



the kiwi

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 XXIV No.5

SEPTEMBER 1975

WHOLE 133

THE NEXT MEETING WILL BE HELD ON SATURDAY 20TH SEPTEMBER, 1975,
AT THE NATIONAL LIBERAL CLUB, 1, WHITEHALL PLACE, LONDON, SW1A 2HE
STARTING AT 2.30 P.M. THE AFTERNOON'S ENTERTAINMENT WILL BE
ENTITLED "YOU BE THE JUDGE", DETAILS OF WHICH ARE GIVEN ON PAGE 89

Per Aeroplane "Southern Cross"
By Air from New Zealand to Australia.



Mrs. C. T. P. Ulm
No. 4 Taviuni
Cliff Street
Lavender Bay
SYDNEY.N.S.W.

EDITORIAL

Our distribution team in Bournemouth, without whose sterling efforts the 'Kiwi' would not reach you, are running into some problems with the Post Office. To my knowledge, when the last 'Kiwi' was distributed, two members received empty envelopes only, and from one member, the Post Office tried to extract some Postage Due. Fortunately without success, as the amount of postage paid was confirmed as correct when the item was reweighed, as our member insisted it should be.

Should any member run into such problems, I would be very grateful if they would let either myself or Eric Barton know, so that we may take them up with the appropriate authorities.

From time to time, reports of new findings in the field of New Zealand philately and postal history have been reported through the pages of 'Kiwi'. I have been asked if all these reports are accurate. Of course, it is not possible for me to check these by inspection of the items concerned, and I doubt if I would have the expertise to do so, given the opportunity of examining them.

However, I feel that all these reports are printed at their source in good faith, and should be accepted as such. Should any member care to comment on these reports, the pages of 'Kiwi' are always open to them.

In the New Zealand Stamp Collector, Volume 55, number 2, for June, 1975, there is an article by our member R.D.Samuel, reprinted from the New Zealand Law Journal of March 18th, 1975. This article is entitled 'The Stamp Collection', and is written as advice to Solicitors with no knowledge of philately, on how to handle, store, and dispose of a stamp collection that may come into their hands as part of a deceased's estate. I would recommend this article to all Solicitors in the United Kingdom as well, and I would go as far as saying that perhaps a copy should be attached to one's Will as guidance for the Trustees and Executors.

ALLAN P. BERRY

HONORARY SECRETARY

We have to report that our Honorary Secretary, Cyril Gilders, was taken seriously ill on 31st July last. He was admitted to hospital, where he underwent major surgery.

At the time of writing, we learn that Cyril is making good progress, but that he will be out of action for some considerable time to come.

I am sure all members will join with the Officers of the Society in wishing Cyril all the best for a speedy recovery.

In the meantime, it is obvious that Cyril cannot undertake the duties of Honorary Secretary. Until such time as a replacement is elected, would any one who has correspondance which would normally be addressed to the Honorary Secretary please send it to the Editor, whose address may be found on the front page of the 'Kiwi'.

From Laurie Franks Ltd. Postal Auction for 15th July, 1975.

1d. Universal. Booklet plate. Imperf. 3 sides good margins, perf. 14 bottom mint. Nice. Unlisted variety?

Can any reader throw any light on this variety?

MEMBERSHIP

RESIGNED

~~M.H. Boyce, 1225, Sheridan Road, Wilmette, Illinois,
60091, U.S.A.~~

~~D.N. Davidge, 396, Westbourne Grove, Westcliff-on-Sea, Essex.
Dr. J.D. & Mrs. Riddell, 7, Lowndes Lodge, Cadogan Place,
London, S.W.5.~~

~~Mrs. Siklosi, P.O. Box 3456, Wellington, New Zealand;
Mrs. H.C. Versey, 1, Stainburn Terrace, Leeds, LS17 6NJ.~~

DECEASED

~~J. Hewitt, 6 Charles Way, Malvern, Worcestershire.~~

~~J.E. Shackleton, 81, Hesketh Road, Southport, Lancashire.~~

NEW MEMBER. We welcome

~~K.J. Bain, 3, Fisher Rowe Close, Bramley, Guildford, Surrey.~~

CHANGE OF ADDRESS

~~Mrs. D. Cross, Holywell Priory Cottage, Meads Street, Eastbourne,
Sussex, BN20 7RS.~~

~~(previously of 8, Marine Parade, Eastbourne.)~~

~~A.G. Mathieson, 20 Ed. Wksp. R.E.M.E., B.F.P.O. 29.~~

~~(previously of Edinburgh.)~~

~~P.H. Simmons, 42, Fairfield Road, Eastwood, Leigh-on-Sea, Essex.~~

~~(previously of Southend-on-Sea.)~~

~~M.H. Tolfree, Blakeney House, 10, Meads Road, Guildford, Surrey.~~

~~(previously of Cliddesden Road, Basingstoke.)~~

~~E.J. Watson, 7, Manor Park, Maids Moreton, Buckingham.~~

~~(previously of Hall Green, Birmingham.)~~

~~P.A.C. Wreglesworth, 28, Stanley Road, Seymour Grove, Old
Trafford, Manchester, M16 9BY.~~

~~(previously of Ashenhurst, Huddersfield.)~~

+ J. HEWITT +

J. Hewitt, one of our very earliest members, died suddenly on 21st May last. All members and Officers of the Society send our deepest sympathy to Mrs. Hewitt in her bereavement.

ANNUAL SOCIETY AUCTION

The afternoon of the Annual General Meeting (which is held in November) will be devoted to the Annual Auction, one of the main events of the year not to be missed by vendor or purchaser.

Members wishing to sell via the Auction should note the following instructions :-

A list of lots for sale to be sent to the Auctioneer or to the Auctioneer's deputy, such lists to be typewritten or in block letters only please - and in DUPLICATE. (This is a MUST). Each lot to be described briefly but sufficiently for a prospective buyer, who may not be present at the meeting, to have a good idea of the items; Reign, Value, Date, Type, Colour, Mint, Used, and Condition etc. Catalogue numbers may be used, but in a Society where so many different catalogues are used this may be of little help. All lists to be set out clearly, using one side of the paper only with double spacing between each lot. After each lot the following figures must appear : 1st, your valuation (estimated market value); 2nd, the reserve (the lowest figure at which you are willing to sell. If

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On 3rd October Revenue Stamps of the world are being offered at Bournemouth:

On 7th November, Postal History.

On the 1st and 2nd May we held public auctions of postage stamps in three countries - Australia - Switzerland - United Kingdom. The owners for whom we sold live in over twenty different countries. The buyers came from fifty-one different countries.



The turnover was £892,329. The lots averaged £318 each and 9 individual lots fetched over £5,000 each - 15 individual lots fetched over £10,000 each.

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there is no reserve, please say so.) Example : 1938 Pictorial Mint Blk. 4 2/- perf. 14. Value £3. Reserve £1.75.

All members wishing to sell items must submit their list of auction lots to W.H.Young, "Parkwood", Bletchinglye Lane, Rotherfield, Sussex, TN6 3NN, to arrive not later than 11th October, 1975, to enable publication in the November 'Kiwi'.

All lots to be mounted, carded or packaged ready for display and sale, a space of about one inch square should be left at the right hand corner for the lot number to be placed by the Auctioneer. Lots to have a value of not less than 75p. Commission charged is 10% on sales. All postage, poundage, insurance, etc. is payable by the vendor, (i.e. return of unsold lots and like correspondence).

It is with regret that Lots which comprise periodicals, collections of books or pamphlets, boxes of stamps or other bulky and heavy items can no longer be accepted for auction UNLESS the vendor undertakes to deliver and collect from the Auction Room, or to send to the purchaser direct.

APPEAL

Each year it is the practice of many generous members to offer items both philatelic or general, to be auctioned on behalf of the Society funds, a gesture that in these days of ever rising costs is greatly appreciated. Will you have a quick search around and see if you have anything surplus. No matter what it might be, we shall be delighted to receive it. Please send it to our Auctioneer at the address shown above, or hand it to him on the day, and he will do the rest. The response to this appeal has always been very generous and is greatly appreciated by your President and his Committee.

W.HASLER YOUNG

MEETING HELD WEDNESDAY 30TH JULY 1975

Gerald Pratt, trying to avoid duplication of Postal Stationery shown to the Society in recent years, concentrated on current issues and a selection of Registered Envelopes.

Current postal stationery reflects postage rates introduced as long ago as February 1971, based on a four cents rate for a letter or letter-card, and provokes comparisons with the rapid and continuing increases in British Post Office rates.

In New Zealand there is no delivery, as of right, beyond the "street line" and into individual house letter boxes. This practice involves considerable use of special forms requiring the addressee to collect Registered or Postage Due mail from the Post Office; examples of these forms were shown. At the same time a high proportion of businesses (and philatelic societies!) find it worth while to rent private boxes at the Post Office, from which they expect to be able to collect mail earlier than the probable delivery time.

In rural areas in New Zealand the Post Office relies on private contractors to deliver mail, as described in the 'Kiwi' November 1974, pages 102-3. Examples of the forms used and the markings applied on undelivered mail were on display. On the other hand, the British Post Office is starting to accept responsibility for public transport in rural areas, providing special Post Buses for the purpose; this service was described in the 'Kiwi', July, 1975. Examples were shown of the passenger tickets which bear ordinary

NEW ZEALAND
QUEEN VICTORIA.

A selection from recent list :-

S.G.No. CHALON HEADS

- | | | |
|------|---|------|
| 5 | The 1855 2d. blue on blue paper. A fine 4 margined copy with clear '11' strike. Cat. £50. | £40. |
| 33 | 1862 1d. orange, 3 clear margins, just touching 4th, only trace of light postmark. | £14. |
| 34 | 1d. vermilion 4 margins and light pmk. Beautiful! | £12. |
| 35 | 1d. Carmine-vermilion clear on all sides with light '1' postmark. | £ 8. |
| 36 | 2d. Blue, unused no gum, with 3 margins, (1 very large) just touching bottom right corner. | £10. |
| 37 | The difficult slate blue with 4 margins, Av. Used. | £20. |
| 39 | 2d. Blue very worn plate with 4 margins but rather heavy postmark. | £ 3. |
| 40 | 3d. Brown lilac. Exceptionally good looking with 4 clear margins and very light pmk. Crease on back. | £ 5. |
| 41 | 6d. Black brown, 4 margins, average used. | £10. |
| 42 | 6d. Brown, 4 margins (3 large) light postmark, very slight creasing on reverse. | £ 6. |
| 43 | 6d. Red brown, 4 large margins showing portions of adjoining stamps. Av. Used. Slight surface tear on back. | £ 7. |
| 52 | Rouletted 3d. Dull mauve shade having 4 margins. Rather heavy pmk. and thinned. 1975 Cat. £50. | £ 8. |
| 54 | Rouletted 6d. Brown. Av. Used. Good margins. Cat. £40. | £20. |
| 118a | The rare imperf. variety 3d. deep mauve with 4 good margins. Fine used-duplex pmk. Thinned top margin. | £10. |

MINT CHALONS

- | | | |
|-----|--|------|
| 40 | 3d. Brown lilac 4 margins but gum disturbance. A fine looking stamp nevertheless! 1975 Cat. £30. | £20. |
| 43 | 6d. Red brown. 2 clear margins, some original gum. | £15. |
| - | 1d. Carmine P12½ original gum. Some missing perfs, some short ones also. CP No. A1m(2) Cat. £21. | £15. |
| 139 | 4d. Orange yellow No wmk. M.Mint. Cat. £20. | £15. |

SPECIMENS

- | | | |
|-----|---|------|
| 138 | 2d. Inverted overprint in mauve. | £10. |
| 180 | 1d. 1st sideface. Vertical mauve opt. Some faults. | £ 5. |
| 183 | 6d. 1st sideface. Well centred. Vertical mauve opt. | £ 8. |
| 184 | 1/- 1st sideface. Well centred. Horiz. black opt. | £10. |

Over 150 Chalon heads in stock quite apart from a varied selection from other reigns. Send for current list and wants list for you to complete.



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The current 4 cent New Zealand letter-card with the new "hyphen" perforation shows an interesting flaw in the form of a coloured comma above and below the L of LETTER CARD; this appeared on two of a recent batch of four specimens. No one at the meeting had any knowledge of this and Gerald Pratt would be most interested to hear of other examples and possible explanations.

The show of Registered Envelopes and related forms was introduced by fore-runners - the manuscript and rubber-stamp markings used before Registration labels were introduced in 1908.

George Phillips showed a comprehensive range of Queen Victoria postal stationery to a depth never practicable in recent displays to the Society. An exhibit of over fifty sheets enabled him to show a wide range of the illustrated post cards and an extensive coverage of the different coloured papers of the Queen Victoria 1½d letter-card. He was also able to show numerous examples of the Queen Victoria blue post card in a worn state, including rounded corners.

Finally, President Noel Turner capped the display, as so often before, with a show of interesting oddments which he casually selected from his treasure chest of stationery specimens. The only criticism could be why he has never shown them before - and perhaps we should also ask what else he has hidden away.

After the formal close of the meeting, there was an informal discussion about competitions and judging - sparked off by the "You be the Judge" exercise scheduled for the next meeting. Bob Odenweller, paying us one of his all too rare visits, gave some interesting comparisons of the judging systems adopted at American European and New Zealand national and international events at which he has officiated.

YOU BE THE JUDGE ON 20TH SEPTEMBER 1975

The object of this exercise is to provide an insight into the problems of philatelic competition judging. Members will be invited to judge and mark up a number of competition entries on the usual N.Z.S.G.B. lines and then compare their findings with those of an experienced judge who will have had the opportunity of studying the entries at his leisure beforehand.

In effect, it will not be a competition between the entries - for which there are no prizes - but a contest between the judging members. The exercise should provide a lot of interest and amusement to those participating.

WAIKAWA POST OFFICE - CORRESPONDENCE

It looks like I may have to eat my words over that WAIKAWA TOWNSHIP datestamp. It seems that such a datestamp exists after all - have just received Laurie Franks catalogue of their July sale, and they have one listed.

Their list of scarce datestamps includes another example of a datestamp used well after a change of name: UTIKA, official spelling January - December 1896, then changed to UTIKU. They have the original spelling dated 1899.

ALAN JACKSON

NEW ZEALAND and DEPENDENCIES

For almost 25 years we have been specialist dealers in the stamps of this group and feel confident that we can assist most collectors interested in the Stamps and Postal History from the earliest times to the end of the reign of King George V. Wants Lists are welcome and will receive prompt attention.

We have a comprehensive stock of New Zealand Postal History including Pre-adhesive and Stampless covers, Boer War and World War 1 items, R.T.P.O.'s, etc. Advise us of your interests.

THE PACIFIC STAMP JOURNAL published continuously since 1953, will keep you in touch with philatelic and postal history matters pertaining to New Zealand and its Dependencies to the end of George V's reign. A specimen copy will gladly be sent by air. (20p in Mint stamps to help defray costs would be appreciated).

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AUCKLAND 5

NEW ZEALAND

"AIRMAILS ACROSS THE TASMAN"
(1) THE 1928 PIONEER FLIGHTS

Amongst my collection of trans-Tasman Sea airmail covers are two treasured items - covers carried by Sqn. Ldr. C.E. Kingsford Smith and Flt. Lt. C.T.P.Ulm in the Fokker trimotor, G-AUSU, the "SOUTHERN CROSS" on the pioneer flights to and from New Zealand during September and October of 1928.

These two flights, though following closely on the heels of the successful trans-Pacific flight of the "SOUTHERN CROSS", were more important (that is to Australians and New Zealanders) as they showed that a passenger and airmail service over the Tasman Sea was not only possible, but was, perhaps, a practical proposition with the equipment then available. A trans-Pacific service by contrast was obviously years away and in fact it was six years before there was another crossing - again by Kingsford Smith but in the reverse direction in a single-engined aircraft.

Kingsford Smith's first Tasman flight was scheduled for the 1st of September, but, mindful of the tragedy resulting from the Hood and Moncrief effort, he proceeded with caution saying he would wait several weeks if necessary for a suitable weather forecast before attempting a crossing. In the meantime, the "SOUTHERN CROSS" was overhauled and twice flown across the Australian continent to fully test the aircraft and two newcomers to the crew. The latter were H.A. Litchfield, the navigator, and T.H. McWilliam, a New Zealander who was signed on as the radio operator. On the second of these flights McWilliam established a radio record for the "CROSS" - by hearing Adelaide whilst still 1,350 miles away. This was most satisfactory as two of the weaknesses on the Hood and Moncrief attempt had been the poor radio arrangements and the lack of a trained operator. A good working relationship had also been established and "Smithy" acknowledged that preparations were complete - only poor weather would prevent a take-off for New Zealand on the scheduled date.

Bad weather now set in to frustrate the fliers and two weeks were to pass with the crew impatient to be off before acceptable forecasts were received from both Sydney and New Zealand Meteorologists. Weather conditions for the 10th and 11th of September at last seemed favourable and at dusk on the 10th they took off from the Richmond RAAF aerodrome bound for Christchurch with 700 gallons of fuel on board the "CROSS" for the expected 16 hours of flight.

The first few hours proved uneventful but soon after midnight they encountered an area of severe storms which they could neither get around nor fly above. Towering black clouds closed in upon the "CROSS" and the plane was assailed by a series of violent rain squalls and savage downdraughts. The battering was so severe that both "Smithy" and Ulm had to hold the controls as the Fokker clawed its way through the air. Minute by minute the situation worsened as terrifying flashes of lightning flickered about the plane eventually putting out of action both the radios. Even worse the flashes showed that ice was forming on the wings and it wasn't long before the "SOUTHERN CROSS" began to labour under the strain of an additional half ton of weight. It was during this critical period and after a long spell of blind flying that the airspeed indicator

suddenly registered zero - a heart stopping moment for the crew who thought the aircraft must be in a stall! "Smithy" immediately put the "CROSS" into a dive and the plane was down to 2,500 feet before he realised the airspeed indicator must be blocked with ice at the pitot head and that the only way to maintain altitude was to carefully watch the engine rev counters - too fast meant he was diving, too slow meant the aircraft was climbing. He was keenly aware that should the turn and bank indicators also fail a quick death in the icy cold Tasman was only minutes away. "Smithy" was later to describe these moments as the most desperate and terrifying of his entire flying career.

At three o'clock a distinct vibration was felt throughout the aeroplane and all soon realised the propellers had become chipped and perhaps seriously damaged by flying chunks of ice - more trouble but by now the storms were being left behind. Dawn found the plane flying at 6,000 feet above the clouds and as the sun brightened the ice melted and the "CROSS" was able to shed its unwelcome 'overcoat'! A very relieved "Smithy" handed over the controls to Ulm and all began to enjoy some freedom from anxiety as the three motors droned faithfully on.

Shortly after seven o'clock they descended into Cook Strait and within half an hour flew over Wellington, much to the delight of the residents many of whom rushed out in their pyjamas to look up and wave at the "SOUTHERN CROSS". After one circuit of the city the plane was turned across the Strait and down the coast towards Christchurch. 50 miles out they were met by several Bristol aircraft of the New Zealand Permanent Air Force and escorted to Wigram aerodrome, Christchurch, where a safe landing was made at 9.15 a.m. local time on the morning of the 11th of September. A tremendous reception awaited the fliers and the "SOUTHERN CROSS" which had now added the first crossing of the Tasman Sea to its achievements. The 1,650 mile journey had taken 14 hours and 25 minutes at an average speed of 113 m.p.h.

Several letters were carried on this flight and later that day Flt. Lt. Ulm made his way to the main Christchurch post office to post them. Whilst there he was sworn in as a postal official and these letters (reputed to number ten) were then accepted as having been officially carried.

((It would appear that the mail carried on the flight bears one of two cancellations. My own item and one other I have seen both bear the Christchurch cancellation "11 SP 28. 5.15 PM" over a 1d red New Zealand 1926 Field Marshal stamp - this agrees with the entry in "THE POSTAGE STAMPS OF NEW ZEALAND" Vol. 1, page 445, but is at variance with that in the "AUSTRALIAN AIR MAIL CATALOGUE", page 20, by H.N. Eustis and "THE EXTERNAL AIRMAILS OF AUSTRALIA", page 13, by N.C. Baldwin. Both of these publications show the Christchurch postmark to be that of "10A 12 SE 28". this would suggest that a second batch of letters was posted on the day after their arrival - possibly one of the pilots had forgotten to post some letters entrusted to him. My example contains a letter dated 10th giving the information that the Australian sender was a friend of both "Smithy" and Ulm and the cover shows signs of having been folded in one or other of the aviators' pockets.))

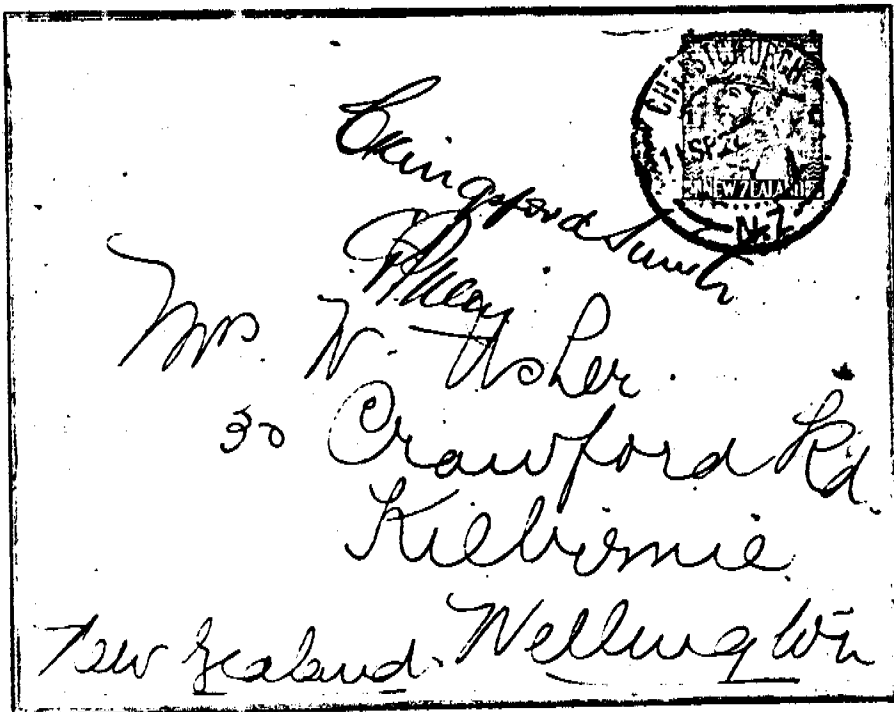
During the days following the successful first flight Kingsford Smith and his crew were taken on a triumphant tour of the Dominion

Here again is a range of items from our monthly list; send us a line for a free copy.

£1 Long Type Postal Fiscal, SG F176, a superb mint copy	£ 8.00
£1 Official SG 068, a very fine mint copy with a small scuff on margin at right over the perforations, hence the low price of	£22.50
8d. Official SG 096, a superb mint unmounted Plate 39 single with complete corner selvedge, very rare and underrated	£17.50
5/- Official SG 0113, a single with a couple of toned perfs.	£ 5.00
$\frac{1}{2}$ d. Mount Cook Multiples.	
SG 246 Plate 11, a lovely unmounted bottom right corner block of 48 comprising Rows 3-10, Nos. 7-12. This block shows the re-entry at Row 10 No. 12 and the guide line peculiarities at Row 5, 7 and 8. See Volume 1, pages 147 and 148	£15.00
SG 246 Plate 1, another lovely unmounted block of 34 comprising Rows 1-6, Nos. 1-5, with additionally attached a block of four, Rows 5 and 6, Nos. 6 and 7. This block contains the re-entries at Row 1, No. 4, Row 3, No. 4, Row 3, No. 5, and Row 5, No. 7.	£12.50
SG 247 Plate 1, a mint unmounted horizontal block of 40 comprising Rows 5-8, Nos. 1-10, including the excellent Row 5, No. 10 re-entry. Brilliantly fresh	£ 9.50
SG 247 - a mint unmounted bottom marginal block of 6	£ 1.20
SG 246 - a mint unmounted horizontal left marginal block of 10.	£ 2.00
SG 246 - a mint unmounted bottom left corner pair	40p
SG 246 - a mint unmounted block of four	80p
SG 294 - block of four mint centred to right	£ 1.20
SG 294 - horizontal unmounted strip of five	£ 1.50
SG 295 - unmounted mint block of four	£ 1.50
SG 295 - unmounted mint strip of three	70p
SG 295 - unmounted mint horizontal pair	45p
SG 341a - unmounted mint block of six	£ 1.20
SG 342 - unmounted mint block of four	60p
SG 429 - mounted mint block of four, few split perfs.	£ 1.20
SG 440 - unmounted mint irregular corner block of eleven showing the re-entries at Row 10, Nos. 22 & 24	£ 5.00
King George VI Booklet panes, unmounted mint	
$\frac{1}{2}$ d. green	£ 2.00
1d. scarlet	£ 2.00
1d. scarlet, one trimmed edge	£ 1.50
$\frac{1}{2}$ d.	£ 7.00
Queen Elizabeth 1/- Die 11 SG 732a - a mint unmounted top marginal copy, superb mint	£17.50
2d. on $\frac{1}{2}$ d. SG 763 - a superb mint unmounted block of four showing the variety "double surcharge, one albino", very distinct and highly displaced from the black surcharge	£15.00
2d. Kaka Beak SG 783 - a mint unmounted positional corner block of six showing the ZFALAND variety, superb	£15.00

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J.M.A.GREGSON, P.T.S., 46, COTHAM HILL, BRISTOL, BS6 6LA
Tel. Bristol 32953 STD 0272



The Post.
Kilaka
Sept. 1st 20.

Dear old Dick & family,

Just to let you have
the first letter by air per
"Southern Cross" which of
course we hope arrives
safely. We are just going
out to see them off & as
we know them both personall
it makes it more interesting



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in Bristol aircraft as guests of the Air Force. Due to a lack of suitable airfields the "SOUTHERN CROSS" was left at Wigram where in any event it had to await delivery of new propellers being shipped from Sydney to replace those damaged on the Tasman crossing.

Considerable speculation now gripped the public as it was announced that "Smithy" would attempt a return crossing before the end of the month at a time when the prevailing winds precluded anything but a very difficult flight. Many suggested it would be better to put off the attempt till the following year. Nothing daunted, Kingsford Smith went ahead with his plans saying that he would leave from the aerodrome of the Marlborough Aero Club at Blenheim when the weather was suitable.

Severe gales now swept the Tasman and it was not until the 7th and 8th of October that they moderated. Winds were still strong but when forecasts for the 12th and 13th suggested a headwind of less than 25 m.p.h. "Smithy" decided it was time to go. The "CROSS" was flown to Blenheim and at 4.54 a.m. on the 13th October the plane once more took to the air and headed around the Sounds and out towards the Tasman. Once clear of the coast a stiff breeze was encountered and it was just as well an extra 200 gallons of fuel were taken as a 30 m.p.h. headwind was to buffet the "CROSS" every inch of the way on the journey back to Australia.

There was one bad moment early in the flight when Ulm got up to stretch his muscles in the cramped confines of the cockpit as at that moment the starboard engine ceased to function. The plane was still heavily overloaded with fuel at a low altitude and "Smithy" was about to jettison some fuel and turn back when it was discovered Ulm must have knocked the engine switch off with his knee. The engine was restarted and all gasped with relief.

Dusk set in long before the coast of Australia was reached and it was not until eleven o'clock that the crew looked for signs of three searchlights which they had requested should be switched on during the hours of darkness at the town of Newcastle. These indicated the letter 'N' for Newcastle and were of considerable assistance when the "CROSS" roared overhead at midnight as they enabled Litchfield to set an accurate course for the South and Sydney. Unfortunately a thick fog was later encountered and in order not to 'collect' the hills near the New South Wales capital the "CROSS" was forced back to Newcastle so that "Smithy" could pick up the coast which was then followed all the way to Sydney.

Crowds gathered at the Richmond aerodrome since 5 p.m. and by midnight anxious eyes had scanned the sky for many hours - the joy and relief felt at 2 a.m. was unabounded when the engines of the "SOUTHERN CROSS" were heard as it approached the 'drome. The plane made one quick circuit after which it appeared out of the mist to make a good landing aided by the lights of thousands of cars. The flying time was twentythree and a half hours giving an average speed of only 63 m.p.h.

On stepping from the plane Kingsford Smith and the others were engulfed in a cheering crowd and pushed towards some microphones to say a few words about the journey. Later as "Smithy" left the 'drome he was handed a telegram. It was from the Prime Minister of New Zealand (Mr. Coates) and it read "Hearty congratulations on successful re-crossing. Now we can all go to bed".

It is worth noting that fuel for a further 30 minutes flying

only was left in the tanks of the "SOUTHERN CROSS" when it landed.

((A small mail was also flown on the return flight and in view of Ulm's status as a postal official these items may also be considered as having been carried officially. My example has been signed by Ulm and is addressed to his wife. It was posted at Blenheim at 4.30 a.m. on the 13th (24 minutes before the commencement of the flight) and was handed in at the Richmond Post Office at 2.30 a.m. on the 14th October (within 20 minutes of landing).

To my knowledge there is no record of the number of covers carried on the return flight but experience would suggest they are scarcer than those for the first Tasman crossing.))

Despite the public interest and acclaim nearly three years passed before there were other trans-Tasman flights - during 1931 Guy Menzies made the first solo single-engined crossing and later in the same year Francis Chichester (of Gipsy Moth fame) achieved the first sea plane and solo single-engined East-West crossing via Lord Howe and Norfolk islands. No further multi-engined attempts were made until 1933 - the promise of an early trans-Tasman service was not realised.

* Prior to the successful flights by Kingsford Smith there had been only one other attempt to cross the Tasman Sea by air. This was on the 10th of April 1928 when two New Zealanders, George Hood and John Moncrief, made their bid in a single-engined Ryan monoplane, the "AOTEAROA". At first it was widely reported they had succeeded as several sightings of the plane were allegedly made in the Cape Foulwind and Endeavour Inlet areas as well as one only 20 miles from Wellington where an expectant crowd waited at the Trentham racecourse. The wait was in vain. The supposed sightings must have been false as it seems clear from monitored radio signals that Hood and Moncrief perished in the Tasman whilst still hundreds of miles from their homeland.

A.G.MATHIESON

SOME NEW STAMP VARIETIES

Although the stamps of New Zealand have been much studied for many years it is still possible to make new finds. The items mentioned below may not be all unique, but some at least do not seem to have been recorded before.

3d. Chalon. I have a specimen dated April 13th 1864, perf 13, used at Dunedin. This is noticeably different in shade from any other perf. 13 or imperf. stamp. It might be classed with the lilacs of the 1864/7 issue, except that it does not seem to match any of them precisely. The paper is also different, being thinner and whiter than is usual for the earlier stamps.

The Handbook states that no further printings were made until 1865 after the initial one in 1862. Unless there was a small part of the first printing that differed both in shade and paper - and for both to occur together is improbable, though not impossible - it would seem that there was a second, very small, printing at a date earlier than that suggested in the Handbook. I have been reminded of this stamp by the announcement on page 49 of the May edition of the 'Kiwi' of a new 'accidental imperf.', also post-marked 1864. This attribution seems to me to be wrong. Not only

were imperf. stamps being issued in 1864 - those on NZ watermark paper for example - but it seems not to have been noticed that the appearance of a lilac shade in 1864 is itself an anomaly. Since the example mentioned here was perforated locally at Dunedin it will have been issued imperforate, and thus the description of the other specimen as an accidental imperf. cannot be supported. The evidence supports the contention that there was a hitherto unrecorded printing in a lilac shade not later than the beginning of 1864. It is possible that this issue is not quite as scarce as a mere two specimens would indicate, since some of the stamps hitherto regarded as accidental imperf. may actually belong to this hitherto unrecorded issue.

2d. Chalon. I have a specimen, perf. $12\frac{1}{2}$, which also shows a crude roulette, about $6\frac{1}{2}$, on the right side, lying mostly inside the perforations. Notwithstanding this additional roulette the stamp has been cut from the sheet except at the top, although the perforation quality is by no means as bad as it sometimes is. The cancel is O1 and the stamp is from plate 2, which would indicate Oamaru as the place of origin.

1/- Chalon. I have a specimen on what appears to be a hitherto unrecorded paper. In shade it matches closely the Davies prints of around 1864 on the Star or NZ watermarked paper; it has four nice margins and bears a clear 20 cancel. The puzzle is that the paper appears to be unwatermarked. I say appears because the stamp has some irregular thinning, which may mask the watermark, though one would have expected to see some traces. The paper is relatively thick and quite hard. It has vertical mesh, whereas all the stamps on NZ watermark that I have examined have horizontal mesh. The Star paper does not usually show much signs of mesh, but where it does this seems also to be horizontal; however, this paper varies widely in thickness and texture, though when it is thick it is rather soft and not hard.

It should be mentioned that this is not the first time that I have seen a Chalon on an odd paper. A few years ago I had a 6d. Chalon from the same period. This was not kept, because it was missing some of its margins and was sent to auction along with other duplicates. However, I can remember that the paper was unwatermarked - or seemed to be so - and it was hard, almost like very thin card; i.e. very like that of the specimen reported on here. Since the 1862/4 period was one of experimentation with papers it is possible that something like a very thin card was tried out but rejected. Certainly a softer texture is more usual for recess-printed stamps.

2/- Forgery - 1878 issue. The Handbook mentions that this occurs with inverted watermark and a TU cancel. I have a specimen with the Wellington quad. circle cancel of 1898 and upright watermark.

1d. Universal. Very recently I identified a specimen with the following perforations: 14 x 14 x 11 x 14 & 11 double. The paper is Basted Mills with the watermark inverted. This specimen was originally on piece, with the paper torn close to the lines of perforations. This tended to obscure the state of the stamp, which was discovered in an auction lot in February. The previous owner had gone to some trouble to identify most of the stamps, but had missed the double perforations on the left-hand side. I myself missed the perf. 11 at the bottom until the stamp was off paper.

The suggestion in the Handbook is that stamps badly perforated 14 were re-perforated 11. This seems unlikely in the case of this specimen. The perf. 14 is clean and the stamp - as far as this perforation is concerned - quite well centred. The perf. 11 is rough with the holes still full of paper, and the stamp is not so well centred. This would indicate that perf. 11 was the original and the perf. 14 the revision. There seems to be no reason why a well perforated sheet should be re-perforated with a poor head, which is the implication of the statement in the Handbook.

K.G.V.1/-. I have two specimens of vertical pairs, perf 14 x 14 $\frac{1}{4}$, in which the perforating would appear to have been done in two stages. Mixed pairs are known in which the upper stamp has been perforated 14 x 13 $\frac{1}{4}$ and the lower 14 x 14 $\frac{1}{4}$, and these are usually characterized by a horizontal displacement of the upper perforations relative to the lower. In both the specimens referred to there is a horizontal displacement, but also in both cases the upper perforations are the same as the lower - at least as regards gauge. In one case the displacement is about $\frac{1}{2}$ mm to the left, and in the other about $\frac{1}{2}$ mm to the right. The latter has a Wellington parcels cancellation of 1924 and is in the orange-vermilion shade. The former is in vermilion and has the Dunedin parcels cancellation of 27th June, but the year is indeterminate. Normal vertical pairs have the upper perforations in perfect alignment with the lower. The misplacement in the cases cited is a pretty clear indication of perforation in two stages; and the suggestion is made that, due to the temporary absence of the perf. 14 x 13 $\frac{1}{4}$ machine, e.g. for overhaul, a few sheets were put through either two machines of the same nominal gauge, or the same machine twice. It would be interesting to discover whether this phenomenon has been observed in any other value.

$\frac{1}{2}$ d. 1898. I have what appears - at first sight - to be a die proof, but with the margins cut to between 4 and 6 $\frac{1}{2}$ mm. the stamp is in the issued colour, and on close examination it shows a marked re-entry, which can be identified with Row 5, number 6 of Plate 1. The paper is laid horizontally, but shows signs of vertical laying at $\frac{1}{2}$ inch intervals. The origin of this specimen is something of a mystery. It has clearly been printed from the normal plate but does not show signs of adjacent stamps, and the paper is not one hitherto recorded. The colour is purple-brown. It would be perfectly possible to print such a stamp, using a mask which would prevent adjacent stamps from registering, or from being inked; but why this should be done and who was responsible for doing it are mysteries.

K.G.V.1/-. I have an imperf. specimen with a Wellington parcels postmark of the type that was used in the mid-1920's. It is in a shade of orange-vermilion which is somewhat darker and browner than that usually called pale, and I would be tempted to attribute the stamp to the late 1920's. The Handbook records some partly imperf. sheets being issued at Dunedin in 1931; but these are recorded as having white gum whereas I would have thought that the specimen in my possession had brown gum. However, stamps can pick up some brown discolouration from brown paper and the indication should not therefore be given too much weight. It is possible that the stamp is from the known 1931 issue at Dunedin; but, if so, its use at Wellington is something of a puzzle, while in view of the limited

life of rubber cancellers if much used (as is likely at the larger offices), the appearance of a canceller known to be used in the 1924/6 period is itself somewhat suspicious if the date is to be placed as late as 1931. While none of the factors, colour, gum, postmark, is in itself conclusive, together they undoubtedly indicate that there may have been another issue - perhaps only a single sheet - with stamps partly imperforate.

Single imperforate stamps - in contradistinction to pairs - are always open to suspicion. However, where the perforator is of the comb and not the line type, as it is in the case in question, certainty is easier to ascertain. The specimen would appear to have been separated from the sheet by four plain scissor cuts. The horizontal dimensions are such that the stamp could just have been taken from a normal sheet, though even so one would have expected traces of perforations to have shown. Vertically, however, the dimensions are too great for the stamp to have come from a normally perforated sheet. It could have been cut from a sheet with an imperf. margin, but that is a variety that has not been recorded for this value.

I hope that the foregoing is of interest. If anyone is strongly interested I would be willing to let them see the items if they would be good enough to defray the cost of registered postage. I should also be interested to hear anybody's views.

J.ROBBINS

TATARAIMAKA, NEW PLYMOUTH

This office opened in 1898 and is some 14 miles to the southwest of New Plymouth. It was originally issued with an A-class date-stamp which did yeoman service until March, 1971.

In the fullness of time it was replaced with a new instrument on the 23rd March, 1971, but alas it had the wrong spelling, that is, TATARIMAKA.

A registered cover with this stamp was dated 21 AP 16 and was corrected to read 21 MY 71, the accompanying registration slip was not so treated.

A relief datestamp with the correct spelling was issued on the 27th May, 1971, but with no year in the dateline. It was returned to the Chief Post Office, and the incorrect datestamp remained in use for the remainder of that day.

The relief datestamp was returned the next day now complete with the year and remained in use until the 8th June, when it was replaced by a new datestamp now complete with the correct spelling.

Presumably they now live happily ever afterwards.

1898 - March, 1971	TATARAIMAKA.	Original datestamp.
23 MR 71 - 26 MY 71	TATARIMAKA.	New datestamp, incorrect spelling.
21 AP 16	TATARIMAKA.	Incorrect date.
26 MY	TATARAIMAKA.	Relief, no year.
27 MY 71 - 8 JU 71	TATARAIMAKA.	Relief, with year.
9 JU 71	TATARAIMAKA.	New datestamp.

I have all the mentioned items in my collection.

F.W.BENIANS

CENTENNIAL OF HAWKES BAY
3d VALUE - CAPE KIDNAPPERS

Cylinder 7 without full stop - continued from page 82.

- R14/3 Small flaw directly above the left leg of the E of NEW.
- R14/5 A 1 mm flaw 6.2 mm from the bottom and directly over the right leg of the N of ZEALAND.
- R15/1 Small flaw under the right leg of the A of KIDNAPPERS.
- R15/6 a) Small flaw 1.5 mm from the right side and 6 mm from the top.
b) Small flaw midway along and touching the underside of the diagonal stroke of the N of ZEALAND.
- R16/1 a) Small flaw on the largest gannet's neck 9.5 mm from the left side and 9 mm from the top.
b) Small flaw 6 mm from the top and directly below the left leg of the A of CENTENNIAL.
On the issued stamp, b) is retouched, a) is not.
- R16/2 Small flaw touching the top of the diagonal stroke of the Z of ZEALAND.
- R16/4 a) Small flaw 0.5 mm below the first 8 of 1858.
b) Small flaw 1 mm from the left side and 4.5 mm from the top.
- R16/5 a) A 1 mm flaw 0.5 mm above the tip of the largest gannet's beak.
b) Small flaw 1 mm to the right of a).
c) Small flaw 2.5 mm from the left side and 3.5 mm from the bottom, over the A of CAPE.
- R17/3 A 1 mm flaw 0.6 mm to the right and slightly below the right point of the largest gannet's folded wing.
- R17/1 Small flaw between the two top points of the second N of CENTENNIAL.
- R17/4 A very small flaw 0.2 mm above the back of the gannet above the W of NEW.
- R17/5 Small flaw above the largest gannet's tail as in R6/3.
- R17/6 A 1 mm flaw 15 mm from the right side and 9 mm from the top.

To be continued in the November issue of the Kiwi.

Editors note :- Owing to the pressure of Society Business Notices, several interesting notes arising from the last issue of 'Kiwi' have also had to be held over to the November issue. Please bear with me - it is unavoidable.