



The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN

Affiliated to BRITISH PHILATELIC ASSOCIATION and  
PHILATELIC CONGRESS of GREAT BRITAIN

Hon. Treasurer: BERNARD ATKINSON

77 Wood Lane, Osterley, Mdx. TW7 5EG. Tel.: 01-560 6119

Kiwi Editor: ALLAN P. BERRY

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# the kiwi

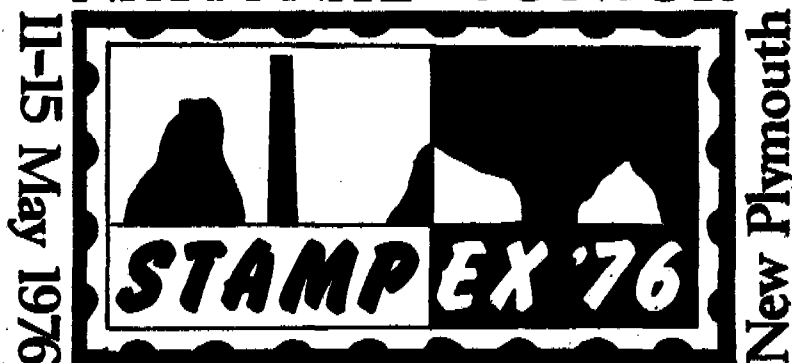
VOLUME XXV

JANUARY 1976

WHOLE 135

THE NEXT MEETING WILL BE HELD ON SATURDAY, 31ST JANUARY, 1976,  
AT THE NATIONAL LIBERAL CLUB, 1, WHITEHALL PLACE, LONDON,  
SW1A 2HE, STARTING AT 2.30 P.M. OUR MEMBER, GERALD PRATT, WILL  
GIVE A DISPLAY BASED ON FORCES MAIL, T.P.O.'s, AND POSTAGE DUE

## NEW PLYMOUTH BOROUGH CENTENNIAL CELEBRATIONS NATIONAL JUNIOR



## STAMP EXHIBITION

New Zealand's second National Junior Stamp Exhibition will be staged in New Plymouth in 1976, as part of the city's centennial celebrations.

Sponsored by the Taranaki Philatelic Society, the exhibition, or Stampex '76, as it is to be called, will run from May 11th to 15th, in New Plymouth's War Memorial Hall.

Stampex '76 will feature the collections of philatelists under the age of 21. There will be various age groups and awards will be presented in each class with prizes for major placegetters.

Special awards and trophies will be presented to outstanding exhibits. The Post Office will donate the Grand Award for the best entry and Merit Awards for each age group.

Entry forms must reach the Exhibits Secretary, Stampex '76, P.O.Box 863, New Plymouth, New Zealand, no later than 28th February, 1976, and exhibits no later than 31st March, 1976.

As Editor, I have a very small supply of combined prospectus and entry forms. I believe that there are a few members who would be eligible to enter this Exhibition, and I would be delighted to forward to them one of these forms.

I would be even more delighted to be able to announce through 'Kiwi' that one of our members had gained an award at this Exhibition. I therefore look forward to hearing from any of you.

ALLAN P. BERRY

## EDITORIAL

Herewith, fellow Members, is the first issue of Volume XXV of 'Kiwi'. This is a cause for celebration, and I regard it as a great privilege to hold the post of Editor for the Silver Jubilee Volume of our Journal.

For your part, I would suggest that you could all help to make this Volume a memorable one by contributing copy for 'Kiwi'.

One member has written to me making the observation that there are published in 'Kiwi' fairly regularly small snippets recording uncatalogued varieties, and raising small problems. This member goes on to say that he seldom sees follow-up answers to these problems.

Getting replies to these problems is dependant upon you, the Members of the Society. At the moment, a fair bit of research is going on into the Crash Cover mentioned in Vol. XXIV, No. 6, page 111. Also, there is pending a long article resulting from one of these small queries. The response could be better.

So over to you. Happy New Year to you all.

ALLAN P. BERRY

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KIWI DAY - SATURDAY 29TH NOVEMBER, 1975.

Fifty-nine members were present at the commencement of the day's activities, which this year were held at the National Liberal Club. Next year, all being well, we return to the Shaftesbury Hotel. The side displays included Second Sideface varieties, Dominion Airways postal stationery, Pan-Pacific Miniature Sheet and related material. Also, an outer from our own Exchange Packet - the number of stamps on it, although below the current postal rate, gave some indication of the progress of The British Inflation.

THE 24TH ANNUAL GENERAL MEETING OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN, HELD AT THE NATIONAL LIBERAL CLUB, LONDON, S.W.1.

The Vice-Chairman, P.L.Evans, declared the meeting open at 11.30 a.m. Apologies for absence were received on behalf of J.L.Watts, our Chairman being in Egypt, E.N.Barton, C.A.Gilders, Dr. G.Hoare, P.Marks, and D.Redshaw. Three members attending their first meeting, A.Crocker of Bromley, J.G.Evans of Ilkley, and Mrs. R.W.Gillam of Southampton were made welcome, as was R.Gwynn from New Zealand, who was with us some six years ago.

1) Minutes of 23rd Annual General Meeting.

These were taken as read, approved and passed.

2) President's report - Noel Turner congratulated the Society on a successful year. This was particularly noteworthy in view of the serious ill health of several of the Society's Officers, who had overcome formidable troubles to carry out their work. Cyril Gilders, who all but made it to this meeting, is still keenly interested in us. Eric Barton, in and out of hospital, publishes 'Kiwi' with his team in Bournemouth. Allan Berry, despite a long period in hospital, has managed to edit 'Kiwi' on time. Also Roy Mercer and Douglas Hague have managed to complete their work for us. Mention was also made of the work of the Treasurer in maintaining a healthy bank balance, the

large increase in the Packet turnover and the contribution of many people to the success of our meetings.

3) Report of the Hon. Treasurer. (Enclosed with this Kiwi.)

It was pointed out that the substantial balance would be needed to cope with the problem of rising costs. The report was approved and passed.

4) Report of the Hon. Packet Secretary. (Enclosed with this Kiwi.)

Trebled turnover and a successful year. It was emphasised that a continual flow of material would still be required this year to maintain this level of activity.

Thanks were expressed from the floor to all the Officers for their work during the past year.

5) Election of a President.

Noel Turner was re-elected.

6) Election of Vice-Presidents.

J.D.Evans, E.N.Barton, M.Burberry, and C.A.Gilders were re-elected.

7) Election of Hon. Officers. These were elected as follows :-

Hon. Chairman.....J.L.Watts.

Hon. Vice-Chairman.....P.L.Evans.

Hon. Secretary.....Vacant.

Hon. Asst. Secretary.....Vacant.

The President of the Society was empowered to appoint members of the Society to these posts.

Hon. Treasurer.....B.T.Atkinson.

Hon. Kiwi Editor.....A.P.Berry.

Hon. Publisher and Advertising Manager.....E.N.Barton.

Hon. Exchange Packet Secretary.....I.G.Fogg.

Hon. Meetings Reporter.....I.G.Fogg.

Hon. Auction and Competition Officer.....W.H.Young.

Hon. Asst. Auction and Competition Officer...Mrs. W.H.Young.

Hon. Librarian.....A.R.Daborn.

Hon. Auditor.....D.S.Hague.

Hon. Auctioneer.....Noel Turner.

Hon. Membership Registrar.....Noel Turner.

Hon. Liason Officer.....R.H.Mercer.

8) Election of a Committee.

F.G.East, L.W.Neel, G.C.Phillips, and Mrs. I.J.Willis were elected.

9) It was proposed by the President that Cyril and Rita Gilders, in appreciation of their long and unstinting work for the Society, be made Hon. Life Members of the Society. This was approved and passed with, to use the nomenclature of philatelic judges, "many felicitations".

10) Programme for 1976. This was approved as follows :-

Saturday, 31st January. See Page 1 of this issue of Kiwi

Saturday, 27th March. Annual Competition and Side Display.

Saturday, 29th May. Speaker - Marcel Stanley.

Wednesday, 28th July. To be arranged.

Saturday, 25th September. The Penny Dominion - George Fisher.

Saturday, 27th November. Kiwi Day, A.G.M., and Auction.

11) Presentation of Society Awards for 1975 by Mrs. Gordon Kaye.

Classics Section : Mrs. R.Gilders - Noel Turner Trophy.

Runner-up. J.D.Evans - John D.Evans Trophy.

# 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

Modern Section 1 : P.L.Evans - Kiwi Shield.  
 Runner-up. J.A.Smith - Paua Cigarette Box.  
 Modern Section 2 : J.A.Smith - Stacey Hooker Cup.  
 Runner-up. E.K.Hossell - Paua Book Ends.  
 Postal History Section : M.Burberry - John J.Bishop Trophy.  
 Runner-up. G.C.Phillips.  
 Best Entry by non-award winner :  
 : B.T.Joyce - Eric Barton Bowl.

12) Any Other Business.

- a) Packet Insurance - one member put forward the proposal that insurance should be a charge on the vendor and not the buyer. Six members contributed to the discussion. The consensus of opinion seemed to be that a change in the way suggested would tend to
- i) reduce the number of books sent in for the Packet.
  - ii) Members would be more likely to forget to send the advice slip, when no purchases were made.
  - iii) The 5p. charge was small.
- It was decided that in the circumstances the matter should be remitted to the committee.
- b) The Annual Competition.
- i) Reduction of points penalties for Full-Face Queen entries.
  - ii) King George VI entries - classification to be changed from Moderns Section 2 to Moderns Section 1.
  - iii) The factors used for judging to be the same as those used in National Competitions.
- These ideas were remitted to the committee for further consideration.

There being no other business, the Meeting was declared closed at 1.00 p.m.

The day continued with the viewing of lots. It was nice to see the Christmas Card from our member, Mrs. Betty Mitchell, from the far west - we'd be delighted to see you here one year. It seemed to me that there were a record number of lots in the Auction. I got an interesting batch of Edwardian post cards - no stamps on them, but fascinating views. The highest price paid, £130.00, was for a block of King George V 8d. 'Official' - a fine piece for someone. As usual, we had our tea and raffle, and I am told the total for the Auction was a record. Noel Turner as Auctioneer was in full control and there were very few unsold lots. It was interesting to note that the Dunedin set fetched £9.00 - last year one sold for £2.00. Thanks must go to all those who contributed lots for the Society, prizes for the raffle, and of course to all the helpers. To you all, a Happy New Year.

I.G.FOGG

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BRITISH PHILATELIC EXHIBITION, 1975

Congratulations to the following members of the Society for their Awards at this Exhibition :-

Silver Medal - John D.Evans.

Bronze Medals - A.B.Johnstone, Peter Marks, J.A.W.Smith, and Eric G.Ward.

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## MEMBERSHIP

### RESIGNED

H.G.Clark, 22, Fitzroy Drive, Leeds, LS8 1RW.

Royton Heath, 78, Kingsway, Petts Wood, Orpington, Kent.

### GONE; NO ADDRESS

J.Murr, Westover, 240, Broadway North, Walsall, Staffs.

### DECEASED

J.Howard, 57, Huddersfield Road, Delph, Oldham, Lancashire.

### LAPSED

D.Argyle, "Mallorca", Larksfield, Hartley, Kent, DA3 7EH.

K.J.Barker, 43, Holland Road, Exmouth, Devon, EX8 4AY.

Z.R.Bojakowski, 25, Park Court, Harlow, Essex.

J.A.Sanders, 4, Wentworth Crescent, Braintree, Essex.

J.B.Stewart, 480, Kings Road, London, S.W.10.

R.W.Ward, 4048, Third Avenue, San Diego 3, California, U.S.A.

W.G.Wignall, Deepdale Road P.O., 209, Deepdale Road,  
Preston, Lancashire.

### NEW MEMBERS. We welcome

J.Broadhead, East of England Philatelic Auctions,  
65, Ledbury Road, Peterborough.

A.E.Crocker, 41, St. Augustines Avenue, Bromley, Kent, BR2 8AG.

J.A.Szemeti, 141, Meersbrook Park Road, Sheffield, Yorks.

A.J.Wise, "The Villa", Brownsea Island, Poole, Dorset.

### CHANGE OF ADDRESS

T.H.Brock, 19, Woodhall Close, Bengoe, Hertford, Herts.  
(previously of Stoulton, Worcs.)

F.G.Fifoot, 4, Hastings Road, Bexhill-on-Sea, Sussex.  
(previously of 104, Dorset Road, Bexhill-on-Sea.)

Rev. R.H.Gilding, 2, Church Corner, Potterne, Devizes, Wilts.  
(previously of Trowbridge.)

R.D.Gwynn, 49a, Lytton Grove, London, S.W.15.  
(previously of 158, Park Road, Palmerston North, New Zealand,  
to which Mr. Gwynn will be returning in October, 1976.)

T.Hetherington, "Chadvil", Wyedale Drive, Bakewell, Derbyshire.  
(previously of Herne Hill, London.)

L.R.Rolton, 21, Sephton Close, Rowner, Gosport, Hants.  
(previously of Yeovilton, Somerset.)

A.J.Woolfe, 6, Badminton Close, Northolt, Middlesex.  
(previously of Woodborough, Notts.)

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### ANNUAL COMPETITION - SATURDAY, 28TH MARCH, 1976, AT 2.30 P.M.

Earlier in this issue of 'Kiwi' members can read the report of the Annual General Meeting. Under item 12 b) you will see that certain matters relating to the Annual Competition were raised, and remitted to the Committee for discussion.

For this reason, it is not possible to publish full details of the Annual Competition in this issue of 'Kiwi', as is customary. However, certain factors do remain constant :-

- 1) Each entry shall consist of twelve normal sheets, each sheet to be contained within a protective cover, and numbered in order of sequence.
- 2) It is desirable that a short note, of not more than eighty words, should be placed at the back of the first sheet, between the sheet and the plastic cover, giving for the benefit of the

NEW ZEALAND SPECIAL ITEMS.

1898 Waterlow Trials in complete sheets of nine, all different types - colours of overprint lettering as stated.

½d. Buff	Blue Serifed Lettering	£17.50
½d. Buff	Black Sans-serif Lettering	£17.50
1d. Black and Green	Black Sans-serif Lettering	£22.50
2d. Dull Blue	Black Sans-serif Lettering	£17.50
2d. Dull Blue	Red Serifed Lettering	£17.50
2½d. Grey Blue on Buff Paper		
	Blue Serifed Lettering	£17.50
3d. Dull Mauve	Black Sans-serif Lettering	£22.50
4d. Green	Blue Serifed Lettering	£17.50
5d. Blue Green	Blue Serifed Lettering	£30.00
5d. Blue Green	Black Sans-serif Lettering	£30.00
6d. Carmine	Blue Serifed Lettering	£22.50
6d. Carmine	Black Sans-serif Lettering	£22.50
8d. Dull Purple	Blue Serifed Lettering	£17.50
8d. Dull Purple	Black Sans-serif Lettering	£17.50
9d. Reddish Brown	Blue Serifed Lettering	£17.50
1/- Grey	Black Sans-serif Lettering	£22.50
2/- Orange	Blue Sans-serif Lettering	£25.00
5/- Grey Black	Black Sans-serif Lettering	£35.00

1906 Railway Department Essays, a superb imperf. set of six, comprising ½d. lake, 1d. blue, 2d. purple, 3d. deep green, 6d. dark blue, and 1/- chocolate brown. For illustrations, see Volume 1, page 596. Price on Request.

1906 Railway Department 3d. Essay in deep blue, a superb imperf. single. Price on Request.

1906 Railway Department 1/- Essay, a superb large margined single in lake depicting a steam locomotive at full speed ahead Price on Request.

5/- Sutherland Falls SG 800 - we have four different colour trials in vermilion, blue green, deep green and magenta, imperf. with punched hole over the value. These modern colour trials are extremely rare and are the only ones of this issue we have seen Price on Request.

Remember - these items are only a fraction of our stock and are listed in our monthly list.

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Judge, the theme of the entry, and calling attention to any items of interest and rarity.

- 3) Postal entries should be sent to the Competition Secretary :-  
W.H.Young, Esq., "Parkwood", Bletchinglye Lane, Catts Corner,  
Rotherfield, East Sussex.

to arrive not later than 1st April, 1976.

Entries will be accepted on the day if produced to Mr. Young or one of the Officers of the Society, immediately on arrival, and before judging starts.

- 4) There will be four sections as usual, namely Classic Section, Modern Section 1, Modern Section 2, and Postal History.  
5) There are EIGHT grand trophies to be won. Apart from the John J.Bishop trophy for the Postal History Section, we cannot advise you as yet to which Section the various trophies will be allocated.

Following our meeting last year "You be the Judge", your Officers are hoping for, indeed expecting, a massive entry for this year's Annual Competition. All the trophies are well worth winning, so have a go, and Good Luck to you all!

ALLAN P. BERRY

AUCTION REALISATIONS

LOT		LOT		LOT		LOT	
1	- £ 1.70	32	- £ 13.50	63	- £ 1.75	94	- £ 2.00
2	- £ 3.00	33	- £ 6.00	64	- £ 0.75	95	- £ 0.75
3	- £ 2.10	34	- £ 3.00	65	- £ 2.00	96	- £ 0.50
4	- £ 130.00	35	- £ 3.00	66	- £ 4.00	97	- £ 4.25
5	- W/D	36	- £ 6.50	67	- £ 1.00	98	- £ 0.50
6	- W/D	37	- £ 2.00	68	- £ 3.50	99	- £ 2.40
7	- W/D	38	- £ 4.00	69	- £ 2.50	100	- £ 1.00
8	- £ 3.75	39	- £ 5.00	70	- £ 2.00	101	- £ 25.00
9	- £ 2.75	40	- £ 3.00	71	- £ 3.20	102	- W/D
10	- £ 2.40	41	- £ 1.50	72	- W/D	103	- W/D
11	- £ 12.50	42	- £ 4.00	73	- W/D	104	- W/D
12	- £ 2.50	43	- W/D	74	- £ 1.10	105	- £ 12.00
13	- £ 2.50	44	- £ 4.75	75	- £ 3.00	106	- £ 1.60
14	- £ 5.50	45	- £ 4.60	76	- £ 30.00	107	- W/D
15	- £ 2.75	46	- £ 13.25	77	- £ 3.50	108	- £ 3.00
16	- W/D	47	- £ 3.10	78	- £ 1.20	109	- W/D
17	- £ 3.00	48	- £ 4.20	79	- W/D	110	- W/D
18	- £ 2.20	49	- £ 1.60	80	- £ 1.10	111	- W/D
19	- £ 1.00	50	- £ 33.00	81	- £ 1.75	112	- £ 1.60
20	- £ 3.60	51	- W/D	82	- £ 1.50	113	- W/D
21	- £ 2.00	52	- £ 3.00	83	- W/D	114	- £ 1.30
22	- £ 2.75	53	- £ 2.00	84	- W/D	115	- £ 3.80
23	- £ 6.25	54	- £ 1.50	85	- £ 8.00	116	- £ 4.25
24	- £ 50.00	55	- W/D	86	- £ 0.75	117	- £ 3.25
25	- £ 9.50	56	- £ 4.50	87	- £ 5.00	118	- £ 1.25
26	- £ 7.00	57	- £ 3.00	88	- W/D	119	- W/D
27	- W/D	58	- £ 5.00	89	- £ 1.50	120	- £ 10.00
28	- £ 12.00	59	- £ 2.75	90	- £ 2.10	121	- £ 7.50
29	- W/D	60	- £ 9.25	91	- W/D	122	- W/D
30	- W/D	61	- £ 2.50	92	- W/D	123	- £ 10.00
31	- W/D	62	- £ 5.25	93	- W/D	124	- W/D

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2/- Sideface	35.00	25.00	30.00
5/- Sideface	35.00	25.00	35.00
1906 Christchurch Set (3)	35.00	30.00	40.00
1913 Auckland Exhibition (3)	45.00	40.00	50.00
1925 Dunedin Exhibition (3)	10.00	7.50	12.50
1920 Victory Set (3)	7.00	4.00	7.00
1929 Health-Help Stamp Out TB	3.50	2.00	4.50
1930 Health-Help Promote Health	3.50	2.00	3.50
1931 Health-Smiling Boy Pair	40.00	30.00	35.00
1932 Health-Hygeia	3.50	2.50	4.50
1933 Health-Pathway to Health	2.00	1.50	2.50
1934 Health-Crusader	1.50	1.00	1.50
1931 Air - 3d.	2.50	1.50	2.50
3d. Perf. 14 x 15	7.00	5.00	15.00
4d.	3.00	1.50	3.50
7d.	3.00	1.50	3.00
5d. Surcharge.	0.75	0.50	0.75
1934 Air - 7d. Trans-Tasman.	2.00	1.50	3.50
1935 Silver Jubilee (3)	2.50	1.50	4.50
1940-58 Arms 25/-	25.00	20.00	30.00
30/-	20.00	17.00	10.00
£2/10	25.00	20.00	30.00
£3/10	150.00	100.00	150.00
3/6 Surch. Type 11	5.00	4.00	6.00
5/6 Surch. Type 11	2.00	1.50	2.00
11/- Surch. Type 11	5.00	4.00	6.00
22/- Surch. Type 11	15.00	12.00	15.00
1953 Q.E.11 (16)	11.00	7.00	3.50

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AUCTION REALISATIONS - CONTINUED

LOT		LOT		LOT		LOT	
125	- W/D	152	- W/D	179	- £ 2.50	206	- £ 1.00
126	- £ 5.00	153	- £ 1.40	180	- £ 2.50	207	- £ 2.50
127	- £ 1.10	154	- £ 2.10	181	- £ 0.25	208	- W/D
128	- £ 0.80	155	- £ 1.40	182	- £ 9.50	209	- £ 1.85
129	- W/D	156	- £ 0.50	183	- W/D	210	- £ 13.00
130	- W/D	157	- £ 1.60	184	- W/D	211	- £ 3.00
131	- W/D	158	- £ 0.90	185	- W/D	212	- £ 2.00
132	- £ 3.10	159	- £ 0.70	186	- £ 17.50	213	- £ 4.75
133	- W/D	160	- £ 2.40	187	- £ 9.00	214	- £ 3.00
134	- £ 2.10	161	- £ 2.10	188	- W/D	215	- £ 1.50
135	- £ 4.00	162	- £ 3.40	189	- £ 7.50	216	- £ 2.75
136	- £ 2.20	163	- £ 3.20	190	- W/D	217	- £ 2.50
137	- £ 5.25	164	- £ 1.90	191	- £ 5.25	218	- £ 2.60
138	- £ 1.75	165	- £ 1.50	192	- £ 0.40	219	- £ 3.40
139	- £ 2.20	166	- £ 2.80	193	- £ 2.00	220	- £ 9.00
140	- £ 12.25	167	- £ 1.00	194	- W/D	221	- £ 8.00
141	- £ 10.00	168	- £ 0.90	195	- £ 5.00	222	- £ 3.00
142	- £ 7.75	169	- £ 2.00	196	- W/D	223	- W/D
143	- £ 1.55	170	- £ 1.80	197	- W/D	224	- £ 20.00
144	- W/D	171	- £ 1.00	198	- £ 3.50	225	- £ 20.00
145	- £ 1.20	172	- £ 2.75	199	- W/D	226	- W/D
146	- £ 3.00	173	- £ 1.10	200	- W/D	227	- W/D
147	- W/D	174	- £ 1.10	201	- £ 1.80	228	- £ 1.00
148	- W/D	175	- £ 0.90	202	- W/D	229	- W/D
149	- £ 5.00	176	- £ 0.60	203	- £ 2.00	230	- £ 2.60
150	- £ 3.00	177	- £ 3.00	204	- £ 10.00	231	- £ 1.00
151	- £ 2.00	178	- £ 3.20	205	- £ 2.25	232	- £ 2.80

The Officers of the Society wish to thank all those members who gave Lots to be included in the Auction and sold on behalf of the Society's funds.

The Raffle was a great success, thanks to those members who gave the prizes; Bottles of Wine (Kenteaux Rouge), New Zealand Tea Cloth, five Basket Trays and Dishes, made exquisitely by a craftsman in the 'Ward' style.

W.HASLER YOUNG

From Quicksales No. 61, November, 1975, Len Jury Ltd., New Plymouth.  
1898-1907 Pictorials - 4d. Bright Blue and Chestnut. Double centre variety. Apparently unrecorded in this colour.

The illustration given in the catalogue shows that this stamp is perf. 11, but there is no indication as to whether it is water-marked or not.

Referring to the first printing of this stamp on unwatermarked paper, Volume 1 of the Postage Stamps of New Zealand states on page 193 "The most interesting variety in this value is that with the centre doubly printed." There is no mention of the shade of the printing. Nor is there any mention of a double centre variety on any other printing of this stamp, in any of the Volumes of the Postage Stamps of New Zealand.

Has any member any further comments?

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## PANPEX '77

In a press release dated June, 1973, Pan Pacific Exhibition (Inc.) announced that a competitive Philatelic Exhibition will be held at the Horticultural Hall, Christchurch, New Zealand, from 5th - 12th March, 1977

Some details of this Philatelic Exhibition were given on pages 1, 14 and 15 of Volume XXIV of the 'Kiwi', January, 1975.

The prospectus and entry forms for this Philatelic Exhibition, which is entitled PANPEX '77, are now available from the Secretary, PANPEX '77, P.O.Box 1129, Christchurch, New Zealand. Entry forms and fees must reach the Secretary not later than 30th September, 1976.

Therefore, all members have plenty of time to prepare and submit entries for this Exhibition. It would be very nice to be able to announce through 'Kiwi' that a lot of awards have been made to members of our Society.

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### PARUA BAY - A CORRECTION

Alan Jackson writes from New Zealand as follows :-

In my article in the 'Kiwi', Vol. XXIV, No. 4, page 67, I stated that I knew of a PARUA A-class datestamp impression dated 3 JE 05. This is almost certainly an error, as I have since seen a very clear strike of the replacement 'English Circle' type PARUA BAY, clearly dated 18 OC 00. The replacement of the A-class datestamp definitely took place between May and October, 1900. But the point made is still valid, in that the name of this Post Office was changed to PARUA BAY in 1888, but the PARUA datestamp continued in use for some considerable time after the change of name.

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### THE POSTAL HISTORY SOCIETY OF NEW ZEALAND.

This, our sister Society in New Zealand, has as its Aims and Objects, to promote and encourage the study of the history of Postal Communications in New Zealand, Australia, and throughout the South Pacific area in particular, as well as in other parts of the world, and to circulate information thereon to members. To this end, there is an excellent monthly publication, the Mail Coach, edited by our member, Robin Startup. From time to time, various Monographs and Studies are produced, in limited editions.

Those of you who are members of the Postal History Society of New Zealand will know this already. Those of you who are not may like to know that two studies have just been published :-

New Zealand Registered Mail - User Cachets.

compiled by A.I.Breen, I.D.Campbell, and R.M.Startup.

Cook Islands - Early Postal History.

by F.B.Howard-White, M.C., F.R.P.S.L.

The price of each of these studies is \$NZ1.00, postage paid. It is hoped to publish a review of these studies in the next issue of the 'Kiwi'.

On page 113 of 'Kiwi', Vol. XXIV, No. 6, November, 1975, mention is made of an excellent book by the Rev. A.H.Voyce. This book is entitled New Zealand Registered Mail Markings, and is published by the Postal History Society of New Zealand. I am advised that

copies of this book are still available, price NZ\$1.50, plus 20 cents postage. This, and the studies mentioned above, can be obtained from the Treasurer, The Postal History Society of New Zealand, P.O.Box 25-105, St. Heliers, Auckland 5, New Zealand.

Readers may like to know that British Postal Orders are accepted in New Zealand, at the exchange rate applicable at the time. At the moment, NZ\$1.00 = £0.50p approximately. Any Bank should be able to advise you of the Exchange Rate at any time.

ALLAN P. BERRY

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1½d. Q.V. LETTERCARD SURCHARGED "ON2/Penny".

This item was mentioned in Volume XXIV, Number 6, page 104 of the 'Kiwi', and has prompted an interesting comment.

Peter Collins recalls being shown a similar item at a British Philatelic Exhibition some years ago, by a collector who has since died, and he recalls discussing the item with a number of our members. The final consensus of opinion at that time was that the item was in some way faked.

When the deceased collector's material was sold, Peter cannot recall seeing this item at that time, and supposes that he must have disposed of it.

The report of a similar item now turning up in New Zealand suggests that in fact this item is a genuine error, which must be very rare indeed.

Obviously, further research into this error is required.

ALLAN P. BERRY

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From New Zealand Post Office News, Issue 54, September, 1975.

Remember the airgraph and aerogramme forms used by the Post Office from 1943 to 1945?

We don't want to forget those simple sheets of photographic paper which played a valuable part in keeping New Zealanders overseas in contact with home during those war-torn years.

Post Office Public Relations Division is busy compiling information on those forms for its historical records.

Unfortunately information is sketchy. The 1961 Aotea fire destroyed most relevant records and old examples.

So, if you know anything about those vintage forms, or have any examples of them, contact Public Relations Division, P.O.H.Q., Wellington, and share your memories.

EDITOR'S NOTE - I am sure some of our members could assist in providing the information requested. In view of the courtesy that P.O.H.Q. have shown to your Editor in the past, I would greatly appreciate it if any of you who can help would pass on such information to the address given. Please mention that you read of the request in the 'Kiwi'.

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STAMP COLLECTING WEEKLY.

Your Editor has been given to understand that the issue of this Magazine due on March 11th, 1976, is to be devoted to New Zealand Philately and Postal History. Members, please note.

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HAVE YOU RENEWED YOUR SUBSCRIPTION? IF NOT, PLEASE DO SO NOW!!

"AIRMAILS ACROSS THE TASMAN"  
(2) THE 1931 SOLO FLIGHTS.

The year 1931 was to see two solo crossings of the Tasman Sea - one flight in each direction. Prior to that year several individuals had expressed their intention of making an attempt but in every case had been dissuaded, either by friends and relatives or by the Australian Civil Aviation Department. The latter was most concerned that Australia should have a flourishing aviation industry and was not prepared to see its development marred by rash and risky ventures across the Tasman Sea. Single engined attempts were definitely out and in at least one case the Department stepped in to withdraw a plane's certificate of airworthiness to prevent its departure on a trans-Tasman attempt. Kingsford Smith's successful flights of 1928 in no way changed the Department's policy so it was no surprise that when the first solo flight got under way the Aviation Department was unaware of the fact.

Guy Lambton Menzies was the first to make a solo crossing on the 7th January, 1931. Born in Drumboyne, Sydney, the twenty two year old Australian came to the public's attention on the 5th January when it was announced in a Sydney newspaper that he would be making a non-stop flight across the continent on the 7th. The report further stated that Menzies would be making the flight in the long distance Avro Avian "Southern Cross Junior" previously owned by Kingsford Smith, and that the flight Sydney to Perth was planned as a prelude to a long distance flight to Japan. This subterfuge gained the approval of the Aviation Department and enabled Menzies to obtain sufficient fuel and oil at Mascot aerodrome for a Tasman Sea flight.

Menzies was ready to leave Mascot shortly after midnight on the 6th and it was while he was warming up the engine that he handed some letters to his brother Ian. These were to friends and backers and included one to his parents - all were endorsed to the effect that they should not be opened until after he had left the aerodrome. At 1 a.m. he opened up the throttle, waved a cheery goodbye, and within minutes was airborne and heading Eastwards, to the consternation of those bystanders who were unaware of Menzies' real destination.

Mr. & Mrs. Menzies received their letter some hours later, and, on opening it, read the startling news that their son was making a trans-Tasman Sea attempt and was probably half way across. The irony of the situation was they had previously asked him to give up the dangerous sport of speedway racing in favour of something less hazardous!! The other letters addressed to friends and backers absolved the recipients of blame should anything go wrong with the flight.

The flight itself was a miserable one for Menzies as bad weather was encountered for the whole of the journey across. At first a strong headwind retarded progress but this was later made up when a tail wind pushed his speed up to over 100 m.p.h. Rain and drizzle cut down the visibility after three hours, and this continued for many weary hours until, when near the coast of New Zealand, the rain lessened only to be replaced by a menacing thick mist and then fog. Fortunately for Menzies, this cleared slightly,

enabling him to see the coast as he passed over it at 12 a.m. He thought he was near Greymouth and in view of the fog decided not to risk flying over the Southern Alps but to seek a landing area as quickly as possible. 40 minutes passed before he spotted some houses and what appeared to be a nice green field. He put the plane down for a smooth landing but immediately the wheels touched they sank into thick mud and the aircraft was pitched over onto its back - the flight had come to an inglorious end in the La Fontaine swamp near Harihari.

The noise of the crash brought several people out from the houses nearby, and, on arrival at the aircraft, they were surprised to find the pilot had scrambled clear - albeit mud spattered and with a bleeding nose. The Avian had broken its propellor but otherwise was only slightly damaged. Menzies was taken by cart to Ross, the old gold mining township, and then by car to Hokitika where he was given a hero's welcome. Photographers were there to record the event and the following day Menzies was taken back to the crash scene to be photographed beside the "Southern Cross Junior" still upside down in the swamp.

Mention has been made of the covers/letters addressed to Menzies' parents, friends and backers. I believe at least two of these still exist and would be interested in hearing from anyone with knowledge of others. As far as I know not a single item was actually carried across the Tasman but one cannot be certain that this is so - possibly one or two flown items do exist.

The second solo flight - this time from East to West - was achieved over the period 28th March to 6th June, 1931, by Francis Chichester in the single-engined DH Gipsy Moth ZK-AKK "Madame Elijah".

Chichester had previously arrived in Sydney during January, 1930 after a solo flight from England in "Madame Elijah" and later had it shipped to New Zealand. Whilst in the Dominion he took up "barnstorming" and at the end of the year decided to fly the aircraft back to Australia and be the first to fly the Tasman Sea solo. In this he was forestalled as Menzies completed the first solo flight before Chichester could complete his arrangements. Despite this setback Chichester decided to go ahead and be the first to make the East-West solo crossing.

The range of the Moth was insufficient for a direct crossing so Chichester accordingly converted ZK-AKK into a seaplane with floats borrowed from the New Zealand Permanent Air Force. This meant he could make the crossing via Norfolk and Lord Howe islands thereby reducing the longest stage to 561 miles (i.e., that between the two islands). Chichester, at that time, knew nothing about navigation and had to teach himself to use a sextant and other instruments in the sure knowledge that the slightest error on the flight would be disastrous. His early experiments were far from encouraging and on one practice flight over New Zealand he was over 100 miles out in his calculations. Nevertheless, over a period of months, he persevered, and by March was confident of his ability to navigate the aircraft to the islands.

Chichester's attempt commenced from the Upper Harbour at Auckland on the 28th March with the approval of the Government (he was to test a wireless on behalf of the NZPAF for part of the



crossing). First he headed North to Parengarenga Harbour (a distance of 237 miles) at which place he alighted to refuel and to await a telegram from Dr. Kidson, the meteorologist, on the weather conditions expected during the Tasman crossing. This was duly received and at 11.50 a.m. Chichester took off for Norfolk Island.

The weather was good and with a strong tail wind he headed the plane for a point 90 miles to the left of Norfolk Island after which he would turn directly right. This plotted point was reached in thick cloud and it was with considerable reluctance that Chichester turned the plane to the right - wondering if his figures were correct. His anxiety increased with the passing minutes but at 5.30 p.m. ZK-AKK broke the clouds and to Chichester's immense relief the island was directly ahead - proof beyond doubt of the accuracy of his navigation. Ten minutes later he put the seaplane down onto Cascade Bay and after having the aircraft winched up onto the jetty was taken to Government House. The 481 miles from Parengarenga had been accomplished in a time of five hours and fifty minutes.

Chichester's hopes of an early departure the following morning were dashed when an inter-float bracing wire snapped whilst he was taxi-ing for take-off. The replacement wire broke the following day and eventually it was decided that Emily Bay would be more suitable. These delays proved fortunate for aero-philatelists as it was during this frustrating period for Chichester that a small mail of 140 items was collected plus two letters from the Administrator of the island, one for the Administrator's wife and the other for the Governor of New South Wales.

Take-off from Emily Bay was successfully achieved at 10.50 a.m. on the 1st April and course was set for a point 80 miles to the right of Lord Howe Island after which Chichester would turn left so as to run over the island from the North East.

This second stage of the trans-Tasman crossing proved to be a nerve wracking affair. Soon after leaving Norfolk Island the seaplane began to shake alarmingly and the continual vibration had a bad effect on the aircraft's instruments. First the altimeter packed up and then a short while later he discovered he was steering a wrong course, due to the compass screws coming loose allowing the instrument to turn in its bed. Thick cloud obscured the sun for most of the flight and by the time the turn off point was reached there had only been two fleeting opportunities to take sun shots to establish the plane's whereabouts. Chichester had been seven hours in the air and was on the point of despair when he sighted a pinnacle of rock ahead and to his left - this was Ball's Pyramid 12 miles to the South of Lord Howe Island. In the thick cloud he had not noticed the island to his right. It was an elated pilot who turned to circle the island and 20 minutes later he was safely down onto the surface of the lagoon. The 575 miles had taken seven hours and forty minutes and Chichester arrived just in time as it was dark when he reached the lagoon's jetty.

Chichester received another enthusiastic welcome but was uneasy at having to leave the seaplane moored in the lagoon - the onset of darkness had prevented him from making other arrangements.

That night strong gusts of wind swept across the island, and after one particularly violent squall, Chichester went down to

the lagoon to inspect the seaplane. Only part of the floats and the tail could be seen - it had sunk during the night at its mooring! A lesser man would have given up the attempt there and then. Not so Chichester, he had the plane salvaged, and during the next eight weeks, with some willing helpers, he completely stripped and rebuilt the plane - using directions and manuals shipped out from Sydney.

The eight weeks that Chichester spent on the island was a particularly satisfying period during his lifetime and he was most reluctant to leave. However, the plane was ready on the 5th June, and, in deference to his hosts, he took up all and sundry for joy-rides prior to making preparations for the last stage to Australia. In the afternoon the plane was re-christened with a bottle of brandy broken over the propellor boss and he spent a frantic two hours collecting mail, re-fuelling, etc., before retiring for a good night's rest.

Leaving Lord Howe Island on the 6th proved both difficult and troublesome. Unbeknown to Chichester one of the floats was full of water, and it was only after he had jettisoned some fuel, that "Madame Elijah" took to the air.

He left at 9.30 a.m. and after 100 miles of easy flying was congratulating himself on having done an excellent repair job on the seaplane, when the engine backfired with a loud report. Several unpalatable thoughts passed through his mind before the engine resumed its steady beat. Fortunately the trouble appeared to be in one of the two magnetos and seemed to clear up but later was to cause the engine to run roughly in the later hours of the flight.

Further anxiety was caused by a deterioration in the weather and the onset of first a strong North East wind and then even stronger North Westerlies. The latter pushed him well off course and at one point he realised he was likely to miss all of Australia's 2,000 mile long coastline including Tasmania! Worries over the engine and thoughts about the fuel he had jettisoned made it a very lonely flight but his luck held and after six and a half hours he sighted land and to the South five warships in a bay. The latter turned out to be Jervis Bay and as dusk was not far off Chichester alighted the seaplane alongside one of the ships. Inquiry elicited the information Sydney was still 80 miles away but as he was unable to take off again, Chichester was forced to accept a tow to the aircraft carrier HMAS "Albatross". It was dark when ZK-AKK was winched up on deck and it was during this operation that Chichester lost the top of one finger.

The final stage had taken six hours and 18 minutes giving a total flying time of 19 hours and 48 minutes for this East-West crossing of the Tasman. Chichester and the DH Gipsy Moth were landed at Sydney six days later on the 12th June exactly ten weeks after their departure from Auckland's Upper Harbour.

Considerable confusion exists about the mail carried by Chichester on this flight. Chichester gives full details of the items carried from Norfolk Island (i.e., 140 letters plus two items from the Administrator) but only refers to a mail collected in a hurry at Lord Howe Island on the day prior to departure. No mention is made by him of any mail being carried from New Zealand.

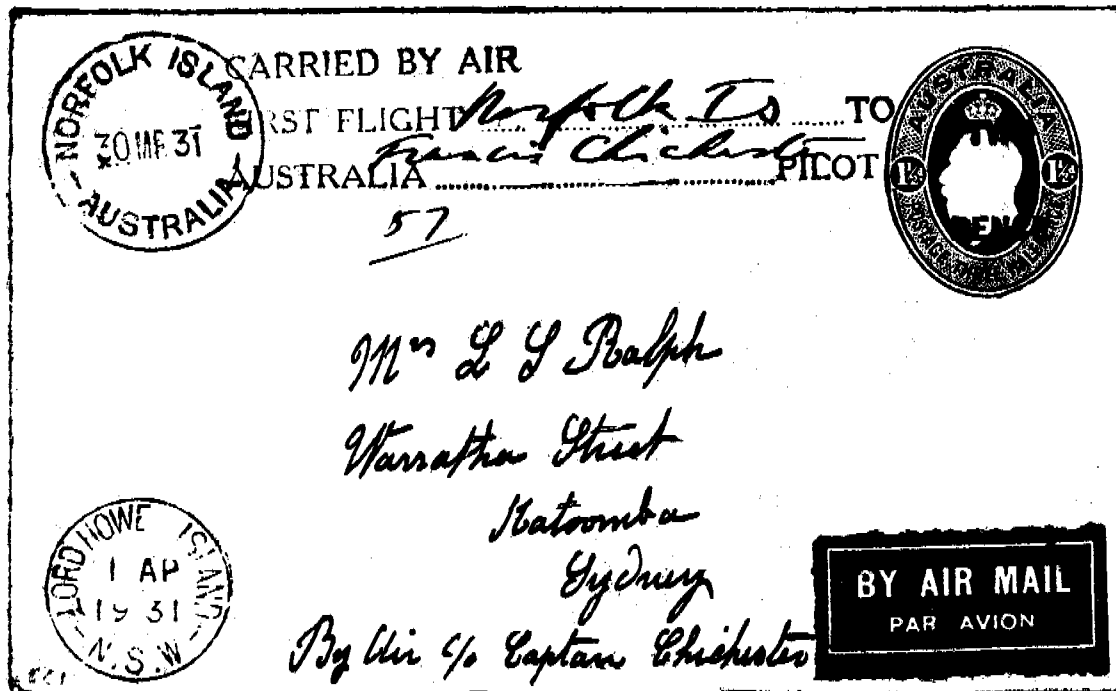
H.N.Eustis in his "Australian Airmail Catalogue" lists 110 items as having been carried from Lord Howe Island and gives the information that some New Zealand and Norfolk Island mails were lost when the plane was overturned by a typhoon at Lord Howe Island. Presumably the latter information was gleaned from a report in the October issue of the Australian Stamp Magazine of 1931.

My own observation of mails carried on this flight would suggest that the following is nearer to the truth :

New Zealand to Australia

No official mail carried. Possibly a few private items were carried. Perhaps Kidson's telegram still exists?

Norfolk Island to Australia and/or Lord Howe Island



142 items. These bear a cachet inscribed "CARRIED BY AIR/ FIRST FLIGHT.....TO/AUSTRALIA.....PILOT" in three lines impressed in PURPLE ink. The name "Norfolk Is" was inserted in ink by the pilot along with his signature, and the covers numbered. (I have only seen three covers including that illustrated and all bear the NORFOLK ISLAND-AUSTRALIA datestamp of 30 MR 31. Highest Cover Number seen is No. 57). The item illustrated also bears the Lord Howe Island mark of 1 AP 1931, thereby showing that the mail was unloaded before the mishap to the aircraft.

Lord Howe Island to Australia

110 items?\* These bear the same cachet as used at Norfolk Island, except that "Lord Howe Island" is inserted in manuscript, instead of "Norfolk Is". All of the covers were signed and numbered, presumably. Approximately ten items have been seen by me and all were postmarked "LORD HOWE ISLAND - N.S.W. 6 JU 1931" - the day of departure. (Highest Cover Number seen - No. 99 in A.S.M. of October, 1931).

\*The figure 110 presumably only applies to items from Lord Howe Island and does not include those for Australia carried from Norfolk Island.

I should welcome any comments from readers and would like to hear from anyone with covers numbered 100 and above.

A.G.MATHIESON

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CHALON HEADS - THE 4d. ROSE, S.G.119

I do not intend to write a complete article on this value, but to confine my note to the Rose and Deep Rose shades which are relatively scarce. On 1st June 1865, 500 sheets of this value were issued, watermark Large Star, perf.  $12\frac{1}{2}$ , to produce a total of 120,000 stamps for the additional rate via Marseilles, making 4d.+ 6d. per  $\frac{1}{2}$  ounce; but from September 1865 the rate was increased from 4d. to 10d. per  $\frac{1}{2}$  ounce thus bringing the combined rate from New Zealand to 1/-, usually to the United Kingdom.

The colour originally selected was Deep Rose, but it is now recognised that there were two shades, Deep Rose and Rose, the former in my experience much scarcer. The colour was changed to yellow because some of the 4d. stamps in Rose were mistaken for the 1d. value (then in carmine vermilion or near shade) in artificial light. This appears in Volume 1 of the Postage Stamps of New Zealand and the research was undertaken so long ago that the "memory of man knoweth not the contrary". The date given by Stanley Gibbons Catalogue for the issue of the value in Yellow is 1st August, 1865 (S.G.120). I ignore in these notes the rare Orange-yellow, S.G.121.

One has been tempted to assume that the value in Rose was withdrawn as soon as the confusion with the 1d. value became apparent, but seemingly this is not so.

In pursuit of early cancellations I came across a 4d. Deep Rose heavily cancelled with the large oval "O" within 7 horizontal bars from Dunedin, being type 6 in Volume 111 of the Postage Stamps of New Zealand, page 77, and the date is May 19th, 1866. This is over nine months after the change in colour to Yellow.

Thinking this might be a freak I kept it, but I have recently purchased a 4d. Rose, this time with double cancellation "WN1" of Wellington ("070" Duplex) in Volume 111 of the Postage Stamps of New Zealand, page 57. This is dated March 15th, 1866.

Having regard to the busy Post Offices of Dunedin and Wellington in those days it is probable that on the change of colour of the 4d. value from Rose to Yellow, existing stocks in Rose or Deep Rose were left to be sold and were not recalled, so that any post-mark or cancellation on a 4d. Deep Rose or Rose cannot be limited to 1st August, 1865, when the 4d. value was issued in Yellow. The above dated stamps prove this point.

JOHN D. EVANS

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From New Zealand Stamp Auctions, Sale No. 59, 28th November, 1975.

Full Face Queen, 1871 1d. red-brown, irregular compound perf. 10 x  $12\frac{1}{2}$  x 10 x 10. Light duplex cancellation. This stamp is apparently not catalogued. Has any reader any comments or any further information?