

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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JANUARY, 1973.

WHOLE 117

The first Meeting of the New Year will be held on
SATURDAY, 27th JANUARY, 1973, at 2 p.m.
at The Shaftesbury Hotel, Monmouth Street, London.

Subject: Display by Members. Leader F.W. Scrivener.

Members unable to attend are invited to submit not more than 30 sheets, accompanied by an adequate write-up. These should be sent to Mr. Scrivener by 20th January, to enable him to study same before the display. Only one subject or theme should be submitted.

The last Members' Display brought forth a lot of hidden talent and also a lot of very interesting material.

A team from this Society will entertain the Members of the Croydon P.S. on Tuesday, 27th February, 1973. The host Society extend a hearty welcome to any Member who cares to attend. You are asked to support this meeting and accept the hospitality offered, which will be held in the Study Room, Central Library, Town Hall, Croydon. Time: 8 p.m.

SATURDAY, 25th NOVEMBER - 'KIWI' DAY.

by Ian Fogg

This our last meeting of the year, which included the Annual General Meeting and Auction, commenced at 11 a.m. The auction lots were spread out on tables round the room and all the material was readily accessible - a tribute to our able Auctioneer and his assistants. Even for members not interested in buying, this is a good opportunity to examine varied New Zealand postal material, without pushing and shoving, which is often characteristic of Saturday viewing at commercial auctions.

Displays by our members were available for viewing throughout the day. The exhibits were: 1953 Queen Elizabeth the Second, middle values, frame varieties by A. Constantine. This was an expanded version of the exhibit which won him the Stacey Hooker Cup. He tells me he has over 100 sheets of frame varieties. 1915 George V halfpenny, a short study by P.L. Evans, which included some interesting proofs. 1901 Penny universal, re-entries, shades and perforations by F.G. Fifoot. 1882 Queen Victoria penny by Mrs. R. Gilders. This was the exhibit, which this year won Mrs. Gilders the premier award in the Classics Section of our Competition. I think this is the first time that the beauty of the Chalons has been surpassed in the Classics Section. 1935 The Penny Kiwi, papers, dies and perfs, a short study by A.H. Rose.

The Annual General Meeting as reported below commenced at 11.30 a.m.

NEW ZEALAND SOCIETY OF GREAT BRITAIN.
THE TWENTY-FIRST ANNUAL GENERAL MEETING HELD AT
SHAPTESBURY HOTEL, MONMOUTH STREET. W.C.2
on SATURDAY, 25th NOVEMBER 1972.

The Chairman, J.D. Evans, declared the meeting open at 11.30 a.m. 56 Members (10 more than last year) were present. Two guests, Mr. D. Ritual of Wokingham and Mr. Pearce of Tunbridge Wells, were made welcome. Our Chairman reminded us of Harry Bartrop, now, sadly, no longer with us and dwelt briefly on his wide range of interests in the social and religious fields. He also expressed regret that he could not offer himself for re-election as Chairman since his new residence at Bognor Regis was too far away to attend evening Committee meetings.

Minutes of Twentieth Annual General Meeting. These were taken as read, approved and passed.

The Financial Report of the Hon. Treasurer. (included elsewhere in this 'Kiwi'). The substantial loss suffered this year he attributed to a sharp increase in costs of all the services, which the Society provide and indicated that unless the position improved, the next Annual General Meeting may have to be asked to approve an increase in subscription rates. He made special mention of the sterling work done by Eric Barton in editing 'Kiwi' and in managing the Packet, which this year had a record turnover of over £1,000. The purchase of New Zealand Handbooks, Vols. 1 to 5 for the relative to their very low price of £55, he credited to the acumen of your Committee.

The Hon. Secretary intimated that the Committee were fairly confident the financial position could be improved and that an increase in subscriptions would be avoided. It was their intention to not only maintain, but also improve the services provided by the Society. Also, the acquisition of the Handbooks was the result of a generous offer to the Society by an ex-New Zealand Collector.

The Report was approved and passed.

The Report of the Hon. Packet Secretary (included elsewhere in this 'Kiwi'). The Packet Secretary expressed satisfaction at the record turn-over of over £1,000, but costs of postage and stationery were very heavy and insurance cover alternative to that with the Eagle Star, who had withdrawn, had had to be arranged. All members who receive the Packet were asked to re-read the rules carefully. (Note: Even members, who do not buy any material, are required to advise the Packet Secretary and to send the very small nominal sum for insurance).

The Report was approved and passed.

The Election of Officers for the ensuing year was made here and are given in detail at the end of this Report. Likewise the Programme for the year.

1972 Competition. Presentation of prizes by our new President, Noel Turner.

Classics Section. 'Noel Turner Trophy' and Medallion, Mrs. R. Gilders.
'John Evans Trophy', A. Daborn.

Modern Section 1. Kiwi Shield and Medallion, P.L. Evans.

Paua Cigarette Box, A.H. Rose.

Modern Section 2. Stacey Hooker Cup and Medallion, A. Constantine.

Paua Book Ends, D.S. Hague.

Best entry by new Member. Barton Bowl, A.H. Rose.

Medallions for last year were presented to J. Bradford, F.W. Kerr-Cross and J.D. Evans.

Any other Business. It was suggested from the floor that notes be provided, where possible, by people giving displays. This would be very welcome to the meeting recorder. Thanks were expressed for the work carried out by the Committee. There being no other business, the meeting was declared closed at 12.45 p.m.

The day continued with lunch in the Hotel or outside in the local, and viewing of auction lots up to the time of auction, which commenced at 2.30 p.m. As usual, this is a most pleasant interlude. Some of our members come from many miles distant and for some this is their only opportunity to meet other members and the Society Officers, who are only too pleased to welcome all who can attend.

This year our Auctioneer had the rules of auction room practice posted on his dais - for the guidance of bidders (or so he claimed). The only part I could decipher (from my seat on the front row) was one line (in rather larger print than the rest) which said 'something something 1927'. I hasten to add his auction conduction was way ahead of his rules.

Hon. Members of the Committee ... Mrs. I.J. Willis/Mr. A.P. Berry
Mr. E.G. Ward /Mr. L. Neel
Mr. F.G.W. East /Mr. K.B. Mann
Mr. T. Hetherington.

PROGRAMME FOR 1973

Saturday, January 27th.	2.00 p.m.	Display by Members Leader: F.W. Scrivener
Saturday, March 31st	2.00 p.m.	Annual Competition
Wednesday, May 2nd.	6.00 p.m.	Display and Talk Dr. K.J. McNaught.
Saturday, October 6th	Details later	21st Anniversary Celebration.
Saturday, November 24th.	11.00 a.m.	Annual General Meeting of the Society.

The programme for 1973 has been adjusted to meet the requirements of Congress and the 21st Anniversary of the Society.

THE ANNUAL COMPETITION.

As you will see from the above Programme, this year's Competition will take place on -

SATURDAY, 31st MARCH, 1973.

In addition to the Classes in the 1972 event there will be a Postal History Class for the new Trophy which is being given by Mr. J.J. Bishop of New Zealand - full details in next issue.

Other Classes will be as before - Classics (QV including the First Pictorials), Modern I (KEVII and KGV), Modern II (KGVII and QEII). Full Face Queen entries in the Classics section will be handicapped. The ERIC BARTON Bowl will be awarded to the best entry, irrespective of Section, by a member who has joined the Society since the end of March 1972 (on condition that the entrant has not won a medal award at a National or International exhibition).

Start planning your entry NOW and win one of those EIGHT TROPHIES.

Why not make it the best 12 pages out of
your 32 for the British Philatelic Exhibition
in November 1973?

PRICE CHANGES IN STANLEY GIBBONS' CATALOGUE.

These are numerous and most Members will not be aware of them - they are thus reprinted for your reference -

NEW ZEALAND.

<u>S.G.</u>	<u>Un</u>	<u>Used</u>	<u>S.G.</u>	<u>Un</u>	<u>Used</u>
248	40	30	289	3.00	2.50
249a	60.00	45.00	272/91		
250	35	20	Set of 9.	16.00	14.00
251	50	5	297	1.00	35
252	50	5	299a	30.00	20.00
253	40	75	300	3.50	3.50
254	40	75	301	35	30
255	60	25	302	45	35
256	60	35	303a	40.00	30.00
257	50	20	304	35	8
258	75	1.00	305	30	8
259	1.25	1.50	307	75	30
260	75	1.00	308	75	30
261	5.00	8.00	309	40	20
262	1.50	65	310	1.00	30
263	1.50	1.00	311	1.00	30
264	2.50	3.00	311c	20.00	-
265	1.25	1.00	312	2.00	1.25
266	1.25	1.00	325	4.00	4.00
267	1.25	1.00	327	50	8
268	2.00	75	335	50	10
269	2.00	75	345b	1.25	25
269a	75.00	45.00	378	35	60
270	4.00	3.50	384	40	10
246/71			384a	25.00	18.00
Set of 13.	20.00	17.00	385	40	10
272	35	25	386	1.50	50
273	35	25	387	70	50
274	40	15	387a	30.00	22.00
275	40	15	387b	30.00	22.00
276	65	30	388	50	30
277	65	30	389	35	15
277a	40.00	30.00	390	2.50	1.00
278	2.50	2.50	392	2.50	35
279	2.00	2.00	393	2.50	50
280	1.00	75	394	1.00	40
281	1.00	75	395	1.25	60
282	1.50	1.00	396	1.50	45
283	1.25	75	397	1.25	25
284	2.00	75	398	2.50	1.00
285	1.25	25	399	3.00	2.00
286	1.75	75	400	4.00	2.50
287	2.50	75	403	15.00	10.00
288	3.00	2.50	403b	35.00	35.00

<u>S. G.</u>	<u>Un.</u>	<u>Used</u>
404	15.00	15.00
404a	60.00	60.00
404b	£100.00	75.00
406	8.00	6.00
408	35.00	35.00
409	35.00	35.00
410	20.00	20.00
411	20.00	20.00
412	60.00	60.00
413	£100.00	75.00
424	1.00	1.25
425	1.00	75
426	2.75	4.00
427	12.00	18.00
430	1.50	60
431	1.25	30
432	1.75	75
435	1.50	60
436	2.00	60
437	1.50	1.00
439	4.00	2.50
442	1.50	60
443	2.00	60
445	1.25	25
446	3.00	1.25
447	18.00	-
456	60	40
460	1.75	5
461a	1.00	15
462	2.50	75
464	60	75
465	75	50
466	75	50
469	4.00	85
470	2.50	2.00
472	15.00	12.00
473	18.00	15.00
474a	10.00	12.00
476a	10.00	12.00
477c	3.00	4.00
478a	5.00	5.00
479	10	10
479a	8	10
479b	1.50	2.00
480	25	75
480a	30	75
480b	1.50	2.00
481	30	60
481a	25	60
481b	1.00	1.75

<u>S. G.</u>	<u>Un.</u>	<u>Used</u>
482	40	30
482a	20	20
482b	1.75	2.50
483	50	5
483a	50	5
483b	2.50	2.50
484	20	1.75
484a	20	1.75
484b	1.00	5.00
485	20	5
485a	40	5
485c	1.75	2.75
486	1.00	1.00
486a	75	1.00
486b	3.00	4.00
487	1.75	1.50
487a	60	20
488	1.00	75
488a	75	30
488b	3.00	4.00
489	30	5
489a	30	5
489b	5.00	6.00
489d	20.00	10.00
490	30	1.00
490a	30	1.00
490b	2.00	5.00
491	30	1.00
492	50	15
493	1.25	40
493b	4.00	5.00
493e	2.50	1.00
('e' omitted in listing)		
491a	30	1.00
491b	1.50	2.50
493a	75	20
494	1.00	5
494a	1.50	15
494c	7.50	8.00
495b	45.00	25.00
479/95		
Set of 15	5.50	6.50
352	60	40
353	60	40
354	50	10
355	50	5
356	60	20
357	75	1.50
357a	30.00	25.00
358	1.75	60

<u>S. G.</u>	<u>Un</u>	<u>Used</u>
359	1.75	35
360	2.00	1.50
361	1.25	30
362	75	30
363	1.25	30
365	3.50	1.50
366	1.00	75
367	1.00	75
368	1.50	75
369	2.00	30
370	2.00	40
371	1.25	25
372	2.00	30
373	4.00	2.50
374	4.00	2.50
496	10	10
496a	25	25
497	8	10
497b	1.25	2.00
497c	2.50	3.50
498	20	75
498a	2.50	4.00
499	15	20
499a	2.50	3.00
500	30	1.00
500a	3.50	4.00
514	75	75
515	1.50	1.50
535	50	50
538	1.75	2.50
544a	2.00	2.50
548a	8.00	15.00
552	4.00	4.00
553	1.75	2.50
554	2.00	3.00
555	1.25	1.50
557a	2.50	1.25
557b	25	15
575	1.50	2.00
595	40	40
596	30	40
886	35	30
895	15	12
896	30	25
903	10	10
904	20	20
909	30	30
MS762c	2.00	2.00
MS765a	65	65
MS804b	1.25	1.25

<u>S. G.</u>	<u>Un</u>	<u>Used</u>
MS807a	1.00	1.00
MS823a	1.25	1.25
MS823b	1.00	1.00
732a	15.00	8.00
750	15	5
751	1.00	1.00
741/51	1.40	1.20
MS841	85	85
MS869	75	75
MS889	85	85
MS902	1.00	1.00
MS942	75	75
MS963	60	60
MS910	1.25	1.25

OFFICIALS

078	40	15
078a	6.00	6.00
078b	12.00	15.00
079	50	35
080	50	35
081	2.25	1.75
092	50	75
092a	50	75
092b	2.50	2.50
094	1.50	12
094a	40	5
096	2.00	2.50
098	15	10
098a	1.00	1.00
098b	4.00	4.50
0141a	2.50	2.00
0142a	2.50	2.00
0144a	2.50	1.50
0145a	2.50	2.00
0146	15	5
0146a	2.50	2.00
0147	20	12
0148	30	8
0148a	2.50	2.00
0149	25	20
0149a	2.50	2.00
0150	20	25
0151	1.50	20
0141/51	2.50	1.00
070	1.00	10
0129	50	10
0167	2.50	2.50
0159/67	3.00	3.00

NEW ZEALAND DAY AT THE BRITISH PHILATELIC EXHIBITION - 1973

It is necessary that we should give early notice to the Executive of the British Philatelic Exhibition if we require one day to be allocated to the Society as part of our 21st Birthday Celebrations. Noel Turner and Philip Evans are Members of the Executive and will do their best to ensure that 'KIWI' Day is allocated to us and that there shall be a special cover and special cancellation.

It is felt that if a day is allocated to the Society it could only be on the understanding that there will be a strong response by the Members by way of Exhibition of competitive entries. Will Members who are prepared to seriously consider making such entry write immediately to our Chairman, Mr. Philip L. Evans at 73, Blenheim Road, North Harrow, Middlesex, HA2 7AQ. If the response is good we can then proceed to ask for a day to be allocated to us.

DONATIONS TO THE SOCIETY - SPECIAL APPEAL

During the course of the next 12 months, there will be items of special expenditure associated with our 21st Birthday Celebrations. In addition to this there will be the normal increases associated with general inflation of costs and probably extra expenses in respect of V.A.T.

An examination of the Treasurer's Statement of Account included with this 'KIWI' will show that we urgently need additional funds and a special appeal is made to our Members to send Donations if they feel that they can do so. Such donations should be sent direct to our Treasurer, Noel Turner, Gladstone House, High Road, Wood Green, London. N.22 6JT. It will save expense if such donations could be by cheque, which will not involve the need for an acknowledgement. All such donations should be made payable to the New Zealand Society of Great Britain and not to our Treasurer personally.

In anticipation of a good response to this appeal, the Treasurer and the Officers of the Society offer their thanks in advance.

'KIWI' - COST OF PRINTING AND PRODUCTION.

Members of the Society will be interested in the following statistics concerning 'KIWI'. The period covered is the six issues from the November 'KIWI' 1971 to the September 'KIWI' 1972.

- (1) Each Member received six 'KIWIs' comprising 180 pages of reading material printed on 92 sheets of paper (including the Auction Catalogue, etc.)
- (2) 2,341 'KIWIs' were printed and 443 Auction Catalogues, the extra Catalogues above normal distribution being required for the Auction Room

- (3) The basic cost of the stencils, the printing, the paper and the labour was £290.90
- (4) The cost of the envelopes and the postages £120.81.
- (5) 2,000 headed first pages were produced (less than one year's consumption) costing £20.
- (6) An addition of the above figures shows that the 'KIWI' cost £431.71 in the period analysed.

The following two items are reprinted from the Pacific Stamp Journal of October and we acknowledge our grateful thanks to John Bishop for permission to reprint.

8d. EDWARD VII VALUE. The October issue of "Captain Coqk" (Newsletter of the Christchurch P.S.) records the finding in the late F.H. Jackson's collection of two horizontal pairs of the 8d. Edward VII perf. 14 x 14 $\frac{1}{2}$ with double perforations. Both pairs (one Mint and one Used) have upper selvedge attached and both show an extra strike of the comb perforating head in the selvedge resulting in the upper horizontal row of perfs being completely doubled.

This variety does not appear to have been chronicled before and it would seem that the two pairs are almost certainly from different sheets. The Mint pair has the two strikes of the perforating head superimposed but in the case of the Used pair, the two strikes are some distance apart.

FIRST SIDEFACE VARIETIES. Two new and previously unrecorded varieties on the 1d are reported in the October issue of the Newsletter of The Christchurch P.S. (Captain Coqk). The first variety is a stamp with double perfs 12 $\frac{1}{2}$ at the top, per 12 $\frac{1}{2}$ on the sides and perf 10 at the bottom.

The second variety found in the "Jackson collection" comprises a vertical pair of the 1d perforated 12 $\frac{1}{2}$ and with a row gauging "nearly 12" added to correct a horizontal row gauging 12 $\frac{1}{2}$ which was out of alignment. This is a true Mixed Perf.

(The spelling of "Captain Coqk" is as given in the Pacific Stamp Journal - printers).

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.

REGISTRATION LABELS - A.P. BERRY, ESQ.

This article has been commissioned from the display I gave before the Society on 30th September, 1972. The subject was chosen since I could find no record of any show being given to the Society of the Registration Labels of New Zealand.

In preparing the display, I was confined as a member of a team to thirty sheets only, and within these limits I attempted to show the interest in these simple, yet essential labels.

Before starting such a collection, it is well to discover which sources of material there are available. My own collection has been made up mainly by bidding in auctions, mostly held in New Zealand. Scarcer items may occasionally be bought from specialist dealers, and the boxes of commercial covers that many general dealers have can prove a fruitful source, as may soiled or tatty first day covers. Finally, I am greatly indebted to family ties, and to other collectors with whom I have corresponded in New Zealand.

The display was designed to illustrate the main ways in which Registration labels can be collected. Basically, four methods can be used. These are:-

1. By type, in alphabetical order of Post Office or Government Department.
2. By Post Office or Government Department, showing one of each type used at that office or in that department. This is limited, as not all types may have been used at any one office or department.
3. On cover. This is perhaps the most interesting method of all, but it immediately introduces two new fields of study, namely that of Postal Stationery, and the special markings that are applied to Registered Mail.
4. Philatelically. This includes the study of any recurrent flaws that may occur, and the changes and endorsements that may become necessary.

I have used all the sources of information that I could find. I enumerate these here, both for the benefit of interested people, and in the hope that any omissions will be corrected by my readers.

1. The Postage Stamps of New Zealand, Vol. 3, chap. 11.
2. The Postage Stamps of New Zealand, Vol. 4, chap. 34.
page 472.
3. Illustrated Handbook of New Zealand Registration Labels, 1908 - 1965.
4. 1970 Supplement to the Illustrated Handbook of New Zealand Registration Labels.
5. New Zealand Registered Mail Markings.
6. The Postal Stationery of New Zealand.
7. The Mail Coach - the journal of the Postal History Society of New Zealand.

Since most of these books are available to members of the Society Library, I do not intend to go into too much detail in this article, only to give some pointers.

The label consists of a frame printing, which incorporates the letter R and a number specific to that label, and a centre printing which is the name of the office of issue. The layout of the frame printing will give the major classification of the label type. This will depend on the dimension of the whole frame, the nature of the R, and other characters. The nature of the letters "No" will sub-divide the label within its basic type, and the final classification will be from the printing of the office name.

An interesting field of study is of those labels issued to the smaller offices. Apparently, it is not worth while printing the second stage of these labels where presumably smaller numbers are required. Thus blank labels are provided, and it is up to the staff at the post office to insert the name.

This may be done by a rubber stamp, by manuscript, or by use of the post office date-stamp. These blank labels may be of a completely separate design, in a format such that this may be the only way of showing the office of origin. Others may be of exactly the same format as those printed for the larger offices. Occasionally, one may find manuscript or rubber stamped labels used at large offices such as Auckland or Palmerston North. The probable explanation for this use is as relief or provisional labels while new printed supplies are awaited. Government Department, such as Social Security, have registration labels printed for their exclusive use. These are scarce in this country, since their use is almost always domestic. To find these labels used on cover is even more difficult. The envelopes used by such departments are made from paper of very poor quality, and so do not survive for long, even if preserved.

Registration Labels are subject to printing flaws, which may affect the frame printing or the office name printing. In the case of the frame flaws, it is interesting to follow the sequence of numbers of labels showing the same flaw. In the labels classified N/1 to N/3 inclusive, one series of flaws occurs on labels whose numbers differ by five, while a further series of flaws occurs on labels whose numbers differ by ten. Yet a third series of flaws occur on the frames of the N/4 label, although the layout of the frame in all four types is exactly the same.

The flaws of the office name printing do not appear to be recurrent in the same way. It is common to find the name displaced in any direction in relation to the frame, and this may be sufficient to warrant the office name being repeated in manuscript or hand-stamps. Printing of the office name over a paper crease, or double printing of the office name is not uncommon.

Labels may be found with various endorsements. C on a label will indicate compulsory registration, while the letters A and B are applied to labels usually to indicate that two pads of labels are in use at one office at the same time. The letter E is seen applied to some labels from Gisborne. This is said to indicate use in a completely different mail room.

Other labels may be converted to indicate special use. Thus Christchurch labels may be hand-stamped Philatelic Section, and

Auckland labels may be hand-stamped Stamps. Such conversions may also be used to correct errors or affect changes in name or code letters. Perhaps the most common of these is the conversion of the code letters NP to NU by a hand-stamp in the case of the N/lb labels from New Plymouth.

I hope that these brief notes will help to introduce new collectors to a Cinderella field of philately which has fascinated me and made me a number of new friends.

Mr. Berry will appreciate any information from members on this subject. Please write to him direct at:-

24, Irwin Road, Guildford, Surrey.

Editor.

REALISATION OF LOTS - AUCTION - NOVEMBER 1972

A.	3.00	8.	1.35	40.	2.25	72.	W/D
B.	10.75	9.	.80	41.	.75	73.	.55
C.	3.25	10.	.85	42.	W/D	74.	1.60
D.	4.50	11.	2.75	43.	W/D	75.	1.75
E.	2.75	12.	3.60	44.	1.50	76.	2.50
F.	.25	13.	1.30	45.	1.50	77.	3.10
G.	.25	14.	.80	46.	1.60	78.	3.00
H.	.20	15.	W/D	47.	3.50	79.	W/D
J.	.30	16.	W/D	48.	1.00	80.	1.60
K.	.30	17.	W/D	49.	1.50	81.	1.20
L.	.30	18.	1.30	50.	1.00	82.	2.20
M.	.50	19.	7.00	51.	.75	83.	1.30
N.	.35	20.	1.50	52.	W/D	84.	1.50
O.	1.50	21.	1.00	53.	1.25	85.	1.10
P.	1.00	22.	W/D	54.	1.20	86.	.45
R.	1.25	23.	.75	55.	1.25	87.	.30
S.	.25	24.	.80	56.	.90	88.	2.50
T.	.75	25.	2.10	57.	1.00	89.	13.50
U.	.60	26.	.85	58.	1.10	90.	W/D
V.	.35	27.	.80	59.	1.10	91.	W/D
W.	.50	28.	.60	60.	.70	92.	W/D
X.	.35	29.	.70	61.	6.00	93.	1.25
Y.	.65	30.	.70	62.	7.00	94.	.60
Z.	.50	31.	1.50	63.	9.00	95.	3.00
ZZ	.55	32.	W/D	64.	2.00	96.	3.10
		33.	.75	65.	5.25	97.	.80
1.	20.00	34.	1.50	66.	2.20	98.	.75
2.	4.00	35.	1.00	67.	3.70	99.	W/D
3.	11.75	36.	1.00	68.	W/D	100.	W/D
4.	3.00	37.	W/D	69.	1.00	101.	1.10
5.	W/D	38.	1.35	70.	4.50	102.	W/D
6.	17.50	39.	2.00	71.	6.25	103.	1.40
7.	W/D						

104.	.70	124.	.70	144.	4.50	164.	1.00
105.	1.00	125.	.70	145.	1.30	165.	1.70
106.	.80	126.	1.10	146.	4.60	166.	1.20
107.	.75	127.	1.00	147.	3.10	167.	3.30
108.	8.25	128.	1.50	148.	W/D	168.	.70
109.	2.50	129.	2.25	149.	.75	169.	1.00
110.	3.00	130.	1.20	150.	W/D	170.	1.30
111.	3.50	131.	1.25	151.	1.00	171.	1.30
112.	1.75	132.	1.20	152.	5.25	172.	1.40
113.	2.00	133.	2.50	153.	4.00	173.	1.30
114.	12.00	134.	1.50	154.	4.00	174.	1.50
115.	15.00	135.	.75	155.	5.90	175.	.80
116.	1.00	136.	1.90	156.	2.20	176.	W/D
117.	2.00	137.	.75	157.	.50	177.	1.45
118.	W/D	138.	1.60	158.	1.10	178.	3.00
119.	.55	139.	1.15	159.	.40	179.	4.10
120.	1.00	140.	1.55	160.	.50	180.	4.10
121.	.25	141.	4.00	161.	4.00	181.	4.70
122.	.75	142.	W/D	162.	1.60		
123.	.80	143.	W/D	163.	1.50		

NEW ZEALAND WRECK MAILS.

by B.R. Peace.

ADDENDA and CORRIGENDA.

Since the first part of this article was published in the July issue of "The Kiwi" I have had the opportunity of examining further source material including "New Zealand Shipwrecks"* Mr. A.G. Mathieson has kindly sent me photocopies of relevant passages from "North Star to Southern Cross"* (relating to the sinking of the "Tahiti") and drawn my attention to the Collectors' Club Handbook No. 22* which contains further information, not wholly accurate, in connection with the wreck of the "Wairarapa". Due to the kindness of the New Zealand Government Office in London, I have also

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- (1) Ingram, C.W.N. & Wheatley, P. Owen, "New Zealand Shipwrecks" A.H. & A.W. Reed Ltd., Wellington, 1961 (Third Edition), viii, 408 pp, 32 pp. of plates.
NOTE: Reeds inform me the fourth edition is due for publication in October, 1972.
- (2) Maber, John M., "North Star to Southern Cross" T. Stephenson & Sons Ltd., Prescott, Lancs, 1967, xv, 335 pp, 48 plates. The story of Australasian Seaways. Still in print (July 1972).
- (3) Walker, J. Reg., "New Zealand - the Great Barrier Island 1898-99 Pigeon Post Stamps" The Collectors Club Inc., 1968, 109 pp. illus. biblio, publ. \$5.00.

been able to study "Union Line"*, a somewhat introverted history of (1) the personalities, vessels and progress of the Union Steam Ship Company of New Zealand Ltd.

About the middle of December, 1809, the "Boyd", an English ship of between 500 and 600 tons, was plundered and accidentally set on fire by Maoris while she was lying at anchor in Whangaroa Harbour. The "Boyd", commanded by Captain John Thompson, arrived at Port Jackson (Sydney) from London on 14th August, 1809 after a voyage of 156 days with 137 convicts and a detachment of the 73rd Regiment. She sailed from Port Jackson on 8th November bound for the Cape of Good Hope and London with a cargo of timber, sealskins, coal and oil. She called at Whangaroa en route to load spars and, three days after her arrival, the entire complement of 70 persons was massacred and eaten by Maoris, the only survivors being a woman, an apprentice and two children. The armed rescue party, which left the Bay of Islands on 31st December, 1809, found the "Boyd" completely stripped and burned but managed, with the help of a sympathetic Maori chief Metanganga, to rescue the four survivors and box "full of letters, including government dispatches and a variety of detached letters"

In 1809 a "collecting office" was established at Sydney from which mails were distributed, a delivery charge being made. Presumably the mail on board the "Boyd" was one of the first despatched from the new "office" to the mother country. The recovered mail and despatches left the Bay of Islands on the 6th January, 1810 aboard the "City of Edinburgh" and reached London, via Peru, approximately one year after their despatch from Sydney.

I stated on page 90 of the July issue of "The Kiwi", that the "Aurora" took 138 days to reach Port Nicholson from London. This voyage, recorded in "A History of The Post Office in New Zealand", conflicts with "New Zealand Shipwrecks" which gives the departure date from London as September 18th, 1839 (a passage of 126 days). The "Aurora" left Port Nicholson on March 6th, 1840, bound for Kaipara Harbour and Hokianga, where she was to complete her loading. On the evening of 27th April, 1840, she was completely wrecked on leaving Kaipara Harbour, all on board narrowly escaping with their lives.

When the "Tyne", a barque of 427 tons, was wrecked on the Rinarapa rocks close to Sinclair Head, at 5 p.m. on 4th July, 1845*, (2) all hands were saved. The "Tyne" had left Gravesend in February and, after a voyage of 130 days under the command of Captain Charles Robertson, she sighted land, only to be wrecked the following day.

"New Zealand Shipwrecks" reports the schooner "Uncle Sam" as being of 25 tons register and as having been wrecked "about two weeks before 8th June, 1846 (NOT in June, 1856 as I stated).

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- (1) Waters, S.D., "Union Line" (see previous bibliography).
 - (2) Robinson, Howard, "A History of the Post Office in New Zealand", page 53 gives the date as July 8th.

The "Pelsart" was totally wrecked in Lowry Bay, Wellington Harbour on 24th April, 1858 (NOT on 3rd July, 1858 as I stated). She was due to leave for Ahuriri (Napier) with a cargo of firewood and the mails from England for Napier, but was driven ashore from her moorings during a gale. All hands were saved but the mails were badly damaged. The "Pelsart", a schooner of 30 tons register, was built at Fremantle in 1848 and under the command of Captain Symonds on her last voyage.

The passengers and mails were landed safely after the "Victory", a steamer of 501 tons register, went ashore on a sandy beach in Wickliffe Bay, on the South side of Otago Heads at 6 p.m. on 3rd July, 1861. The "Victory" had only been built the previous year by Wm. Denny & Company and was owned by the Intercolonial Royal Mail Packet Company (I.R.M.P. Co). She was under the command of Captain James Toogood who was not held to blame for the wreck, but the chief Mate was later imprisoned as he "wilfully neglected to carry out his duty". In fact he was intoxicated and absent from his post at the time. The I.R.M.P. Co. had undertaken a service connecting Melbourne with Otago and Canterbury and had placed her newest steamer on this run. She left Melbourne in June and was wrecked on her first return journey. The "Victory" had previously visited Port Chalmers on 21st January, 1861, after a passage of only six days from Melbourne.

The 574 ton screw steamer "Rangitoto" became a total loss when she struck a reef off Cape Jackson, soon after leaving Nelson on 30th June, 1873. The vessel was bound for Wellington with a large number of passengers, most of whom were women and children; all passengers and crew were saved. The steamer "Wellington" reached the wreck soon afterwards on the same day and the crew assisted in salvage operations which consisted of saving the passengers' and crews' luggage and the mails. The "Rangitoto" was under the command of Captain Hugh Mackie and was built, according to "New Zealand Shipwrecks" in 1869 at Whiteinch, Lanarks, although a steamer "Rangitoto" of the same net register (449 tons) was advertised in the newspaper "The Times" as sailing from England on 28th February, 1865, in the service of Messrs. McMeckan, Blackwood & Co. (Adelaide, Melbourne & Otago Steamship Co.)

The 720 ton screw steamer "Taupo" struck a rock near Stony Point, Tauranga Harbour on the morning of 18th February, 1879. The passengers and mails were safely ashore within 20 minutes and, in fact, the vessel was refloated on 29th April, 1881, but sank while under tow later the same day. The "Taupo" was built at Dumbarton in 1875 and was commanded by Captain William Cromarty.

The "Tararua", a screw steamer of 828 tons gross and 563 tons net register, was wrecked on 29th April, 1881 (not 30th April as I stated previously) with a loss of 131 lives; only twelve crew and eight passengers were saved. Twelve hours after the "Tararua" had struck, the 721 ton steamer "Hawa", also of the Union Line, left Port Chalmers arriving at the scene of the wreck 13½ hours later in time only to recover floating mail bags and two bodies. The mail bags were taken back to Port Chalmers from where the "Tararua" had sailed at 5 p.m. on 28th April. This tragedy was second only to the wreck of the "Orpheus" in number of dead.

I was in error quoting the date of 1st November, 1894, for the wreck of the "Wairarapa"; in fact she struck at ten minutes past midnight on Monday, 29th October, 1894, with the loss of 121 lives.* The "Wairarapa" was owned by the Union Steam Ship Company and commanded (1) by Captain John McIntosh who was not one of the survivors; she had left Sydney on 24th October, with 186 passengers and 65 crew.* The survivors (2) had to wait for two days until they were picked up by the steamer "Argyle", a small coaster, on 31st October; they arrived at Auckland at 3 a.m. on 1st November. The "Argyle" then returned to the wreck and recovered most of the mail by cutting a hole in the foredeck. The "Wairarapa" was a steel, screw steamer of 1786 tons gross and 1023 tons net register built in 1882 at Dumbarton by Wm. Denny & Co.

The two colours of the cachet are, according to Walker ("N.Z. ... Pigeon Post Stamps"), violet - blue and deep violet. This description now convinces me that both my covers have the cachet struck in violet-blue.

Further to the "Port Kembla" sinking, which occurred 11 miles off Cape Farewell on 18th September 1917, "New Zealand Shipwrecks" throws a little more light on the subject. The "Port Kembla", a steel, screw steamer of 4700 tons gross register, was built in 1910 at Newcastle-upon-Tyne. She was, at the time of her sinking, bound from Melbourne to London, and was on her way to Wellington to deliver mails from India, Aden and South Africa and a very large mail from Australia. The steamer "Regulus" picked up the entire crew of 59 and landed them at Nelson. It was thought originally that a quantity of high explosives had been placed in a hold by prisoner-of-war labour, but subsequently an enemy minefield was discovered in the vicinity. The vessel sank at 1.30 p.m. thirty minutes after striking the mine and with her went the largest mail ever lost en route to New Zealand.

Another victim of the mine-sowing of the German raider "Wolf", was the steamer "Wimmera" which struck a mine 18 miles north of Cape Maria Van Diemen at 5.15 a.m. on 26th June, 1918. The vessel left Auckland for Sydney* at 10 a.m. on 25th June with 151 passengers and crew commanded by Captain Kell who went down with the ship and was one (3) of the 26 who perished.

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- (1) The records of the number of dead vary considerably; Waters, S.D. "Union Line", 99 passengers and 20 crew; Hopkins, Major A.E. "A History of Wreck Covers", 79 survivors including the Captain; Walker, J. Reg. "N.Z. ... Pigeon Post Stamps" 135 perished; "P.S. of N.Z. Vol. III", 135 lives were lost; the "New Zealand Herald" of 30th January, 1896 states that "125 lives were lost, of which number the bodies of 83 have been recovered, leaving 42 bodies not found".
 - (2) Walker, J. Reg. "N.Z. Pigeon Post Stamps" p13 quotes 230 passengers and crew.
 - (3) I was wrong stating that the "Wimmera" was Auckland bound from Sydney (July issue of "The Kiwi", p.92).

NOTE: See also "The Wreck of The Tararua" by Joan MacIntosh, A.H. & A.W. Reed Ltd., Wellington, 1971. The full story of this disaster is recreated in this well researched account of New Zealand's worst sea disaster involving civilians.

The "Wiltshire", a steel, twin-screw five-masted steamer of 12160 tons*, was totally wrecked at Rosalie Bay, Great Barrier Island after she struck the rocks at 11.20 p.m. on 31st May, 1922. She loaded at Bristol, Glasgow and Liverpool with a general cargo of some 10000 tons leaving Liverpool (NOT London as I stated) on 22nd April bound for Auckland via the Panama Canal. Her entire crew consisting of 103 officers and men were all safely rescued after 48 hours, being hauled ashore on a long line stretching from the cliff top to the wreck. The "Wiltshire" was commanded by Captain G.B. Hayward and owned by the Federal Steam Navigation Co. Ltd.

A little more information concerning the loss of the steamer "Tahiti" appears in "Union Line" (pages 85/86) and "North Star to Southern Cross" (page 213). I appreciate Mr. Mathieson's drawing my attention to the existence of these two reports which both further clarify the situation.

The "Tahiti" was a steel, twin-screw steamer having a gross tonnage of 7585; she was equipped with triple expansion engines which gave a service speed of 17 knots. Completed in 1904 (not 1908 as I stated) as the "Port Kingston" for the Imperial Direct West India Line (Elder, Demster & Co.), she was used in the West Indies for seven years before being purchased, in August 1911, by the Union Steam Ship Co. Ltd. and renamed "Tahiti". She was extensively internally modified to carry 277 first -, 97 second - and 141 third-class passengers by reducing her cargo space. For nearly three years from January 1912 she was used on the Wellington - San Francisco run then, in August 1914, converted to carry troops being reconditioned and converted to burn oil in 1919. In 1920 she was restored to trans-Pacific service, this time between Wellington and Vancouver, reverting to the Wellington - San Francisco run in March 1921.

The accident which caused her demise was of the most unusual nature. The starboard propeller shaft broke and, although the engine was stopped quickly, the jagged end of the broken shaft had torn a large hole in the shell plating of the incurving stern of the ship. When the second engineer went to investigate, he was met by a wall of inrushing water, and so he beat a hasty retreat to the engine-room where the watertight door was closed. "Union Line", a book published by the Company owning the "Tahiti" so presumably accurate, states that the propeller shaft broke in the early hours of August 15th, that the Master, Captain A.T. Toten, immediately contacted the steamers "Tofua", "Penybryn" and "Ventura" by wireless, and that these vessels hastened to assist. The "Penybryn" and "Ventura" apparently arrived only just in time. The 103 passengers and 149 crew were immediately transferred to the "Ventura" in the ship's boats; Captain Toten reboarded the "Tahiti" for a final inspection but the engine-

room was flooded and she sank shortly after he returned to the "Ventura".

The differences in dates and times between the various reports are due to the time zones. New Zealand time is 12 hours ahead of Greenwich Mean Time, and so it is understandable therefore, that some British and American sources quote 17th instead of 18th August.

Robin Startup in "Pacific Stamp Journal" for March 1960 records a second type of marking applied to mail damaged by fire on board the "Rimutaka" on 8th January, 1939. This is a rubber stamp in red "RECEIVED/AT/AUCKLAND/IN/DAMAGED/CONDITION" within a circle, and is illustrated on page 509 of "The Postage Stamps of New Zealand" Vol. III.

Further to the 1968 Boeing 707 crash at Heathrow Airport I now can give the approximate quantities of New Zealand mail that was lost. A total of over 350 lbs. was destroyed comprising 128 lbs first class, 131 lbs. second class and 88 lbs parcels. The first of the salvaged New Zealand Mail was delivered on 30th April. The handstamp (Fig. 13) was made and applied to all mail received at Auckland but the small amount of mail delivered from Wellington was delivered without any markings being applied. An explanatory printed letter was, however, enclosed with mail from Wellington. The total number of items which passed through Auckland was estimated by a postal official there at 5000.

Mr. C. Hardeman Smith, whose collection of nearly 1000 accident mail items was of considerable assistance to Hopkins in preparing his third edition of "A History of Wreck Covers", has sent me several useful notes including details of a previously unrecorded wreck. These notes, with a few of my own comments, comprise the last four paragraphs of what I trust is not the final Addenda and Corrigenda.

After all these years it has become obvious that at least two cachets (Fig. 1), applied to the "Colombo" wreck mail, were cut. The one with a tall 'C' in Colombo, and the other with a much rounder 'C'.

The wreck of the steamer "Aeon", so far unrecorded, occurred at Christmas Island (Pacific Ocean), on 18th July, 1908 when she ran ashore and, according to the Lloyds Records, became a total loss. She had sailed from San Francisco on 2nd July, 1908, bound for Sydney. The salvaged mail contained a letter from New York, dated 27th June, 1908, addressed to Wellington, New Zealand, with a cachet in pink applied at Sydney DAMAGED IN WRECK/OF S.S. AEON. The backstamp is TRAVELLING P.O./INWARDS/7 OC/08/WELLINGTON/WANGANUI.

(To be continued in next issue).

E. N. BARTON
Hon. "KIWI" Editor.