



The Kiwi



The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN.

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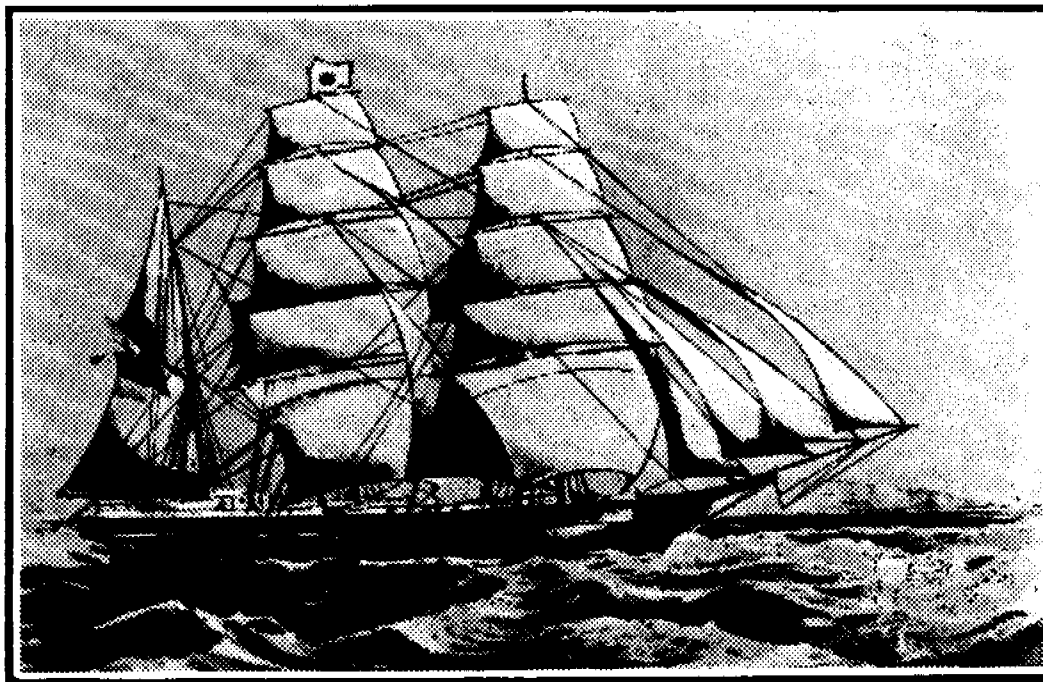
SEPTEMBER 1996

WHOLE 257

THE NEXT MEETING WILL BE HELD ON SATURDAY, 28TH SEPTEMBER, 1996,
AT THE Y. W. C. A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,
LONDON, WC1B 3LR, STARTING AT 2.30 P.M.

THE SUBJECT WILL BE
THE QUEEN VICTORIA SECOND SIDEFACE ISSUES OF 1882 - 1900
THE DISPLAY WILL BE GIVEN BY PAUL WREGLESWORTH

PER 'KATE'



BARQUE KATE.

Figure 1

See Page 87

EDITORIAL

This will be the penultimate issue of our journal under the present management. To date, no one has volunteered or been press-ganged into taking over for the issues starting in January, 1997. The matter is now becoming of some urgency. Whoever does come forward can be assured of having a reasonable supply of copy to work from and all the help and support that the Officers of the Society and the present Editor can give. The regular contributors have also advised that they will continue to contribute to the journal under its new management. Thus the most difficult aspect of the job - securing copy - should not be a problem. Over to one of you!

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

G. Burt, 4, Trinity Court, Victoria Road, Ramsgate, Kent, CT11 8BY

Prof. D. M. L. Goodgame, Chemistry Department, Imperial College, London, SW7 2AY

J. A. Stephens, Tylers Field, Wardrobes Lane, Loosley Row,

Princes Risborough, Bucks., HP27 0RH

B. H. Stonehouse, Oakfield, Park Road, Willaston, South Wirral, Cheshire, L64 1TJ

LAPSED

L. J. Armstrong, P.O.Box 145-440, Kilbirnie, Wellington 6030, New Zealand.

R. C. S. Brown, 34, Leyburn Gardens, Croydon, Surrey, CR0 8NL

A. M. Davidson, Ivy House Farm, Liverton Hill, Grafty Green, Lenham, Kent, ME17 2AH

Miss U. H. Dolphin, 27, Henbury Gardens, Henbury Road, Henbury, Bristol, BS10 7AJ

Major H. Dumas, The Old Rectory, Orcheston St. Mary, Salisbury, Wilts., SP3 4RP

J. Finch, 43, Leicester Street, Leamington Spa, Warwickshire, CV32 4TD

A. H. Kay, 15, Napier Crescent, Salisbury, Wilts., SP1 1PJ

B. J. Pratt, 22, Abbey Road, Bush Hill Park, Enfield, Middlesex, EN1 2QL

T. R. Rutherford, Dumgoyne, 18, Overcombe Drive, Preston, Weymouth, Dorset, DT3 6QE

P. J. Skinner, 5a, Craig Road, Milford, Auckland, New Zealand.

V. W. Snyder, 737, Pine Street, Hancock, MI 49930-1613, United States of America.

J. Turk, P.O.Box 4437 Stn. E, Ottawa, Ontario, K1Y 2C3, Canada.

CHANGE OF ADDRESS

G. Barber, The Old Bakehouse, Enstone Road, Charlbury, Oxon., OX7 3QP
(previously of East Horsley, Guildford, Surrey.)

D. MacGill, 57, Argyle Road, Saltcoats, North Ayrshire, Scotland, KA21 5NE
(previously of 39, Jacks Road, Saltcoats.)

MEETING HELD SATURDAY, 27TH JULY, 1996

WORLD WAR ONE - LED BY ERNIE LEPPARD AND BERNARD ATKINSON

Alan Baker opened the meeting at 2.30 p.m. with eighteen members present and two apologies for absence recorded. He welcomed Bryan Knights from Harwick, a new member attending a meeting for the first time. He also announced that the post of Editor of *The Kiwi* still remains to be filled. He passed the meeting over to Ernie Leppard, who drew members' attention to Robin Startup's book *History of the New Zealand Military Postal Services 1845 - 1991*, together with the medal awarded to Robin for literature by the Forces Postal History Society. Ernie also showed a

copy of the book *Postal History of the British Army in World War One*, by Crabb and Kennedy. The first part of the display gave a general overview of the New Zealand forces in World War One. New Zealand's involvement started with the occupation of German Samoa on 29th August, 1914. The main body of nine ships carrying a total of 8,427 men and 3,815 horses left New Zealand on 16th October, 1914. Some of the transport ships were shown as well as some of the Egyptian style datestamps used, such as NZ Advanced Base, NZ Headquarters Field, Infantry Bde and Mounted Bde, one at least on a 'Mary' card - a misspelling of 'Army'.

There followed a section on Gallipoli with various postmarks between 25th April and December, 1915. Attention was drawn to the square crown censor marks with numbers between 2199 and 3153 indicating the covers were from the Dardanelles. Wounded were carried on the hospital ships Maheno and Marama and there are now three coin datestamps of the Maheno recorded. The Aotea Convalescent Home in Heliopolis and the Intarsa Barracks at Malta were the base hospitals for wounded from Gallipoli. From 1916 to 1918 New Zealand forces served in Egypt and with Allenby on his march through Palestine. The No. 1 NZ Stationary PO was travelling to Salonika on the Marquette when it was torpedoed on 23rd October, 1915. Later it left for France in April, 1916, with the main New Zealand Division at Marseilles.

New Zealand Forces on the Western Front provided a complete section, with datestamps SWZ and SWZ2 at Etaples and Rouen respectively. Datestamps TZ, RZ and DZ were used on the Divisional Train and at Headquarters near Hazebrouck on the River Lys sector. Datestamps 1Z, 2Z, 3Z and 4Z were used by Brigades until the security period of 1917 when these were changed to WI, WII, 12W and C2X, taken over from Australian and Canadian forces, although they had originally been used by the Guards Division and the Tank Corps. Further research is required on the datestamps with S numbers of the Stationary PO's in France, used by Headquarters, workshops, depots and hospitals. The datestamp S40 was used at the depot in Hazebrouck, S77 at Anzac Corps Ballieul, S58 at Messines and S38 at the Wimereaux casualty clearing station near Calais. Post Offices operating in the United Kingdom were Sta PO 1 at Sling Camp, Salisbury; Sta PO 2 at Brockenhurst; Sta PO 4 at Horchurch; Sta PO 5 at Codford Camp, Salisbury; Sta PO 6 at Walton on Thames, Sta PO 7 a release depot at Torquay and Sta PO 8 at the New Zealand Reserve Rifle Brigade at Brockton, Cannock Chase. There was no Sta PO 3.

Bernard Atkinson presented on two showings an extensive display of postcards related to World War One. Cards showing the troopships, many with numbers on bow or stern, humorous cards of Trentham and Featherston Military Camps, Gallipoli cards, the Daily Mail series of Official War Cards, New Zealand War Records cards, the red triangle series, the Y.M.C.A. series and the Salisbury Plain series. There were cards from the New Zealand hospitals in the United Kingdom. Many of the series were complete with many scarce items not seen previously. Andrew Dove showed six covers with the problem of Pont de Koubbeh renumbered from Sta PO 1 to Sta PO 2 and transferring to Brockenhurst in the United Kingdom via Salonika; a previously unseen 'No Card at Codford' cachet and the Athenic ship postcard when acting as troopship no. 11. John Woolf also showed an Athenic ship postcard and a card from Samoa to New Zealand via Suva in Fiji and Noumea. Frank Wiggins produced a set of medals awarded to those who served in the First World War and Allan Berry produced a bound book made up of photocopies of Robin Startup's Great War display to the Christchurch Philatelic Society in February, 1991. Keith Collins gave the vote of thanks remarking on the range and depth of material produced illustrating New Zealand's contribution and supreme effort in World War One.

E. W. L.

AUPEX '97

Notice has been received of New Zealand National Stamp Exhibition titled AUPEX '97, being held next year to celebrate the 75th Anniversary of the Auckland Philatelic Society. Full details may be obtained by writing to:-

Nic Hendy, Secretary for AUPEX '97, P.O.Box 60-027, Titirangi, Auckland 7, New Zealand.

The Exhibition is being staged with the Federation of Inter-Asian Philately (F. I. A. P.) support.

MEMBER'S ADVERTISEMENT.

J. EDGAR WILLIAMS.

New Zealand/Australasia/Oceania collector has many duplicates and complete sets for sale. Mint and especially used. Many better items. Early issues through 70's. Some covers. No list. Tell me what you need. Accept sterling payment. Ed Williams, P.O. Box 1179, Carrboro NC 27510 U.S.A.

SPECIAL DATESTAMPS

CHRISTCHURCH N.Z.S.D.A. STAMPSHOW AND
NZ 1996 NATIONWIDE 16 PAGE COMPETITION



Three special pictorial date stamps were used to commemorate the Christchurch New Zealand Stamp Dealers Association Stampshow and the Nationwide 16 Page Competition. This was held at Noah's Hotel in Christchurch on 5th, 6th and 7th July, 1996.

THE NATIONAL COUNCIL OF WOMEN OF NEW ZEALAND CENTENNIAL



A special pictorial datestamp was used on Thursday, 19th September, 1966 in Christchurch to commemorate the Centenary of The National Council of Women of New Zealand Inc.

COMMITTEE MEETING

Will the Officers of the Society and Members of the Committee please note that there will be a Meeting of the Committee following the close of the General Meeting to be held on Saturday, 28th September, 1996. An Agenda will be circulated before the Meeting. As there are certain very important matters to be discussed, it would be appreciated if every Officer and Member of the Committee would make every effort to attend.

ALAN BAKER, CHAIRMAN

ANNUAL SOCIETY AUCTION

This will be held on Kiwi Day, Saturday, 30th November, 1996. Members who wish to place items in the Auction should note the following instructions:-

1. A list of your Lots, typewritten or in block letters please, should be prepared, giving a brief description of each Lot - e.g. U.M. = Unmounted Mint; F.U. = Fine Used, etc.
2. State your realistic estimate of the market value and reserve for each Lot. This is a must. If you have no reserve, please say so. Estimates for Lots should not be below £4-00.
3. All Lots must be mounted on card ready for display. A space about one inch square should be left at the bottom right hand corner for the insertion of the lot number.
4. Lots may be sent to the Auctioneer with your list, but in any case must be in my hands prior to the Auction. The Auctioneer will acknowledge receipt of lists and Lots. Lots handed in on the day of the Auction must have their Lot numbers clearly shown.
5. The Auctioneer is:-

L.Giles, 66, Bower Mount Road, Maidstone, Kent, ME16 8AT

Lists must reach the Auctioneer by Saturday, 28th September, 1996, so that the Catalogue can be printed in time for distribution with the November issue of *The Kiwi*.

6. Commission is 10% of sales, and all postage, poundage, insurance, etc. is payable by the vendor. There is a lotting fee of 20p per Lot. Lots which comprise books, periodicals, boxes of stamps and other bulky items cannot be accepted unless the vendor undertakes to deliver and collect from the auction room, or, if sold, to deliver to the purchaser direct.

An analysis of previous Auctions suggests that modern Lots, such as First Day Covers, unless unusual, have a poor rate of sale and would be better disposed of through the Society's Exchange Packet.

APPEAL

Each year it has been the practice of many generous members to offer items, both philatelic and general, to be auctioned on behalf of Society's funds. This is much appreciated. Do please see what you have surplus to your requirements. No matter what it is, we will be delighted to receive it, preferably by 25th September, 1993, so that it can appear in the catalogue, otherwise at any time up to 2.00 p.m. on Kiwi Day.

Do remember to bring your catalogue to the auction. Copies available in the room will cost £1-00.

NEWS RELEASE

ULTIMATE IN SPORTING EXCELLENCE ON LATEST STAMP RELEASE

It's the supreme sporting challenge that captures the attention of people around the world, it's the Olympics - and it's being showcased on the latest stamp issue, which was released on 9th July, 1996.

This ultimate sporting event conjures up images of athletes wearing the New Zealand Silver Fern with immense pride, being cheered along by a crowd of thousands, stepping onto the dais to accept a gold medal and hearing the New Zealand national anthem.

Some of the sports which the New Zealand team is confident to achieve Olympic brilliance in are featured on these five commemorative stamps. Each stamp has a border in the colour of one of the five rings which make up the universally known Olympic logo. The five sports included in this special Olympic issue are swimming (40 cents), cycling (80 cents), athletics (\$1.00), rowing (\$1.50) and yachting (\$1.80).

Inspiration for the design of these stamps have come from New Zealand's own world famous athletes such as swimmer Danyon Loader, cyclist Sarah Ulmer, athletic greats such as Peter Snell, Murray Halberg and Lorraine Moller, rowing duo Phillipa Baker and Brenda Lawson, yachting favourite Leslie Egnot and boardsailer Barbara Kendall.

"High stakes and high drama is what it's all about. There have been so many great achievements by New Zealand's elite sporting heroes at the Olympics," says Stamps Business Unit General Manager Russell Watson.

"New Zealand Post wanted to celebrate their accomplishments and capture the spirit of the games by producing circular shaped stamps which take the form of the Olympic rings. As far as New Zealand Post is aware, these are the first round Olympic stamps that have ever been produced in the world."

The five round Olympic stamps have been designed by Steve Fuller of Wellington and printed by Southern Colour Print of Dunedin by lithography.

LATEST STAMP ISSUE HITS THE HIGH NOTES

A musical milestone, fifty years of the New Zealand Symphony Orchestra is celebrated on the latest New Zealand Post stamp issue which were released on 10th July 1996.

The magic of the orchestra who has captivated audiences over the years has been captured on two unique stamps on this latest issue.

In October, 1946, a full-time national orchestra was established for the purpose of giving public and broadcast concerts. The New Zealand Symphony Orchestra has grown to around 90 full-time musicians, who perform over 100 concerts a year.

"New Zealand Post are privileged to be able to mark this milestone in a unique and memorable way through the release of these special stamps," said Russell Watson, General Manager, New Zealand Post Stamps Business Unit. "We are delighted to acknowledge the achievements and dedication of the orchestra over the past fifty years."

Mr Watson said the stamp issue was also fitting given New Zealand Post's long association with the arts as part of its Caring for Communities programme.

"This stamp issue is an extremely special one for us given our ongoing sponsorship programme with the four regional youth orchestras, which follows a long association with the New Zealand National Youth Orchestra," says Cath Hopkin, Sponsorship Manager, New Zealand Post.

"These are sponsorships through which we have been able to support the accessibility of New Zealand's artistic talent to the wider community."

"We aim to assist the orchestras to develop a strong base of talent within their own regions, and help young musicians in their bid to become the future stars of the international stage," says Ms Hopkin.

The stamps were designed by Martin Bailey of Auckland. They depict two popular musical instruments - the violin (40 cents) and the french horn (80 Cents). The background of each stamp features an excerpt from fanfare "Lillith's Dream of Ecstasy" a piece written by successful Gareth Farr, a young New Zealand composer.

WORLD FIRST STAMP INNOVATION CELEBRATES CINEMA CENTENARY

One hundred years of New Zealand cinema and a world first innovation are the feature of the latest stamp issue released on 7th August, 1996.

New Zealand Post is celebrating the centenary with the release of four stunning New Zealand cinema stamps and a unique 'scratch and win' stamp competition.

Russell Watson, General Manager New Zealand Stamps Business Unit, says the innovative competition is an important development for New Zealand Post with its world first stamp promotion.

"We're very excited to have such notable New Zealand films on stamps, and the opportunity for people to enjoy the chance to 'scratch and win' the variety of cinema related prizes on offer. There are 57,000 prizes up for grabs including a trip to Hollywood, Hoyts movie tickets, \$10 accounts at the Philatelic Bureau and Cinema First Day Covers," said Mr. Watson.

"The special feature of this issue is the chance for people to have fun with their stamps. Each stamp sold comes with an attached panel of the same size to be scratched. To enter the drawer for a trip to Hollywood people have to collect enough panels to spell HOYTS or they can win one of the many instant prizes available."

Four landmark films from throughout the history of New Zealand cinema were selected to star on the commemorative issue. The films chosen capture a slice of New Zealand life as it has evolved over the years and include New Zealand's first feature film *Hinemoa* (40 cents), 1952 film *Broken Barrier* (80 cents), action packed '80's film *Goodbye Pork Pie* (\$1.50) and the highly acclaimed box office blockbuster *Once Were Warriors* (\$1.80).

The New Zealand Film Archive assisted New Zealand Post with the extremely difficult decision of choosing the films for the stamp issue.

"We looked for four feature films to represent 100 years of film making in New Zealand," said Diane Pivac, Collection Manager, Documentation, New Zealand Film Archive.

"*Hinemoa* made by George Tarr in 1914 was the first locally produced feature film. *Broken Barrier* (1952) made by the independent production company Pacific Films was one of only three features made here between 1940 and 1966 (all three were made by Pacific Films).

"*Goodbye Pork Pie* produced in 1981 was the first commercial success on the domestic market and is the fourth top grossing New Zealand film. *Once Were Warriors* was chosen because it is New Zealand's biggest-ever box office hit and also because it is contemporary.

"Cinema has come a long way in New Zealand since the first 'moving picture' was screened in Auckland in 1896," said Ms Pivac.

The stamps were designed by Eyework Design and Production of Wellington. The stamps and prize panel were produced by Southern Colour Print of Dunedin by Lithography. The latex application to prize panels was carried out by Sabre Print of Christchurch.

PER KATE

JOHN WOOLLAM writes

I write to thank members of the Society - Gerald Elliott, Robin Startup and Alan Tunnicliffe - for their wonderful response to my query about the ship KATE, in *The Kiwi*, Volume 45, Number 4, page 80, July, 1996, which carried an 1864 cover from Auckland to Sydney

Robin Startup sent a list from Watts Register of New Zealand Ships from which I was able to narrow the choice down to either the schooner 'Kate' registered in 1864 in Pt. Invercargill or the barque 'Kate' registered then in Auckland. I chose the barque (No 40260) because it was trading

from the place of posting and was later (1868) owned in Sydney where the ship was trading to.

Then Gerald Elliott wrote a magisterial review - see below - and stated his certainty that the barque (No. 40260) was the ship - belonging to the "Circular Saw Line" - and produced a picture of it, see Figure 1 on page 81.

Reading the histories of these ships makes one realise the efforts and hazards involved in carrying the mails, and the correspondents of those days were well aware of it. Not like us today as we throw a letter in the box without another thought.

GERALD ELLOTT writes

With reference to JOHN WOOLLAM's query re the "**KATE**", *The Kiwi* Volume 45, number 4, July, 1996, at page 80, the following may be of interest to both John and your members.

KATE Number 40260
 Barque 340.95 tons
 127.1 x 28.4 x 12.5 ft
 Built at North Cherry Field, State of Maine U.S.A. in 1856
 Foreign Name WAINPENVAG

23/9/58 Registered at the Port of Melbourne 35/1858

Registered at the Port of Auckland 1/1859

Registered at the Port of Sydney 48/1868

6/7/1869 in a minor collision with an unknown vessel Tasman Sea (Capt Wm Cooper)

7/3/1872 vessel totally lost between Cape St Jones and Cape Tanian NSW?

Ownership Thomas Henderson Auckland Merchant 1859 - 68
 in joint ownership with John Macfarlane 1859 - 60
 William Sullivan Sydney, NSW Shipowner 1868 - 72

According to C.W.Ingram "New Zealand Ship Wrecks" there were eight vessels named **KATE** shipwrecked in New Zealand waters during 1842, 1849, 1857, 1865, 1870 and 1876. One of the more interesting incidents was the loss of the "**KATE**" a cutter of 23.75 tons register 46.7 x 14.5 x 5.8 ft built at Onehunga in 1862 owned by Mr S J Edmonds of Auckland. The "**KATE**" No36750 had been chartered by Mr A B White for 12 months, and it sailed from Auckland on 7th. July, 1865 under the command of Captain Pringle, for Maketu and Whakatane, with a considerable amount of merchandise on board. The cutter left Maketu on 1st. July and arrived at Whakatane on the following day, when she was seized by the Maoris (Hau Haus). The Master, crew of three and a passenger James Falloon (Surveyor and Govt. interpreter and Native Agent) were all murdered, the "**KATE**" was looted of her valuable cargo and finally destroyed by fire (22nd. July, 1865). Note. Mr Volkner the Missionary was murdered on 2nd March 1865 at Opotiki also by Hau Haus.

In the Index to the New Zealand section of the Register of all British Ships 1840 - 1950, there are six listed vessels named "**KATE**", but I am certain that the "**KATE**" No. 40260 is the "**KATE**" (Circular Saw Line) which carried the Robert Laver letter to his wife in Sydney. Messrs. Henderson and McFarlane ran the 235 ton Brig "**MAO**" between Auckland and Sydney and she was subsequently replaced in 1860 by the famous barque "**KATE**" (White Wings).

In 1863 the "**KATE**" (Capt. Sherlock) made a record breaking trip from Sydney to Auckland 27th August 1863 - 3rd September (5 days and 20 hours run) with 80 Australian Volunteers for the Waikato Regiments (Log of Logs Vol. 2) under the command of Ensign Coulter and Dr. Drake. This record for any sailing vessel was still standing as at 1924 (date of publication of White Wings

by Henry Brett). Another ship of the Circular Saw Line which sailed with the "KATE" from Auckland to Sydney was the "Alice Cameron".

I was very pleased to see this "Laver" Cover, as prior to this it was not recorded in my Laver Correspondence which now totals 99 Covers, naturally I would be interested to make it 100, if any member has a Laver Cover I would be very pleased to receive details.

FINDINGS FROM FILES
COST PROBLEMS WITH PAPER

ALLAN P. BERRY

Concluded from Volume 45, number 4, July, 1996, page 78.

On 30th April, 1941, the Controller of the Post Office Stores Department wrote to the New Zealand High Commission, saying:-

"I enclose a copy of a memo of our discussion with Messrs. S.Jones & Co's representatives on the 28th April.

"As I indicated thereat, I have analysed and examined their quotation for the supply of gummed stamp paper of similar furnish to that used for British stamps under the following headings:-

		s. d.
Paper @ 9½d per lb.	=	8. 0½ per ream
Gum @ £75 per ton	=	2. 8
Waste allowance (Paper		9½
10% (Gum		3¼ "
Labour, packing &c.		7. 5 "
Extra cost of running		
one third of the supply		8 "
in half-size reels		
Overheads and profit		3. 5¼ "
		<u>23. 3½</u>

"You will be able to check the price for the paper against the quotation you are obtaining from Messrs. Portals, and the costs shown for wastage of paper and gum will be proved by the percentage of waste gummed paper Messrs. S.Jones & Co. offer for disposal.

"The price quoted for gum is that ruling some months ago, when, presumably, Messrs. Jones purchased their supplies. The labour etc. costs appear to be the same as for previous supplies of esparto paper with the addition of 1/2¾ per ream, which increase it is not possible to check, and the cost of running one third of the supply in half-size reels seems less than might have been expected, having regard to the additional work involved. The amended offer of 24/8d less 5% (i.e. 23/3.6d) per ream is therefore recommended for acceptance for your present urgent requirements. I understand that Messrs. Bradbury Wilkinson & Co. to whom this supply is going have reported that it is suitable for their process.

"As regards future supplies, however, I would suggest that you obtain an alternative quotation from Messrs. Harrison & Sons. This firm would be able to deal with two half-size reels simultaneously, thereby reducing costs. They do not wish to undertake purchase of paper but would, I think, be willing to tender for gumming, sheeting, sorting and finishing to the

printer's requirements. It would, of course, be advisable to have trial reams tested and approved by the printers before placing an order on Harrisons."

The next letter is from Samuel Jones & Co. (Export) Ltd. sent to the Controller of the Post Office Stores Department. It is dated 29th April, 1941, and reads:-

"Just a line to thank you for your cooperation at our meeting yesterday. When I arrived back at the Office I got out the waste figures on the last few New Zealand and Australian orders, and I give you the figures herewith.

"The New Zealand waste worked out on an average to 11.2%. On one occasion it was as high as 13.5%.

"The Australian worked out at 9.4%, but, as you know, this is a better quality even than the one we are going to use for the new New Zealand grade, so I think you will agree that our 10% for waste was a very reasonable estimate.

"I am hoping to see ... in the next day or two and I will make enquiries about the Gum supplies, and will let you have a line.

"If at any time you require information in regard to these subjects it would be a good idea if you rang up ..., who would always be glad to give you the benefit of his experience.

"P.S. Since writing this I have seen ... He tells me that the Gum he mentioned to me turned out to be quite useless. He would be very glad indeed to give you any information he can in regard to Adhesives any time you like to ring him up."

The next document is a formal letter from the Official Secretary to the New Zealand High Commissioner addressed to the Controller of the Post Office Stores Department. This is dated 30th April, 1941, and it reads:-

"I am directed by the High Commissioner to express his appreciation for the assistance rendered in connection with the new order which is being placed for New Zealand Postage Stamp Paper. As a result of ...'s efforts, whereby a reduction was obtained from the suppliers, it is estimated that there will be a saving on this order of from £1200 to £1300."

On this letter there is a brief hand written note dated 3/5/41, which reads:-

"The Controller will be pleased to see this appreciation. For many years the Stamp Section has advised the New Zealand Govt. in Stamp matters and the services have been acknowledged with gratitude from time to time. In the present instance a quotation for a supply of stamp paper was referred to this Section and ... was able to obtain a substantial reduction in the price originally quoted."

In addition, on the reverse there is another note dated 6/5/41, which reads:-

"Read with much appreciation. I have taken a copy for inclusion with ...'s personal papers."

The next letter on this section of the files is from the Controller of the Post Office Stores Department to the New Zealand High Commission. This reads:-

"I have just re-read the papers relating to Order No. 1 for the New Zealand Pictorial issue. I did not realise, or had forgotten, that the paper originally supplied to Messrs. T. De La Rue was of rag + wood furnish similar to that supplied to them in 1915/18 for British line engraved stamps, that they failed to produce thereon plate proofs equal to their die proofs (which were on esparto paper) and that esparto paper was subsequently ordered for all their printings, excepting the first printing of the 5d denomination. ... seems to have resolved a difficult

situation by accepting the rag + wood paper, thrown surplus by De La Rue's failure, for use in New Zealand.

"Bearing this history in mind, I think it highly advisable that De La Rue's should submit for inspection proofs of the 2d, and perhaps other stamps on order, on sheets of the trial ream of rag + wood paper recently supplied by S.Jones & Co.

"Moreover, I think it would be wise to take the same precaution even with Bradbury Wilkinson & Co. in order to ensure that any difference between New Zealand stamps printed on the two different papers is reduced to the unavoidable minimum; and also to check Portal's making for opacity &c. and S.Jones & Co's gumming and finishing. Would it be possible to get the whole trial ream, including the printed sheets, back from Bradbury Wilkinson & Co. for scrutiny and Laboratory test? I could arrange for the Government Laboratory to test the gum content as was done in 1935.

"Alternatively, could we arrange to visit Bradbury Wilkinson to look at the trial ream and discuss it with them."

A memo has been added to the letter, dated 9 May. It reads:-

"Phoned ... He said he had not seen any printings by either firm on the trial reams, but both had given assurances that the paper was entirely satisfactory. I suggested we should visit both firms next week, inspect trial reams and printings thereon. He agreed - date for visits to be fixed later."

There follows a letter from the Controller, Post Office Stores Department, to the New Zealand High Commission, dated 13th May, 1941, reading:-

"All attempts to get thro' to you on the phone yesterday and this morning have failed.

"Can you arrange for visits to De La Rues and Bradbury Wilkinsons on the same day, or on the afternoon of one day and the morning of the following day, at an early date, say, Friday this week or Monday, Tuesday or Wednesday next week? If you cannot find time yourself for either or both journeys, I should be quite willing to go alone.

"I hope we shall be able to communicate by phone before you need to reply, but if this is not possible perhaps you could send me a wire '... Stampostal, High Wycombe'."

There follows a letter from the New Zealand High Commission to the Post Office Stores Department dated 15th May, 1941, which reads:-

"I have written to De La Rue in regard to the day which would be most suitable to inspect the 'pulls' [on the new paper] (inserted by hand) and have suggested Tuesday afternoon. I hope they agree to this.

"In regard to Bradbury Wilkinsons, we could then visit their place on Wednesday morning and they have kindly offered to collect us in their car and bring us back here afterwards.

"I will let you know definite details as early as possible."

A hand written copy of the reply appears on the back of this letter, reading:-

"Many thanks for your note of 15th May. Unless I hear from you tomorrow (Tuesday) that there is no appointment with De La Rues tomorrow afternoon, I will call at 415 Strand about midday.

"In any event, I will be with you at 9.30 a.m. or earlier on Wednesday."

A hand written memo is the next document on the file. It reads:-

"Visited N.Z. Govt. offices on 20th May. ... said that De La Rue's had reported that the trial ream had been tested and thereafter destroyed 'in accordance with our security system'. He had asked them to confirm again in writing that the paper was satisfactory for their process. He had also ordered a supply from S.Jones & Co. for De La Rue.

"I recommended to him that he insist that De La Rues should give 48 hours notice of any printing on the new supply of paper in order that proofs might be submitted and inspected before the 'run' commenced.

"De La Rues bombed out of Bunhill Row and printing 'somewhere in the city'. The representative who called at N.Z. office (...?) did not seem to know much about it. ... is at Haywards Heath.

"Inspected trial ream at Bradbury Wilkinsons on 21 May and brought away 6 sheets for test. B.W.'s proofs of 1/2d. green Geo. VI stamps on the trial ream light in shade but this was due to worn plate. B.W.'s quite satisfied with finish of paper."

The next paper is a hand written report on test carried out on the paper. It reads:-

Wt per (20½ x 11)	A.	B.	C.
ream - 13.553 lb	14lb	14lb	14lb
(including gum)	Average 14lb		
Thickness. 3.5 mils approx.			
	A.	B.	C.
Bursting Strain	18.5	21.5	23.5
	23	23	22
Test of 3 sheets	21	21.5	21
taken from trial	20	24	20
ream at BW & Co's	27	19	17.5
works	20	19	23
	<u>129.5</u>	<u>128</u>	<u>127</u>
Averages	21.58	21.33	21.16
= 21.36 lbs.			

Mr. ...

So far as can be determined on gummed paper, these samples are to specification for weight, thickness and bursting strength. 22/5/41

There is a receipt next on the file, which is dated 21st May, 1941. This is as follows:-

NEW ZEALAND STAMPS.

RECEIVED from Bradbury Wilkinson & Co. Ltd.

6 Sheets Gummed, Unwatermarked
Experimental paper.

(initials)

To ...

New Zealand Government Offices.

There is next an envelope which contains what appears to be three of the six sheets referred to on the receipt shown above. This is followed by a form from the

Government Laboratory, Clement's Inn Passage, London, W.C.2. dated 29th May, 1941.
Report on the examination of 1 sample (3 sheets) of gummed unwatermarked paper received

from the Controller, Post Office Stores Dept., Stamp Section, High Wycombe, Bucks. on 23rd May, 1941, Laboratory No.s. P.O. 358 Your ref. Stamps B2/1246.

The report reads:-

Gum per 76 sq. ins. 0.93 grams.

The paper is gummed with gum arabic and affords no evidence of the presence of lead or other deleterious substance.

On the form there is a faint pencil note asking a particular Officer to note the result on his record, and to return it to the sender. The final document on the file is a hand written certificate from the Government Laboratory, dated 29.5.41, reading:-

"I certify that the 3 sheets of gummed unwatermarked paper referred to in the attached report have been destroyed during test."

I am very grateful to the National Postal Museum for allowing access to these files, and for permission to publish extracts from them.

HOSPITAL SHIP 'ORANJE'

E.W.LEPPARD

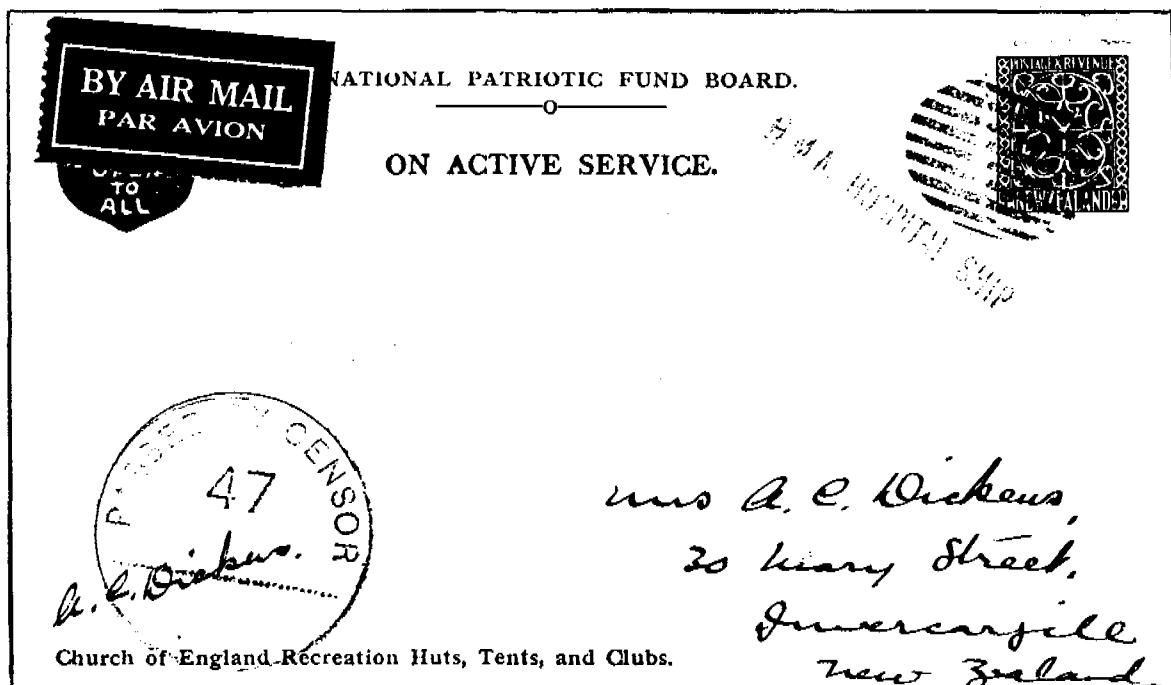


Figure 1

Dumb Naval Cancel - 9d. small design Maori Panel perf. 14 x 15 issued May, 1941 - 9d. Airmail Rate.

During the First World War two ships, the 'Marama' and the 'Maheno', were famed for transporting the wounded of New Zealand. Cards and covers with postmarks and cachets from these ships are not that uncommon. During the Second World War, however, the names of the Hospital Ships that transported the New Zealand wounded are not so well known, mainly because they were also used to transport Commonwealth wounded. The two ships mainly used were the

'Maunganui' and the 'Oranje' and covers or cards from either of these ships are very scarce. I have only seen one marking from the 'Maunganui' in another collection and would be glad to see any marking from this ship during her service as a Hospital Ship.

The second ship, the 'Oranje', has a curious mixed pedigree and a distinctive censor mark of Australian origin shown at Figure 1 on page 93 with the number 47 in the 'PASSED BY CENSOR' cachet. It is sometimes referred to as the No. 1 Netherlands Military Hospital Ship. This in the course of the war transported back to New Zealand 2,500 wounded. 120 New Zealanders served on the ship as crew, doctors and nurses under the command of Lt. Col. G. F. V. Anson.

According to Lloyd's Register, the 'Oranje' was launched as a luxury cruise liner by Her Majesty Queen Wilhelmina of the Netherlands on 8th September, 1938. The ship was of 20,000 tons, with four decks and triple screw capable of 26 knots. She was owned by the Netherlands Steamship Company and was based in Dutch Batavia. At the time she could claim to be the world's fastest motor ship, powered by three 12 cylinder Sulzer diesels. She completed her maiden voyage on 4th September, 1938 between Amsterdam and Madeira and on 4th September, 1939, set sail for Batavia. With the outbreak of war she was laid up at Sourabaya, Batavia.

With the Netherlands overrun by the Germans in 1940, in February, 1941, the Netherlands Government in Exile made the generous offer of the 'Oranje' to the Australian and New Zealand Governments for use as a Hospital Ship. The Dutch offered to equip, man and operate the ship at their expense. The conversion took place in Sydney Harbour, to provide 670 beds and first class facilities for operating theaters and wards, capable of carrying 800 patients and a large crew of 480. The Captain, B.N.Potjer, and crew were Dutch, the medical staff initially Dutch, Australian and New Zealand. The ship sailed under the Dutch flag but was attached to the Royal Australian Navy, but as such she is not recorded in the Admiralty Navy Lists for either the British or Australian navies.

The maiden voyage as a Hospital Ship was from 3rd July to 3rd September, 1941, with a route from Sydney to Batavia, Singapore, Aden and Port Tewfik, Egypt. Here she loaded 641 wounded, of whom 199 were New Zealanders. The return trip was to Adelaide, Melbourne, Sydney, Wellington and back to Sydney. The round trip of 20,779 miles took 63 days. These trips became routine with seven of the voyages returning 2,500 wounded to Wellington, New Zealand.

With the entry of Japan into the war in December, 1941, most of the Dutch medical staff and some crew left and were replaced by Australian and New Zealand staff. After El Alamein in November, 1942, and the Australian withdrawal from the Middle East, the ship was crewed and staffed by British and New Zealand personnel and the Australian association with the 'Oranje' ceased from 1st March, 1943, until the end of the war. A number of the Australian who served on the 'Oranje' transferred to the 'Centaur' and were lost on 14th May, 1943, when it was torpedoed off Brisbane by a Japanese submarine.

The 'Oranje' continued with British and New Zealand crew and Medical staff and became worldwide in transporting wounded from the Middle East back to Britain. In all she undertook 40 voyages steaming 382,360 miles and transporting 32,461 wounded. The final wartime voyages, the 37th to 40th, were in transporting Prisoners of War of the Japanese from Singapore and Dutch East Indies when medical and nursing staff were particularly useful.

Covers from the 'Oranje' are seen with a cachet 'H.M.A. Hospital Ship' - again see Figure 1 on page 93. From November, 1942, the 'A.' for Australia is excised. Most covers that have surfaced appear to be from the censor himself, A.C.Dickens, to his wife in Invercargill. I have a cover

censored by A.C.Dickens with the K.W.12 mark in 1943, at which time it was used at the New Zealand Hospital at Tripoli, one of the ports at which the 'Oranje' called to pick up wounded.

At the end of the war, the ship was handed back to the Netherlands Steamship Company in July, 1946 and continued as a luxury world cruise ship. She was sold to the Italians in 1964 and renamed the Angeline Lauro. She was burnt out and sunk in the West Indies in 1979 after six years cruising in the Caribbean.

References.

New Zealand History of Army Medical Corps.

Admiralty Navy Lists, Greenwich Library.

Hospital Ships, by Rupert Goodman. Boolarong Publications, Brisbane, 1992.

CINDERELLA CORNER CAREFUL CROSSING CAMPAIGN

JOHN WATTS

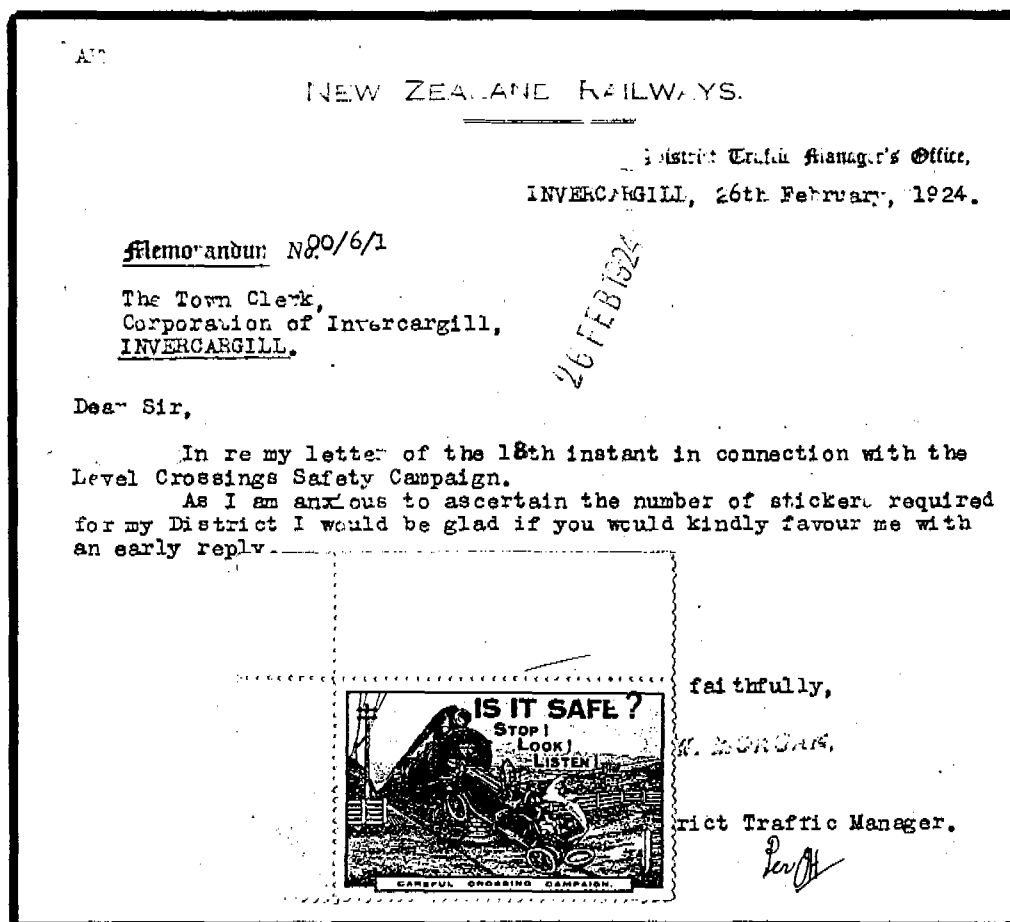


Figure 1

The New Zealand Herald dated 3rd March, 1994, carried a report that something in the region of NZ\$4,000,000-00 will be spent in improving road signs and markings at railway level crossings by the Land Transport and Safety Authority and Transit New Zealand. In 1993, 18 people were

killed in accidents involving motor vehicles and trains on the 1,500 level crossings throughout New Zealand. This compared with an average of 8 in each of the preceding five years.

A working party set up to investigate the problem reported that a number of factors were involved. They include fatigue, poor visibility, sun-glare and failure to give way. Accidents were more common among older drivers and during daylight.

Major recommendations include replacing the 'St. Andrew Cross' advance warning signs with a 'Steam Train' sign, establishing active controls such as bells, lights and half arm barriers for all multi-lane approaches and sealing all public roads on approaches to level crossings.



FORM No. _____

WA 242

The above diagram is a specimen design drawn approximately to a scale of one-sixth. The actual size, will, however, differ in the case of plates according to the number of letters and figures required.

In the cases of plates, each plate must be rectangular and bear upon it the index mark of the registering authority, and the separate number assigned to the motor by that authority, the mark and number being arranged in conformity with the arrangement of letters and figures shown on one or other of the above alternative diagrams.

In cases where the letters and figures are painted upon the motor, the foregoing provisions shall, mutatis mutandis, apply.

All letters and figures must be $\frac{3}{16}$ in. high; every part of every letter and figure must be $\frac{1}{16}$ in. broad; and the total width of the space taken by every letter or figure except in the case of the figure 1, must be $\frac{2}{16}$ in.

The space between adjoining letters and between adjoining figures must be $\frac{1}{16}$ in. and there must be a margin in the case of plates between the nearest part of any letter or figure and the edge of the plate of at least $\frac{1}{16}$ in.

In the case of marks for a motor cycle of a weight unladen not exceeding 3 cwt., each of the dimensions aforementioned may be halved, and the shape of the plates need not be rectangular, so long as the minimum margin between any letter or figure and the bottom top, or sides of the plate is preserved.

Waitemata County Council

MOTOR REGULATION ACT, 1908."

DECLARATION OF REGISTRATION.

Authority: Waitemata County Council.

Motor: *Assid Abraham ben Chan*
Henderson

of Car: *Ford 1/2 ton Van*

(a) Private Use. ☒

(b) Use for Trade Purposes. ☒

(c) Use as a Public Conveyance. ☐

position on: *Back & Front*

Registration Mark: *W.A. 418*

assigned to Motor: *W.A. 418*

just 1924
Calvin Kneill
Clerk Waitemata County Council.
Per 14

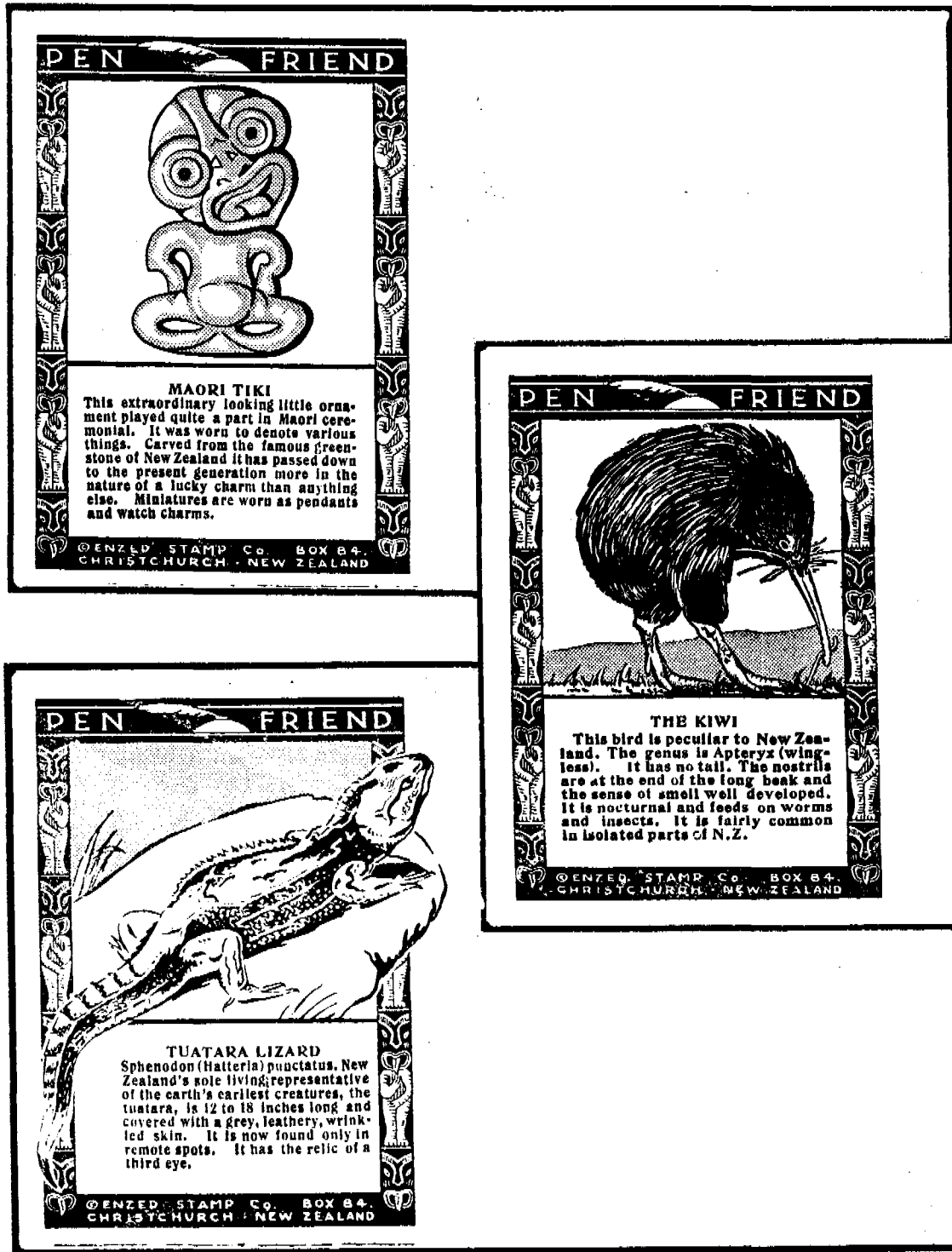
Figure 2

More education and research into driver behavior at crossings was also advised. An interesting point about this investigation is that it would appear to be a case of history repeating itself. Figure 1 on page 95 shows a copy of a letter from New Zealand Railways to the Invercargill Town Clerk written in February, 1924, when they were mounting a 'Level Crossing Safety Campaign'. The sticker shown over the signature is multicoloured with an artists impression of an accident involving something similar to a New Zealand Railways A-type engine and a motor car.

Figure 2 on page 96 shows both sides of a Motor Registration Certificate, reduced by 50%, issued by the Waitemata County Council in 1924, on the reverse side of which is affixed one of the stickers. This would indicate that the safety campaign was a nation wide exercise.

ENZED STAMP COMPANY CHRISTCHURCH

KEITH COLLINS



Can anyone help in giving me some background information to the covers produced by the Enzed Stamp Company? With the help of ROBERT SAMUEL, I have established that the company had premises at 8, Chancery Lane, Christchurch, in 1937, but very little else. I have a cover postmarked CHRISTCHURCH 9 AUG 1938, which may indicate that they were in existence until the outbreak of the Second World War. On the previous page, I illustrate three covers. The Maori Tiki is printed in a dull green; the Kiwi in a dull brown and the Tuatara in a dull grey. I am trying to establish how many covers there were in the series, how many different colours were produced, who the proprietor of the company was and was this just a stamp dealer's money making scheme or did they serve another purpose? Any information sent through our Editor would be appreciated.

H.M.S. NEW ZEALAND

F. WIGGINS



Members might be interested in the postcard illustrated. The card was produced by J. Beagles & Co. Ltd. E.C., Printers & Publishers, who state that it is 'Guaranteed Real Photograph'. Censor markings from the ship were discussed and illustrated in *The Kiwi*, Volume 38, page 78, July, 1989; pages 79 and 96, September, 1989 and Volume 40, page 71, July, 1991. The ship herself was discussed in articles published in *The Kiwi*, Volume 37, page 93, September, 1988 and Volume 38, page 16, January, 1989. In this latter article, a postcard illustrating the ship was also shown. The late Laurie Franks formed a collection of postcards telling the story of H.M.S. New Zealand, but so far as I can determine, an example of this card was not in his collection. The postcard shows Captain Lionel Halsey, who commanded the ship at the Battle of Heligoland. The note below the caption shows that five ships of the German Navy were sunk during that battle, on 28th August, 1914. Admiral Sir Lionel Halsey was born on 26th February, 1872, the fourth son of the Rt. Hon. Sir Frederick Halsey of Gaddesden, Herts., First Baronet.

He joined the Royal Navy in 1885, was promoted Lieutenant in 1893, Commander in 1901, Captain in 1905, Rear Admiral in 1917, Vice-Admiral in 1921 and retired as Admiral in 1926. He was awarded C.M.G. in 1913, C.B. in 1916, K.C.M.G. in 1918, K.C.V.O. in 1919, G.C.V.O. in 1920, K.C.I.E. in 1922 and G.C.M.G. in 1925. He was lieutenant on H.M.S. Powerful and was in charge of the 4.7 inch guns in the 'Princess Victoria Battery', Cove Hill Redoubt, during the siege of Ladysmith during the Boer War. Towards the end of the siege he was Executive Officer to Captain

Lambton and generally in charge of all the naval guns. He was mentioned in despatches and promoted Commander on 1st January, 1901. From September, 1912, he was in command of H.M.S. New Zealand, the first capital ship built at the charge of a Dominion Government. The ship was inspected by King George V on 6th February, 1913, before she set off on her cruise to New Zealand around the world. She arrived back at Devonport on 8th December, 1913, when Captain Halsey was awarded the C.M.G. He was promoted Captain of the Fleet and Commodore First Class in 1915. He was still in command of H.M.S. New Zealand during the action at Heligoland Bight on 24th August, 1914, and at Dogger Bank on 24th January, 1915. On 31st May, 1916, he was present at the Battle of Jutland on board H.M.S. Iron Duke as Commodore First Class.

He was Fourth Sea Lord to the Admiralty from 4th December, 1916, to 1918 and Commander in Chief of the Royal Australian Navy from 1918 to 1920. He was Chief of Staff to the Prince of Wales during his tour of Canada in 1919 and of Australia and New Zealand in 1920 and of India and Japan from 1921 to 1922. He was also Comptroller and Treasurer to the Prince of Wales from 1920 to 1936 and a member of the Duchy of Cornwall. He was extra Equerry to King George V from 1921 to 1936, to King Edward VIII in 1936 and to King George VI from 1937 to 1949.

Admiral Halsey married Morwenna, daughter of Major Bevil Granville, J.P., of Wellesbourne Hall, Warwick, on 24th January, 1905. He died on 26th October, 1949. His wife died on 20th February, 1959.

NOTIFICATION OF CAPTURE CARD

E.W.LEPPARD

The front and back of the card illustrated on page 100 appears to be the first example to surface of such a card being used by a member of the New Zealand Forces during the Second World War. It is addressed to the Red Cross in Geneva, and gives some idea of the workings of the Red Cross in recording and tracing Prisoners of War.

The card was filled in at Stalag VIII B by a New Zealand Private named D.A.Wilson on 9th September, 1941. Stalag VIII B was at Teschen in Silesia, and was one of the largest Prisoner of War Camps in Germany. During the course of the Second World War it held something in the order of 35,000 Allied Prisoners. As 1,856 New Zealanders were taken prisoner in Greece during April, 1941, and 2,180 from Crete up to June 1941, it is probable that Private D.A.Wilson was of them. It is recorded that on 22nd October, 1941, Stalag VII A at Moosburg in the Munich area received 1,960 New Zealanders captured in Greece and Crete. So it took some weeks for the Prisoners of War to be settled into a permanent camp.

Following censorship at Stalag VIII B, the card was cancelled in Munich by the dumb datestamp dated 18.9.41.-14. From the markings on the front, it would appear that the card was received by the Red Cross in Geneva on 25th September, 1941. At the Geneva Conference of 1927 on the treatment of Prisoners of War, rules were set up enabling all Prisoners of War to notify the Red Cross of their capture. In their recent booklet, 'Prisoners of War and Internees in the European Theatre of World War Two', published in 1990, Dr. H.F.Stich and W.Stich record this card and others from Italy. They state that the International Committee of the Red Cross set up a card index of all Prisoners of War and Internees during World War Two which eventually numbered over 39 million - a vast exercise. However, they are in error in recording the number of New Zealanders taken prisoner in World War Two at 4,500, as the true figure was in excess of 9,000.

Other markings on the front of the card suggest that the name of Private D.A.Wilson was included on list number 5 of September, 1941, sent to the New Zealand Offices in London. A

further mark suggests that the list was received by the New Zealand High Commissioner on 20th October, 1941. These markings may be open to a different interpretation, and I would be pleased to hear from any member who has other suggestions. The card establishes the early link with the Red Cross in Geneva, which allowed them to respond to enquiries. On these, their cachet 'coupon Response' in red records the linking of the enquiry with the name of the Prisoner of War concerned.

Kriegsgefangenenpost
For Prisoner of War

Commissaires Londres ré p, liste 5, IX. 41

Postkarte
Postcard

An

das Internationale Komitee vom Roten Kreuz

Comm. NZ,
20 OCT 1941

25 SEPT. 1941

Genf

Palais du Conseil général

Schweiz

Gebührenfrei!
Free postage

Stalag VIII B
157

18.9.41-14

Kriegsgefangenenlager STALAG VIII B Datum 9/9/41
Prisoner of War Camp Date

Name WILSON Vorname DAVID ALFRED
Surname Christian Name

Dienstgrad u. Truppenteil PRIVATE N.Z.E.F.
Rank and Unit

Geburtsdatum 13/2/1911 Geburtsort NEW ZEALAND
Date of birth Native place

Letzter Wohnort MIDDLE EAST FORCES
Last dwelling

Adresse meiner Angehörigen 22 SALISBURY RD. GISBORNE
Home Address

NEW ZEALAND

~~Unverwundet~~ - ~~leicht verwundet~~ - in deutsche Kriegsgefangenschaft geraten -
~~Unwounded~~ - ~~slightly wounded~~ - prisoner of war in Germany -

befinde mich wohl.
I am well.

(Nichtzutreffendes ist zu streichen)
(Passages non apposite to the point to be cancelled)

G. H. Wilson
22646. Signature

141