

# THE KIWI

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THE OFFICIAL ORGAN OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN  
Affiliated to BRITISH PHILATELIC ASSOCIATION and PHILATELIC CONGRESS OF GREAT BRITAIN

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VOLUME XXI      No. 6.      NOVEMBER 1972      WHOLE NO. 116.

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## NEXT MEETING

KIWI DAY

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SATURDAY, 25th NOVEMBER, 1972

SHAFTESBURY HOTEL MONMOUTH STREET, LONDON.

## ANNUAL GENERAL MEETING

11.00	-	11.30 a.m.	-	Exhibition of Members' Sheets. Viewing of Auction Lots.
11.30	-	12.30 p.m.	-	ANNUAL GENERAL MEETING.
12.30	-	1.00 p.m.	-	Further viewing of Auction Lots.
1.00	-	2.00 p.m.	-	Luncheon in Hotel Restaurant.
2.00	-	2.30 p.m.	-	Further viewing of Auction Lots.
2.30	-	4.00 p.m.	-	THE ANNUAL AUCTION (First Part).
4.00	-	4.30 p.m.	-	Tea will be taken.
4.30	-	6.00 p.m.	-	THE ANNUAL AUCTION (Second Part).

(It is essential that Members are punctual, as we have a lot to do in a short time).

Let us try and get into three figures this year and enjoy the greatest day in our philatelic year, KIWI DAY. Help to make it the usual outstanding success as of past years. Meet old, and make new friends, voice your opinions, and purchase, via the Auction, that item you have been seeking for so long.

We extend a special welcome to all new Members and those attending for the first time. You are welcome to bring a friend with you who is not a member. We always view these visitors as prospective new members, so far, with very much success.

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ANNUAL GENERAL MEETING.

Notice is hereby given that the TWENTY FIRST Annual General Meeting of the New Zealand Society of Great Britain will be held at the Shaftesbury Hotel, Monmouth Street, London, W.C.2. on SATURDAY, 25th NOVEMBER, 1972, to commence at 11.30 a.m. on that day.

October 1972.

Cyril A. Gilders.  
Hon. Secretary.

A G E N D A

1. To receive and approve the Minutes of the Twentieth A.G.M.
2. To receive the financial report from the Hon. Treasurer.
3. To receive a report from the Hon. Packet Secretary.
4. To elect a President.
5. To elect Vice-Presidents.
6. To elect a Chairman.
7. To elect Honorary Officers.
8. To elect a Committee.
9. To consider the Programme for 1973.
10. The Presentation of Awards for the Annual Competition of the Society, 1972.
11. Any other business proper to the Annual General Meeting.

RETIRING OFFICERS AND COMMITTEE.

PRESIDENT:	- Vacant.
VICE-PRESIDENT AND CHAIRMAN:	- John D. Evans.
VICE-CHAIRMAN:	- Michael Burberry.
HON. SECRETARY:	- Cyril A. Gilders.
HON. ASSISTANT SECRETARY:	- Rita Gilders.
HON. TREASURER:	- Noel Turner.
HON. PACKET SECRETARY:	- Eric N. Barton.
HON. KIWI EDITOR:	- Eric N. Barton.
HON. ASSISTANT KIWI EDITOR:	- Mrs. Gordon Kaye.
HON. AUCTION ADMIN. OFFICER AND COMPETITION OFFICER:	- Warrenne Young.
HON. LIBRARIAN:	- A. Daborn.
HON. AUDITOR:	- D.S. Hague *
HON. PUBLICITY OFFICER:	- Graham Monk.
COMMITTEE:	- Mrs. J.D. Bowstead. Mrs. I.J. Willis. Royton Heath. J.L. Watts.

NOMINATIONS for the above offices should be sent in writing, as soon as possible, to the Hon. Secretary, Cyril A. Gilders, 10, Southspring, Avery Hill, Sidcup, Kent, DA15 8DX. Any nomination must have the prior consent of the member nominated.

J.D. Evans and M. Burberry do not offer themselves for re-election.

\* Mr. Hague was co-opted on the death of our previous Auditor and requires confirmation.

RESULTS OF THE 1971 ANNUAL COMPETITION

CLASSIC SECTION:

NOEL TURNER TROPHY: Mrs. R. Gilders.  
JOHN EVANS TROPHY: Mr. A. Daborn.

MODERN I SECTION:

KIWI SHIELD: Mr. P.L. Evans.  
PAUA CIGARETTE BOX: Mr. Rose.

MODERN II SECTION:

STACKY HOOKER CUP: Mr. Constantine.  
PAUA BOOK ENDS: Mr. D. Hague.

FIRST ENTRY OF A NEW MEMBER:

BARTON BOWL: Mr. Rose.

HOLIDAYS AND ABSENCE FROM HOME.

MEMBERS ON THE PACKET LIST ARE REQUESTED TO ADVISE THE PACKET SECRETARY AS EARLY AS POSSIBLE OF ANY PERIOD THEY WILL BE AWAY FROM HOME OVER 4 DAYS. THIS WILL ENABLE THE PACKET TO BE DIVERTED TO ANOTHER MEMBER AND RETURNED TO YOU LATER.

PLEASE ASSIST BY GIVING THIS INFORMATION AND THUS SAVE INSURANCE COSTS.

HARRY LaCOSTE BARTROP

Born January 1897. Died September 1972.

Dear Mr. Turner,

It is only now that I am delving into Father's papers, files and records that the full implication of what his hobby meant, its extent, and its friendship afforded him.

We have been almost overwhelmed by the huge postbag of letters of tributes, sympathy and condolences from his wide circle of friends and acquaintances. How wonderful the esteem for his nature and character. People have been so kind in their regards, it has been a spiritual uplift to us all and Mother especially.

It is difficult to write objectively of one with whom one is close, but my earliest childhood memory is of a quiet, stern but gentle man of whom I did not see a great deal as business at that time took him over much of the south of England with the sale of farm buildings apart from running the Agricultural business with his brother. I think he was a little shy with his children and he did not greatly interfere in our life, but on reflection, I've come to the conclusion his influence in guiding us was immense. Very perceptive, I suspect he was able to anticipate, and without demonstrative show, the hand guided. His advice when given always seemed so right and sensible.

In business he was accurate, concise and not easily swayed, and I find he was highly respected for his adherence to fact and principles - singularly unpompous and unpretentious.

Recently I have found he was a benefactor to a number of local people in need.

At times under pressures of work or worry - for he was a worrier - he could be irritable or cross, but such mood was of short duration.

As you know, a strongly practising Christian. He was involved with youth the greater part of his life. As a Scout and Scouter. After the World War service much of his energy was with the business expansion. In the last war he was an Adjutant and later C.O. of a very strong local Air Training Corps.

He was a Church Councillor for a great many years and a Church Warden for almost fifteen years and he was on the local Scout Group Committee, a Chairman for part of the time and received a special Scout Thanks Badge for long service to the Movement.

Of his philatelic interests you must be more fully informed than I, but his interest in New Zealand resulted in his taking a 'Sabbatical' with his wife in 1955, of some six months duration, to take a round world trip and to spend most of the time touring New Zealand, meeting philatelic acquaintances and friends and to study Maori folk lore and

art. Talk about recharging batteries, he was full of energy upon return!!

Of Postal History, his interest developed as a result of tracing through a Solicitor's office records going back many decades, to provide a collection for the owner. Upon completion he was offered his choice from the duplicates and the surplus material.

Now looking through the material in drawers, boxes, I am non-plussed. The excitement of finding something rare or unusual must involve patience and thoroughness. He was methodical, tidy, and one appreciates how necessary this must be with stamp collecting, but it seems there must be many years of work in going through the material to hand, had he lived on!

His correspondence with fellow collectors is considerable and appears very technical and obviously of great enjoyment and marvellous friendship.

We are a close knit family and we used to pull his leg about being a stamp bore and his wife a philatelic widow! For, an unsuspecting visitor, or family comment, showing the slightest of interest would galvanise him to action and out came the appropriate feature. But, he always made it so interesting by his knowledge and flair for narrative.

I have, as a non-stamp collector, spent many a happy interval with him looking through material or trying to criticise layout. He loved to share his enjoyment with others.

I think the family regard him as a well rounded man living a full active and happy life with a measure of success in business and private affairs. We hope we shall do him justice in trying to follow his standards and example.

In conclusion may I quote an extract from the Wiltshire Philatelic Federation which clearly expresses his approach to stamp collecting.

"He is reported as saying that he had collected stamps since he was nine years old. He had been due to receive a school prize. He very much wanted a book by R.L. Stephenson, but to his regret he was given an S.G. 'Strand' stamp album ... to which he became reconciled. That little story is an indication of the man's character ... making the most of what he has. He once said, 'I collect stamps because they give me relaxation and aesthetic joy, the fun of researching for elusive items, the sense of achievement in arranging and writing up; the pleasure of showing them to others and the companionship and friendship which results from so doing'.

I also attach a short autobiography, with apologies for the delay in despatch.

Yours sincerely,

BILL BARTROP.

H.L. BARTROP - Born January 1897

Associated with Scouting the greater part of his life, became King's Scout in local Troop, later became a Scouter under District Commissioner Bird, who was Engineer Geologist to the Great Western Railway at Swindon. Later served on the local Group Parents' Committee, becoming its Chairman. Awarded Scout Thanks Badge for long service.

Served in World War I in France on the Somme and various fronts as a Dispatch Rider - Royal Corps of Signals - attached to Brigade Headquarters - messages being carried by horseback on the Somme due to conditions at the front. Transferred to General Robert's Headquarters, carrying dispatches between opposing armies during opening of Armistice negotiations on the Italian-Austro-Hungarian front and based on Fueme and Trieste.

Demobilised end of 1919 and returned to family business, to be joined by brothers Cecil and Ray when they left school.

On his Father's death H.L. and youngest brother Ray became partners in the Highworth business, whilst the middle brother Cecil took over the Swindon business.

The Highworth business developed its Agricultural Engineering side. H.L. developed and specialised in the Farm Buildings field acquiring an Agency for Boulton & Paul to cover 17 counties in the South of England until his retirement.

In the last war he became an Air Training Corps Officer and Adjutant of 214 Squadron based on Highworth, later became its C.O., also trained as a Glider Instructor when Glider flying training was given to cadets.

Post-war business growth continued. Sons - William joined the partnership in 1946, and Michael after Naval National Service in 1956. Two businesses in Agricultural engineering were acquired and a new business set up near Marlborough to serve the Downland Farms in 1966. The partnership became a Limited Company in 1957 under H.L.'s Chairmanship. The business continued to expand. A garden machinery branch was established about 6 years ago and a marine branch was established 18 months ago to enter the leisure market for boats' engines, etc. All branches are based on the engineering skills and facilities of the businesses.

In his 67th year H.L.B. began to relinquish his work-load and retired from active business in his 70th year to remain as Chairman and a Director of the 3 Companies until his death.

His interest in stamp collecting, was aroused at the age of 9. His competitive awards culminating at Belgica 1972.

Some of the Awards.

New Zealand International	1955	Gold and Bronze.
Finland "	1956	Silver
Sydney, Australia "	1959	Bronze
Unifex South Africa "	1960	Silver Gilt
Warsaw "	1960	Bronze
Austria "	1965	Silver
British Philatelic Exh.	1965	Bronze
Amsterdam, Holland International	1967	Silver
Bulgaria "	1969	Silver
London Philatelic Exhibition	1969	
Centenary London International Stamp Exhibition	1970	
Belgica '72	1972	Silver
Stampex Trophy Exhibitions		A Silver and a Bronze.

APPRECIATION FROM MR. CAMPBELL PATERSON

HARRY BARTROP

It was with great regret that I learned of the passing of my old friend, Harry Bartrop. His going is a real loss to New Zealand Philately - and not only in the U.K. He was widely known throughout New Zealand, and his interest in this Country was not confined to its Stamps.

I well recall his visit to Auckland; it would be about 1951, I think. I had the pleasure of showing him and Mrs. Bartrop as much as we could fit in in the time available. Often in later years when I was in England, I heard him recall that visit himself - and with evident pleasure.

Harry has been "at the helm" at the N.Z. Society of Great Britain for so long that it is hard to imagine future meetings going on without his genial presence. On the personal level it is a great disappointment to me to know that when I am in England in 1973 for some months, this friend of many years will no longer be there.

But I am but one of the very many whose interest in New Zealand stamps led to their knowing Harry Bartrop. He will be sadly missed.

C.P.

## DISPLAYS BY MEMBERS at the Meeting on 30th September 1972.

This was a meeting of widely varied displays and some unusual exhibits. Mr. Noel Turner was in the Chair; about 30 members attended, a specially warm welcome being given to Mr. George Fisher, our member from Detroit, of whom more later.

The meeting opened on a serious note with reference to the death on 9th September of Harry LaCoste Bartrop. From the Chair, a tribute was paid to the late President's integrity of spirit, gentility of manner, and ability in philately; a homage of standing silence was observed by the assembly.

The Leader of the afternoon's display team was Mrs. Rita Gilders who outlined the programme and called on Mr. Frank Scrivener to open with his 1925-26 Dunedin Exhibition stamps. Describing the very unusual method of production, Mr. Scrivener pointed out that varieties arose at each step in the process of rendering the design through lithographic stages into photo-engraved zinc plates for relief printing ("typo"). Thus there are positional varieties constant through all three values, yet each value has constant varieties of its own, and there are additional flaws which developed during the printings. Examples of all these kinds of varieties were shown on pages clearly annotated in a display demonstrating a vast amount of philatelic research, to say nothing of patient and selective collecting, which Mr. Scrivener had put into it.

Next came Mrs. Joan Willis with "Ferns" - a display of equal fascination though of different genre. Pressed specimens of about a score of different varieties of New Zealand ferns were shown in association with the stamps on which they have been depicted. For the botanist, the pages carried the popular and botanical names and some notes on the habitat of the ferns; the less erudite of us were interested by the philatelic representation in contrast with the breathtaking beauty of the actual ferns when examined under a magnifier. Mrs. Willis also showed an extremely handsome album containing another thirty or more pressed specimens, mostly of varieties which have not yet been depicted on stamps.

From Cornwall, Mrs. E.T. Mitchell sent a selection of her Air Covers, ranging from the 1932 Auckland-Invercargill flight by C.T. Ulm to the Qantas first Boeing 707 flight in 1965, including in between a very nice cover from the Constellation crash at Singapore in 1954 and a pair of flown FDC of the 1946 Peace issue on the envelopes specially designed by H.D. London.

Mr. Alan Berry remarked that he had been unable to find evidence that anyone had given to the Society a display devoted to Registration Labels although in NZ these, and Registration markings, have been deemed worthy of three books being published by the P.H.S. of N.Z. To show the interest of the subject within the space allowed to him, Mr. Berry showed

specimens of the different types of labels produced since the first issue in 1908, the different ways in which they are individualised to Post Offices, the association with postal stationery, use by Government Departments, the range of types issued over the years from certain chosen P.O.s, conversions and corrections of faulty labels, and some printing flaws. The degree of specialisation possible in each of these directions was well demonstrated and proved that the labels provide the same scope for philatelic detective work as do adhesive stamps.

( Mr. Berry has provided a very lengthy article on this subject and this will be printed in full in the January Kiwi.) Editor.)

Mr. J.L. Watts showed a selection of Christmas stamps paired with reproductions of the paintings from which the designs originated, including the 1967 "clanger" when the N.Z.P.O. gave an erroneous attribution. Next, Mr. Watts showed a range of the Welpex Exhibition covers cancelled with replicas of early types of hand-stamps used at Wellington, and concluded with an array of unusual items and oddities - Timaru local post, 1939 Tin Can mail, a Hawkes Bay Centenary cover cancelled the day before issue and corrected before delivery, and finally a set-off of all five colours on the back of the 4c Puriri Moth stamp.

Mr. Alan Rose, after declaring himself to be a novice in philately, put up a study of the Second Pictorial 1d Kiwi which proved that his novitiate is decidedly in the past. Starting with the controversial Die 1 re-entries on the Die 3 booklet plate, he showed and explained an extensive research collection of the fascinating stamps which gave our Society its Kiwi symbol.

Mrs. Rita Gilders, the afternoon's Leader, chose to show postal stationery - the Queen Victoria postcards which parallel the Second Sideface stamps. Tracing development from the first 1880 types through the Reply Cards, the "Inland and Australian", the Waterlow lithographed scenery and the locally-printed cards with the small half-tone views, Mrs. Gilders led up to a set of the sixteen Boer War N.Z. Contingent cards lacking only one (the scarce 'Some Riders in the Rough' picture). A complete set is an uncommon spectacle but by happy chance Mr. K.B. Mann had with him his specimen of the missing card and we were able to see the lot.

The philatelic fascination of the Penny Universal is endless and Mr. F.G. Fifoot restricted his display for this afternoon to the Waterlow plates, showing some very desirable examples of these rather difficult stamps, with evidence of careful study.

An air letter from the late R.J.G. Collins to U.S.A., shown by Mr. K.B. Mann, was doubly interesting in that it was a request for a print of a cancellation to be reproduced in Volume III. Other items in Mr. Mann's display were a promotional leaflet for the 1936 Anzac issue, and an 1890 newswrapper, in exceptional condition, used to the Agent General in London.

Mr. B.L. Symonds also showed a variety of out-of-the-ordinary items - the Jeffrey forgery of the FRQ, an "adson" with the ad. printed in black, the 1906 Christchurch 1d in the excessively rare claret colour, the 5d Swordfish with Waterlow's "shift markings" in the right-hand margin (this was a seven dots specimen) and some missing-colour examples of the 1960 Pictorials.

It was Mr. A.R. Daborn who showed a "missing colour" item to end all missing colours; he showed three of the 1969 Christmas Airgram forms, one normal, one with a prodigious colour shift and one completely lacking the blue all-over background. Were you aware that the form was not printed on blue paper, but had the blue printed on, leaving just the shaped cut-out for the colours of the stamp design?

Mr. John Bradford's contribution was a selection of wreck, crash and emergency flight covers - the 1862 Colombo, the 1894 Wairapara, and the 1932 Tahiti shipwrecks; the 1937 Cygnus, the 1938 Calpurnia and the 1954 Pierre aircraft crashes; emergency flights for the 1931 Hawkes Bay earthquake, the 1932 Timaru area floods and the 1944 Hawkes Bay floods. Truly a bird's eye view of 80 years of disasters.

Members who attended the NZSGB meeting at Phillympia will remember Mr. George Fisher's brief talk about his researches into the flaws of the Penny Dominion, a note of which appeared in page 13 of the KIWI January 1971 issue. This work has progressed to the stage where the Royal P.S. of N.Z. has under consideration the publication of Mr. Fisher's monograph on the subject, and he was good enough to show photostats of some of the illustration pages - a most impressive testimony to 20 years of research.

It also fell to our American friend's lot to propose a vote of thanks to the exhibitors who had provided so varied and interesting a programme and particularly to Rita Gilders who had organised the team and stage-managed the displays to keep the meeting buzzing with interest from start to finish.

P. Evans.

Surely these fine displays should give our Committee great encouragement for future meetings, and any of these members seem worthy of a meeting to themselves, when, who knows, what might come to light.

Editor.

GREAT BARRIER ISLAND COMMEMORATIVE PIGEONGRAM.

Great romantic interest attaches to the Pigeon Posts flown between the Great Barrier Island and Auckland, New Zealand. Many people consider the stamps issued for this service to be the first airmail stamp of all; certainly New Zealanders and N.Z. collectors think so!

In addition to the stamps, collectable and very desirable items are the "Pigeongram Flimsies". These were printed forms on very thin paper, on which the message to be carried by the birds was written, the form was then folded up, rolled around the pigeon's leg, and flown to its destination.

From time to time, special commemorative type flimsies were produced, and special flights made. One of these forms was printed

Great Barrier Pigeongram Agency Form

NEW ZEALAND PATRIOTIC FUND

Excursion to Great Barrier Island, S.S. Mararoa, Jan. 29th. 1900

The Pigeongram is addressed to the Rev. Edward Honcher, Takapuna, and bears the triangular red 1/- stamp cancelled as is usual with the small rectangular cancellation GBA/NZ.

"S.S. Mararoa Mid Ocean!

We got the boat easily. Such a crowd but we are all exceedingly comfortable perched on hundreds of life-belts (a safe place don't you think so). The post is just off.

Marjorie Taylor

Monday January 29th 1900"

Apart from its rarity as a commemorative flimsy, this sheet is outstandingly the finest, freshest, cleanest I have ever seen. A real beauty!

This charming and delightful piece of aero postal history is being offered in the Robson Lowe Postal History Auction of 13th December 1972.

Editor.

NEW MEMBERS:

P. Cockrill - "Uplands", Hampstead Norris,  
Newbury, Berks.

CHANGE OF ADDRESS:

D.R.P. Cassford - c/o, DWS Box 10, Crowborough,  
Sussex.

Mrs. M.L. Poole - 3220 Mack Road, Everson,  
Washington 98247. U.S.A.

J. Prince - 28, Bagshawe Avenue, Chapel-en-  
Le-Frith, via Stockport,  
Derbyshire.

RESIGNATIONS:

R.C. Agabeg - Shenley, 5, Coombefield Close,  
New Malden, Surrey.

R. Aymer - Ferndale House, 31, Station Road,  
Headcorn, Kent.

N. Hoggarth - 68, Branley Road, Birstall,  
Leicester LE4 4FG.

DECEASED:

H. Barrett - 20, Durham Avenue, Cleveleys,  
Lancs.

H. Bartrop - "Northcot", Cricklade Road,  
Highworth, Nr. Swindon, Wilts.

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Ch. Tech. H. Barrett 2403269,  
20, Durham Avenue, Cleveleys, Lancs.

The Society regret to report the death of this member at the age of 35. He was closely associated with Gerald Pratt in the study of New Zealand Postal Stationery on the issues of K.G. V.

His work with Gerald was greatly appreciated and will be missed by him as well as the Society.

We extend to his family our deepest sympathy.

Our member, Kenneth Gaff tells me he is Secretary of the Shields Philatelic Society, and President this year of the Sunderland Philatelic Society.

Congratulations to him, and hope he has a wonderful year as President.

Editor.

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Our member W.A.O. Jacob of Liverpool departs for New Zealand on December 5th. We wish him and his family good luck in their new home, and every prosperity in this venture.

We shall at least keep contact with Tony through the Kiwi, and hope to hear from him from time to time.

He has been one of the regular suppliers of good books for the packet. I hope he will be able to keep it up.

E.N.B.

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N.Z. Troopships and Hospital Ships to and from the Middle East.

Our member, John Firebrace is interested in any material any member can offer him on this subject. He also requires a copy of the N.Z. Study Circle Booklet on Troopships. He would welcome the loan of this leaflet or information where he can obtain a copy.

Reply to, J. Firebrace, Little Chart, Walden Road,  
Chislehurst, Kent.

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REVIEW

STAMP YEAR BOOK 1973 - PRICE 50p.

Once again the Link House Group has produced an excellent Annual for philatelists. In its 122 pages it contains a very varied range of articles from philatelic postcards to paintings from Prague.

A philatelic tour of New Zealand is profusely illustrated and worthy of note. It goes on to tell the Societies all about staging a show, (if they don't know already).

Thematic judging, and a very useful article on the care and maintenance of stamps.

The whole printed on Art Paper would make an ideal Xmas present for any general collector.

If you want a copy or are unable to obtain one, send 50p plus 10p postage to Arthur Blair (Stamp Year Book), Link House, Dingwall Avenue, Croydon, Surrey, and mention the N.Z. Society.

Editor.

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NEW ZEALAND ISSUES FOR 1973.

SIX ISSUES FOR 1973.

Six stamp issues will be released by the Post Office during 1973.

The first of these will be a set of five commemorative stamps to be released on February 7.

These will mark the centenaries of the University of Canterbury, the Borough of Thames and the Borough of Westport, as well as the 50th Anniversary of the Royal Forest and Bird Protection Society of New Zealand, and the 25th Anniversary of ECARE.

New Zealand designed and built steam locomotives will feature on four stamps to be issued on April 4th.

Only once previously has a steam locomotive featured on a New Zealand stamp and that was to mark the centenary of the New Zealand Railways in 1963.

Steam locomotives made a valuable contribution to the development of New Zealand, and were world-renowned for their incorporation of the latest advances in locomotive engineering.

Frances Hodgkins, New Zealand-born artist, will have four of her paintings depicted on a set of four stamps to be released on June 6. Born in Dunedin in 1869, Frances Hodgkins was the first New Zealand-born artist to receive international recognition.

The Christmas issue will consist of three stamps - an Old Master, a stained-glass window, and a symbolic Christmas design. These will be released on October 3rd.

A two-stamp Health issue for 1973 will be released on August 1.

With the undoubted popularity of stamps featuring New Zealand scenery, a set of four stamps depicting mountain scenery will be issued on December 5.

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3, Queensway Close,  
Penwortham, Preston. PR1 0EH.

Dear Mr. Barton,

From September 4th - 9th Preston held the celebration of "Preston Guild" which occurs once every 20 years.

To celebrate the event the Preston P.S. held a "Guild Competition".

I was fortunate to receive 5th prize - tobacco and jar. This by entering 18 sheets of New Zealand Commemorative issues from 1906.

The Society have also made me a Committee Member, having retired as Packet Secretary.

Yours sincerely,

John Ashcroft.

Our congratulations to John Ashcroft. What a wise man to retire as Packet Secretary, I only wish I could get rid of ours!!

Editor.

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4, Cresta Gardens, Ferndoen,  
Dorset. BH22 8LY.

Dear Mr. Barton,

Here is an item for your next issue.

Mr. R.G. Phillips, Catalogue Editor of Messrs. Stanley Gibbons Ltd., has now confirmed to me that they will be listing under New Zealand No. 3a, the November 1855 first Richardson printing of the 1d orange on white paper, watermark Large Star.

This was my husband's discovery and was described in my recent monograph.

Yours sincerely,                      Grace L. Kaye.

1933/1934 COMBINATION FLIGHT CARD.

BY B.R. PEACE.

A small unofficial mail was carried by C.T.P. Ulm on a flight from Richmond, N.S.W. to New Plymouth, New Zealand in December, 1933. The aircraft departed from Richmond at 3.27 p.m. local time on Sunday, December 3rd, 1933 and, after a flight of 14 hours and 25 minutes, landed at Bell Block aerodrome, New Plymouth just before 10 a.m. the next day so completing the fourth successful west-east crossing of the Tasman Sea. The captain was C.T.P. Ulm and the other two crew members were G.U. Allan (second pilot) and R.N. Boulton (pilot-engineer); also on the aircraft were Mrs. C. Ulm and Miss N. Rodgers, the first women passengers ever to cross the Tasman Sea by air.

The aircraft, an Avro X named "Faith in Australia" (Registration VH-UXX) was previously "Southern Moon" (VH-UMI) fitted with three 240 horsepower Lynx NB radial engines and these were replaced in February 1933 with three 330 horsepower Wright Whirlwind J6-7 radial engines giving a cruising speed of 85/100 mph. "Faith in Australia" made five subsequent crossings of the Tasman, with the same crew, within the following seven months. The mail carried on these flights included the first official New Zealand-Australia and Australia - New Zealand airmails.

The unofficial mail carried on the December, 1933 flight consisted of covers and specially printed cards. The covers comprised ten letters postmarked after arrival NEW PLYMOUTH 5 DE 33 and a batch of letters from Wakefield Oil Company to New Zealand clients; these, were forwarded to Napier and postmarked there NAPIER 7 DE 33. The balance (in fact the majority) of this mail consisted of souvenir postcards printed in blue depicting "Faith of Australia" in flight, a small scale map of the route and portraits of the three crew. It is worth noting that these cards bear a printed endorsement "This Souvenir Postcard/ was carried by Air - /Australia to New Zealand/Nov. 1933/ Faith in Australia (VH-UXX)". As the flight took place in December, the cards must have been printed well in advance, and the departure delayed several days - perhaps due to unfavorable weather conditions. Most of the unofficial mail (3rd December) was signed by the captain, C.T.P. Ulm; in fact all the cards I have seen are signed, invariably in the bottom right hand corner. These cards did not go through the post but were handstamped with 27 mm square cachets on arrival (DEPARTED/RICHMOND, N.S.W./AUSTRALIA/5.27 P.M./ 3.DEC 1933/C.T.P.Ulm (signed) COMMANDER./"FAITH IN AUSTRALIA") and (ARRIVED/NEW PLYMOUTH/NEW ZEALAND/9.47 A.M./ 4 DEC 1933/ C.T.P.ULM (signed) COMMANDER./ "FAITH IN AUSTRALIA").

It is uncertain how many of these special cards were flown but it must have been over one hundred since, on the return trip on 17th February, 1934, the same aircraft and crew carried, in addition to the general first official "Trans-Tasman Air Mail", one hundred of these cards each franked with the special 7d Tasman stamp.

The facts up to this point are fairly clear; however, in August and October 1969 "The Bulletin" of the A.C.S.S., G.B. carried an article/query in connection with a "combination" card owned by Frank Adams of Havertown, Pennsylvania, U.S.A. This card was identical to the blue souvenir card flown unofficially (on 3rd December, 1933) to New Zealand, but it had subsequently been impressed with a six-line printed cachet reading:-

This card was carried by the Royal Aeroplane  
"Faith in Australia" VH-UXX.

H.R.H. Prince Henry William Frederick Albert of Windsor,  
Duke of Gloucester, Earl of Ulster, Baron Culloden, K.G.,  
K.T., K.P., P.C., G.C.V.O., This occasion was the first flight  
made by a member of the Royal Family in Australia.

and had been flown on a Royal Flight (Eustis Cat. No. 331) from Sydney to Lismore (NSW) to Newcastle (N.S.W.), again by "Faith in Australia", but nearly one year after the original flight. Frank Adams's card was postmarked with circular black handstamps COFF'S HARBOUR 29 NO 34 - N.S.W. (on an Australian 1d stamp on the reverse) and ENMORE 30 NO 34 -N.S.W.- (on the front), was signed by the three crew on the Royal Flight (G.U. Allan, B. Shiel and R.N. Boulton), and was addressed to Ernest A. Crome, 32, Cavendish St., Stanmore, N.S.W. Mr. Crome is a well-known aerophilatelist and author (he wrote "Qantas Aeriana" published 1955) and it is significant that all cards that have subsequently come to light are addressed to him.

This card of Frank Adams posed several queries. Firstly, how many of the blue souvenir cards were originally printed and flown (unofficially) on the December 1933 flight. Secondly, if the type had been set up to print a special six-line cachet, it was likely that a number of cards would have been so treated; if so - how many? An article appeared in "Australian Commonwealth Chit Chat", in December 1969, attempting to clarify the position and the results of further enquiries to Mr. Crome were published and a sequel to this article in April 1970. These enquiries to Mr. Crome by "Chit Chat" revealed that:-

- a) The 200 specially printed covers prepared for the Royal Flight were spread over three destinations, Lismore, Coff's Harbour and Newcastle. (I have not seen any covers postmarked Coff's Harbour, only cards).
- b) The Royal Flight "Combination Cards" were prepared by Mr. Crome and, though he is not certain of the exact number, the figure is less than 50.

If these cards were "prepared" then the printed cachet was presumably applied before the flight.

And there the matter rested until:-

- a) Frank Adams turned up a second double-use card identical with his first
- b) A "unique" double-use card (the description corresponds exactly with that of Adams) was offered for sale in "THE KIWI" in 1971

- c) A.G. Mathieson (Middle Wallop, Stockbridge, Hants) turned up a fourth double-use card from his collection in June 1972  
and d) Frank Adams came across fifth double-use card - this one, however, after having flown the Tasman in 1933 was re-used in April 1937 on F.A.M. 14 (Pan American Airways Trans Pacific Service).

Why a card has been re-used after nearly  $4\frac{1}{2}$  years is a mystery; there is no doubt, however, as to its authenticity. The card has the cachet (Fig 9, Page 24 "External Airmails of Australia") and four handstamps - G.P.O. Sydney N.S.W. April 20th 1937 (over Australian stamps) Registered Hong Kong April 27th 1937; G.P.O. Sydney N.S.W. July 3rd 1937 and Newton N.S.W. July 5th 1937. There is also a registration sticker of ENMORE, a blue and white airmail sticker, and a red ink endorsement:-

First Connection from  
Australia with  
Pan American Airways  
Trans Pacific Service.

Addressed to Ernest A. Crome, Guam, the card has a return address of 43 Enmore Road, Newtown, N.S.W. This Trans Pacific flight by flying-boat followed the route Darwin-Penang-HongKong-Philippines-Guam-Hawaii-San Francisco. Apparently on reaching Guam the card was offloaded and returned to the sender. In view of the fact Baldwin ("External Airmails of Australia") quotes April 19th as the date for the commencement of this P.A.A. flight, I wonder why the Sydney cancellation is dated April 20th. Again - how many of these cards were carried?

This was the end of a somewhat complicated story until Mr. Mathieson found another card, again carried on the Richmond to New Plymouth flight in December 1933, but this time with previously unrecorded cachets. The 27 mm square cachets mentioned before have always been in violet (Eustis also describes them as violet - his reference number for this card is 255a) but this latest card has the "DEPARTED" impression in black and the "ARRIVED" impression in red. The theory suggested by Mr. Mathieson is that originally these were the two colours (when cacheting commenced in New Zealand after arrival) but that the inks became mixed resulting in a violet colour for both cachets. Another interesting point is that some of the "ARRIVED" cachets bear the time "9. A.M." and others "9.47 A.M." The overall length of both these times (line 4 in the cachet) is 12.5 mm. Mr. Mathieson has also seen a cover, addressed to Mr. F.W. Haig, which was carried on the December 1933 flight and received the cachets in red and black. Uln had signed the cover in the bottom right.

My thanks are due to Frank E. Adams, the leading Australian aerophilatelist in the U.S.A., and A.G. Mathieson for their assistance.

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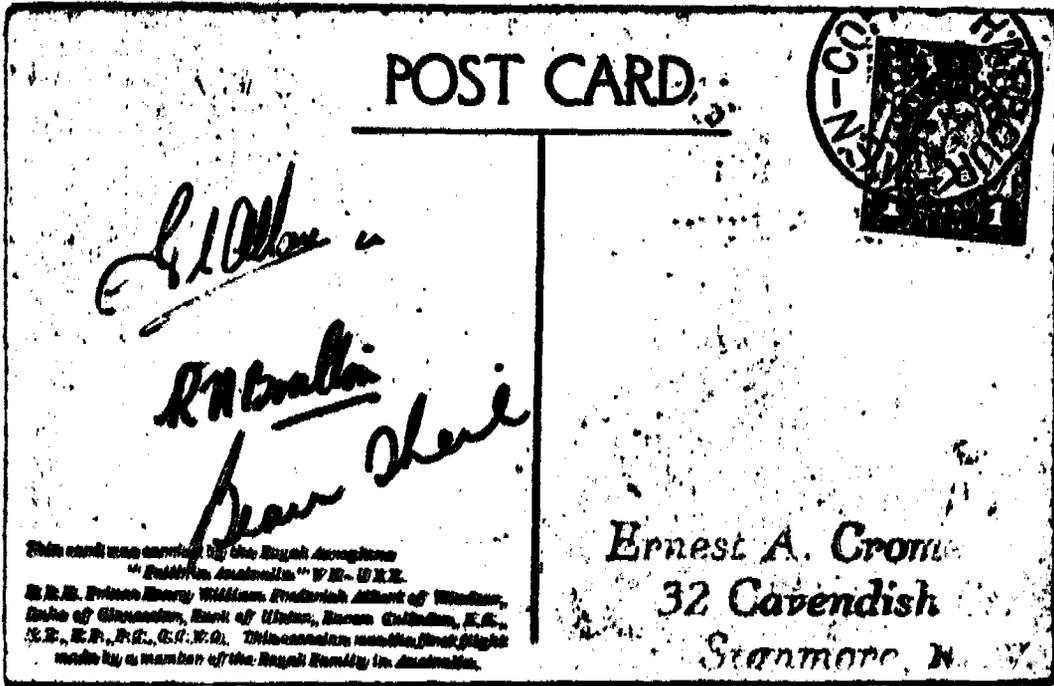
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ROYAL FLIGHT CARD (FRONT)



ROYAL FLIGHT CARD (BACK)



This card was carried by the Royal Australian  
 "Faith in Australia" V.R. - U.K.  
 R.E.B. Prince Henry William Frederick Albert of Windsor,  
 Duke of Gloucester, Earl of Ulster, Baron Cullinan, K.G.,  
 K.C., K.P., P.C., G.C.M.G. This card was the first flight  
 made by a member of the Royal Family in Australia.

Ernest A. Cronin  
 32 Cavendish  
 Stanmore, N.S.W.