meeting of the Society will be held on Saturday **25 March 2017**

at the **Union Jack Club**, Sandell Street, London, SE1 8UJ

11:00 - Members Items of Interest and Recent Acquisitions

14:00 - **Terry Hancox**

- i) Researching and recording errors and varieties
- ii) The Life Insurance issues

Terry will share with us his approach to researching and recording which has led to the detailed stamp studies that he has written about in *The Kiwi* and *The New Zealand Stamp Collector*. This will be followed by a look at the development of the Life Insurance stamp issues.

MIDLAND REGIONAL GROUP

The next meeting of the Midland Group will be held in the Autumn (**date to be arranged**) at the usual venue, St Anne's Church Hall (behind the Church) Parkhill, Moseley, Birmingham B13 8DU starting at 14:00. Will members please bring along some items of interest or a mini display.

Group Contact: - Ian Samuel ☎ 0121 449 0849

NORTH OF ENGLAND REGIONAL GROUP

The next meeting of the North of England Group will be held on Saturday **13 May 2017** at St. Luke's Church, Lodge Road, Orrell starting at 12:30. Members to display new acquisitions or items of interest.

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

SCOTTISH REGIONAL GROUP

The next meeting of the Scottish Group will be an informal gathering, at 13:00 on Saturday **22 April 2017** at the ASPS Congress in Perth. Meet in the café on the balcony of the Dewar Centre.

Group contact: - Adrian Philbey ☎ 0141 562 5817 e-mail: adrian.philbey@ed.ac.uk

THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS

The Kiwi (now downloadable in pdf format)

- * Vol. 1-61 (1952-2012) available to all.
- * Vol. 62-65 (2013-16) available to members only.
- **password required - contact the editor of *The Kiwi*.**
- * Vol. 66 (current year) - available to *e-Kiwi* subscribers.



Society web-site: www.nzsgb.org.uk

MEETINGS HELD

NOTES OF THE MEETING HELD, IN LONDON, 28 JANUARY 2017

The subject for the meeting was “Anniversaries”. **Paul Woods** opened proceedings with a display to mark the 150th anniversary of the introduction on 1 January 1867 of stamps for the collection of various duties and taxes, ranging from 1d tax on receipts to many £s thousands on legacies and land transfers. The controversial *Stamp Duty Act* was passed on 8 October 1866, by when the Government had done nothing to prepare for the issue of the necessary stamps. So Charles Batkin was sent urgently to New South Wales, which had issued duty stamps in 1865, for equipment and advice. He reported in early November that it would normally take 3-4 months to produce the stamps, disastrously missing the deadline. However, a single die was engraved by Alfred Flack, who also supplied 100 electrotypes made from it, in Sydney and shipped to Wellington in December for printing by the Government Printer. (For further information, see *The Kiwi*, September 2014.)

There was no time for proofs and the Printer had to use whatever papers and inks were available. The value panels on the stamps were left blank so that a value, often in words and figures, could be added in typeface after the stamps were printed. This was an early example of the ‘Key Plate’ approach subsequently adopted by other printers to keep costs down. Due to the belief that only one stamp could be used per document, it was thought that 67 values would be needed, from 1d to £10, with the lower values progressing in 4d or 6d steps, so the Printer had to set type that number of times to print values on sheets of 100 stamps. No wonder that the first batch of 313,000 stamps issued on 22 December 1866 was imperforate. The 1d value sold out rapidly and so temporary authority to use the 1d Chalon for revenue purposes was given. Values above £10 were individually printed with the value required.

Paul’s display included a rare example of a Specimen, dated on the first day of issue, that Mr Batkin sent to the nine main Duty Stamp Offices to illustrate how they should cancel stamps on documents (Figure 1). An imperforate block of 12 of the 1d stamps issued in 1867 showed the value, in words only, printed in red on blue stamps (Figure 2). Examples of individually printed higher values were for £50 and £3,242, and it is interesting to speculate what transactions attracted these amounts of duty. For some transactions, such as estate duty, the duty payable was specified as a percentage of the value of the transaction – *Ad Valorem* – and a set of 7 stamps rated from 1% to 10% was issued for this purpose. An assessment for duty on an inheritance in May 1872 showed that the rate of duty depended on how close a relative the beneficiary was: 1% for “lineal issue or ancestor of the predecessor”, 3% for brothers and sisters, 5% for aunts and uncles, 7% for “any other degree of collateral consanguinity”, and 10% for “strangers in blood”. The example shown bore a stamp printed 3%, in words and figures, for duty of £1 10s 7d payable by the sister of the deceased on an inheritance of £51. The payment was late, so a 6/- penalty also had to be paid, for which a stamp overprinted PENALTY PAID serves as a receipt.



Figure 1:
*One of the specimens sent by
Batkin to each of the nine
Duty Stamp Offices*

Although duty stamps were only authorised for postal use from March 1882, by when a new series of these stamps had been issued, a few of the 1867 duty stamps are known postally used, though late use and overpayment of postage suggests some were philatelically motivated. For example, a letter sent from Wellington to a “Philatelical Publisher” in London carries a 4/- duty stamp postmarked 29 MR 84 when the normal rate for letters to the UK by direct steamer was 6d per ½oz. Four shillings would have been sufficient to prepay a letter weighing up to 4oz..

Paul’s display continued with further examples of duty stamps, including ones overprinted for specific



Figure 2: Mint block of twelve of the one penny 1867 revenue stamp showing the single die design with value typeset onto the stamps. (image shown at 90%)

purposes such as Penalty Paid, Duty Paid, Fine Paid, Not Liable and Counterpart, but space precludes further discussion here.

Paul Wreglesworth displayed material to mark the centenary of the initial idea of The Red Cross. The stamps, issued in 1959, were intended to raise money for the New Zealand Red Cross Society. This included a publicity poster from 1959 showing a nurse exhorting the public to “Buy Red Cross Stamps Now” (3d postage, 1d for the Red Cross Society). Also shown were examples of missing or misplaced colours, flaws and retouches to which the photogravure process, introduced in the late 1950s, was prone.

Amongst the items displayed by **Keith Collins**, to mark the 80th anniversary of the first air mail flight by Pan American Airways from New Zealand to the United States, was a cover carried on that flight and postmarked 29 December 1937. The rate was 4s 6d, made up using a 6d and two 2/- pictorial stamps, the latter with the abnormal 14x13x13½ perforation. The cover was signed by the pilot, Captain Edwin C Musick.



John Biddlecombe and Paul Woods take a closer look at part of his display.

To conclude **Andrew Dove** displayed material to mark several anniversaries of the engagement of New Zealand troops overseas. By 1917 about 100,000 New Zealanders, 42% of all males of fighting age, had fought in the first World War. 16,700 were killed and 41,000 wounded – a 58% casualty rate. Covers from the training camps at Trentham, Upper Hutt and Featherstone were shown.

Andrew’s display also included covers marking the involvement of NZ troops in the Battle of El Alamein 75 years ago, in Korea 65 years ago, in Vietnam in 1965-72, and as part of a United Nations force in Cyprus in 1964-67.

NEW ZEALAND POST - STAMP ISSUING PROGRAMME FOR 2017

The programme announced by New Zealand Post for this year is as follows. They are not giving too much away with regard to proposed releases in July, August and October and those issues, and the dates, shown are indicative only and may be subject to change.

January 11	2017 Year of the Rooster
February 8	Southern Lights
March 1	Native New Zealand Freshwater Fish
April 5	1917 The Darkest Hour
May 3	British and Irish Lions Tour and He Tohu
June 7	Keep an eye out for this issue!
July 5	Kiwiana
August 2	Keep an eye out for this issue!
September 6	2017 Health Issue
October 4	Keep an eye out for this issue!
November 1	Christmas 2017
November 15	Ross Dependency and the Annual Album
Further details of past and upcoming issues can be found on the NZ Post website (https://stamps.nzpost.co.nz)	



Issued on 8 February 2017, New Zealand Post's second issue of the year is a set of six stamps and miniature sheet recognising the spellbinding natural light show that is the Southern Lights, or Aurora Australis. New Zealand is home to the world's largest Dark Sky Reserve, offering premium conditions for star gazing.

Technical Details: Stamps and miniature sheets designed by Jonathan Gray of New Zealand Post.
 Printed by offset lithography, in four colours (plus a silver foil on the miniature sheet), by Southern Colour Print.
 Paper is 'Tullis Russell' 104 gsm red phosphor gummed stamp paper and perforations gauge 14.585 x 14

PERKINS BACON OBLITERATORS

- A MEMBER'S QUESTION ANSWERED

Lewis Giles was seeking information on these numbered obliterations and wrote:

"I have been studying the Perkins Bacon Obliterations sent with the first issue of Chalon Head stamps from the U.K. 36 obliterations were sent (2 of each) numbered '1' to '18'. Number '6' was never used as it could be confused with No.'9'. Numbers '1' and '2' were issued to Auckland but as yet I have not been able to find a No.'2' used on as Chalon stamp. The question is 'Was Number '2' ever used at Auckland?'"

I contacted **Bob Odenweller** and back came the information Lewis was looking for:

"The Perkins, Bacon obliterations numbered '1', '2', and '3' were all retained by Auckland, but only '1' was used there. Number '2' was assigned to Russell, in the Bay of Islands, and '3' went to Hokianga, both within the Province of Auckland. One or two copies of the '3' have been seen, but it is one of the rarest around. The other very difficult obliterator is number '13'.

The Russell '2' is a different matter. Best guess is that Russell received 1,000 of the 1d London print, 1,600 of the 2d, and 50 of the 1/- London. After 22 months Russell returned 44 of the 1/-, showing fewer than one per month rate of use. Still, copies with number '2' are quite scarce.

In spite of this, all three London prints are known with the '2' obliterator, usually placed very carefully reading up or down. One complete set of the three denominations is known, and another is possible, but with only six copies of the 1/- likely to have been used, survival is unlikely. Scans of my full set are attached".



SG 1, 2 and 3 showing the '2' obliterator applied at Russell.

[PACW]



THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS

Campbell Paterson's Bulletin and Newsletter (NEW!)

Many members will be familiar with the monthly Newsletter which Campbell Paterson have produced at their Auckland offices since 1949 and the Bulletin which was distributed from their UK office between 1963 and 1993. These are packed with offers, information and articles and form an incredible resource for researchers.

Now, with the permission of David Holmes of Campbell Paterson, the New Zealand Society of Great Britain has made all available copies of these publications available, to all, via our website.

Society web-site: www.nzsgb.org.uk



COMMERCIAL USE OF THE FIRST PICTORIALS

In the last issue of *The Kiwi* Robert Odenweller pointed out the difficulty in finding non-philatelic usage of the First Pictorial issue (Ref. 1).

Tony Ward has sent a good example of the 6d red kiwi, used on a tag from a registered parcel. sent 'Per Packet Post' to Tasmania. Both sides are shown below. The stamp is partially wrapped around the small tag and postmarked Dunedin North 21 MR 06.

The sample packet rate, to Australia, at that date was 1d for the first 4oz and ½d for each additional 2oz. As the registration fee was 3d the packet would have weighed between 10oz and 12oz.



Reference:

1. Odenweller RP, 'Commercial Use of the First Pictorials', *The Kiwi*, Vol.66, No. 1, pp20-21, January 2017.

BISECTED STAMPS WITH GREENMEADOWS DATESTAMP

By coincidence Rod Addison, who lives in Tasmania, contacted me with scans of bisected 1d and 2d Second Sideface stamps, with a 'Greenmeadows' date stamp, and asked "are they genuine?"

I was able to let Rod down gently and direct him to two articles from *The Kiwi* where bisected stamps, clearly used previously, and postmarked 'Kuripuni' and 'Greenmeadows' were discussed (Refs. 1 and 2).

A number of these are known, all postmarked 'Greenmeadows' 22 JE 97 and with an index mark '1'. The 'Kuripuni' examples are also dated 22 JE 97 but with an index 'A'. They are bisected diagonally, vertically or horizontally.

Rod's two examples are shown below (left and centre) alongside the copy discussed previously (Ref. 2).



References:

1. Wreglesworth P, 'Bisected Stamps with Kuripuni Datestamp', *The Kiwi*, Vol.64, No.6, p169, November 2015.
2. Wreglesworth P, 'Bisected Stamps - Pernicious Weeds or Philatelic Curios', *The Kiwi*, Vol.46, No.5, pp 96-99, September 1997.

NEW ZEALAND'S ALTERNATIVE MAIL SERVICES

Klaus Møller and Tony Ward

Introduction and Background

Alternative mail service providers have tried to operate in New Zealand, in competition with the Government backed official mail service, for a long time: with the first attempt being made well over a century ago.

Up until 1998 these alternative services were few in number, they were spread sporadically over time, and all struggled (and ultimately failed) to remain in existence.

But the passing of the 'The Postal Services Act 1998' by the New Zealand Government, and its enactment on 1 April that year, legitimised alternative mail and resulted in an explosion of private mail providers who wanted to test their abilities and luck in what had suddenly become a de-regulated market. Most of these also enjoyed short lives, but a small number have succeeded and flourished, and still exist now, nearly two decades later.

This series of articles lists (more or less in chronological order) and describes the alternative mail service providers, focusing on those that issued stamps (sometimes 'label' is a more correct term). These providers chose to issue stamps for three main reasons:

- For prepayment of the service provided.
- To help pay for the production of the stamps themselves.
- To source additional income through sales to collectors.

Parts 1 and 2 in the series will cover the stamps issued by private operators prior to the enactment of the 1998 act. As these stamps served as prepayment for only the 'local' service, items that were to be sent further afield using the 'official' postal system had to have bone fide stamps purchased from the official postal authorities added alongside the local stamps.

These pre-1998 service providers all operated on the edge of the law. In some cases (providers 1, 2, 3, and 5) the postal authorities, who held the monopoly for the provision of postal services in New Zealand at the time, chose to ignore or 'turn a blind eye' to these local enterprises as they were not seen as serious competitors to themselves and they also provided a valuable service to people living in the isolated areas concerned. But in other cases (providers 4 and 6) the postal authorities of the day felt that they posed a serious threat to their own operations, and therefore used the law to terminate their service.

Subsequent articles in the series will cover those post-1998 operators who issued stamps for prepayment of their services. These operators were now completely legal, and their stamps could be used for delivery of the items concerned not only locally, but also (in most cases) nationally, and (in two cases) internationally.

The last article in the series will give a brief account of services that used preprinted stationery and hand stamps as proof of payment.

PART 1: ISOLATED OFFSHORE ISLANDS AND TIMARU

1. The Great Barrier Island Pigeon Services

Renowned as "the first mail services in the world that used special airmail stamps", they (there were two competing such – the 'Agency' and the 'Service') have been widely celebrated, not only in New Zealand but also globally. They have been described elsewhere at considerable length and in great depth (Refs. 1, 2 and 3), so are mentioned only briefly here for the sake of completeness.

In the years 1897 to 1908 carrier (homing) pigeons were used to transport mail to Auckland (and sometimes vice-versa) from islands located in the Hauraki Gulf northeast of the city – mainly from Great Barrier Island

nearly 100 km away, but also from Marotiri in the Hen and Chickens Islands (120 km), and Waiheke Island (30 km). A couple of remote locations on the North Island itself were also serviced for a while.

Pigeons could carry important messages attached to their legs from Great Barrier Island to Auckland in about one hour, thus far out-competing the weekly steamer services of the day. Telegraph cables were not laid to the remote locations served by the pigeon services until 1908, so in the interim the relatively high charges were accepted by many of the residents as a welcome necessity.



Figure 1: Mint examples of the 'Special Post' stamps issued for 'The Original Great Barrier Pigeongram Service' in November 1898 (left) and March 1899 (right).



Figure 2: Mint and used examples of the 1s stamp issued for 'The Original Great Barrier Pigeongram Service' in August 1899 and inscribed 'Pigeon Gram'.



Figure 3: Stamp produced in 1899 by the 'Service' for Marotiri Island.



Figure 4: Mint examples of the 6d and 1s triangular stamps produced for 'The Great Barrier Pigeongram Agency' in 1899.

A stamp for prepayment was produced for the 'Service' late in 1898 (Figure 1), and was used for the first time on 19 November. Additional stamps were introduced in 1899 (Figures 1 and 2). Special stamps were also introduced in 1899 for the service to Marotiri Island – initially as an overprint of the 'Pigeon Gram' stamp, later as a new design (Figure 3). The 'Agency' issued two stamps, 6d and 1/-, on 11 July 1899 (Figure 4). Some of these stamps (in particular the Marotiri stamps) are very rare, especially when cancelled.

Collectors should be aware that counterfeits of several of the issues exist (Refs. 1 and 2).

2. Auckland Islands / General Grant Expedition

Two stamps, a ½d printed in green and a 1d printed in lake red (Figure 5), were designed and produced by J.W.H. Bannerman, a keen collector from Bluff. The stamps were taken to the Auckland Islands (nearly 500 km south of the southern tip of New Zealand) for use with a 1915 expedition that sought to find treasure from the *General Grant*, that sank there in 1866 (Ref. 4). By arrangement with the expedition ship's captain a few of these stamps were attached to envelopes, together with contemporary New Zealand stamps, addressed to Bannerman and cancelled at the 'post office' in Port Ross, in the Auckland Islands, on 23 March 1916. These were returned to Bluff and placed in the normal postal system for their onward journey.



Figure 5: The two stamps produced for the 'General Grant Expedition' to the Auckland Islands in 1915.

Other examples in existence today are un-cancelled.

3. Kermadec Islands / Sunday Island

In the late 1930's an Auckland business initiative, the 'Sunday Island Association', was trying to encourage people to buy land and settle on Raoul Island (known as Sunday Island at that time), the largest island in the Kermadecs group and situated about 800 km north of the city, in a remote part of the Pacific Ocean (Ref. 4).

The Director of the Association, V. Venables, designed a local stamp (Figure 6), which he intended would be used partly for prepayment of mail to and from the island on his yachts or internally on the island itself, and partly to promote the business venture. Its denomination was 3d, and depicted a yacht called the *Huon Chief* which he planned to purchase if the venture became a success. He printed thirty sheets of 24 (6 wide by 4 high) of this local stamp (i.e. 720 altogether), and issued them late in 1936 or early 1937 (there is doubt and confusion about the actual date). Note that the lower stamp in the pair (Figure 6) shows some doubling of the design. This has been attributed to a double printing or, more likely, a shift in the paper during printing. It is unclear whether this blurring occurred in all 24 sheets produced, or just some of them.

Unfortunately, the venture foundered, after the ketch *Yvonne* that he was using at the time was wrecked in the Coromandel in May 1937. Venables later claimed that about three of the sheets had been used by then, but only a few examples of the stamp used on piece have come to light. Many more exist unused, but are still rare. Two full sheets (48 stamps) were supposedly released by Venables in 1948 and sold on the market (Ref. 5), but nothing is known about the fate of the remainder.



Figure 6:
Venables' stamp intended for use with 'Sunday Island mail.'

4. Timaru Bicycle Post - 'Postes Moulins'



Figure 7: *The six labels (1c, 2c, 3c, 5c, 7c and 15c), produced by Bruce Henderson, were printed on pre-gummed and pre-rouletted strips of coloured paper.*



Figure 8: *The 7c label was originally printed on an orange-yellow paper.*

As with the Pigeon Post services this particular venture, the 'Timaru Bicycle Post' attracted a lot of attention, both nationally and internationally. This was mainly because of widespread sympathy for the initiative, for the enterprise demonstrated by a young man in the town of Timaru between late 1968 and early 1969 and because of its 'David versus Goliath' connotations (Refs. 6-10).

Bruce Henderson, assisted by his High School friends A J (Sandy) Stewart, and G J (Geoff) Mills, started this local delivery service on 2 December 1968, operating out of 7 Preston St., Timaru (Sandy's home), and using five pick-up locations. They called it 'Moulins Services Office' - Moulins being the French word for 'Mills' (they had studied French in high school, and wanted to make some use of it!).

Between 3:30 pm and 5:30 pm every weekday the three youngsters delivered letters and packages around Timaru on their bicycles, for less than the cost of sending the same items in the regular mail; and with same-day delivery. Pillboxes, from local pharmacies, were one of the most important sources of business.

The stamps (labels) produced and used by Postes Moulins (Figure 7) were printed, on thin coloured paper, by Bruce Henderson at his own 'Classic Printing Company'. The method was cumbersome with each design set up once only, and printed one impression at a time. Pre-gummed and pre-rouletted paper sheets were first divided into smaller pieces that fitted the press. Many were printed head-to-head (*tête-bêche*) (Figure 8) in two rows (sometimes more for the red paper) of five labels after the paper had been folded in two.

The six stamps (labels) produced were 1c black on lemon yellow paper (inscribed 'Postal Service Timaru'), 2c - black on deep red paper ('Local Post Service Timaru'), 3c - green on lemon yellow paper ('Timaru Postal Service'), 5c - royal blue on deep red ('Local Post of Timaru'), 7c - red and dark blue on lemon yellow ('Timaru Local Post'), 15c raised gold embossed on deep ('Timaru Postal Service'). The 1c, 3c, and 7c labels were initially printed on orange-yellow paper (Figure 8), until supplies of this paper ran out and were replaced by the lemon-yellow paper. Examples on orange-yellow paper are less common. There was also an imperforate version of the 15c stamp, printed on thin red card (Figure 9), which was actually a proof, but was used for postage when the paper version was in short supply (Figure 10).

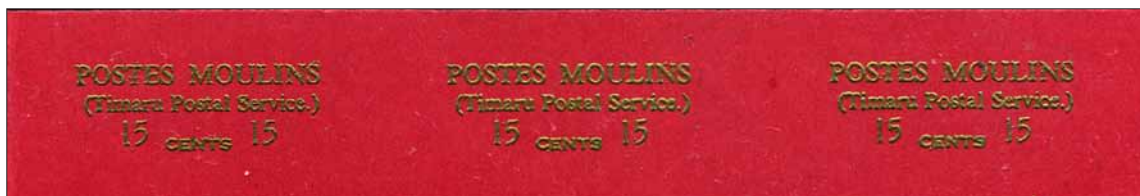


Figure 9: *Imperforate strip of the 15c proof label.*



Figure 10: *Used example of the 15c label on card showing part of the 'ANS' strike.*



Figure 11: *Bruce Henderson's 'BRH' cancellation applied to a 3c label.*

(image reduced)

The rates charged for delivery were:

- 1c: Unsealed letters (invoices and receipts).
- 2c: Sealed letter (official postage was 3c).
- 5c: Small parcel.
- 15c and 30c: Larger parcels.
- Registration was 7c extra (official rate 18c).

The cancellations used by the youngsters consisted of two concentric circles, applied first using a hand stamp. Within this the initials of the individual were applied in a second strike, followed by the date in a third strike. The initials used were 'B R H' (Bruce Henderson), 'R E C' (Sandy Stewart), and 'S J Y' (Geoff Mills).

An example of Bruce Henderson's 'B R H' cancellation, dated 20 January 1970, is shown (Figure 11). A fourth cancellation, 'A N S' was used in the office for miscellaneous mail and later to cancel-to-order a number of covers after the service ceased to operate. Covers dated 20 January 1970 and 19 January 1971 are particularly scarce.

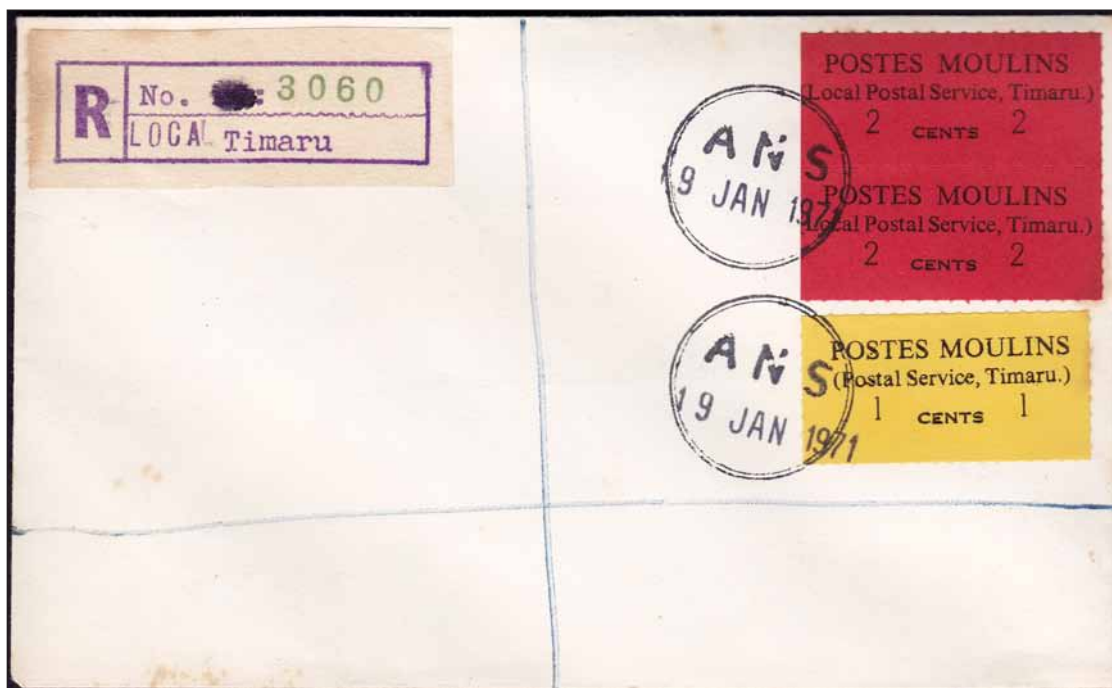


Figure 12: A cancelled-to-order cover, dated 19 JAN 1971, after the service had ceased to operate.

The Timaru Bicycle Post service was terminated, on 12 April 1969, after the Postmaster General heard of the venture and decreed that it contravened the monopoly held by his Department for the delivery of post in New Zealand. The youngsters were threatened with high fines for every delivered letter detected.

Genuinely used examples from the period when the service was active are scarce. The stamps looked just like labels and were of little interest to collectors and, when attached to round pill boxes, they were often damaged and then discarded.

Acknowledgements:

The authors are grateful for input from Bruce Henderson, Auckland, regarding his Timaru Bicycle Post venture.

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THE 'BRITISH PACIFIC SERVICE' 2s 6d AIRMAIL RATE NOVEMBER-DECEMBER 1946

Laurence Kimpton

On 15 September 1946 British Commonwealth Pacific Airlines (BCPA) inaugurated a trans-Pacific service from Sydney to Vancouver via Fiji, Canton Island, Honolulu and San Francisco. As BCPA was an airline without aircraft, the service was operated by Australian National Airways (ANA), using Douglas DC-4 aircraft until April 1948.

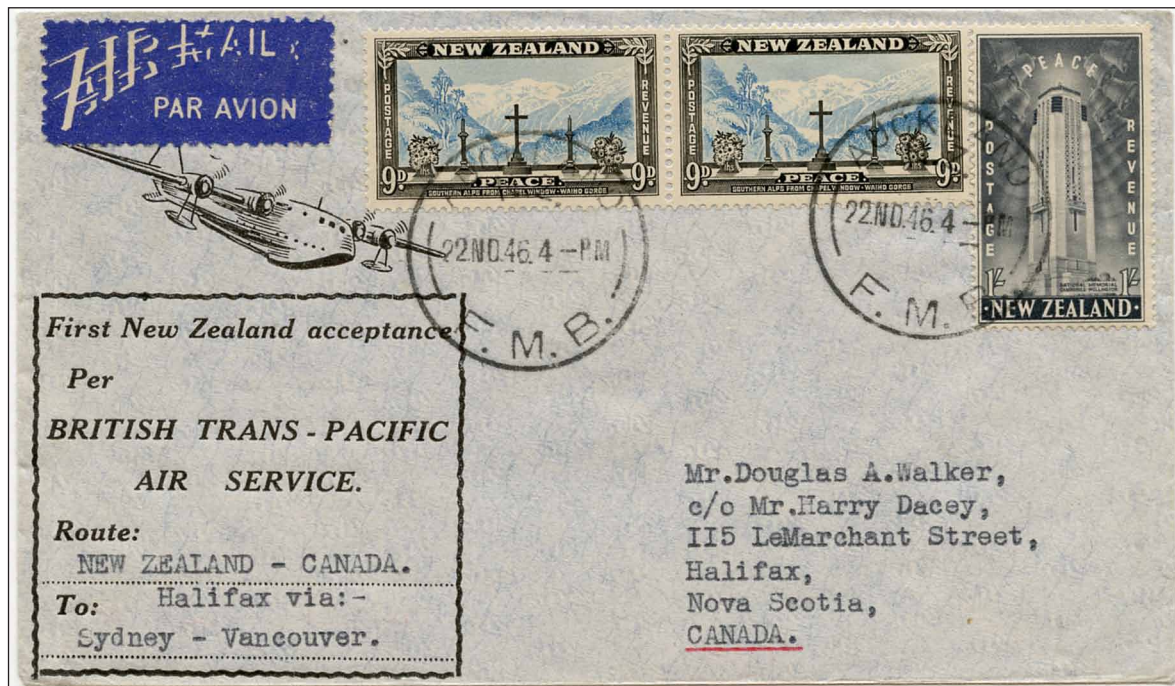


Figure 1: Cover to Canada endorsed 'Per British Trans-Pacific Air Service' posted at Auckland on 22 November 1946, the first New Zealand acceptance for the ANA/BCPA trans-Pacific service. Flown by TEAL to Sydney and then on the ANA/BCPA flight leaving Sydney on 24 November. From Vancouver it would have been flown to Halifax, Nova Scotia by Trans Canada Airlines. Note the cover design depicts a flying boat rather than a landplane. (Bryan Jones collection).

On 22 November 1946 the New Zealand Post Office began to accept mail for Canada and USA via the ANA/BCPA service at the rate of 2s 6d per half ounce. Mail had to be endorsed 'Per British Pacific Service.' Mail was flown either by Tasman Empire Airways Limited (TEAL) to Sydney or RNZAF to Fiji to connect with the trans-Pacific service. At first mail via ANA/BCPA undercut the rate for mail via the Auckland-San Francisco of Pan American Airways (PAA) which was 4s 0d per half ounce. Both ANA/BCPA and PAA services were fortnightly and the choice of which service to send mail by depended on which service was the next to depart, as well as the cost. On 1 January 1947 a rate of 2s 0d per half ounce for both services came into operation (lasting until 3 June 1947) and on 25 April ANA/BCPA opened a direct service from Auckland to Vancouver.

The 2s 6d rate applied to only three ANA/BCPA services, departing Sydney on 24 November, 8 December and 22 December 1946. Therefore relatively little mail at this rate has survived. Two examples are shown above (Figure 1) and opposite (Figure 2).

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2. Startup R M, *Airmails of New Zealand, Volume 3, International Airmails 1940-1970*, pub. Air Mail Society of New Zealand, 1997.

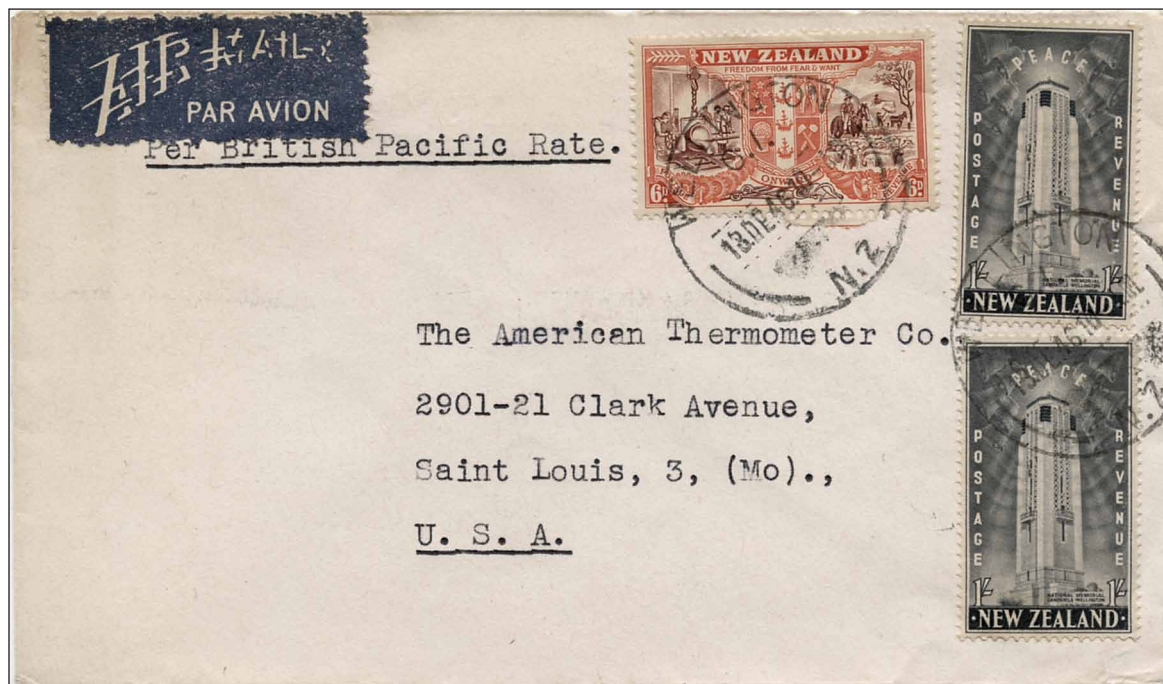


Figure 2: Cover to USA endorsed 'Per British Pacific Rate' posted at Wellington on 13 December 1946. It would have been flown by TEAL to Sydney and then dispatched on the ANA/BCPA service leaving Sydney on 22 December. The rate was 2s 6d per half ounce.

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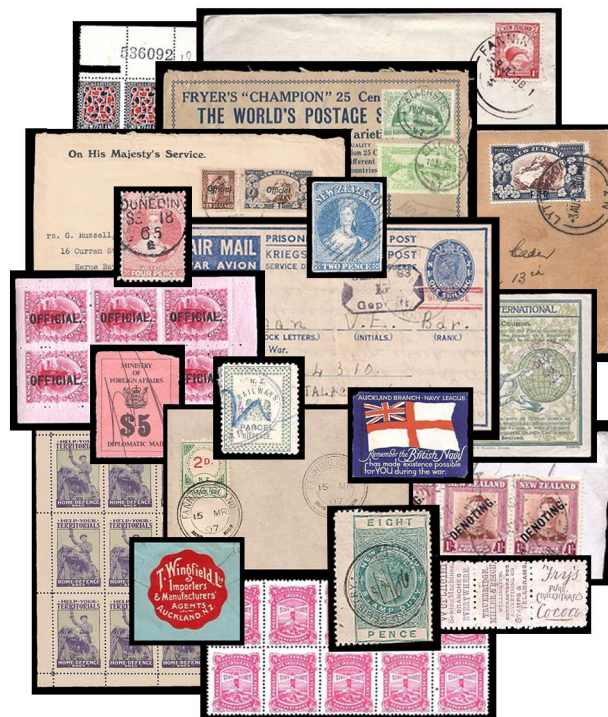
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UNLISTED COVERS FROM THE SS 'WAIRARAPA'

Adrian W Philbey

A number of covers salvaged from the wreck of the SS *Wairarapa* have emerged recently that are not listed amongst the 94 covers recorded in the census by Peace (Ref. 1). This article provides details of eleven such covers, which carry a straight (type 2) or curved (type 2A) cachet, 'Saved from wreck of the "WAIRARAPA"', in violet or blue, and most of which have lost their stamps (Tables 1 and 2).

Cover/ Figure	Region	From	Date of Cancellation	Address in New Zealand	Auckland Back Stamp	Cachet
1	Queensland	Brisbane	1 OCT 1894	Mr S Moses, c/o Messrs L D Nathan & Co., Auckland	5 NOV 1894	2A Blue
2	New South Wales	Sydney	24 OCT 1894	Miss Hould, Cheltenham Beach Road, Devonport, Auckland	3 NOV 1894	2A Violet
3	Victoria	Melbourne	23 OCT 1894	Mr I G Hay, c/o Messrs I and A McFarlane, Merchants, Dunedin	5 NOV 1894	2A Blue
4	Victoria	Melbourne	23 OCT 1894	Mrs John Berry, Gisborne	5 NOV 1894	2A Blue
5	Victoria	Melbourne	17 OCT 1894	The Inspector, Bank of Australia, Wellington	5 NOV 1894	2A Blue
6	Tasmania	Hobart	18 OCT 1894	H I Rich Esq., Brighton Road, Parnell, Auckland	3 NOV 1894	2A Violet
7	Great Britain	London	1 NOV 1894	Mrs E Heatherleigh, Zealandia Cottage, Claremont Street, Auckland	No back stamp	2 Blue
8	Great Britain	Harrogate	13 SEP 1894	Dr Forte, Tauranga, Bay of Plenty	5 NOV 1894	2A Violet
9	Great Britain	Scotland	12 SEP 1894	Miss Maud Murray, Burnside, Kaukapakapa, Auckland	5 NOV 1894	2A Violet
10	China	Hong Kong	24 SEP 1894	The Bank of New Zealand, Auckland	3 NOV 1894	2A Violet
11	China	Amor	15 SEP 1894	Miss Lecky, Mangapapa, Tomoana, Hawkes Bay, New Zealand	3 NOV 1894	2A Blue

Table 1: Covers from the SS 'Wairarapa', tabulated by region in the same order as in the census by Peace (Ref. 1).

Cover 1: The first of the unlisted covers is shown below (Figure 1) and is addressed to Mr S Moses, c/o Messrs LD Nathan & Co., Auckland. It was cancelled at Brisbane, Queensland, on 1 October 1894 and back stamped at Auckland on 5 November 1894. It carries a slightly curved (type 2A) cachet in blue.



Figure 1: Cover cancelled at Brisbane, Queensland, and addressed to Mr S Moses.

(image courtesy of Richard Wooders, Complete Stamp Company; <http://completestamp.co.nz>).

Cover 2: The cover below (Figure 2) is cancelled on 24 October 1894 at The Exchange, Sydney, New South Wales, and addressed to Miss Hould, Cheltenham Beach Road, Devonport, Auckland. The front has been struck with a slightly curved (type 2A) violet cachet and the reverse bears circular date stamps for Sydney on 24 October 1894, Auckland on 3 November 1894 (indicating that it was amongst the first batch of covers received in Auckland) and Devonport on 5 November 1894, the latter a new variant for this census.

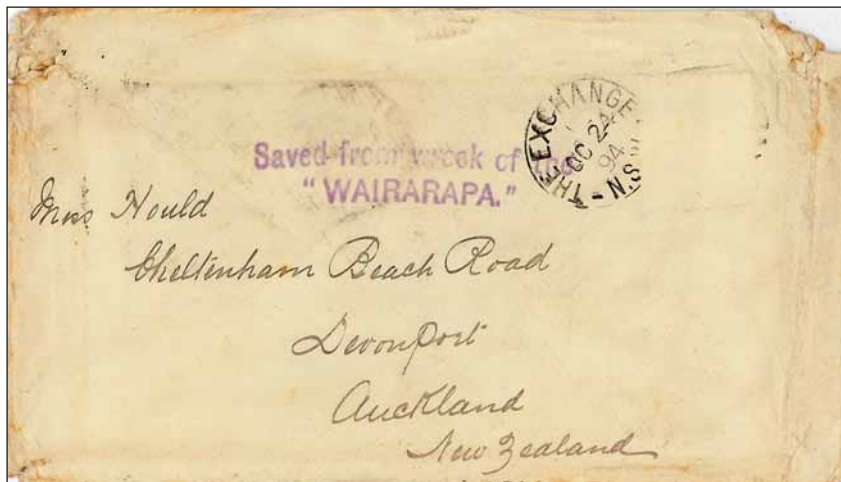


Figure 2a: Cover from Sydney, New South Wales, and addressed to Auckland.



Figure 2b: Backstamps.

Cover 3: Two 1885 Victoria 1d yellow-orange Queen Victoria side face stamps, cancelled at Melbourne on 23 October 1894, are affixed to a cover addressed to Mr I G Hay, c/o Messrs I and A McFarlane, Merchants, Dunedin, New Zealand (Figure 3). The front of the cover has been struck with a slightly curved (type 2A) cachet in blue. The reverse side bears circular date stamps for Auckland on 5 November 1894 and Railway Travelling Post Office, Dunedin North, northbound, (NZ RTPO-DNN 2) on 10 November 1894. All other covers recorded, from Victoria, by Peace (2013) are dated 22 October 1894.

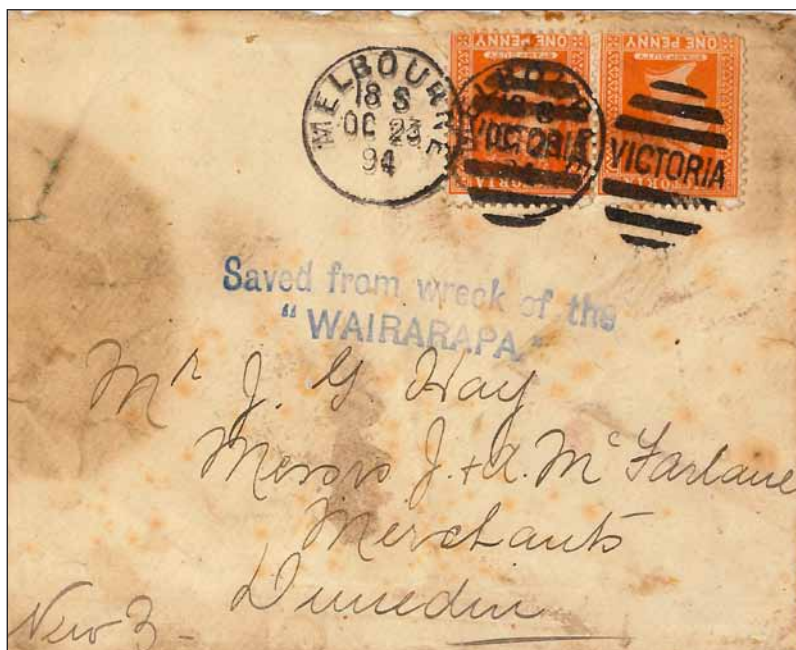


Figure 3a: Cover from Melbourne, Victoria to Mr J G Hay, Dunedin.



Figure 3b: Backstamps.

Cover 4: From Victoria to New Zealand was offered, on 7 October 2015, in the Spink auction of postal material from the collection of Len Jury (Ref. 2). In common with cover 3, this envelope was cancelled at Melbourne on 23 October 1894 and sent via Sydney to Mrs John Berry, Gisborne, New Zealand (Figure 4). There are circular date stamps from Auckland (5 November 1894) and Gisborne (7 November 1894) on the reverse. The cover has been struck with a slightly curved (type 2A) blue cachet.

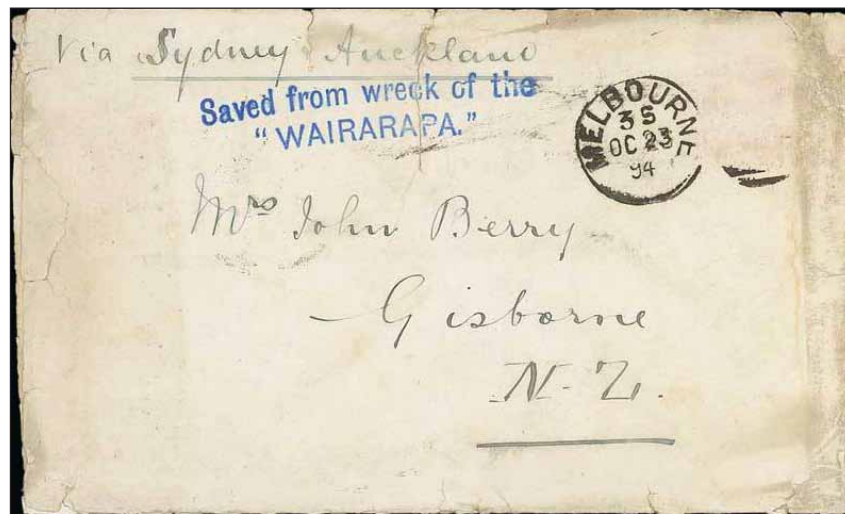


Figure 4: Cover cancelled at Melbourne, Victoria, and addressed to Mrs John Berry, Gisborne.
(image courtesy of <https://www.spink.com>).

Cover 5: One of the unlisted covers from Victoria (Figure 5) appears to have been altered with the intention to defraud. It was cancelled at Melbourne, possibly on 17 October 1894, and is addressed to The Inspector, Bank of Australasia, Wellington, New Zealand. The front of the cover has been struck with a slightly curved (type 2A) cachet in blue. An 1885 Victoria 8d rose on pink Queen Victoria side face stamp has been added at a later date and the barred cancellation has been altered. In addition, a hand written note, "Again in 1938 – Saved from wreck of the flying boat 'Calpurnia'", has been added in red-brown ink to the front of the cover, probably in an attempt to create an additional, spurious, element of provenance. The reverse side bears circular date stamps for Auckland on 5 November 1894, Railway Post Office, Wellington-Palmerston North, northbound (RPO-WN 2) on 8 November 1894 (Figure 5b) and Kadina (date and number obscured). The envelope appears to be a genuine wreck cover from the SS *Wairarapa*, with an appropriate address, a seemingly valid cachet and recognisably authentic back stamps, but the stamp appears to have been attached fraudulently, the cancellation appears to have been altered and it is unlikely that the cover was also recovered from the wreck of the *Calpurnia*.



Figure 5a: Cover from Victoria to Wellington endorsed to suggest it was not only salvaged from the 'Wairarapa', but also the 'Calpurnia' incident in 1938!



Figure 5b:
Backstamps.

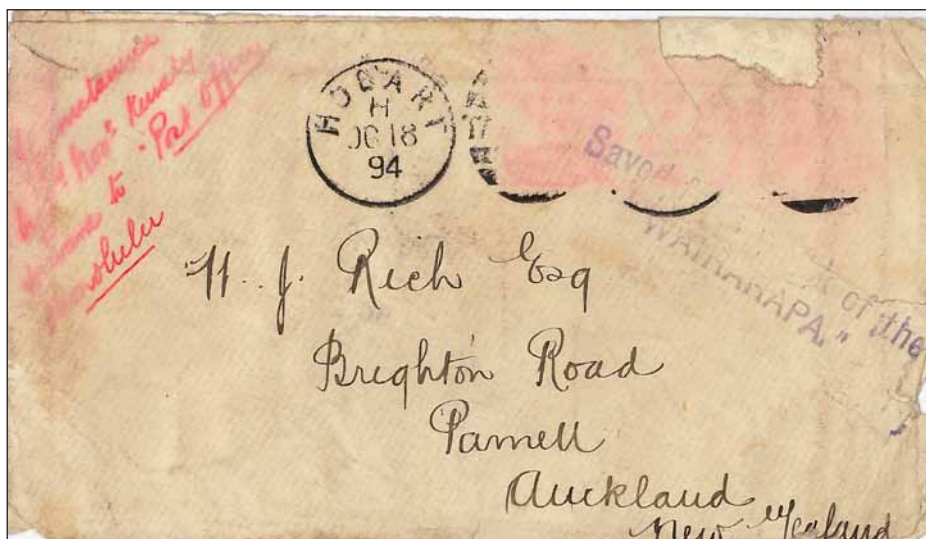


Figure 6: Cover cancelled in Hobart and addressed to H I Rich, Auckland.



Figure 6b:
Backstamps.

Cover 6: Addressed to H I Rich Esq, Brighton Road, Parnell, Auckland, was cancelled at Hobart on 18 October 1894, and carries a slightly curved (type 2A) cachet in violet (Figure 6). There is a hand written instruction, in red, for the envelope to be forwarded to Honolulu if unclaimed by 2 November 1894. The reverse side bears a circular date stamp for Auckland of 3 November 1894. This is the only wreck cover from the SS *Wairarapa* known sent from Tasmania.

Cover 7: Addressed to Mrs E Heatherleigh, Zealandia Cottage, Claremont Street, Auckland, appears to have been cancelled at London and carries a straight type 2 cachet in blue (Figure 7). There are no back stamps.

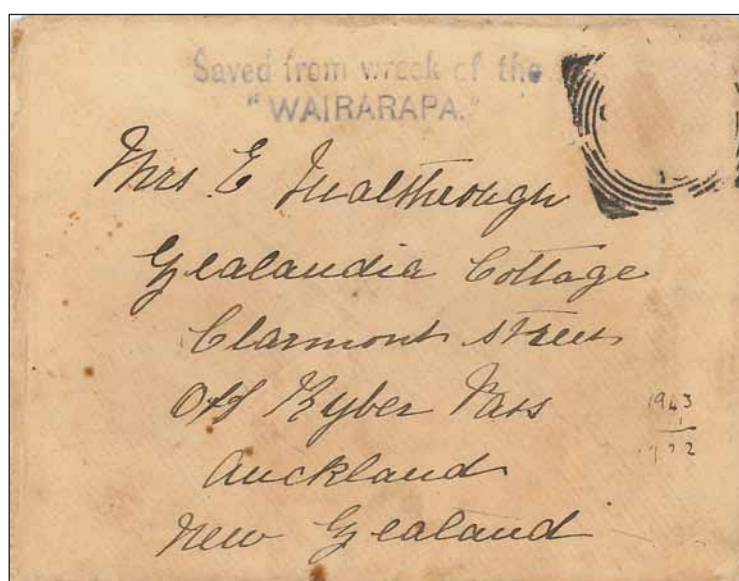


Figure 7: Cover, probably from London, to Auckland.

Cover 8: A cover addressed to Dr Forte, Tauranga, Bay of Plenty, New Zealand, was cancelled at Harrogate, North Yorkshire, on 13 September 1894 and carries a slightly curved (type 2A) cachet in violet (Figure 8). On the reverse, there are circular date stamps for Auckland, 5 November 1894, and Tauranga, 6 November 1894.



Figure 8a: Cover to Tauranga (left).

Figure 8b: Backstamps (above).

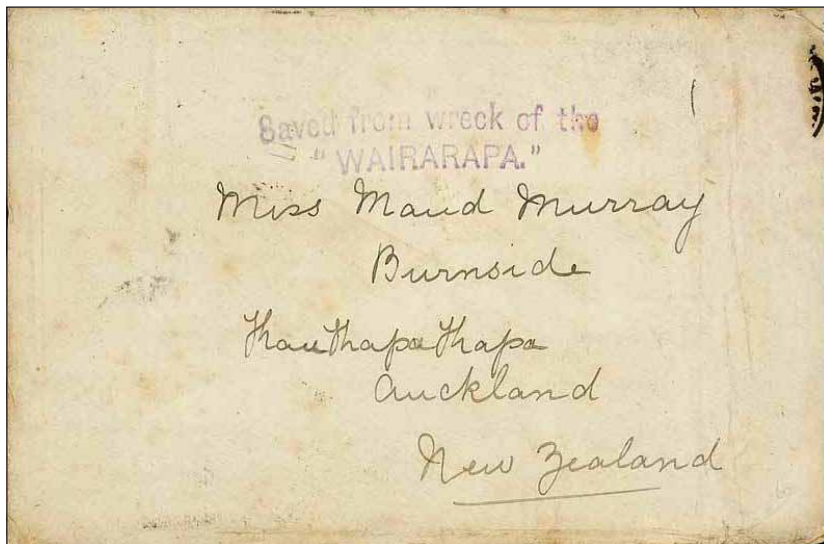


Figure 9: Cover from Scotland addressed to Miss Maud Murray, Auckland.
(image courtesy of <https://www.spink.com>).

Cover 9: Also offered in the Spink (2015) auction of postal material from the Len Jury collection (Auction 15044, Lot 2325) (Ref. 2). Shown here (Figure 9) it was sent from Scotland to Miss Maud Murray, Burnside, Kaukapakapa, Auckland.

With the stamp lost, having presumably floated off, only a partial cancellation is visible and the date is recorded in the catalogue as 12 September 1894. The cover has been struck with a slightly curved (type 2A) violet cachet. The reverse side has Auckland, Hellensville and Kaukapakapa back stamps for 5 November 1894.

Cover 10: Addressed to The Bank of New Zealand, Auckland, and cancelled in Hong Kong on 24 September 1894 (Figure 10), this cover is recorded by Cheung (Ref. 3). Carried by the SS *Chingtu* from Hong Kong to Sydney, Australia, it was transferred to the SS *Wairarapa*. It has an Auckland back stamp for 3 November 1894 and is endorsed with a slightly curved (Type 2A) cachet in violet. This appears to be the only cover recorded from Hong Kong, although Cheung notes that an offset of two Hong Kong circular date stamps with the same date is visible on the reverse of the cover, suggesting that there may be a second letter from Hong Kong.

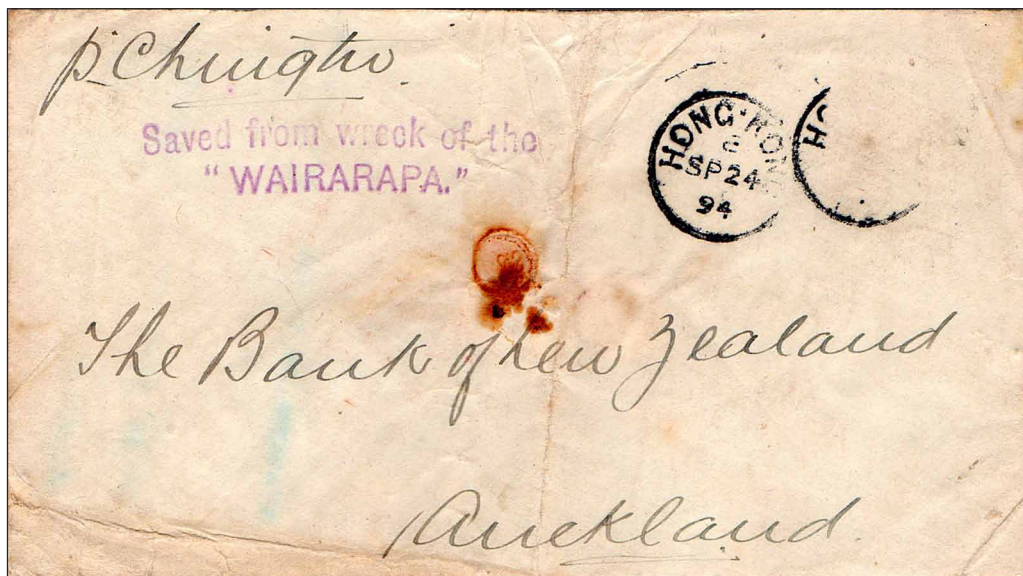


Figure 10a: The only cover from Hong Kong recorded as saved from the 'Wairarapa'.
(image courtesy of Dr Andrew Cheung)



Figure 10b:
Backstamps.

Cover 11: Another cover, offered for sale in the Cavendish auction of *The Richard C.K. Chan Collection of Hong Kong and Treaty Ports*, held on 6 March 2003 (Ref. 4). The cover opposite (Figure 11) is addressed to Miss Lecky, Mangapapa, Tomoana, Hawkes Bay, New Zealand, and is affixed with a 1891 Hong Kong Queen Victoria 10c purple on red stamp cancelled at Amoy on 15 September 1894. It carries a slightly curved (Type 2A) cachet in blue and has back stamps for Hong Kong (20 September 1894), Auckland (3 November 1894) and Napier (7 November 1894). This is the only known S.S. *Wairarapa* cover from a Treaty Port and from mainland China.



Figure 11: Cover from Hong Kong to Hawkes Bay.
(image courtesy of Cavendish Auctions, Derby).

Provenance of the 11 new covers discussed are shown below (Table 2). This includes two newly recorded covers from China and one from Tasmania not identified in the census of Peace (Ref. 1). It is likely that more covers from the wreck of the SS *Wairarapa* will surface with time.

Acknowledgements:

The author wishes to thank Spink (London, UK), Cavendish Philatelic Auctions (Derby, UK), Richard Wooders (Complete Stamp Company, Auckland, New Zealand) and Dr Andrew Cheung (Hong Kong Philatelic Society, Hong Kong) for permission to reproduce images.

Editorial Note: Not all covers are reproduced at their original size.

Cover	From	Stamps	Provenance
1	Brisbane	-	Complete Stamp Company, Auckland.
2	Sydney	-	Complete Stamp Company, Auckland.
3	Melbourne	Two 1885 Victoria 1d yellow-orange QV side face	Mossgreen Auctions, <i>Stamps and Postal History</i> , (#89MG), Melbourne, 25 & 26 February 2016.
4	Melbourne	-	Spink, Auction of <i>New Zealand, The Len Jury Award-Winning Collections of Postal History, Stationery, 1913 Auckland and 1920 Victory Issues</i> , London, 7 October 2015.
5	Melbourne	1885 Victoria 8d rose on pink QV side face	Auckland City Stamps, Auction 209, Auckland, 6 October 2015.
6	Hobart	-	D Morrison Ltd., <i>British Commonwealth Postal History</i> , Malmesbury.
7	London	-	Chris Rainey, <i>British Commonwealth Postal History</i> , Swindon.
8	Harrogate	-	Classic Stamps, Blenheim.
9	Scotland	-	Spink, Auction of <i>New Zealand, The Len Jury Award-Winning Collections of Postal History, Stationery, 1913 Auckland and 1920 Victory Issues</i> , London, 7 October 2015.
10	Hong Kong	-	Andrew Cheung, Hong Kong Philatelic Society, Hong Kong.
11	Amor	1891 Hong Kong 10c purple on red QV side face	Cavendish Philatelic Auctions, <i>The Richard C K Chan Collection of Hong Kong and Treaty Ports 1756-1922</i> , Derby, 6 March 2003.

Table 2: Provenance of eleven unlisted covers from the SS 'Wairarapa'.

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1. Peace BR, *Australasian Wreck Mail, 2nd Edn.*, pub. Brian Peace, Chapel Allerton, Leeds, United Kingdom, pp. 172-198, 2013.
2. Anon, *New Zealand, The Len Jury Award-Winning Collections of Postal History, Stationery, 1913 Auckland and 1920 Victory Issues*. Wednesday 7 October 2015, Auction Catalogue, Spink, London, UK, 2015.
3. Cheung AMT, 2009. "The wreck of SS "WAIRARAPA" New Zealand", *Hong Kong Philatelic Society Journal* 13, pp. 1-3 (original May 2009; updated September 2014; <http://www.hkpsoc.com>).
4. Anon, 2003. *The Richard CK Chan Collection of Hong Kong and Treaty Ports 1756-1922*. Thursday 6 March 2003. Cavendish Philatelic Auctions, Derby, United Kingdom, 2003.

SS 'ARGYLE' AND THE WRECK OF THE SS 'WAIRARAPA'

Lewis Giles showed the cover below (Figure 1) at a Society meeting, held in London, on 30 January 2016. Postmarked Auckland, 31 JL 96 the cover is addressed to George Chamberlin, Ponui Island.

Ponui Island, in the Hauraki Gulf, is also known as Chamberlins Island having been farmed by generations of the family since 1853.

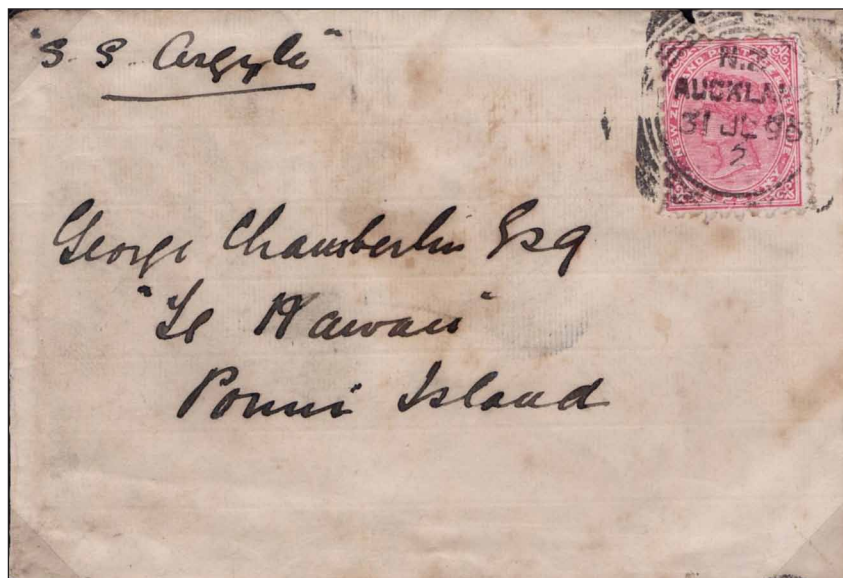


Figure 1: An 1896 cover carried on the 'SS Argyle'.

Of particular interest is the endorsement of the "SS Argyle", a small coaster that ran regular runs to and from the islands in the gulf.

On the 29 October 1894 SS *Argyle* was en route from Port Fitzroy to Great Barrier Island when they received news that the SS *Wairarapa* had hit the rocks (Figure 2). The *Argyle* steamed to the scene of the wreck and picked up as many of the survivors as possible before continuing to St Catherine's Bay where other passengers had managed to get to shore. From there they steamed to Auckland, arriving on 1 November 1894, bringing first news of the disaster that had befallen the SS *Wairarapa*.



Figure 2: The SS 'Wairarapa' hit the rocks at Miner's Head, Great Barrier Island, on 29 October 1894. The SS 'Argyle' was first to the scene.

[PACW]

POSTAL USAGE OF THE 1/- EDWARD VII STAMP

Tony Ward

The untidy large registered cover shown here does not look remarkable in any way. Posted from Dunedin on 25 October 1916 and addressed to Lugano, Switzerland it has travelled via London, a journey taking six weeks. Upon arrival in the UK (backstamped London 6 DE 16) it has been opened by the censor and re-sealed with censor's tape and wax seals applied by the 'War Office Postal Censor'. The cover was then also backstamped on arrival in Switzerland, at Gentil(ino) (9 XII 16) and Lugano (10 XII 16).

The cover has a single 1/- Edward VII stamp which prepaid the 2d registration fee required at this date and a quadruple rate of postage which was 2½d and it is the single use of the high value stamp which I think may be unusual.

I would be interested to hear of other examples of the single usage of this stamp. I doubt there are many.



(images shown at 65% of original size)

NEW ZEALAND EMERGENCY FLIGHTS IN JUNE 1940

Robert Clark

About 4.30 a.m., early in the morning of Wednesday 19 June 1940, the RMS *Niagara* was sunk by a mine shortly after leaving Auckland. As a precaution, the ferry services across the Cook Strait and the steamer express service between Wellington and Lyttelton (the port of Christchurch) were immediately cancelled. The services were resumed in the morning of Saturday 22 June. In the meantime, ordinary surface mail was flown between Wellington and the South Island on emergency flights on Lockheed Electra aircraft chartered from Union Airways.

According to Walker (Ref 1), and repeated in Stapleton (Ref 2), the following emergency flights were made:

- Wellington – Christchurch and return, 19, 20, 21 June
- Wellington – Nelson and return, 20, 21 June
- Wellington – Blenheim and return, 20 June

Douglas Walker is normally a very reliable source, but contemporary New Zealand newspapers (available on the *Papers Past* website at <https://paperspast.natlib.govt.nz>) do not mention any emergency flight on 19 June (although there would have been the normal Union Airways air mail service from Wellington to Dunedin via Christchurch on that day). It also seems unlikely that the authorities would have been able, or feel the need, to set up a special flight so quickly. In addition, the newspapers do not report a Wellington – Nelson – Wellington flight on 21 June, but do report a Wellington – Blenheim – Wellington flight with road connections between Blenheim and Nelson.

The Emergency Flights

The following is an amalgam of reports in the *Auckland Star* (p8) and *Evening Post* (p13) on 20 June, and the *Evening Post* (p9) and *New Zealand Herald* (p10) on 21 June:

Flight of 20 June

There were five return flights:

1. Flight left Wellington around 7:35 am and carried 130 lb of mail to Nelson. The return flight carried 120 lb of mail and arrived in Wellington at 9:45 am.
2. Flight left Wellington around 9:00 am and carried 90 lb of mail to Blenheim. The return flight carried 32 lb of mail.
3. Flight left Wellington around 6:30 am and arrived in Christchurch at 8:30 am carrying 1300 lb of mail. The return flight left Christchurch at 9:05 am arriving in Wellington at 10:24 am carrying 1200 lb of mail.
4. Flight left Wellington at 11:00 am, arrived Christchurch at 12:30 pm and the return flight left Christchurch at 1:00 pm.
5. The aircraft which flew the Wellington – Christchurch services, later flew to Blenheim and back.

Flight of 21 June

There were 4 return flights:

1. Flight left Wellington at 10:30 am and flew to Blenheim and back.
2. Flight left Wellington at 6:30 am and carried 1300 lb of mail to Christchurch. The return flight left Christchurch at 8:30 am and arrived in Wellington at 9:55 am.

3. Flight left Wellington at 11:00 am and flew to Christchurch. It arrived back in Wellington at 2:25 pm.

4. The aircraft which flew the Wellington – Christchurch services, later flew to Blenheim and back.

As there were no special markings on the letters flown on the emergency flights, few have survived. However, the Great Britain Postage Stamp Centennial first day covers sent by surface post arrived in New Zealand during this time and those addressed to Christchurch, and further south, were flown from Wellington to Christchurch on the emergency flight of 21 June (Ref 1). Shown here (Figure 1) is one such cover postmarked in Kent on 6 May 1940 which is addressed to Christchurch. It has a ‘Christchurch Postmen’ backstamp of 21 June confirming the arrival date.

A previous article in *The Kiwi* showed a first day cover from Portsmouth to Queenstown franked with the complete set of GB Centennial stamps (Ref 3) while a second (Ref 4) showed a Wellington – Christchurch registered cover autographed by the pilots Commander MC MacLeod and Second Officer W Smillie and a Wellington – Queenstown cover autographed by the pilots Commander K R Johnston and Second Officer T R Pike which has a three-line cachet: ‘Carried on Emergency Flights / Wellington – Christchurch / 20th & 21st June 1940’ in which 20th has been scored out. The cover to Christchurch is addressed to R J G Collins and so is likely to be philatelic. The cachet and all the autographs would have been added some time after the flights took place.



Figure 1: Cover flown on Wellington – Christchurch Emergency Flight of 21 June.

A mourning cover from Edinburgh to Christchurch is shown (Figure 2). It is correctly franked with the 2½d value and, although franked on the first day of issue, seems to be an example of genuine postal, rather than philatelic, use. It would also have been flown on the emergency flights of 21 June.

It is not clear which ship carried the mail from Britain to New Zealand. One possibility is the *Australia Star* which left Liverpool on 14 May and arrived in Auckland on Tuesday 18 June having travelled via the Panama Canal (Ref 4). Alternatively, if the mail had been sent via Australia, it could have arrived on the RMS *Niagara* on 18 June.

Trans Tasman Air Mail

This article was prompted by an air mail cover from Britain to New Zealand that was offered for sale on

eBay. It was postmarked in London on 1 June and addressed to Christchurch. Although it was autographed by the pilots M C MacLeod and W Smillie and has the typescript: 'War Emergency Air Mail' on the front and a further long typescript description on the back, it was not flown from Wellington to Christchurch on the emergency flight of 21 June, but was flown from Wellington to Christchurch that day on the normal Union Airways service.

A similar air mail cover addressed to Dunedin is shown (Figure 3). It is postmarked in London on 31 May and again on 1 June. After being flown from Poole to Sydney, it would have been flown on the eighth trans-Tasman service from Sydney to Auckland on 20 June.



Figure 2: A non philatelic first day cover.

External air mails normally required an extra 1d postage to be flown on New Zealand internal air services. However, as reported in the *Evening Post* (p13) of 24 April 1940, the New Zealand Post Office announced that:

In connection with the inauguration of the trans-Tasman air service ... whenever a saving in delivery time could be effected, mails received by air and also those connecting with the service outwards, would be conveyed in New Zealand by air ...

From Auckland, the point of arrival, mail matter for southern points ... would be dispatched by the Limited express on the evening of arrival. From Wellington, the South Island portion would be flown if there were any advantage, arriving at Christchurch at 1 pm, Dunedin 2:30 pm, Blenheim 4:30 pm, Nelson 12:30 pm and Hokitika 4 pm.

The six days a week air mail services between Wellington and Blenheim and between Wellington and Nelson were still in operation in June 1940. Before December 1939, there had been daily air mail flights between Wellington and Dunedin via Christchurch, but after that date there were only three flights each week. From Wellington they were on Monday, Wednesday and Friday while from Dunedin they were on Tuesday, Thursday and Saturday. Hence, after arrival in Auckland on Thursday 20 June, the cover in Figure 3 would have been sent to Wellington by rail, leaving Auckland on the evening of 20 June, and then flown on the normal

internal Friday air mail service of 21 June leaving Wellington at 11:20 am and arriving in Dunedin at 2:30 pm. Hence although this cover, and the one on eBay, was flown from Wellington on the same day as an emergency flight, it was flown by the normal air mail service.



Figure 3: Air mail cover from the UK flown on normal internal air mail service on 21 June 1940.
(image reduced)

Conclusion

The information in contemporary newspapers show that, contrary to what is said in Walker (Ref 1), there were no emergency flights on 19 June and that the Wellington – Nelson – Wellington flights on 21 June were to Blenheim. As reported in Walker, only ordinary surface mails were flown on the emergency flights. As trans-Tasman flights were flown in New Zealand at no extra charge, the air mail that arrived on the trans-Tasman flight of 20 June was flown from Wellington to the South Island on the normal air mail service of 21 June, not on the emergency flight.

Sources:

Information is taken from contemporary New Zealand newspapers: the *Auckland Star*, the *Evening Post* and the *New Zealand Herald* (available on the *Papers Past* website at: <https://paperspast.natlib.govt.nz>)

References:

1. Walker D, *Airmails of New Zealand, Vol. 1*, p.60, Air Mail Society of New Zealand, 1955.
2. Stapleton J, *The New Zealand Airmail Catalogue, 3rd Edition* edited by Shand M, Air Mail Society of New Zealand, 2009.
3. Fox H, 'The Emergency Flight in 1940', *The Kiwi*, Vol. 49, No. 6, p.141, November 2000.
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5. 'Convoy Web', available at www.convoyweb.org.uk

POWER FROM THE MANAPOURI

Tony Baillie

Having worked in London for three years after school I decided I wanted to travel. So I saved hard and eventually had enough for a return trip to New Zealand. I sailed from Southampton on 10 December 1967 on the *Castel Felice* via The Canaries, Cape Town and several Australian cities to Auckland; a six week voyage. I spent about 18 months working and travelling before doing the same for two years in Australia.

I joined the New Zealand Society of Great Britain last year and have obtained *The Kiwi* from Issue No. 1 – almost to date. I've just read volumes 38 and 39 and two articles brought to mind my stay in New Zealand.

Firstly issue No. 218 has an article on Hauraki Gulf National Park. I had a very good friend at work in Auckland who had emigrated to New Zealand many years ago. He and his wife treated me as a long lost son, even though his son and family also lived in Auckland. I was certainly young enough, then being a sprightly 22. Jack and Eve had a holiday home on Waiheke Island, in the gulf. We would get the hydrofoil after work on a Friday and then a bus across to his patch of land on the island. I don't remember much about the island but it was very green and had some wonderful sandy beaches which, both times they took me over, had plenty of Arctic terns. Their house was just yards from one of these beaches. Although there was a resident population many of the houses were second homes, to get away and have some peace and quiet.

Then on to issue No. 215 which has an article on Fiordland National Park. I was particularly interested in the section on Lake Manapouri and Doubtful Sound because I worked for a short time on the hydro-electric scheme that connects the two. This was the back end of 1968. I had been travelling from Te Anau to Milford Sound, at the wrong time of year – there was a lot of snow, in my VW split-window Combi Van, when I crashed. Not much damage but we ended up 50ft down a steep cliff, only prevented from going a lot further by snagging against a tree. After that I needed more money and managed to get a job on the scheme working in the Tail Race Tunnel from the Doubtful Sound end. While I was there breakthrough occurred. The tunnel was blasted from both ends and when they met they were just six inches out after three miles. Accommodation was on the *Wanganella* berthed at the head of the Sound, almost touching the side. It was said to be 400 feet deep under the ship. I was working as driver assistant on the battery/electric trains that took the men to work deep in the tunnel, carried out debris and delivered the cement for the lining and floor. An easy job but the work went on, in shifts, around the clock. The Tail Race Tunnel was about six miles long, downhill all the way, except for the last mile which was slightly uphill to slow the water down as it discharged into Doubtful Sound. One highlight was being paid extra whenever it rained, even though we all worked underground. Happy days!



The 'Wanganella' berthed at the head of Doubtful Sound.

I have a booklet *Power From Manapouri* (cost me 45 cents) which is fully illustrated and details the construction. The front cover, in colour, is of the *Wanganella* at the head of Doubtful Sound. The back cover, also in colour, is an aerial view of the head of Doubtful Sound with the *Wanganella* and also shows Wilmot Pass wending its way back to Lake Manapouri.

I wonder where the *Wanganella* is now?

2016 CHRISTCHURCH STAMP AND POSTCARD EXHIBITION - IMPERFORATE MINIATURE SHEETS

To commemorate The Christchurch Stamp and Postcard Exhibition held from 18 - 20 November 2016, New Zealand Post issued an exhibition miniature sheet. The sheet depicts the arrival of the Fokker Trimotor VH-USU (better known as the *Southern Cross*) at Wigram Aerodrome on 11 September 1928, after the first successful flight between Australia and New Zealand.

The sheet also incorporates a replica of the 1958 stamp that was issued to commemorate the 30th anniversary of the first trans-Tasman flight and two postage stamps. One, \$3.40 value, shows the Avon River in Christchurch and a second, \$2.90 value, captures a submerging whale at Kaikoura.



*A pair of uncut miniature sheets.
(image shown at 50% of original)*

New Zealand Post donated an uncut master sheet containing 20 of the miniature sheets without perforations which were to be used as fund-raising for the exhibition. This sheet is normally made available in advance so that it can be viewed by potential bidders at the charity auction held to raise funds in support of the exhibition.

This was not possible on this occasion as Simon Allison, Head of Stamps and Coins at New Zealand Post, explained in a letter to the successful bidders:

“Please find enclosed the Press Sheet that you purchased at the palmares dinner charity auction. The Christchurch Stamp and Postcard Exhibition Miniature Sheet was issued by New Zealand Post to commemorate the National Exhibition of 2016.

While traditionally New Zealand Post would donate the Press Sheet prior to the Exhibition for display at the auction, for the Christchurch Exhibition we were unable to do so. As you will be aware, parts of Wellington suffered varying degrees of damage following the Kaikoura earthquake on 14 November 2016. Regrettably, one of the buildings impacted was New Zealand Post House (7 Waterloo Quay). Thankfully nobody was injured but access to the floors was extremely limited due to the damage and safety concerns. Unfortunately this meant we have been unable to supply the Press Sheet until now.

We apologise for the delay and would like to thank you for purchasing the product on the night”.

Could examples of this sheet be included in a thematic exhibit on the subject of earthquakes?

Paul Wales, of Classic Stamps in Blenheim, (who kindly provided the illustration above) has examples of these sheets for sale to collectors. Contact details can be found in Paul’s advert on the inside back cover of this issue.

REQUEST FOR HELP FROM MEMBERS

David Stalker writes:

I recently purchased the attached which was advertised as a Presentation Pack. It is a rather crude version and does not seem like a presentation pack and may have been privately made up. It is a card giving details of the stamps in a cellophane enclosure. There are mint singles of the stamps enclosed behind the card.

I am curious to get any more information as to the provenance of this item and if anyone has knowledge of items like this from that time (c.1980) it would be appreciated.

1980 CHRISTMAS STAMPS (3 Stamps)

Featured on the 10 cent stamp is an old master "Madonna and Child with Cherubim", by Andrea della Robbia (15th Century), the original of which is in the Andrew Mellon Collection, National Gallery of Art, Washington D.C.

St. Mary's Church, New Plymouth is featured on the 25 cent stamp.

The 35 cent stamp features a picnic scene. This is a typical outing around Christmas time, in the height of the New Zealand summer.



THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS

The Kiwi (now downloadable in pdf format)

- * Vol. 1-61 (1952-2012) available to all.
- * Vol. 62-65 (2013-16) available to members only.
- **password required - contact the editor of *The Kiwi*.**
- * Vol. 66 (current year) - available to *e-Kiwi* subscribers.



Society web-site: 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:



When did you last see a postally used block of six 5/- Mount Cook?
Just one of the many scarce items available for sale on the Classic Stamps website.

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