

The Bulletin



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**2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 55)
by Gordon Monk; Bert Wajer and Paull Kaigg (1727)**

Pane 6 # 4

1st State Proof – 7 July 1914 (1st half of 1st printing)

1a Island Flaw. Present but variable.

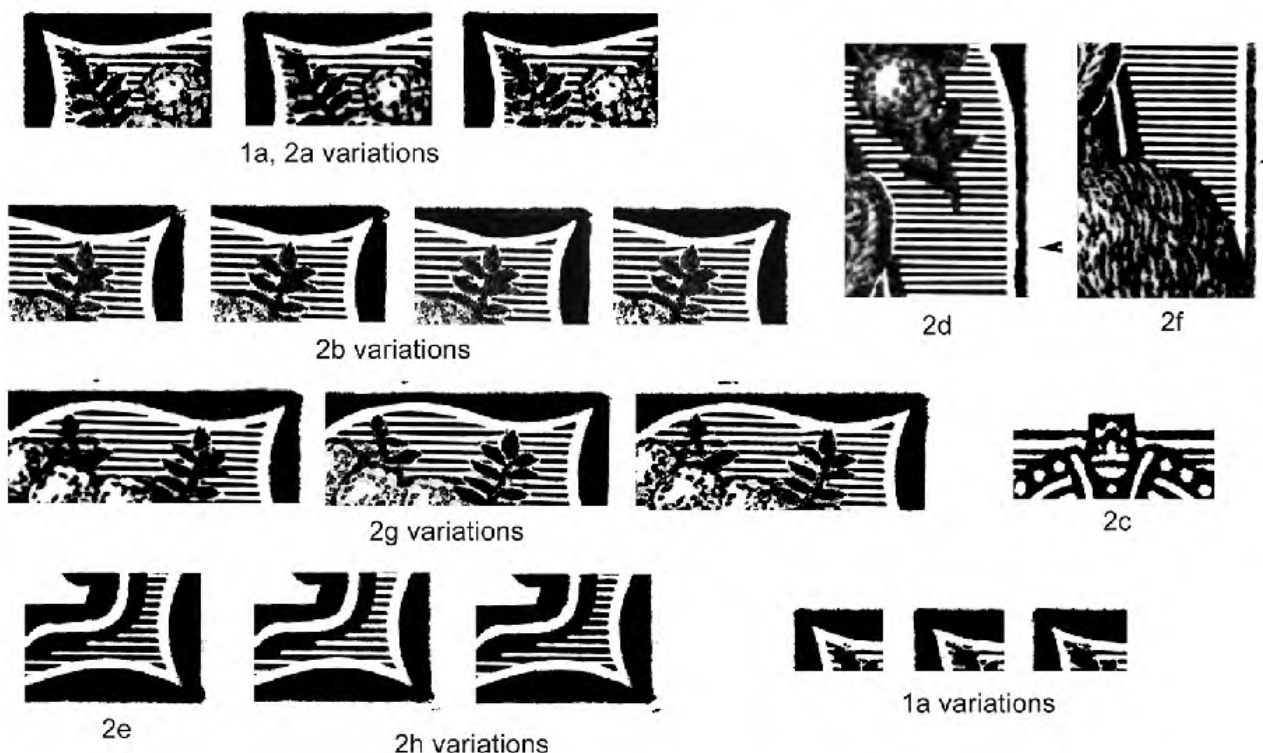
2nd State 28 July 1914 (2nd half of 1st printing) – Final

1a as before.

- 2a Top Left Corner. Extends to left with shallow ½mm notch starting ½mm below TLC found on 47% of sample, variable.
- 2b Top Right Corner. A small notch on the RF at the corner with a compartment mark in the notch (similar to 6-3 and smaller than 7-43). Notch found on 35% of sample. With ink build up it changes to a 45° chamfer, variable.
- 2c Cross. Shallow dished top on 76% of sample, variable.
- 2d Right Frame. A small notch on inside of frame opposite the 4th shade line under the right wattle stem found on 23% of sample, inconstant.
- 2e Bottom Right Corner. A small bump to the right on the corner found on 35% of sample, variable.
- 2f Right Frame. At the end of the print run a compartment dot appears at R63, *very very RARE*.
- 2g Top Frame. Late in the print run a compartment dot appears close to TF and 4½mm from TRC, later another dot appears and then it becomes a dot and a short line, variable.
- 2h Bottom right Corner. Late in the print run two compartment dots appear under the corner, later they join to become a short line, variable.

Notes This is a top marginal unit.

Issued Mar 2004, revised February 2017



Pane 6 # 5

1st State Proof – 7 July 1914 (1st half of 1st printing)

1a Island Flaw. Present but variable.

2nd State 28 July 1914 (2nd half of 1st printing) – Final

1a as before.

2a Bottom Frame. Shallow dent just right of BLC found on 37% of sample, inconstant.

2b Left Frame. Very late in the print run compartment marks appear between L58 and L78, variable.

2c Top Left Corner. Extremely late in the print run a very faint curved line appears over the corner, variable.

2d Cross. The sides of the cross are square, and the top dished on 68% of sample, variable.

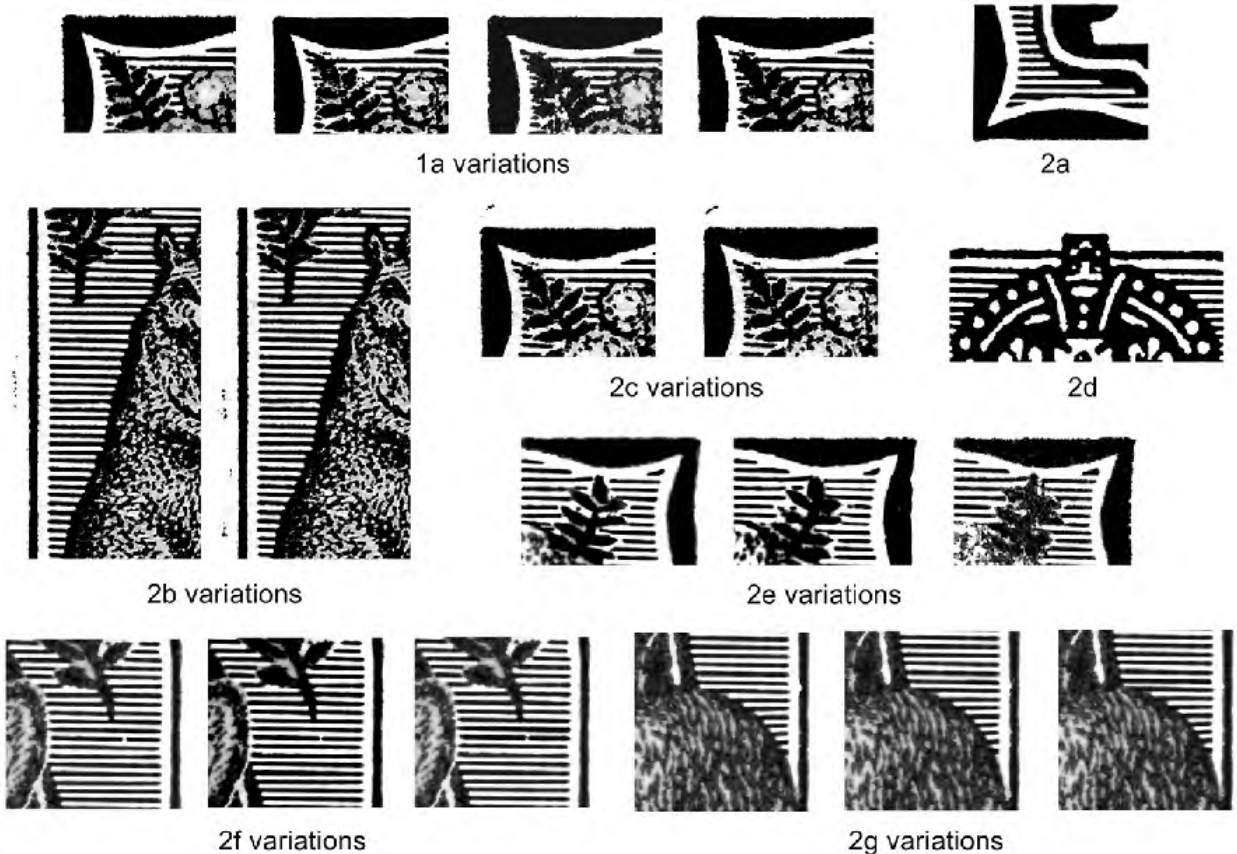
2e Right Frame. Top 2mm shaved into the corner causing the TF to appear extended to the right found on 63% of sample, variable.

2f Right Shade Lines. Second shade line under right wattle stem broken 1mm from RF, found on 37% of sample, inconstant.

2g Right Frame. A small notch on inside of frame opposite the R63-64, found on 26% of sample, variable.

Note Top marginal unit. Not possible to plate with any certainty as a single unit without 2b, 2f or 2g.

(Nov. 2014, revised March 2017)



Pane 6 # 6

1st State Proof – 7 July 1914 (1st half of 1st printing)

1a Island Flaw. Present but variable.

2nd State 28 July 1914 (2nd half of 1st printing) – Final

1a as before.

2a Right Shading. Thin scratch from 5th to 8th shade lines above base of right wattle stem $\frac{3}{4}$ mm from RF, found on 98% of sample, variable.

2b Cross. Top dishd, found on 53% of sample, inconstant.

2c Top Frame. Abrupt curve on left of right v-scroll found on 58% of sample, inconstant.

2d Right Frame. Top 2mm shaved into the corner causing the TF to appear extended to the right found on 42% of sample, variable.

2e Bottom Frame. Shallow dent just right of BLC found on 37% of sample, inconstant.

2f Left Frame. At the end of the print run a compartment dot appears at L55 close to LF, inconstant.

2g Top Right Corner. At the end of the print run a compartment dot appears at the corner close to TRC, inconstant.

2h Bottom Right Corner. At the end of the print run a compartment dot appears under BF in line with RF, inconstant.

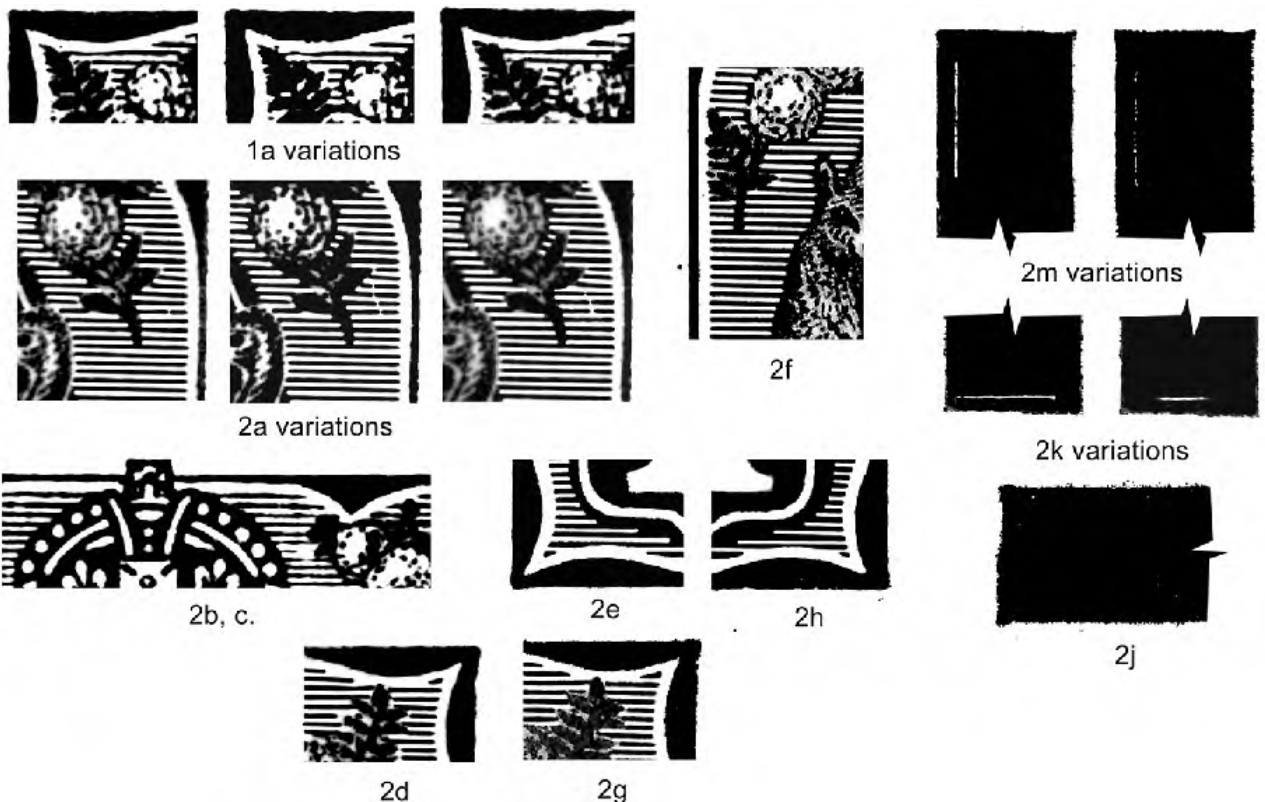
2j Top Jubilee Panel. Left ends pointed and angled on 58% of sample.

2k Right Jubilee Panel. Horizontal white line $\frac{1}{2}$ mm from bottom, variable.

2m Right Jubilee Panel. $3\frac{1}{2}$ mm vertical white line starting $\frac{3}{4}$ mm from top and $\frac{1}{2}$ mm from left edge found from NO wmk. to final, variable.

Note Top right marginal unit.
March 2017)

(Issued Apr 2003, revised



2654. WHAT IS THE REAL PLATING OF THE LOVELY TWO POUNDS KANGAROO PAIR SOLD AT ABACUS AUCTIONS IN NOVEMBER 2018?

By Richard Guy ACCCF

Lot 61 in the November auction of Abacus Auctions was a very fine used pair of two pound kangaroos, with C of A watermark. It was described as having the “Rat faced” kangaroo on the right stamp. It did not look like a “rat faced” roo to this author, so this had to be checked out, but after the auction. See figure 1 for the pair.

Holbeach (1) wrote a wonderful plating study of the high value bi-coloured roos ages ago, and if the right stamp in this pair was a “rat faced” roo at position R20, then the stamp on its left should have three shading lines in the Bight missing their left ends. The shading lines are complete. In fact this stamp is “clean” with no flaws evident, and cannot be plated by itself.

So what have we? There is a white void on the neck of the roo on the stamp in question that does not help this author. Two panes of 30 (stamps 1-30 left and right pane) of the C of A two pound roo overprinted SPECIMEN were studied, and the neck void could not be found there. Other large pieces were also studied, and this neck void could not be found.

It is thought that it might be a “fox faced” roo at R38. Holbeach tells us that there is just one flaw on R37, a small red dot south of Bonaparte Gulf. However, the kangaroo’s head is in the way, so this might be right. Can anyone help with this?

The item was well supported in the auction, selling for over \$2150, plus commission, even if it is centered a little to the left. Pairs are scarce indeed, especially fine used examples.



Figure 1. The pair from the auction with a blow-up of the roo’s neck.

Acknowledgement: Torsten Weller is thanked for the use of their catalogue image for figure 1.

Reference: 1. W.H. Holbeach A plating study of the high value bi-coloured kangaroo issues of Australia printed by the British Society of Australian Philately.

2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part 3 By Ian Spencer (999)

Part –D: South Australian Railway Parcel labels in Red and Green

These parcel labels are on the same red background, as the red luggage labels, listed in Part C. What makes them visually different are two vertical green stripes (shades) at either end of the labels (generally 13 mm wide. Alignment of the stripes shows the green was printed in a separate operation. Again these are known from a small number of different types, all are imperforate and without gum..

(All Images are shown at Reduced Sizes)

Type D1



Type D1

Very similar to Type A1, Size 84 x 47.5 mm. This type is characterised by a font with small serifs across all five lines of text, 13mm line below S.A.R. (South Australian Railways), a medium –sized “TO” (with long serifs) on the fourth line, and station names that are ~ 9mm high. Station name is set lower than in Type D2.

Station Recorded

Woomera

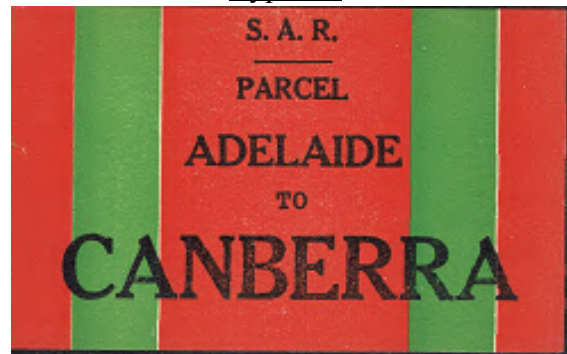
Type D2

Size 84 x 51.5 mm. Very similar to Type C1. This type is characterised by a font with small serifs across all five lines of text, shorter 11.5 mm line below S.A.R. (South Australian Railways), a medium –sized “TO” (with long serifs) on the fourth line, and station names that are ~ 9mm high. Station name is higher than in Type D1.

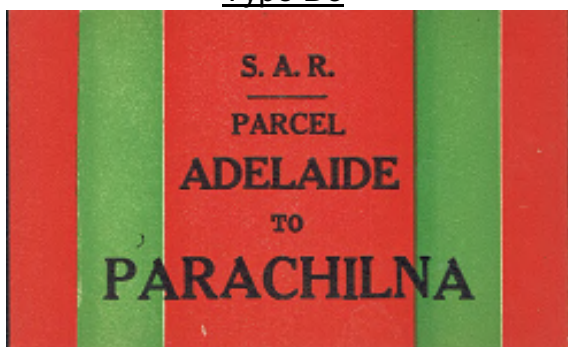
Station Recorded

Canberra, (ACT)

Type D2

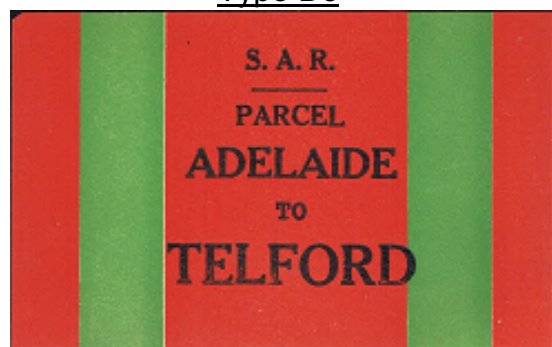


Type D3



Type D3

Type D3

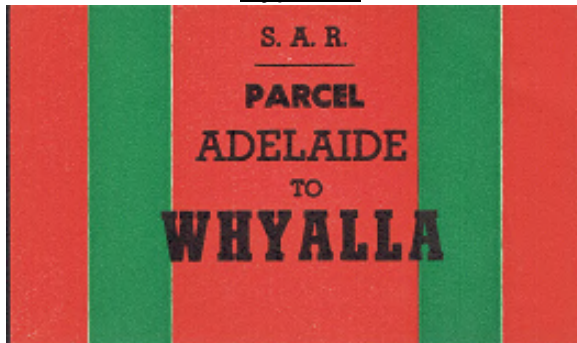


Very similar to Type D2, including 11.5 mm line under “S.A.R.,” but the station name is only 5.5 mm high” Size 83 x 51 mm.

Stations Recorded

Parachilna and Telford.

Type D4



Type D5



Type D4

Size 89 x 53 mm. First, third and fifth lines show an unusual letter “a”, with a flat top. Line under “S.A.R.” is 15 mm long.” Parcel” is in thick, sans-serif letters. Thick station name, which is 7.5 mm high. Station name is higher than in Type D5

Station Recorded

Whyalla

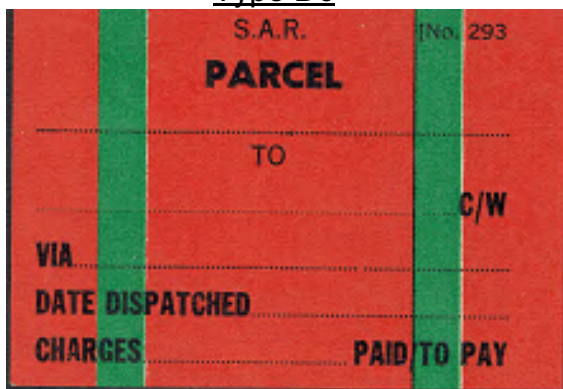
Type D5

Size 83 x 51 mm. First, third and fifth lines show an unusual letter “a”, with a flat top. Thick line under “S.A.R.” is 4.5 mm long.” Parcel” is in thick, sans-serif letters. Thick station name, which is 7.5 mm high. Station name is lower than in Type D4 – all of the text is more spread out vertically. Two printing flaws evident.

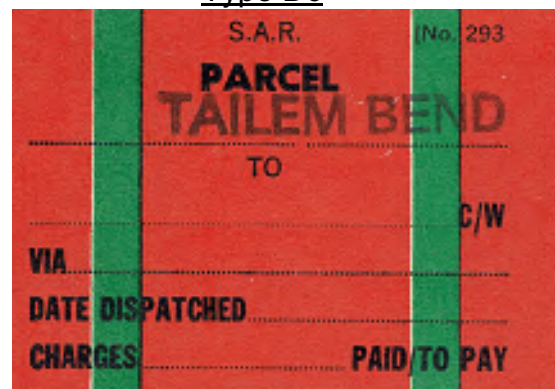
Station Recorded

Port Augusta

Type D6



Type D6



Type D6

In a completely different format to the previous five types. Size 79 x 52 mm. Numbered (No, 293 at top right. At 6.5 mm wide, the green stripes are half the normal width. No stations are specified. C/W would indicate that transfer was via the Commonwealth Railway (post 1968).Additional lines of text for “via”, “date despatched”, and for “charges”, and whether these were paid or unpaid. All text has sans-serif letters, with “S.A.R.” and “TO” (round “O”) being in thinner text. The remaining lines are in a much thicker font. The second label is hand-stamped

“Taillem Bend” in large, sans-serif letters. Alignment of the green stripes indicates they are from separate printings.

Conclusions

Six different types of red and green S.A.R parcel labels, only one of which known from more than a single station. Five are from Adelaide to other stations, with one for un-named stations. Unusual variations in the sizes of these labels. No examples have been recorded with green stripes on pink or off-white backgrounds

2647. THE “DETAINED ON/BOARD (OF) SHIP” CACHETS USED AT SYDNEY AND MELBOURNE (Part 2) by Brian Peace FRPSL

[Note from Editor: The references for this article will be included in Part 3]

The following editorial on page 2 of the *Sydney Gazette and NSW Advertiser* of 10 June 1841 praised Post Office officials for being zealous, at the same time making a case for junior staff to have their salaries brought into line with other government departments.

The Post Office,

In our last publication we inserted a short article animadverting upon the scandalous conduct of the master of the Moffat, in detaining the mails for eight days after his arrival in this port. We are informed that the Post Office authorities have instituted legal proceedings against him, consequently we defer offering any remarks upon the subject at present.

We are however glad to observe such alacrity on the part of the gentlemen connected with the Post Office, to sift this affair to the bottom. We take this opportunity of tendering our thanks to all the officers of this establishment, for the attention and readiness to oblige they at all times evince not to us alone but to the public, though we are aware that sometimes mistakes do occur in connection with this branch of the public service, seldom or never can they be traced to the highest department, where the utmost regularity, vigilance, and attention are uniformly observed. This is owing to the admirable regulations enforced by the Postmaster General, and the assiduous superintendence of Mr Hunt, chief clerk. We beg further to observe that the clerks in this establishment are inadequately remunerated, being worse paid and harder wrought than those of any other Government office. We trust the Governor will take this under his consideration, and though we know him to be a stickler for economy and retrenchment, we doubt not he will see justice done by putting the officials of the Post Office on an equal footing with their brethren of the other offices under Government.

The following week, on 17 June, a further editorial in the *Gazette* tended to soften the approach in respect of Captain Gilbert offering a mitigating circumstance:

The Moffat Mail.-In justice to Captain Gilbert of the Moffat, we have to observe that as far as he is personally concerned, he is not to blame, for having with his knowledge detained the mail; he has informed us that his third mate is the person whose carelessness has involved him in this awkward affair. We have no doubt of this being the case-still we consider it to be the duty of the captain of a ship, who may be entrusted with a mail, to see that the person he again entrusts it to, should do his duty. Captains or masters of vessels may differ with us on this subject, but we suspect that on an investigation taking place, they will be the parties found responsible, and we certainly think it is but right that it should be so. What have the public; what have the Government-to do with any booby of a third mate? It is to his superior officer they look-who certainly should be possessed of as much knowledge as to see the gross impropriety of detaining a mail, the consequences of which might be irretrievable

However in the *Gazette* on 19 June, the revelation that more mail had been released from the Moffat hardened the resolve of the writer to press the authorities to commence proceedings:

In consequence of having received an English paper through the Post Office on Thursday morning last, we would feel obliged to the Post Master General to acquaint us how it comes about, that the paper was not delivered before then? Has the Moffat not yet ceased her mail

deliveries? Perhaps we will be favoured with a "finale" to this disgraceful farce, by having a whole host of papers, &c flooded in upon us when it may suit the convenience of that ship to leave the port. Once again, we flatly tell the authorities that to wink at or tolerate such proceedings, is a gross breach of that duty they owe to the public; how, we ask, would they like that a body of respectable colonists should send to the Secretary for the Colonies, a statement of the facts connected with the late detention of the mails and the utter inability there exists here, of obtaining redress for these oft repeated grievances? That such a proceeding is in contemplation, we have heard.

1854: Steamer *Bosphorus*



This entire was carried by the 445-ton screw steamer *Bosphorus* of the General Screw Steam Shipping Co, which departed Adelaide 26 April, arrived Melbourne 30 April, and sailed on 4 May for Sydney, arriving 7 May. The mail was not delivered to the GPO until 8 May, being held on board overnight as evidenced by the newspaper report which appeared the day after arrival.

COMMERCIAL RECORD.
Empire Office, Monday Morning.
THE mail steamer *Bosphorus* arrived in harbour early last evening, and her mails, which are very heavy, will be delivered this morning.
 Though news to a later date had previously reached the colony the intelligence was very unconnected and incomplete. The papers by the *Bosphorus* extend over a period from January 10 to February 4, our last full files having arrived by the *Cyzicus*.



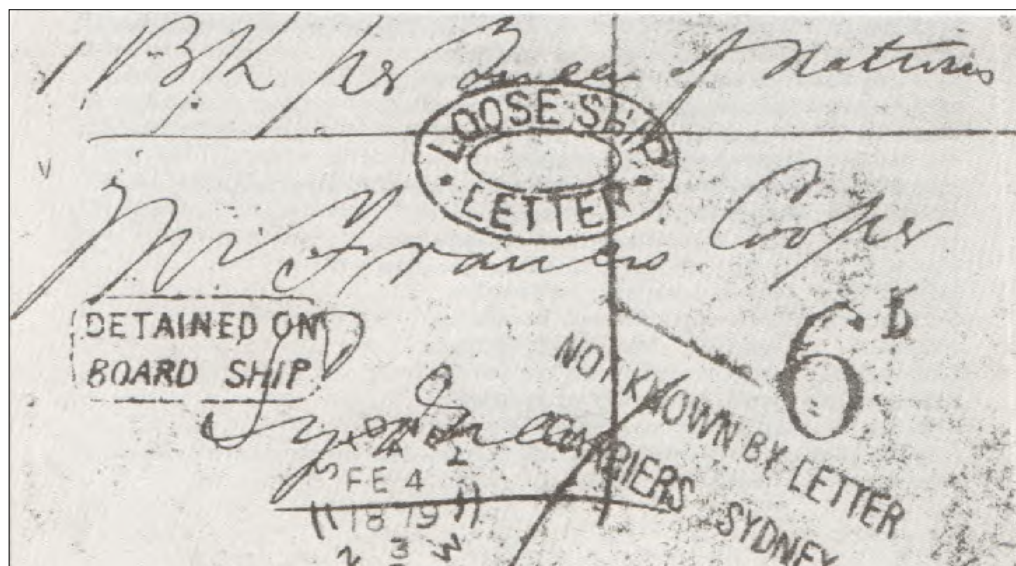
Empire (Sydney) 8 May 1854 p3

Mention is made of Captain Douglas of the *Bosphorus* in a report, dated 10 May, concerning a fire which occurred in Sydney harbour on board the brig *William Woolley* at 0430 on 9 May, a few hours after the last of the *Bosphorus* mails were transferred to the GPO. An extract from the report reads:

THE WILLIAM WOOLLEY. This brig was burnt to the water's edge yesterday...There were some twenty vessels at anchor close by, but we record with indignation the fact, that none of

them sent a boat or men. Captain Douglas, of the steamer *Bosphorus* (at Moore's wharf), was the only commander who came to render his services, and those of his chief officer and boat's crew, to tow the burning vessel from the wharf. Some coils of rope were obtained from Mr Miller's store, and the *William Woolley* was hauled across the- harbour to the foot of Drui- street, and run aground. Shortly after her masts went overboard...

1879: Clipper Ship *Queen of Nations*



1879 Bill of Lading per *Queen of Nations*: White page 262

The 627-ton wooden clipper ship *Queen of Nations*, Captain Archie Donald, sailed from London and was off Start Point, Devon on 31 October 1878. Carrying a cargo valued at £51,100, she arrived at Sydney on 2 February 1879. The letter was handed in to the GPO on 4 February, the delay of two days being explained by the DETAINED ON/BOARD SHIP hand-stamp.

Census of Covers

A preliminary census has identified ten examples of these hand-stamps, with Type B being more common. Scans of covers are required.

Early References to the DETAINED ON/BOARD SHIP Mark

1855 Reference

A reference appears in correspondence to the Colonial Secretary's Office, Sydney in 1855. NSW Colonial Secretary: Letters Relating to Moreton Bay and Queensland 1822-1860: CS Ref # 55/03238 QSL Reel A231 Page 848/847

The records refer to a letter from John Markwell dated at Brisbane 28 March 1855, and state:

At top: "John Markwell"

Letter applying for title deed of Lot 14 Allotment 15 Section 8, 36 perches
North Brisbane, the property of William Lovell

[Cover]

The Honble / Colonial Secretary / Sydney
postmarked: BRISBANE-NEW S. WALES / MR* (very faint);
SYDNEY-NEW S. WALES / AP*3-1855

Stamped "DETAINED ON BOARD SHIP"

The 256-ton steamer *Waratah*, Captain Isaac J Warner, arrived at Sydney on 1 April 1855, having sailed from Moreton Bay on 30 March. The letter was cancelled at Sydney on 3 April, thereby suggesting that Captain Warner delayed the mails by at least one day. The DETAINED ON/BOARD

SHIP hand-stamp was clearly applied to exonerate the Post Office from blame. Captain Warner was repeatedly found guilty of delaying the mails by detaining one or more bags on board the *Waratah*. He was fined on each occasion as we can see from this report published on page 4 of the *Sydney Morning Herald* on 5 May 1855:

WATER POLICE COURT

Before the Water Police Magistrate, Mr E C Weekes.

Isaac J. Warner, master of the Waratah, appeared upon summons, to answer the information of the Postmaster-General, charging him with not having used due diligence for the delivery of 175 letters at Brisbane. They were placed on board his ship on the 2nd March, and conveyed to Brisbane, there to be delivered; but they were brought back to Sydney. The Crown Solicitor appeared for the prosecution. He stated there was no wish to press for the full penalty; defendant had generally been punctual in the delivery of the mails; and in this instance he understood a letter bag had been overlooked in consequence of the malignity of the steward, with whom the captain had quarrelled. Defendant pleaded guilty. Fined £10; professional costs, £2 2s. ; costs of court, 5s 3d.; in default of payment a distress warrant to be issued; if not sufficient distress, one month in gaol.

A second complaint was then preferred against the defendant in the above case, by virtue of information filed by the Postmaster-General, charging him with having detained on board the Waratah, after his arrival in this harbour from Brisbane, 483 letters and 169 newspapers, for one day-from the 2nd to the 3rd instant. Defendant also pleaded guilty to this charge, and repeated that he believed he was the victim of the malignity of the steward. Fined £6 3s 3d, one guinea professional costs, and £1 3s 6d costs of court; in default of payment, distress warrant to be issued; if not sufficient distress, one month's gaol.

1869 Reference

A piece appeared in the *Sydney Morning Herald* on 19 January 1869.

NEWCASTLE.

JANUARY 16 -Our business-men were thrown into a state of great alarm on the delivery of the morning post on Friday [15 January 1869], on finding they had not received any acknowledgements to their letters posted by the Tuesday evening's steamer. It unfortunately happened that not only had the mercantile community sent a large amount of correspondence, but the managers of the various banks also forwarded their despatches and remittances for New Zealand, Adelaide, Melbourne, Tasmania, &c. Imagine the consternation of the managers of the banks on receipt of telegrams saying "no advices or remittances received". Inquiries were at once instituted. The Post office authorities were consulted, as were the principal leading business men but it was some time before any light could be thrown on the subject, and it was only by the surmise of one of our steam packet agents that anything like peace of mind was restored. The surmise proved a correct one. It appears the Paterson (s), left Newcastle with the mails, etc, at about the usual hour on Tuesday evening, and arrived in Sydney shortly after midnight. The boat was at once discharged, and started away again as quickly as possible for the Hunter. In the hurry and bustle of discharging and leaving again so rapidly, the mails appear to have been overlooked, and were brought back. The Paterson (s) loaded again at Morpeth the next evening, and left here at 5 o'clock on Friday, arriving in Sydney about noon. When the mails were duly delivered, the envelopes, which many parties have returned to correspondents, this morning, were marked, "Detained on board ship, and received at 4 30 am 14th January!"

It is not clear whether the covers were struck with the DETAINED ON/BOARD SHIP hand-stamp, or the entire message was in manuscript. I suspect the former.

Later Cachet used at Sydney

A later single-line cachet was used at Sydney: DETAINED ON BOARD SHIP between two horizontal lines. This mark is believed to have been introduced in 1884, however the earliest example noted is dated 1907.

Examples seen comprise July 1907 from Canada aboard *RMS Manuka*, and 1912 from Sydney to London franked with two 1d NZ stamps.

2655. KGV 1d: PHASE 1 COMPARTMENT LINES OF II/34-35, 40-41 by Carlos Albuquerque (1603)

The occurrence of single-line perforation (SLP) stamps from the Left Plates is uncommon (ACSC, 2018, p. 4/77) and mint copies, in particular, are exceedingly rare. However, the G1 mint block described here (Figure), acquired recently at Auction, has a combination of flaws (or, lack of them) which led to the unexpected identification of a Pane II block. It may be added that, in fact, the bid for this lot was placed on a routine basis as there was no inkling of its rarity. No flaws were mentioned in the description (of course, the characteristics which led to the plating of the block are not listed in ACSC), however, compartment lines (C/L) were clearly visible and this, certainly, is a feature which attracts interest.



The four stamps display the “Island” flaw (Vadas, 2002) while the characteristic described in the BSAP Checklist (1999) as “LVT-Thickening of the white border below the right tip of ‘1’” is absent. Therefore, plating is limited to Pane VI (with exception of the left hand column) or Pane II (columns 4, 5 and 6). The identification of the block was possible as

the top left stamp depicts the flaw listed in the BSAP Checklist (1999) as “II/34 1st state (1914-1928) 1a. Cross of Crown-Irregular and frequently broken in middle of the top”, while the top right cliché shows the Proof State flaw of II/35 “0a-Very fine break to left of Crown in top frame” and the 2nd state (June 1928-Final) flaw “1a. Cross of Crown-Top of Cross broken or dented” is also visible as a “dent”. According to the BSAP Checklist (1999) 1a already appears in the Proof State (p. II/21). II/40-41 are not recorded in the BSAP Checklist and no recognizable flaws were found in these clichés. Therefore, the block was plated as II/34-35, 40-41.

Further interest in this block was sparked by the occurrence of compartment lines to the right of the right frame of II/35,40 and 41, at a distance of 0.5 mm from the frame. From the identification of Phase 1 C/L in other Panes, it appears that this is a “critical” pattern of the very early printings, i. e., Phase 1 in SLP. The compartment lines visible on the stamps could not be used in the process of plating owing to the uncertainties regarding the C/L of these clichés as the results of the research of the Study Group (Wajer, B.M., Monk, G. and Kaigg, P.) are not yet available, with the exception of II/35, and, in particular, the C/L of SLP stamps which may belong to Phase 1 (or Phase 2) are very difficult to find. Cliché II/35 has been described by Wajer et al. (2005) as “2nd state-December 1914-Final”. Of special interest is flaw “2e-Right Frame. Very faint compartment marks appear in the middle of the print run from the TRC to R78 they do not get any stronger in appearance as the run progresses...” . From our observations we are able to add that they are much closer to the right frame than in the stamp of the block whereas the latter has a 5.5 mm continuous line 5.0 mm below the TRC. There is, therefore, a remarkable contrast to the SLP stamp pointing to different stages of printing. Further evidence is provided by other compartment marks such as “2c-Bottom left corner-A compartment appears off the corner...” while in the SLP there is a thick, curved line around the corner and, moreover, in the figure depicting 2f, the dot is close the bottom right corner (p. 124) in contrast with a distance of 0.7 mm in the stamp of the block.

Although of a more general nature, further comparisons may be made with the published information such as clichés II/36 and II/42 (Wajer et al., 2005), both of which show, in the right compartment, irregular dashes and dots close to the right frame, a pattern markedly different from the one observed in the stamps of this block, however, very similar to the 2nd State of the stamps of the right-hand columns of other Panes. It appears, in the light of the evidence above, that this block originates from the 1st half of the 1st printing and, therefore, represents an example of Phase 1 compartment lines.

These clichés may now have the following descriptions: II/34 1st state/July 1914 1st Printing-Phase 1 compartment lines/1a. Cross of Crown. Irregular and frequently broken in the middle of the top. Inconstant and variable. 1b. Very fine break to left of Crown in top frame. 1c. BRC-Dot 0.5 mm off corner. 1d. BLC-Almost vertical, short line 0.4 mm from left frame starting just above the level of, and below the bottom frame.

II/35 1st state/July 1914 1st Printing-Phase 1 compartment lines/1a. Cross of Crown. Top of Cross broken or dented. Inconstant and variable. 1b. Very fine break to left of Crown in top frame. 1c. Right Compartment-Dot 0.7 mm off TRC with a few dashes below it and an almost continuous line 0.5 mm from the frame starting 3.5 mm from the TRC and running for 5.5 mm, followed by dashes for 5 mm. 1d. BRC-Dot 0.5 mm off corner. 1e. BRC-Dot 0.7 mm off corner. 1f. BLC-Short, curved line around corner, starting slightly above the level of the bottom frame.

II/40 1st state/July 1914 1st Printing-Phase 1 compartment lines/1a-Cross-Top slopes down from the right to the left. 1b. Right Compartment-Two dots 0.7 mm off TRC and a few dashes below, then an almost continuous line starts 3.5 mm from the TRC and runs for 5 mm, 0.5 mm from the frame, followed by dashes for 7 mm.

II/41 1st state/July 1914 1st Printing-Phase 1 compartment lines/1a-TLC-Large dot 0.8 mm off corner. 1b. Right Compartment-Dashes start 0.35 mm from TRC, followed by a series of dashes and dots, 0.5 mm from the frame, almost forming a weak line for 7 mm. 1c-RF-Dent 0.4 mm above BRC. 1d-BRC-Dot 0.5 mm off corner.

We believe that these descriptions reflect an intermediate stage of the printing process and, therefore, later in the printing run, more prominent lines are to be expected.

This block establishes proof of the existence of the elusive SLP mint stamps from the Left Plates and, also, has C/Ls of Phase 1, which, owing to a short period of printing, are of rare occurrence and, therefore, difficult to study,

REFERENCES

- Australian Commonwealth Specialists' Catalogue (ACSC), 2018. Fifth Edition/Sections 3, 4 and 5. Editor – Geoffrey Kellow. Published by Brusden-White (Australia)
- BSAP George V One Penny Checklist, 1999. 3rd Edition/Editor - Tony R. Finlayson
- Wajer, B. M., Monk, G. and Kaigg, P., 2005. Continuing research on the KGV 1d varieties. BSAP Bulletin 60 (Pane II) p. 124-8
- Vadas, Robert 2002. The "Island". A. C. C. C. Bulletin 41, No. 5

2656. 3D KANGAROO DIE IIB UNLOCATED CONSTANT VARIETY FOUND IN BLOCK OF 6 By Richard Guy ACCCF

The die IIB of the 3d roo has always been a favourite of mine, as it is not easy to find in blocks. There are several constant flaws known, most still being unplated. I refer collectors to the 2017 edition of the BW kangaroo book (1), see page 2/67. As it was used for airmail and registration, it was not needed a lot.

Dealers often have their examples of the two dies of the 3d roo all mixed up, so collectors are advised to go through the die 1 examples too looking for the die IIB copies hidden in there. Who knows what you might find?

The break in the roo's snout, known as 14(U)d, is a case in point. Recently, this was found in a block of six, see figure 1. There are no horizontal or vertical watermark lines visible to aid plating, and the watermark is very well centred. No other flaws appear to be on this block. Do other collectors have this flaw in a multiple that overlaps, and may aid plating? Please let the editor know if you do.

The author has two used examples of this flaw, one dated 4MY23.



Figure 1. The block of six with the break in the roo’s snout on the middle stamp of the top row.

Reference 1. The Australian Commonwealth Specialists’ Catalogue, “Kangaroos and the early Federal Period 1901-12”, edited by Geoff Kellow and published by Brusden-White Broadway 2007 Australia in 2017. See pages 2/66-8

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NEWS AND NOTES AUGUST 2019.

OPEN LETTER FROM THE SECRETARY

Welcome to the “close season” where the Society does not have meetings, but we all have a chance to assess and review our collections, decide what to abandon and what to pursue., and make plans for the coming year. Our Convention is already in the planning stage, and we shall be going to The Grasmere House Hotel in Salisbury. It will be well-known to some, as it is used by the local Society, The Society of Postal Historians and The Royal (for regional meetings. Others, such as the GB Overprint Society and The Channel Islands Specialists’ Society have used it for weekend conventions. I look forward to seeing you there.

The Royal seems to be suffering the odd hiccup in the move to Abchurch Lane, but I am assured that all will be well for the start of the season in September, when our first meeting once again coincides with Stampex. An opportunity to kill two birds with one stone, and travel to Abchurch Lane from the BDC is simple – just take the Northern Line to Bank – and make sure you come out of the right exit! We are told there will be a new exit almost direct to Abchurch Lane in a couple of years.

Much of my “summer break” will be occupied in completing my display for the new season at the Royal. Please see announcement elsewhere in News & Notes.

A decision made at the Council meeting at Convention was that we should spend some money on a revamp of our website. We are currently trying to find a suitable person to carry out this work. Another activity also awaiting a kick-start is the validation of the searchability of the digital version of the full set of back numbers of the Bulletin. Replication can then be undertaken. If any member would like to assist with this activity, please contact me in the first instance.

Next year will also see London 2020, the major international exhibition held every 10 years. Planning is well under way, and you should consider putting the dates in your diary – May 2nd to May 9th. There will be a switch-over of exhibits half-way through to maximise the amount of top-class material that you can see. Then we can all mull it over at our Convention the following week.

PGER 11/7/19

[Note from Ed.: These statements coreectly start from Page 2]

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Balance sheet as at 31 December 2018

	Note	2018 £		2017 £
Current Assets:				
Cash at Bank		3,295		2,846
Cash on Deposit		36,755		36,927
Cash Floats		400		400
Stock of Publications	1	587		796
King Display Collection	2	602		602
Watson Collection	2	100		100
Occleshaw Collection	2	250		250
Medals	3	1,480		1,078
Debtors and prepayments		64		1,121
Packet account		1,141		892
		<u>44,673</u>		<u>45,011</u>
Current Liabilities:				
Creditors and accruals		1,161		819
Advance Subscriptions		370		278
		<u>1,531</u>		<u>1,097</u>
Net assets:		<u>£43,142</u>		<u>£43,913</u>
Represented by:				
Accumulated fund at 1 January 2018		43,913	At 1.1.2017	42,315
Surplus/Deficit for the year		-771		1,598
		<u>£43,142</u>	At 31.12.2017	<u>43,913</u>

Approved on behalf of the Council:

Malcolm Price

Malcolm Price, *Honorary Treasurer*

Date: 18 May 2019

Auditor's report to the members of The British Society of Australian Philately

I have audited the financial statements on pages 2 to 5.

In my opinion the financial statements give a true and fair view of the state of the Society's affairs at 31 December 2018 and of its deficit for the year then ended.

Alan Cross

Alan Cross CPFA, *Honorary Auditor*

Date: 18 May 2019

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Income and Expenditure account for the Year Ended 31 December 2018

	Notes	2018 £	2017 £
Income:			
Subscriptions		4,080	4,461
Donations		236	376
Bulletin advertising		1,139	1,263
Bank & Savings Interest		296	299
Auction Commission	4	18	710
Exchange Packet Commission	5	1,141	892
Occleshaw Collection Sales		65	1,337
Convention Surplus		0	157
		<u>£6,976</u>	<u>£9,494</u>
Expenditure:			
Publication and Distribution of the Bulletin		3,786	3,270
Printing, Stationery, Postage and Sundries		62	239
Medals, Trophies and Engraving		41	60
Publications Account Deficit	6	178	189
Insurance account	7	318	323
Meeting expenses	8	1,866	2,234
Library account	9	76	51
Convention 2019 (2018)		0	75
Web site		30	30
ABPS Subscription		183	200
Corporation Tax		126	225
Convention 2018 Deficit		918	-
Stampex Frame Subsidy	10	163	-
Donations	11	0	1,000
		<u>£7,746</u>	<u>£7,896</u>
Surplus/Deficit for the year		-£771	£1,598
		<u>£6,976</u>	<u>£9,494</u>

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Notes to the accounts for the year ended 31 December 2018

Note

- 1 Stocks of Society publications are valued in the accounts at cost less provisions for slow moving and obsolete items. The provision was increased at 31 December by £196 (2017 - £265).

- 2 The King and Watson Display Collections are valued in the accounts at cost. The Oocleshaw Collection reflects our Auctioneer's estimation of the cost price of the remaining items. The values of these items for the year ended 31 December were:

	2018	2017
Oocleshaw Collection	£250	£250
Oocleshaw sales	£116	£1,745

- 3 Stocks of Society medals are valued in the accounts at cost and are written off as they are used. Purchases of Cups and Trophies have been written off over the years as acquired. Their insurance value at 31 December was:

	2018	2017
Cups and Trophies:	£8,000	£8,000

- 4 The main accounts reflect transactions on the Society's main bank account only (including irrecoverable VAT). Auction monies were held in a separate account and transferred to the main account. There was only one auction in 2018. Auction commission is stated in the accounts after deduction of irrecoverable auction expenses. During the preparation of these accounts it was discovered that the 2017 accounts had over anticipated commission by £248, and the 2018 auction commission earned has been reduced by this amount.

	2018	2017
Gross Auction commission	£18	£743
Auction Expenses	£0	£33

For information purposes only the corrected commission figures for years 2016 to 2018 would be as follows:

	2018	2017	2016
Gross Auction commission	£266	£495	£764
Auction Expenses	£0	£33	£79

- 5 Exchange Packet commission is stated after the deduction of Exchange Packet expenses and after the addition of proceeds from the sale of exchange books and insurance recovery. The values of these items for the year ended 31 December were:

	2018	2017
Gross Exchange Packet commissions	£747	£734
Insurance recovered from exchange packet vendors	£581	£449
Exchange Packet expenses	£187	£290

Exchange Packet monies are held in a separate account and were transferred to the main account early in 2019. The year end bank balance on the Exchange Packet account of £5,721 (2017 - £6,050) is not included in these accounts as the majority of these funds are due to vendors. Amounts due to the Society for commissions, insurance contributions, etc. on packets closed during the year are accrued in these accounts. Commissions and insurance contributions on packets still in circulation at the year end are not accrued in these accounts, these amounted to £515 at 31 December 2018 (2017 - £524).

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Notes to the accounts for the year ended 31 December 2018 (cont.)

Note

- 6 Surplus or deficit from Publications is stated in the accounts as the difference between sales proceeds and the cost of goods sold. Any royalties receivable are added and any increase in the provision for slow moving and obsolete stocks is deducted. The values of these items for the year ended 31 December were:

	2018	2017
Publications sales proceeds	£32	£230
Cost of goods sold inc. Provisions	£209	£419

- 7 Insurances are stated in the accounts as the cost of Society insurances. The values of these items for the year ended 31 December were:

	2018	2017
Exchange Packet insurance	£139	£136
Auction insurance	£39	£37
Public Liability insurance	£78	£88
Insurance for trophies, library and publications	£63	£62

- 8 The costs of meetings for the year ended 31 December were:

	2018	2017
London meetings	£1,668	£1,822
Council meetings	£72	£211
Regional meetings	£126	£201

2018 Meeting Expenses were split as follows:

	Room Hire	Speakers / Sundry Exp.
London Meetings	£1,641	£27
Council Meetings	£0	£72
Regional Meetings	£62	£64

- 9 Library expenses are the costs of new acquisitions, written off in the year of acquisition, and the expenses of running the library net of sales proceeds from the sale of books surplus to requirements and the sale of library lists. The values of these items for the year ended 31 December 2018 were:

	2018	2017
New acquisitions and subscriptions	£70	£89
Library running expenses	£6	£0
Proceeds from sale of books & library lists	£0	£38
The Insurance value of the Library was:	£5,000	£5,000

- 10 Stampex Frame Subsidy. The Council agreed to support those members displaying George V items at the Spring Stampex 2019 with a 50% frame subsidy.

- 11 Donations. The Council agreed to make an initial donation of £1000 in 2017 to The Royal Philatelic Society London in recognition of their scanning the archived copies of The Bulletin housed within the Royal Philatelic Society's library. Upon completion a further donation to the Royal Philatelic Society is planned.

FORTHCOMING MEETINGS

London meetings are held at The Royal Philatelic Society, London.
15 Abchurch Lane, London, EC4N 7BW at 5.00 for 5.30 p.m. on the second Wednesday of each month unless otherwise mentioned. The Society's rooms are in Abchurch Lane which runs between King William St. and Canon Street.
Bank, Monument and Cannon Street underground stations are within a few minutes walk.

Wednesday 11th. September 2019

Member's Evening – "What's new in my collection". Members displays of up to 36 sheets.

Saturday 28th. September 2019

Hampex – Hampshire Federation Convention at Wickham Community Centre, Wickham.

PO17 5AL. At 2.00 pm. Member's mini displays of up to 36 sheets.

Wednesday 9th. October 2019 Speaker – Paul Leonard from the Royal Expert Committee with "Challenges in Forensic Philately for 2020"

Wednesday 13th. November 2019. Speaker – Bill Whittaker with "Australia WW2"

South West Section

Meetings at Greyfriars Centre, Ringwood at 2.30
Meet at the Fish Inn Ringwood for lunch.

Saturday 2nd. November 2019

Tom Gillespie FBSAP with "The Hutt River Principality"

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Membership Secretary List of Changes to Membership Database. Period: 10th May 2019 to 9th July 2019

NOTIFICATION 165 Changes of address:

1385 A. Mason Within Worthing West Sussex

Corrections of address:

None Advised

Corrections:

None Advised

Resignations:

None Received

Memberships lapsed – not renewed (rule 3(d)):

None

Reinstated:

None

Removal of members for other reasons (rule 3(f)):

None

Deceased:

1061 Ray Chapman

1382 John Crowe

598 Ron Fowler

New members:

None

AUSTRALIAN PHILATELY IN PRINT #4, 2019.

A list of articles found in Journals & Bulletins held (or seen) by the Librarian (Periodicals).

AUSTRALIAN STAMPS PROFESSIONAL, Vol.13, No.2.

WW2 Postal History Pt.7, The Australian Comforts Fund – Andrew Brockett.

Collecting KGV Penny Green and Violet Varieties Pt.11 – Dr Scott Starling.

Alternative NZ Post Pt.1 – David Miner.

A closer look at the 2nd head VG Perfins 1934 to 1953 – A piece of published history Pt.3 – Jason Rowe.

“City of Khartoum” flying boat runs out of fuel: only pilot survives Pt.2 – International Mail Service Delivery, 1935 – Brian Peace FRPSL APR.

Forgeries of Victoria’s Early Classics – Forged Half-Length Stamps – Les Molnar.

The Penny Post, the story of a great reform Pt.4.

AUSTRALIAN STAMPS PROFESSIONAL, Vol.13, No.3.

PNG mail during World War 2, Pt.1, Introduction and Australian Army Mail – Hans Proebsting.

Review of the 2019 ACSC KG6 & QE2 (pre-decimal) Volumes – Dr Scott Starling.

Collecting KGV Penny Green & Violet Varieties Pt.12 – Dr Scott Starling.

WW2 Postal History Pt.8, Convoy diverted – Andrew Brockett.

A closer look at the 2nd head VG Perfins 1934 to 1953 – A piece of published history Pt.4 – Jason Rowe.

Privilege Envelopes used by Australian Troops during WW1 & WW2 – Neil Cornish.

“City of Khartoum” flying boat runs out of fuel: only pilot survives Pt.3 – International Mail Service Delivery, 1935 – Brian Peace FRPSL APR.

Alternative NZ Post Pt.2 – David Miner

THE COURIER, No.66, December 2018.

John Panckridge – new TPS Life Member.

Notes on the Postal History of St Paul’s Plains – Jerry Weirich.

Vale: Trevor Ross from Rod Perry.

Plating the Electrotpe Pictorials – Richard Singleton.

Kanna-Leena and Waddamana & other Post Offices associated with the Great Lake Power Schemes 1909 – 1958 – John Campton.

Impression Bay, Barred numeral 48 and a new handstamp – Malcolm Groom.

FORCES POSTAL HISTORY SOCIETY JOURNAL No.319, Spring 2019

Royal Australian Navy in WW1 – Gary Diffen.

GIBBONS STAMP MONTHLY, May 2019.

National accreditation for The Postal Museum archive.

New Collector (gravure printing) – Richard West.

GIBBONS STAMP MONTHLY, June 2019

New Collector (letterpress printing) – Richard West.

The Brighton Forgeries – Michael Peach.

THE LONDON PHILATELIST, Vol.128, May 2019.

The First Postage Stamp: the NSW 1838 Embossed Letter Sheet – Brian R Peace FRPSL.

Some More Thoughts about Philatelic Publishing – John Lush FRPSL.

Even More Thoughts on Philatelic Publishing – Jim Wigmore.

New Signatories to the Roll of Distinguished Philatelists.

THE LONDON PHILATELIST, Vol.128, June 2019.

“Your Own Country First” – Protectionism reflected in World Wide Slogan Cancellations 1920-1930s (incl.– NZ & Australia) Seija-Riitta Laakso FRPSL.

My thoughts on Philatelic publishing – Brian Birch FRPSL.

THE QUEENSLAND STAMP COLLECTOR, Vol.36, No.2, May-July 2019.

Editorial -John Crowsley.

APF News – Jeff Gunston.

QPC News, Club Scene, Queensland Interclub Competition.

Talk Queensland: Receiving Offices – more examples.

50 years ago - Jeff Gunston.

2018 ACCC of NSW Research Medal awarded to Joan Orr.
Philately and Education – Paul Xavier.
Registered Post – Joan Orr.

THE STAMP LOVER, Vol.111, No.3, June 2019.

The Australian Footprints of a European Stamp Forger – examining some Victorian stamps –
Gerhard Lang-Valchs.

Book reviews: SG Commonwealth Catalogue, Australia: 11th ed. 2018.

AEC.

ANNOUNCEMENT OF MAJOR DISPLAY

On Thursday 31st October our Secretary, Patrick Reid, will be giving a display of Tasmania at the Royal Philatelic Society at their new premises, 15 Abchurch Lane. It is a great honour for him, but he has to provide around 42 frames (672 sheets). If you are not a member of the Royal and would like to see the display, please contact him direct (details at the front of the Bulletin) so that a guest badge can be arranged for you.

THE BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Minutes of the Annual General Meeting held at the George Hotel, Lichfield on 18th May 2019

Those present: Bill Burt; Colin Mount; Dave Speer; Keith Hayes; Alan Cross;; Brian Peace; Tom Gillespie; Laurence Kimpton; John Sims; Graham Keates; Ian Perry; Patrick Reid; Huw Williams, Andrew Mortlock, Christina Perry, Sandy Forbes; Malcolm Price; Ben Palmer; Ian Spencer; Alan Griffiths; Christine Earle; Bill Whitaker; Lorraine Fitzwater; David Plant.

Apologies: Geoff Amos

1. Minutes of the 2018 AGM

These had been published in the Bulletin. A motion to accept as a true record was proposed by Colin Mount, seconded by Huw Williams and carried unanimously.

2. Matters Arising

None

3. President's Address

President's address to the AGM

WELCOME TO THE 73rd BSAP CONVENTION

Good morning ladies and gentlemen and any members who are attending for the first time at this year's convention.

Well, this is my last report as your President. Tonight, I will be handing over the Society's Badge of Office to your new President. Where have the last two years gone? I have attended almost all of the London meetings and given displays at both London and Ringwood and to local Societies along the south coast.

The Society is still progressing, but attendance at the London meetings is still a bit thin. Perhaps the numbers will increase when we move to the new premises of the Royal

I wish to thank Colin Mount for booking varied & interesting displays at the London meetings, both this last year and the displays at Ringwood, which are well attended. You are all welcome and do not know what you are missing if you don't attend.

Also I would like to thank David & Steve for running the Epsom meetings. Please do try to support these regional meetings.

I would also like to thank all members of Council for the hard work that they put into running the Society. Without them the Society would fold.. It is your Society, so please consider volunteering for any position that becomes vacant.

And a big thank you to Pat Reid for all the hard work that he puts into this Society and sorting out the Convention. Without him the Society would not exist, so please step forward and see what you could do to help.

I also would like to say a big Thank You to all the members, wives and husbands who do not share our interest in our collecting habits but do support us and do come to the conventions.

Finally, I think it is about time that the Society had a Lady President.

Thank you

Acceptance was proposed by David Speer, seconded by Colin Mount and carried unanimously

4. Secretary's Report

This had been published with the Convention Brochure. No questions were raised.

Acceptance was proposed by Graham Keates, seconded by Colin Mount and carried unanimously.

5. Treasurer's Report

Firstly, thanks are due to Alan Cross as Honorary Auditor for his assistance over the past year.

Society Finances

Regrettably we are recording a deficit for the year 2018 of £771. There are several reasons for this shortfall. Though a small deficit was budgeted for the 2018 Convention, this was exceeded with an actual shortfall of £918. There were various small additional expenses, but the largest was a failure of full sponsorship for the Convention Handbook. During the preparation of the 2018 figures it was discovered that the 2017 accounts had over anticipated Auction Commissions by £248. As a result, 2018 Auction income is depressed by a similar amount. With changes to Auction operating protocols all commissions will now be recognised within the appropriate year so there is no reason for this situation to reoccur. Otherwise we suffer from the common situation of membership and income generally reducing and costs generally increasing, though exchange packet

commission is an honourable exception to this. Though there was only one auction held in 2018, this year we have already held one auction (with improved income levels), with a further two anticipated. As will be clear, Members continued support for the auctions and packet remain critical to the well-being of the Society.

As with last year, publications continue to be shown as a cost as we continue to write down slow moving stock.

The Society continues to support meetings in London, the South West (Ringwood) and the South East (Epsom) and it continues to be hoped that meetings in Scotland and the Wessex area could be arranged in the future.

Following the initial donation in 2017 we anticipate making a further donation of £1250 in 2019 to The Royal Philatelic Society London in recognition of their completion of scanning of the archived copies of The Bulletin housed within the Royal Philatelic Society's library (missing copies being provided from the library of Brian Peace). It is understood that further information will be provided by the Hon. Secretary later in this meeting.

Acceptance was proposed by Huw Williams, seconded by Christine Earle and carried unanimously.

6. Membership Secretary's Report

At the end of 2018, membership numbers stood at 188 (187 Collecting Members and 1 Business Member), 11 less than at the end of 2017. The number of new members joining the Society during 2018 was 6, together with 1 reinstatement, a similar total to that in 2016 and 2017. So far during 2019 we have lost a further 7 from decease, resignations and lapsed memberships, and gained 2 new members.

The membership movements during 2018 were as follows:

Opening number at 1 January 2018	199
Less membership losses:	
Resigned	11
Deceased	4

Non-renewal of subscriptions	3 (18)
Add membership gains:	
New members	6
Reinstatements	1 (7)
Closing number at 31 December 2018	188

[Comprising 187 Collecting Members plus 1 Business
Acceptance was proposed by Huw Williams, seconded by Christine Earle and carried unanimously.]

7. Report of the Exchange Packet Superintendent

Some 40% of the Society's members are enrolled in the Packet Scheme. These are spread over ten geographical groupings, each received seven general packets in the year to December 2018. Also a couple of packets, solely KGV Heads, were circulated
At present (May 2019) 475 booklets are held with a FV of £46k.
In 2018 the commission levied on sales less expenses, raised c£400 for the Society's funds and the insurance charge resulted in £580 being added to our "in transit self-insured fund".
The booklets, when held by the Secretary are covered by separate third party insurance.
While holding the maximum initial value of a packet at £750, it is proposed to pay-off those booklets in stock with a low residual value that have been circulated to at least half the groups and set a minimum initial value of £50 for new booklets.
Acceptance of the Report was proposed by Huw Williams, seconded by Keith Hayes and carried unanimously.

8. Auction Organiser's Report

At the May Convention there were 267 lots on offer with pre-sale reserves of £4917. With the room buyers and postal bidders, 132 lots sold (49.44%) for £2706.25. This resulted in £270.62 for the society.
The last auction held over the Christmas period was successful. There were 299 lots up for sale and 106 sold (35.45%) for £3485. This resulted in £348.50 for the society.
Everyone who bid won at least one lot and paid very swiftly. This enabled vendors to be paid just after 4 weeks of the close of the auction.
The auction catalogue was in A4 size with some photographs of lots added. The final product was excellent, and I would like to thank Graham and the printers for doing a great job. Dropbox is taking off slowly, but it is working. This saves a lot of time and enables the potential bidder to have near instant access to the lots they wish to view.
I would like to thank everyone who has contributed to the auction and it still amazes me that there is such a wealth of different Australian material up for grabs.
I am thoroughly enjoying this role and will to continue to do so.
Acceptance of the report was proposed by Ian Spencer, seconded by Colin Mount and carried unanimously.

9. Report of the Librarian

Thirty-three books have been borrowed since the last Convention
New books have been added and a list of their titles have been published in the Bulletin.
Most of the members have kept to the rules.
The Librarian asked the meeting to offer their thanks to Albert Coles who manages the Publications Library.
Acceptance of the report was proposed by Graham Keates, seconded by Malcolm Price and carried unanimously.

10. Report of the Bulletin Editor

Graham Keates thanked all his contributors and was pleased to report that he has sufficient material to see him through to December.
He emphasised that he is keen to retire from the job, and once again sought volunteers to take over.
Acceptance of the report was proposed by Brian Peace, seconded by Laurence Kimpton and carried unanimously.

11. Publicity Officer's Report

The greatest difficulty is still in identifying potential new members. He would like assistance in finding them.

The acceptance of the report was proposed by David Speer, seconded by Ben Palmer and carried unanimously.

The acceptance of the Society Accounts was proposed by Huw Williams, seconded by Alan Griffiths and carried unanimously.

12. Election of Officers

The Officers have indicated their willingness to continue to serve, and no alternative candidates have been proposed.

Their re-election was proposed by Christine Earle, seconded by David Speer and carried unanimously

13. Election of Council

None of the members standing for re-election were opposed.

This proposal was moved by Christine Earle, seconded by David Speer and carried unanimously.

14. Election of Hon. Examiner

Ian Spencer has agreed to take over the role. His election was proposed by Alan Cross seconded by Huw Williams and carried unanimously. Note that the name has now changed.

15. Society Programme and the Bulletin

The London meeting dates for 2018/19 will be confirmed. We are now back to a consistent second Wednesday of each month. It is hoped that this will bring more consistent and larger attendances.

It is still very hard to get speakers, especially new faces. Members are encouraged to 'dip a toe in the water' and offer to present half an evening, even if they are unable to do a complete show.

When the Royal moves to Abchurch Lane in 2019, there will be different Meeting Rooms. We will explore what possibilities this offers for alternative meeting times. Perhaps we should consider reviving the post-meeting supper, but starting around 6pm, if afternoon meetings are a practical option.

Acceptance of the report on the Programme and the Bulletin was proposed by Ian Perry, seconded by Alan Cross and carried unanimous.

16. Any Other Business

The Society Handbook.

It was agreed that the Society Rules, as now updated and including GDPR should be posted on the website. The historical section of the Handbook will be separated, but also posted on the website.

It was agreed that a copy of the rules should be sent to new members (preferably electronically). Patrick to provide a suitable file to Malcolm

The BULLETIN on memory stick.

It was agreed that the price would be £15 for a complete set. Updates will be provided every five years.

London 2020

The Society has nothing currently planned. I was agreed that we should investigate what we could do. [Post-meeting note: we are hoping to have a table with some display frames. It will need to be manned.]

Society Website

The site needs a thorough review. We should add articles and demonstrate the breadth of collecting interests within the Society. We are not just the Australian GV Heads Society! It was agreed that we should explore finding a suitably qualified person to re-develop the website.

There being no further business, the meeting was closed at 1238

P G E Reid Hon. Secretary 11/7/19

BIOGRAPHY

14. Tom Gillespie



I did not collect stamps as most children did in the late 1940s. I was given a stamp album; a Lincoln combined stamp & catalogue album, tenth edition, by an old gentleman who lived a few doors away from our house in Oxford Street in Bognor, and was known as *old uncle Tom* to us kids. The album was full of stamps from all over the world.

My father was a postman at Bognor head post office, and he used to bring some stamps from time to time. He would ask the owners of shops and houses when he delivered the post - would they save the stamps off their letters and packets? I also swapped stamps at school, and I swapped the stamp album for some comics etc. When my father found out he boxed my ears, and told me to get the album back. I did that but a lot of the stamps were missing, and it was in a tatty state. My father made me have it rebound at a book binder in Bognor which cost me ten shillings, a lot of money in those days. After that my interest in stamp collecting went off the boil, although I still have the stamp album.

In 1955 I was taken to Western Australia with my sister and brother, and to my horror the stamp album was in my suitcase. At the age of seventeen I left the family home to work on a farm in the bush at Kalannie, and my stamp album came with me in my old suitcase. The work was very hard and there was not much to do at night; no TV, only steam radio. Somewhat bored I would look at the stamp album using a hurricane lamp – there was no electricity and no mains toilets.

I wrote to a stamp dealer in Sydney for some approvals, but not having been shown how to collect stamps, I would pick out the cheapest and most colourful ones. After a few years working in Western Australia I came back to England for a holiday. I met Angela and that was the end of my holiday. I worked in Butlins at Bognor for some time, and then joined the Post Office Telephones at Bognor as a telephone engineer. Angela and I got married in 1964, and we had two children, Lisa and Scott.

I was working in Bognor, installing a telephone, and there was a stamp shop next door. I called in and asked for some advice about stamp collecting. He told me that I would need a stamp catalogue so I bought a copy of Stanley Gibbons whole world which cost about £4. The wife was not impressed. He also told me about a stamp society at Chichester which I joined. Angela worked at County Hall, Chichester in the typing pool, and the father of one of the girls was a stamp collector.

Eric helped me out with my stamp collecting. A few years later the Bognor stamp club started up, and Eric and I joined. Eric became the Chairman and I was the Secretary for a few years. My interest in stamps shot up. I started to collect GB, Australia, the USA and Telephones and Telegrams on stamps.

I joined the ACSSGB (the BSAP) and the Telegraph and Telephone Society. I also collected old postcards of Bognor. I became chairman of the Bognor club, ran the raffle, library, collector's fair etc. I was president and programme secretary of Chichester stamp club, and ran the raffle. I also joined the Sussex Postal History Society for which I ran the library and the packet. Angela takes some interest in the stamps and the postcards, and she does enjoy the Conventions with the ladies. I also give displays to other societies when asked. I now collect only Western Australia, and I have looked after the BSAP Library for the last 14 years.

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2620. SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860 (Part 11)

by Colin Tabcart (1806)
Some Aspects of Australian Mail Contracts 1844-1860
Part Seven – Return to Sanity
The Second P&O Contract of 1859

Colin Tabcart



Arms of the Peninsular & Oriental Steam Navigation Company

Overview

As explained in Part 6 of this article the service provided by the European and Australian Royal Mail Line (E&A), although it had started to become more reliable after the Royal Mail Steam packet Company had taken over the route, was ruinously expensive and wrongly set up in that it duplicated a considerable part of the route already operated by the P&O. Furthermore the Royal Mail Steam Packet Company was not prepared to continue to operate a service that was not making the company a profit. Accordingly tenders were again invited for the service. The only company prepared to take it on was the P&O; consequently the Company was able to dictate its own terms to a large extent, a return to sailing ships being totally unacceptable to either the UK merchants or the colonial administrations. So the contract was awarded to the P&O, the sole tenderers. After some initial positioning voyages were made to get the requisite ships onto the Australian station, the postal contract proper commenced in 1859.

But was it a contract? Strictly speaking, the answer is No, because although the details were drawn up and laid down, it was never signed, the service being operated on a “gentlemen’s agreement”.

The first thirteen voyages were routed across Egypt either from Southampton or Marseilles, then via Aden, Mauritius, King George’s Sound, Melbourne and Sydney. From 1860, Galle was substituted for Mauritius, a more direct route. Initially a call was made off Adelaide, usually Nepean Bay, so that the South Australian mails could be delivered in a more timely fashion, but from mid 1860 onwards this call was dropped, the South Australian mails being landed at King George’s Sound or Melbourne as previously.

This article concerns only the first thirteen voyages via Mauritius, after which see Reference 1.

Call for tenders

On 11 September 1858 the Treasury wrote to the Postmaster-General enclosing a Minute on the subject of the tenders to be invited for the Australian mails¹. This Minute was so influential that

¹ *Return to the House of Commons* dated 4 June 1863.

its sense is reproduced below in some detail. The Treasury suggested that tenders be invited for two routes: the usual one via Suez, and a second route via Panama and New Zealand to Sydney and Melbourne. The Panama proposals are not discussed further in this article. For the Suez route the Treasury proposed:

1. A monthly service calling at King George's Sound for Western Australia, Kangaroo Island (Nepean Bay) for South Australia, and Melbourne both out and home, terminating at Sydney.
2. Six days to be allowed between arrival at, and departure from, Sydney. The period allowed both out and home not to exceed 55 days, and the contract to run for seven years.
3. Tenders to include size, power, and description of vessels to be used, ports of call for coaling, and not less than 6 vessels to be provided.
4. A £100 penalty to be incurred for every 12 hours late, unless the Admiralty were satisfied that the cause was beyond human foresight, or to save life.
5. A spare ship to be kept at Suez or elsewhere as specified by the Admiralty.
6. The first ship to leave Sydney on 12 February 1859.
7. "The conditions in the contract of 14th October 1856, as regards the service between Great Britain and Alexandria, so far as they are applicable, to be embodied in the proposed contract." This is a significant statement in that this was the original contract with the European and Australian company, so implying that no new contract was drawn up when the management of that contract was transferred to the Royal Mail Steam Packet Company.

On 17 September 1858 the Postmaster-General replied to this Minute that he wished to defer consideration of the service via Panama since it would require much thought on his part and that of the Admiralty. Meanwhile, as the temporary contract for the conveyance of the Australian mails was due to end in a few months, tenders for the service via Suez should be obtained as early as possible. He therefore confined his remarks to the route via Suez, the main points being:

1. It should be made clear that the 55 days included the time to cross the Isthmus of Suez, say 2 days.
2. It should be stated in direct terms that tenders would be received for a service subsidiary to existing services, for example a service between Suez or Point de Galle and the Australian ports.
3. Another spare vessel should be kept at Sydney.
4. Some provisions in the contract of 14th of October 1856 to be retained, viz: those relating to the packet between Malta and Marseilles; those relating to the landing of the Geelong mails; those relating to the substitution of an officer of the Post Office for the naval officer in charge of the mails; and to the conveyance of mails to and from the shore.
5. The new contract should embody the provisions relating to onboard sorting previously agreed with the existing contractors.

This exchange of views led directly to the next P&O service, discussed more fully below.

The "Contract"

The route for the first 13 months of the "contract" was from Southampton to Alexandria via Malta, where the mails through France via Marseilles joined up for the overland crossing to Suez. From Suez the ships went via Aden to Port Louis (Mauritius), and on to King George's Sound, Adelaide, Melbourne and Sydney. At last South Australia was to get a direct mail again, the ships calling at Nepean Bay off Kangaroo Island, a short distance from Adelaide. On 19

January 1859 South Australia invited tenders for conveying the mails between Adelaide and Nepean Bay for the months of February, March and April. Accommodation was to be included on the ships for closing a supplementary mail whilst en route for the main line steamer.² Presumably these were late letters. Subsequently South Australia advertised for tenders for the mails between Adelaide and Nepean Bay for the months of May and June 1859, and later for July until December³. Such short-term provisions suggest that the Colony had no faith in the continued delivery of the mails directly from the main line steamer to a South Australian port: sadly this proved only too true, the call at Nepean Bay being discontinued from July 1860.

As noted in the overview, the service was initially operated on a “gentlemen’s agreement” basis, the contract not having been signed. A Treasury Minute of 15 March 1861, commenting on the later draft contract of 16 April 1861, put the situation neatly:

“A tender for the conveyance of mails between this country and Sydney, New South Wales, was made by this Company in October 1858, & accepted by HM Government; the cost of the service being at the rate of £180,000 per annum. The Company continued to perform the service agreed upon till the 30th of June last; but on 30th April last, they addressed a letter to this Board, stating that they would be compelled to withdraw the service in consequence of the serious loss to the Company it had been found to entail. The Company at the same time stated their willingness to maintain a monthly service between Melbourne and Point de Galle, for a reduced subsidy of £120,000, or between Sydney and Point de Galle for £134,672, running their vessels in concert with the lines of India and China steamers and transferring the Australian mails at Point de Galle. My Lords having in view the extreme inconvenience which would have resulted from the stoppage of the quick postal service & the impossibility of supplying the place of the company except after great delay and at increased cost, & having reason to think that the conveyance of mails via Point De Galle would be, on the whole, as advantageous as the route of Mauritius, did not hesitate to avail themselves of the alternative, and to accept provisionally the offer of the Company.⁴

Although the Treasury Minute says the Company wrote on 30 April, and continued to perform the service until 30 June, in fact the first outbound Australian mail to omit Mauritius left Southampton on 12 March 1860. In practice the service to Mauritius was not immediately discontinued – a branch steamer was operated from Aden, sometimes from Suez, to and from Port Louis, for some time afterwards, but that is another story.

Information to the public

Preliminary Sailings

The Company, having been awarded the contract, had to get the right ships in place in order to fulfil their obligations. East of Suez they decided to use the new screw steamers *Salsette* and *Northam*, the older steamer *Malta*, now converted from paddle to screw propulsion, together with the screw steamers *Emeu* and *Columbian* purchased in Sydney from the previous contractors, and their own screw steamer *Benares*.

Of these *Salsette* *Northam* and *Malta* had to be sent out round the Cape, the others being already east of Suez. *Salsette* and *Northam* sailed together on 1 November 1858, *Malta* in January

² *South Australian Gazette*, CO16/12

³ *South Australian Gazette*, CO16/13

⁴ *Return to an Order of the Honourable the House of Commons* dated 27 May 1861.

⁵ *The Times* 28 October 1858

1859. On both occasions the Post Office decided to send ship letter mails, and issued notices to the public.

Salsette. GPO Notice 42 of 1858 was first issued on 19 October, stating that ship letter mails would be sent out by the ship for the Cape of Good Hope and Australia. Letters were required to be specially addressed “By Steamer *Salsette*”, so should be readily identifiable. She was to leave Southampton on 1 November after arrival of the day mail from London. The Notice was subsequently amended to state that: “The *Salsette* will not call at the Cape of Good Hope though previously announced to do so.” She left on 1 November as advertised.

Malta. A GPO Notice was also issued for *Malta*, on 15 January 1859, but to take ship letters to St Vincent (Cape Verde Islands), and to the Australian colonies plus New Zealand. She left Southampton on the 20th of January after arrival of the London day mail of that date. Letters were required to be specially addressed “By Steamer *Malta*”.

The Main Service from March 1859

As usual a GPO Notice was issued informing the public of the new service. It stated that the mails would be made up in London as previously, on the morning of the 12th of the month via Southampton, and the evening of the 18th via Marseilles. If the 12th were a Sunday, mails would be made up a day early; if the 18th then the mails via Marseilles would be made up a day later. As the packets were to call at Port Louis, Mauritius, rather than Point de Galle, no Ceylon mails would be carried, but all letters for Mauritius not otherwise addressed were to be sent by the Australian packets. The first mail was to leave Sydney on 12 February 1859.

As far as the public was concerned it was very much “business as usual”; many would not have noticed the difference, but in due course would come to appreciate the improved reliability of the service.

Changes in June 1860

GPO Notice 30 of 1860 dated 5 June informed the public of two changes. Firstly, the mails were, in future, to be made up in London a.m. on the 20th of the month via Southampton, and the evening of the 26th for the Marseilles route. If the 20th was a Sunday, mails to be made up the previous evening; if the 26th was a Sunday, to be made up the following evening.

This was purely a date change. Of more significance, the same Notice went on to say: “The Australian mail packets will, in future, proceed no further than Melbourne, and, after leaving Point de Galle, will touch, to land and embark mails, at King George’s Sound only. The mails for South Australia, New South Wales, and New Zealand will be landed at Melbourne, and will be forwarded thence to their destination by such means as may be provided by the Colonial Governments. Commencing with the month of July, the homeward Mails will thenceforward be despatched from Melbourne on the 26th of each month, and ought to arrive in London with the mails from Calcutta and China due, (via Marseilles) on the 12th, and, (via Southampton) on the 18th of every month.” South Australia was once again out in the cold, with only a branch line service; more surprisingly, so was New South Wales. Note also the link with the Calcutta and China mails – clearly the Australian mails were subordinate in importance to these mails, resulting in occasional delays of several days at Galle awaiting the far eastern mails.

In fact the termination of the line at Melbourne never happened: a further GPO Notice was issued on 26 June 1860 rescinding that part of the 5th June Notice concerning termination at Melbourne. “Arrangements have been made with the Peninsular & Oriental Steam Navigation

Company for those packets to continue their voyage to Sydney; to which point, therefore, the Mails for New South Wales and New Zealand will continue to be carried.” Kirk shows very clearly from P&O records that the ships continued on to Sydney outbound, and depart from that port rather than Melbourne homebound.

Conduct of the service

Positioning Voyages

As related above two ship letter mails were sent out by the three ships routed via the Cape of Good Hope. These were not subject to the contract, with half the collected postage being due to the P&O.

Ship	Left Southampton	St Vincent	Table Bay	Melbourne	Sydney	Notes
<i>Salsette</i>	1 Nov 1858	17 Nov	X	8 Jan 1859	15 Jan	1
<i>Malta</i>	20 Jan 1859	30 Jan/2 Feb	5 Mar/9 Mar	X	8 Apr	2

Notes

1. The Circulation department were informed on 23 Oct that: “A special account must be taken of the postage charged on the letters, newspapers and books carried in the mails by the “*Salsette*” to Australia as arrangements have been made to pay the P&O Co half the postage upon the contents of the mail. Upon the mails for the Cape of Good Hope, however, the normal ship letter gratuities only will be paid.”⁶ Clearly this was written before the decision not to call at the Cape. She was at St Vincent on 17 Nov to coal.
2. *Malta* did not call at Melbourne. She took 18 bags of ship letters from England and 4 from the Cape.

1859 – 60 Outbound Contract Sailings via Mauritius

The Southampton packets called at Gibraltar, but these dates have been omitted for simplicity, as have the Aden dates. Kirk shows that the Marseilles packets carried on to Alexandria, presumably in case the Southampton mail was late; in practice it seems to have been the Marseilles packet that usually delayed things at Alexandria. The Adelaide date is the date the ship was off that port at Kangaroo Island. The figure in brackets in the Notes column is the number of days from Southampton to Melbourne for comparison with earlier contracts.

Ship	Left Soton	Left Mars	Left Malta	Arrive Alex	Left Suez	At Port Louis	At KGS	Arr Adelaide	At Melbourne	Arr Sydney	Notes
<i>Pera</i>	12 Mar	X	23 Mar	26							1
<i>Panther</i>		20	23 Mar	Mar	28	15/17	3-4	9 May	11/12 May	14	[60]
<i>Benares</i>		Mar		26	Mar	Ap	May			May	
<i>Ripon</i>	12 Apr	X	22 Apr	26							2
<i>Nepaul</i>		20	23 Apr	Apr	28	14/16	31-1	5 Jun	7/7 Jun	10 Jun	[56]
<i>Northam</i>		Apr		26	Apr	My	Jun				

⁶ POST 14 dated 23 October 1858

<i>Ceylon Ellora Salsette</i>	12 May	X 20 May	21 May 23 May	25 May 26 May	27 May	15/16 Jun	30-1 Jul	5 Jul	6/7 Jul	10 Jul	3 [55]
<i>Indus Panther Bombay</i>	12 Jun	X 20 Jun	22 Jun 23 Jun	25 Jun 26 Jun	27 Jun	16/17 Jul	1/1 Aug	5 Aug	8/8 Aug	10 Aug	4 [57]
<i>Ceylon Nepaul Emeu</i>	12 Jul	X 20 Jul	21 Jul 23 Jul	25 Jul ?	28 Jul	15/16 Au	31-1 Sep	5 Sep	7/7 Sep	9 Sep	5 [57]
<i>Ripon Valetta Benares Madras</i>	12 Aug	X 20 Aug	23 Aug 23 Aug	27 Aug 26 Aug	25 Aug 28 Aug	14/15 Sep	29/30 Sp	4 Oct	6/6 Oct	8 Oct	6 [55]
<i>Indus Panther Malta</i>	12 Sep	X 21 Sep	22 Sep 24 Sep	25 Sep 27 Sep	28 Sep	17/22 Oct	5/7 Nov	11 Nov	13 Nov	15 Nov	7 [62]
<i>Delta Vectis Columbian</i>	12 Oct	X 20 Oct	21 Oct 22 Oct	25 Oct 29 Oct?	28 Oct	17/18 No	5/6 Dec	10 Dec	12/13 Dec	15 Dec	8 [61]
<i>Ripon Valetta Salsette</i>	12 Nov	X 20 Nov	23 Nov 23 Nov	27 Nov 26 Nov	29 Nov	15/16 De	31-1 Jan	6 Jan	8/9 Jan	11 Jan	[57]
<i>Pera Panther Northam</i>	12 Dec	X 21 Dec	21 Dec 24 Dec	25 Dec 28 Dec	29 Dec	14/16 Jan	31/31 Ja	4 Feb	6 Feb	9 Feb	9 [56]
<i>Delta Vectis Emeu</i>	12 Jan	X 20 Jan	21 Jan 23 Jan	25 Jan 26 Jan	27 Jan	15 Feb	4 Mar	9 Mar	11 Mar	14 Mar	[58]
<i>Pera Alhambra Valetta Benares</i>	12 Feb	X 20 Feb	21 Feb 23 Feb 23 Feb	24 Feb 26 Feb	28 Feb	17/18 Mar	5/6 Apr	11 Apr	13 Apr	16 Apr	[60]

Next part continues with the notes for above

2657. 1913 1/2D KANGAROO THE RARE VARIETY FLAW “AUSBALIA” HAS NOW BEEN PLATED 2L19. by John Bozic and Guido Meneghi.

HISTORY

The variety was first listed in the 1993 in the new format Brusden White Roo catalogue under Acsc 1j at a princely sum of \$600 for mint and \$100 used and with a hand drawn art work barely representing the variety. The catalogue mentioned under note 10 as follows: Position unknown. This is scarce: two mint examples, one in a block of four, are recorded.



FIGURE 1



FIGURE 2



FIGURE 3

At that time there was also a used copy known in the Royal Collection. We have come a long way since then, there are two mint and five used copies (one damaged). There are various states of this variety and not all meet the criteria of the current catalogue listing. Above are some of the examples, which do also qualify for the catalogued number. See FIGURE 1,2,3.

The variety in currently listed in 2017 BW under Acsc 1(U)d at \$3500 for mint and \$1500 for used. I have been attempting to plate this variety for almost 30 years with no success.

Over the period of time I would have examined most of the known examples in mint and used. The only progress that I ever made was that the variety in many cases has on the left side of the stamp the vertical wmk line, which placed it in the left side in the perimeter row on all four panes. I always dreamed that with the margin it might be possible to make further progress. One may ask what would be chances of this happening.

That is as far as I got, until Guido Meneghi (Rpsv & Accc) came along to the recent Sydney show and during our conversation informed me that he bought last year from overseas postal bid auction a marginal pair with the variety, which clearly identifies the position 2L19 of this stamp. See Figure 4, 5 & 6 below.



FIGURE 4

We don't know from which printing it came from, but judging by it's rarity I can safely assume that the variety had a very short life. The flaw must have been corrected otherwise there would be a lot more copies in the market.



FIGURE 5

Archival records indicate that there were four printings made totaling 317,040,000. Approximately 5,200,000 were utilized for official (OS) and booklets/coils usage.

We note that this is the first stamp of this variety that has a dated cancel “August 1913”. It is eight months after the issue and the issue continued for another 19 months before it was replaced by the 1/2d KGV in February 1915.

For collectors that are interested in new research work by the well-known collectors with decades of research experience. You can read many more new articles in the National Philatelic Centre’s research library. <https://www.nationalphilateliccentre.com.au/> click on the “membership” button and apply for membership.

Figure 6 below identifies the pair in relation to its position on the sheet.



FIGURE 6

Reference NPC~ <https://www.nationalphilateliccentre.com.au>
Reference Brusden White ACSC KANGAROO 2017 catalogue.
Many thanks to Guido Meneghi for the stamps and
Professor Philip Adams for one of the scans (figure 2)

2658. NEW DECIMAL ERROR DISCOVERY 1981~82 ACSC 902, 24c THYLACINE MISSING DEEP OLIVE COLOUR by John Bozic

Since no new varieties in this issue have turned up for a score year and more, I am rather surprised that this has turned up in the market after so many years.



When examining the block for the first time, and thinking of a five color process, I could not understand how this could have happened, but speaking with Dr Geoff Kellow the editor of Brusden White and further reading the information in BW Acsc 902 catalogue page 9/564 see FIG 1 below, and more research, the pieces finally fell together.

(a) 1st Printing - Photogravure/Photo-litho on Shoalhaven KP6T paper

The first printing of this stamp was made by the Note Printing Branch in Melbourne by photogravure. Since at the time of printing the government had not determined the new base letter rate, the inscription was left blank on the printed sheets. This printing was completed by Leigh-Mardon Pty. Ltd. on a photo-litho press, who also perforated the stamps.

FIGURE 1

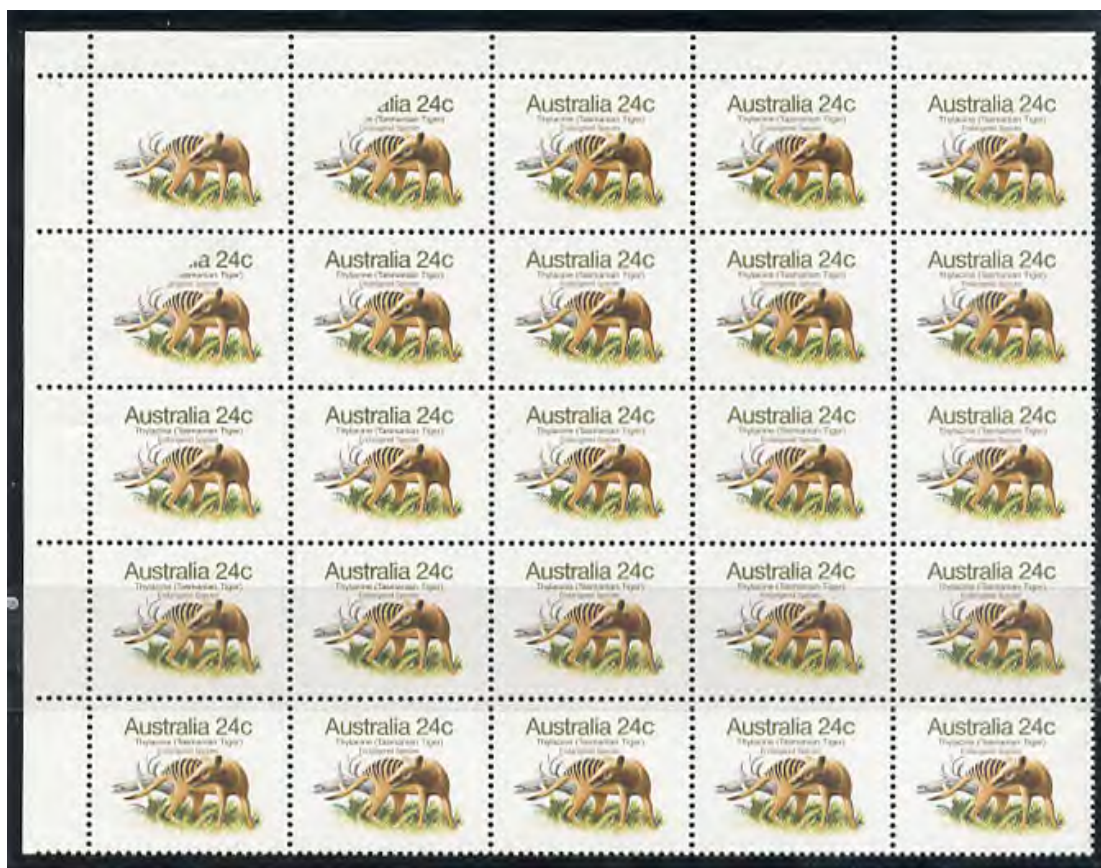
This is a part of the 1st printing and all up was a five-color process on two separate printings. At that time the Printing Branch was using the Heidelberg four and five color printing presses and more.

As explained in figure 1, only the four-color process was used by the Note Printing Branch in Melbourne and for the final color “Deep Olive” which included the word Australia, description and value was sublet to the private printing Co of Leigh-Mardon Pty Ltd for a later date.

When the issuing value was decided by the government the final Deep Olive color was printed, but before the printing took place the corner fold developed hence no Deep Olive on the first stamp and partial printing on the adjacent stamps.

Prior to the perforating there must have been a final check and the inspector must have noted the fold and corrected it, hence the perforations are normal.

The second printing of course was all at once on the five-color press.
A unusual sequent of events that led to this variety.



For collectors that are interested in new research work by the well-known collectors with decades of research experience. You can read many more new discovery articles in the National Philatelic Centre's research library. <https://www.nationalphilateliccentre.com.au/> click on the "membership" button and apply for membership.

Reference Brusden White Decimal 2 catalogue 2002.

If any reader can add more information to this article email
stampcollectorboz@gmail.com

FROM THE EDITOR

Letter from Tony Finlayson

I'm not sure of the protocol here as we have never been on the receiving end of a card for being absent from a convention before, and I have been involved in them in some form or another since Pontious was a u/t pilot, as we used to say in the aviation business: At least since Tony Brander and I organised the very first weekend away, whenever that was and I handed the baton to Alan Griffiths. We missed you all and are pleased to hear from various sources that although you were few in number you enjoyed yourselves.

All the best to the Society, Gill & Tony

This edition has twelve pages of News and Notes to accommodate AGM reports, but this left only one page. I decided to use this for a biography of Tom Gillespie, our new President. It was written some years ago but I only received it recently. The backlog of meeting reports will be included in the next edition or two.

As usual I would always welcome more articles of any length.

GJK

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