The Bulletin

The British Society of Australian Philately
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CONTENTS

OFFICERS OF THE SOCIETY

2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 56)
by Gordon Monk; Bert Wajer and Paull Kaigg (1727)

Pane 5 # 31

1st State Proof – July 1914

1a   Left Frame. Slight shave for 1¾ mm from TLC. Inconstant.

2nd State 28 July 1914 (2nd half of 1st printing) – September 1916

1a

     1a as before.

2a   Bottom Frame. Ragged from BLC to left v-scroll, variable.

2b   Left Frame. Compartment marks appear in mid print run at TLC and between L24 and L64. Later more marks appear between TLC and L4 and from L14 to L90, variable.

2c   Right Frame. Compartment marks appear in mid print run at TRC, R29, R41-2 and R46. Later in the run more marks appear and become almost a continuous line from TRC to R90 with the mark at TRC extending above and angled over the corner, variable.

2d   Bottom Left Corner. A compartment mark appears below BF just right of BLC and later a mark also appears off the LF at BLC, inconstant.

2e   Bottom Right Corner. A compartment mark appears late in the print run ½mm below BF and just left of the corner. Later it grows to a curved line under BF with a dot on RF at the corner, variable.

2f   Shade Lines. Break in 6th line under and in line with right wattle stem, found on 23% of sample, variable.

Red printing

C of A
2a variations

2d variations

3rd State September 1916 – July 1917

     1a, 2a, to 2f as before.

3a   Left Frame. ¼ mm break 3½ mm below TLC. Subject to inking inking.

3b   Right Frame. Minute dent 11 mm below TRC.

4th State July 1917 – 1928

     1a, 2a, to 2f and 3a as before.

4a   Right Frame. Minute dent of 3b has been replaced by a cut nearly severing the frame. The top lip of the cut juts out to the right. Subject to inking.

5th State 1928 – Late Small Mult.

     1a, 2a to 2f, 3b and 4a as before.

     3a. No longer present.

2e variations

6th State Late Small Mult. – Final.

     1a, 2a to 2f and 3b, as before.

     4a. No longer present.

6a   Right Shade Lines. The lines of shading between 8½ and 10 mm from TF are slightly lengthened and so encroach into the white border.

Note   This is a left margin unit. More information on 1a and 1b required.
          Compartment marks appear later in the green printing than in the reds.
          Date changes in the first three states are because a number of dated copies have been found.

6a

Pane 5 # 31 cont.

3b

1a, 3a variations
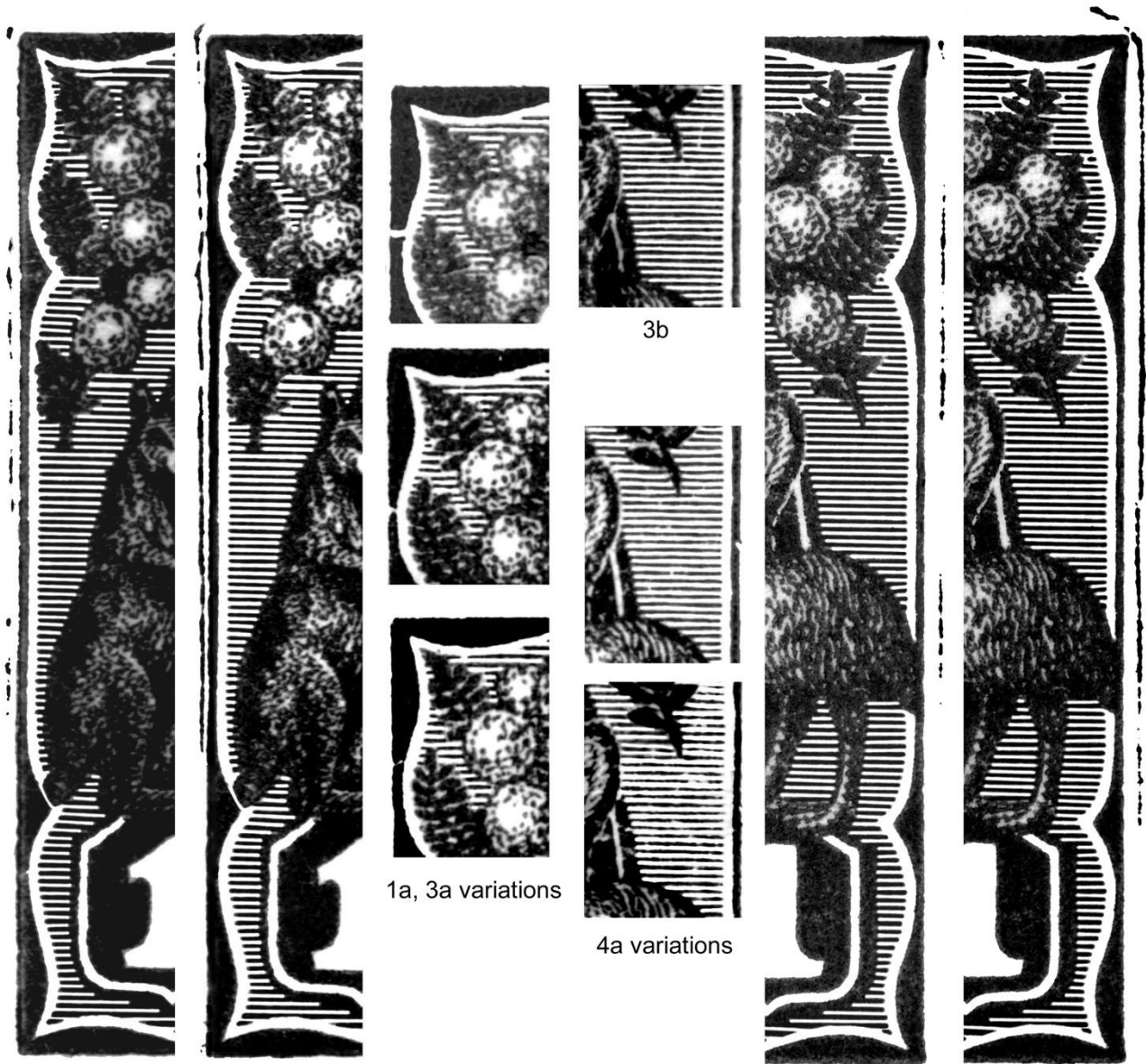
4a variations

1a, 2a, b, d variations

2c variations

Pane 6 # 31 (Page 1 of 2)

2f variations

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

a   No island flaw.

2nd State 28 July 1914 (2nd half of 1st printing) - 1929

2a   Top Frame. Straight shallow cut, slanting very slightly down from TLC to 2¼ mm where it ends abruptly. Inking often causes the outline of the cut to become irregular from almost normal to curved.

2b   Left Frame. Early in the print run the frame is thin, found on 4% of sample. As the run progresses the frame becomes normal.

2c   Top Frame. A notch just left of cross with the right side of the notch vertical, variable.

2d   Bottom Left Corner. The corner gradually extends downward as the run progresses, variable.

2e   Top Right Corner. The corner gradually extends to the right as the run progresses, variable.

2f   Right Frame. Small break or notch 7 lines below right wattle stem, found on 8% of sample.

2g   Right Frame. Thinned just above the Emu's tail with a short spike in the margin, found on 8% of the sample, variable.

2h   Bottom Right Frame. The corner gradually extends to the right as the run progresses, variable.

2j   Bottom Left Corner. In mid print run a compartment mark appears off the corner and as the run progresses it gradually extends around the corner, variable.

2k   Left Frame. Compartment marks appear early in the print run between L68 and L89. As the run progresses they increase in number and size until they stretch from BLC to TLC, variable.

2m   Top Left Corner. Early in the print run a compartment mark appears off the corner and as the run progresses it gradually extends around the corner, variable.

n   Top Right Corner. In mid the print run a compartment mark appears off the corner and gradually grows in size, variable.

2p   Right Frame. Compartment marks appear late in the print run between R71 and R75, later more marks appear until they go from R69 to R90 variable.

2r   Bottom Right Corner. In mid print run a compartment dot appears off the corner and as the run progresses increases in size, variable.

3rd State 1929 – Final

    2a to r as before. Compartment marks are rare in the 3rd State.

3a   Left Frame. Curved in for 3 mm from TLC, inking often obscures the cut or allows only the top 2 mm to be seen.

Note   Left margin unit.   2a Similar flaws on 6-25, 43. 44 & 46. The 2nd state of this unit is difficult to distinguish from 2nd state of 6-25.   Issued 19 Aug 2007.   Mar 2018 more info available completely revised
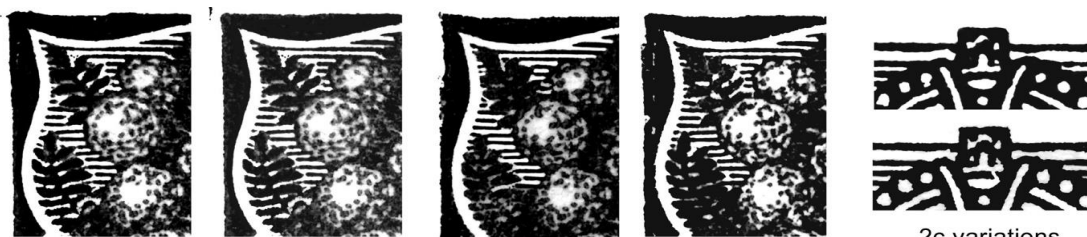
2a variations   3a variations   2c variations

Pane 6 # 31 cont. (Page 2 of 2)
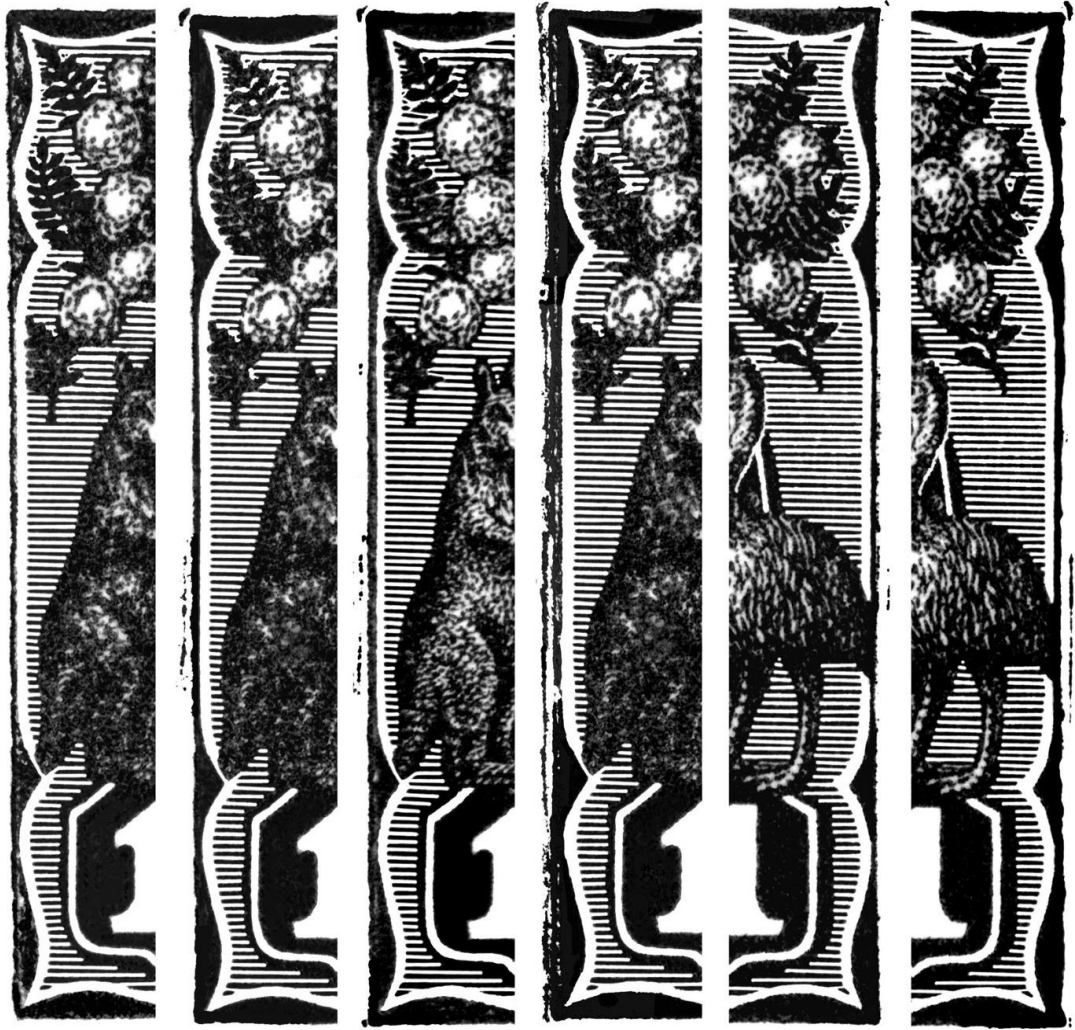
2b

2k variations

2n, p, r variations

2f variations

2g variations

2e variations

2h variations
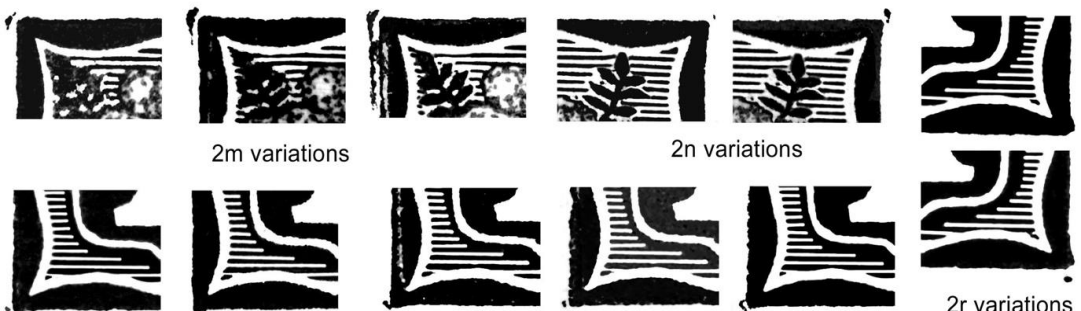
2m variations

2n variations

2d variations

2j variations

2r variations

2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part 4 By Ian Spencer (999)
            Part F: South Australian Inter-State Labels to Western Australia
This is the first of a series covering labels carrying luggage and parcel labels from South Australia to other mainland states. These are colour-coded, for ease of handling, with the top part in red (for South Australia), and the following colours for the other states at the bottom:

- (A) Western Australia – brown
- (B) Victoria – yellow
- (C) New South Wales – white
- (D) Queensland -blue

Later articles will show that these colours were adopted for use in the other states.
Background printed in two operations, as evidenced by the overlapping of the colours. Only minor variations in the red colour (for SA), but considerable ones for the Western Australian part (brown) and in the green stripes for parcel types. All labels are imperforate, with some variations in size.
(All labels are shown at reduced sizes)

Type F1   Type F2

Type F1
Size 85 x 46 mm. Format is identical to Type C1, the equivalent red label for South Australia
This type is characterised by a font with small serifs across all five lines of text, 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 Recorded
 Fremantle

Type F2
Size 85 x 46 mm. Almost identical to Type F1, but the station name is only 7.5 mm high, to allow for use with longer station names. This differences mirrors Types A1 and A2 in pink. (These are almost identical, but have a 14 mm line under "S.A.R.").
Station Recorded
Midland Junction - which is a suburb of Perth.
            Type F3   Type F4

Type F3

Size 85 x 50 mm. This is characterised by all text but the station name being in thick, sans-serif letters. Thick line under "S.A.R." is only 4.5 mm long. Station name is 7.5 mm high, with seriffed letters and an unusual flat-topped "A". No corresponding types for South Australian in pink (Type A) or in red (Type C).

Station Recorded

Kalgoorlie

Type F4

Size 82 x 49.5 mm. Numbered [No.295 at top right]. For use between un-named stations in SA and WA, with a "Via" line. Text is in the same font as Types F1 and F2. Illustrated example has been hand-stamped "Murray Bridge" in very large, sans-serif font. Also known with "Keith 689" in a smaller, but different sans-serif font.

Type F5   Type F6
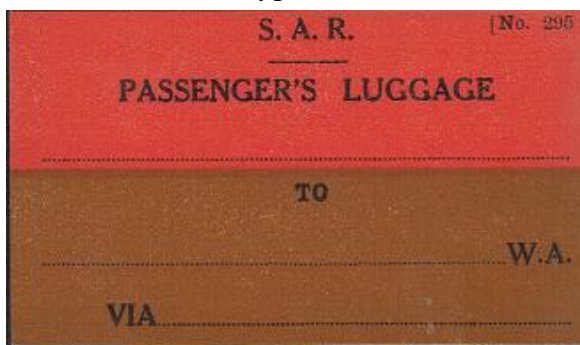
Type F5

Size 83.x 48 mm. Numbered [No.295 at top right. For use between un-named stations in SA and WA, with a "Via" line. Text is in the same font as Types F1 and F2.Key difference is that there is a much larger gap (4 mm) between the top dotted line and the "TO". Line under "S.A.R." is also 11.55 mm long

Type F6

Size 82.5 x 50 mm. Numbered [No.295 at top right]. For use between un-named stations in SA and WA, with a "Via" line. Only the top line (S.A.R.) is in the same font as the previous types. "No 2952 is in a different font. "Passenger's Luggage" is in a bold, sans-serif font. "TO" is in a smaller font, and 2mm below the top line. The lowest two line have the unusual font with the flat-topped "A"s, and the bottom line is higher than in the previous types. Hand-stamped "Blackwood" in a sans-serif font.

Type F7   Type F8
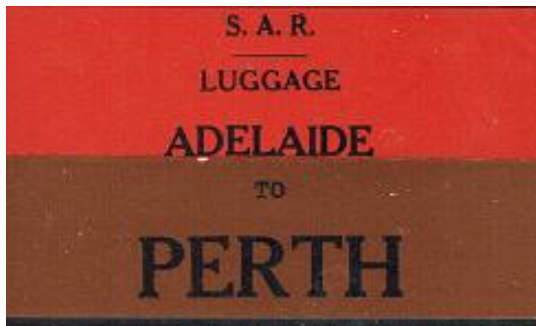
Type F7

Size 85 x 48 mm. This is the first of five types for SA-WA that show "Luggage", instead of "Passenger's Luggage". (Only one type is known for SA, in red). Otherwise the layout is identical to that of Type F1. Station name is 9 mm high. Line under "S.A.R." is 11.5 mm long. Printing flaw (white) under "D" of "Adelaide".

Station Recorded
Perth

Type F8

Size 86 x 52 mm. . . . Large "TO, with pronounced serifs on the "T", like Types A3 and A4 for SA (pink) .Thicker line under "S.A.R." is 14 mm long. Unusually pale shade of brown for the lower WA part. This label has been misprinted (or miscut), as evidenced by the sloping text, and the variable width of the white line at the top.

Station Recorded
Fremantle

Type F9   Type   F10

Type F9

Narrow format: size 75 x 51 mm. All text is in a thick, sans-serif font. Station name is 7.5 mm high. Thick line under "S.A.R." is only 4.5 mm long. Unusually dark shade of brown at the base.

Stations Recorded
Northam, Perth

Type F10

Size 85 x 48 mm. For luggage use from Adelaide to un-named stations in Western Australia. Text all has the same font with serifs. Line under "S.A.R." is 11.5 mm long.
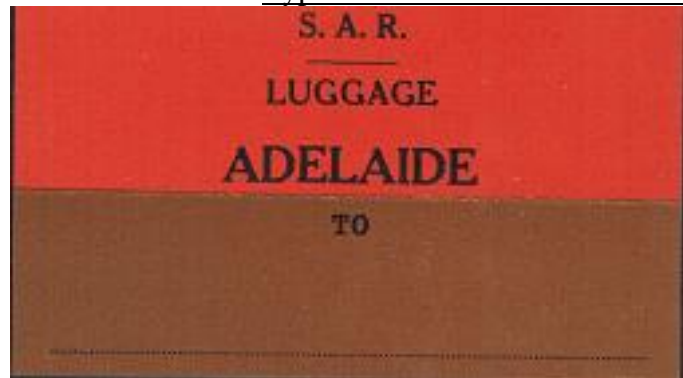
Type F11   Type F12

Type F11

Size 85 x 47.5 mm. One of the two labels recorded (in any category) that shows just "A,N.R." (Australian National Railways), instead of "S.A.R." (South Australian Railways). Transfer of non-metropolitan railways in South Australia to be part of the newly formed Australian Railways became effective on 1st March 1978. Size 85 x 48 mm. Almost everything about this label is different – top line is in a thinner, sans-serif font. Line under "A.N.R." is 8mm long. The rest with the text is in different seriffed font. "Luggage" (27 mm) and "Adelaide" (42.5 mm) are much longer than normal. Large "TO", with medium serifs. Station name is only 4.5 mm high, same height as "Adelaide". Fairly pale shade of brown.

Station Recorded
Perth

Type F12

Size 82.5 x 48 mm. To date, this is only parcel type from Adelaide to a named station in Western Australia. As with the corresponding South Australian issues, the parcel labels for Western Australia have two vertical bars in green. " Parcel" is 18 mm long and in a small, thick san-serif font. The rest of the text is in the same font, with the unusual flat-topped "A"s. Line under "S.A.R." is thick and only 4.5 mm long. Station name is 7.5 mm high.

Type F13   Type F14
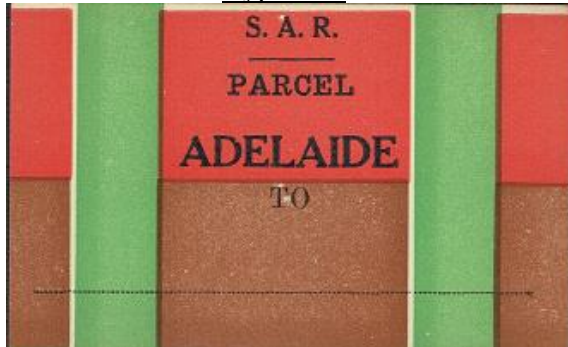
Type F13

Size 83 x 41.5 mm. Used from Adelaide to un-named stations in Western Australia. "S.A.R" and "Adelaide" are in the common font with serifs. "Parcel" is 22 mm long, in a font with much larger serifs. Line under "S.A.R." is 12.50 mm long. Very large "TO" – with pronounced serifs on the "T". Two areas of printing flaws – around the "A" of "S.A.R." and near the "TO" Dotted line at base. Also know with a vertical scratch in the lower right section in brown

Type F14

Size 84 x 51 mm. Used from Adelaide to un-named stations in Western Australia. Similar to Type F13, but with two 13 mm lines above and below "Parcels". Both green and brown portions of printing are considerably lighter in colour

Type F15   Type F16
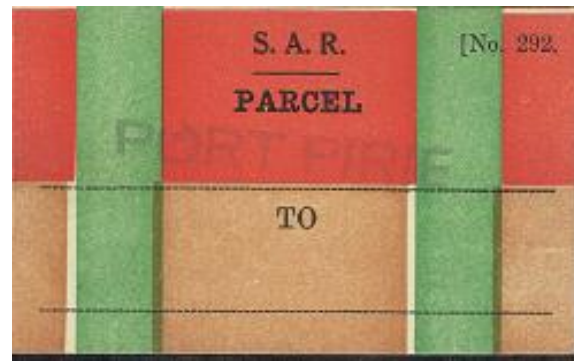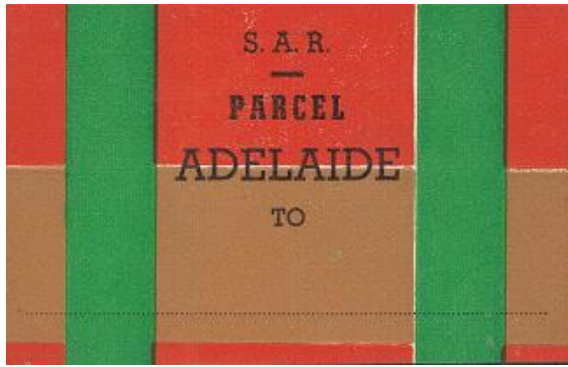
Type F15

Size 53.X 52.5 mm. Used between un-named stations in S.A. and W.A. "S.A.R" is in the common font with small serifs. Thick line under "S.A.R." is only 4.5 mm long "Parcel" is 15.5 mm long and in a narrow font, with larger serifs, and a tail to the "R". Large "TO" – "T" has large serifs and the "O" is oval in shape

Known in three types:

(i) Nick at left of left stripe, 10 mm above the base ("Adelaide" all in the top red part)

(ii) No nick at left ."Adelaide" straddling the red and brown colours

(iii) No nick at left. "Adelaide" straddling the red and brown colours. Boomerang flaw under "E" of "Adelaide"

Type F16

Size 84 x 51 mm. Numbered "[No. 292." at top right]. Used between un-named stations in S.A. and W.A. "S.A.R" is in the common font with small serifs. Line under "S.A.R" is 12 mm long. "Parcel" is 18.5 mm long and in a wider font, with larger serifs, and a tail to the "R". Large "TO" – "T" has large serifs and the "O" is oval in shape. Hand-stamped "Port Pirie in sans-serif letters.
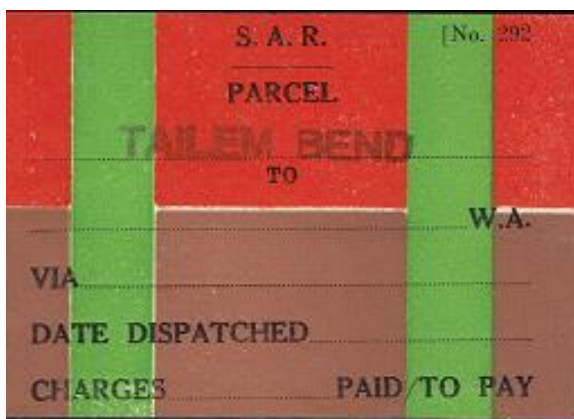
<u>Type F17</u>   <u>Type F18</u>
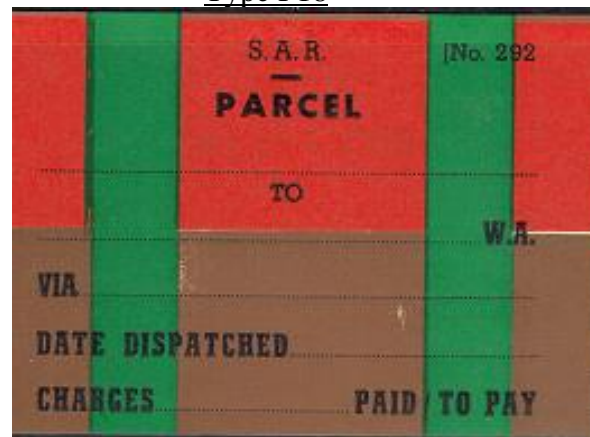
Type F17

Size 90 x 61 mm. This is the first of four Parcels labels, in a "Charges" format, Numbered "[No, 292" at top right. No stations are specified. All have additional lines of text for "via", "date despatched", and for "charges", and whether these were paid or unpaid. All text has seriffed letters, with "S.A.R." and "TO" being in thinner text. The remaining lines are in a slightly thicker font. Line under "S.A.R." is 15 mm long. White line across the middle. This example is hand-stamped "Tailem Bend" in a fairly large, sans-serif font.

Type F18

Of similar size and layout to Type F9 (90 x 65 mm), but in different fonts. "Parcel" is in a thick, sans-serif font. Line under "S.A.R." is thick and only 4.5 mm long. Rest of the text is thicker, and in the font with the flat-topped "A". Vertical stripes are in a darker shade of green. Numbering at top right is also more pronounced.

Type F19   Type F20

Type F19

At size 75 x 52mm, and with 6mm wide vertical stripes, this type is much closer in appearance to Type D6. Looks similar in appearance, but in different sans-seriffed fonts and no line under "S.A.R.". "292" of the numbering at top right shows both "2"s with a flat base. "[No." of numbering at top right] is completely within the green stripe, and "WA" is right next to the green stripe. No line under "S.A.R.".

Type F20

At size 75 x 51 mm, this looks very similar to Type F14, but they differ in the alignment of the vertical stripes. The "Via" is much closer to the left vertical stripe, and there is a distinct gap between the right stripe and "WA". The "[No" of the numbering at top right] straddles the green and red areas. No line under "S.A.R.". This example is hand-stamped "Murray Bridge", in a large, sans-serif font. Also seen with " Strathalbyn 288" in medium sans-serif letters.
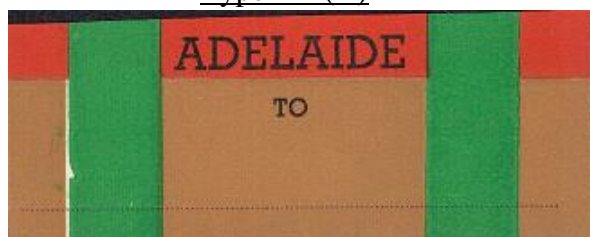
Type F21(A)   Type F21(B)
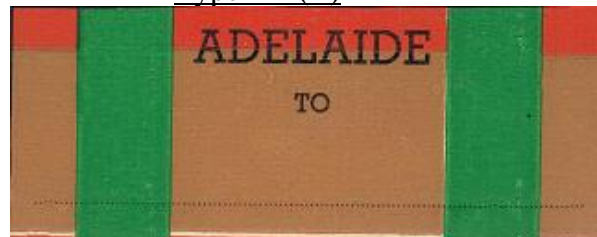
Type F21

Neither label is cut completely square – most evident in Type A: 32 mm high at left and 34 mm at right (82 mm long) Type (B) is 83 x 33-34 mm. It is probable that this type was made by cutting down Type F15. The left copy has the nick in left frame of Type F15(i) and the right copy has the boomerang flaw under the "E" of "Adelaide" of Type F15(iii). The reason why these parcel labels had to be reduced in size is not known, but a total of 18 copies exist, all from the same original source, (and two similar labels in red for South Australian parcels).

Boomerang flaw

Conclusions

Again there are some similarities with types recorded in earlier articles. Marked variation in the lower brown portion – for WA, and in the green stripes for parcels copies Many examples

show problems of alignment of the various colour blocks, particularly in parcels copies. Named labels to WA all emanate from Adelaide. Only one type is known from more than a single receiving station in Western Australia... Perhaps of greatest significance is the solitary luggage label showing "A.N.R." (Australian National Railways) at the top.

No labels have been seen going from Western Australia to South Australia (reverse direction).

2659. THE ABORTED 1935 JUBILEE AIR MAIL FLIGHT TO NEW ZEALAND by Brian Peace FRPSL (395)

The story of the 1935 Jubilee Air Mail Flight, and the heroism of P G Taylor, is well recorded. Seven small mail bags were overlooked when the fourteen bags containing some 27,200 letters, were jettisoned at 0947 to reduce the aircraft's weight.

John S W Stannage, the radio operator, had been instructed by Kingsford Smith to radio the Australian Post Office and at 0745 the message was sent:

Smithy says will try to hang on to mail but if Post Office says dump it we may be very glad to.

The Director of Postal Services, Mr H P Brown, when he learned the plight of the aircraft, sent a wireless message authorising Kingsford Smith to throw the mall he was carrying into the sea if it was necessary. The large bags were untied and jettisoned by John Stannage, but he overlooked the seven pouches which had arrived late.

In the event 28,279 items, in 21 bags weighing 398½ lbs, were stowed on board the *Southern Cross* when she took off on 15 May. Seven of these bags, actually pouches containing about 1,100 letters, arrived late and were jammed into a small space between fittings, whereas the fourteen large bags were tied to the cabin floor and walls so they did not move in flight. A total of 26,504 ordinary and 1,775 registered items made up the total.

The breakdown of mails was as follows:

From	Ordinary Letters	Registered Letters
Sydney	21,927	977
Melbourne	2,613	427
Adelaide	896	226
Brisbane	798	89
Perth	124	18
Hobart	88	4
Launceston	58	34
	26,504	**1,775**

The Australian Post Office did not pay compensation for the lost registered mail, due to the loss being beyond their control. There were letters in the Press from irate philatelists who had over-franked covers, in some cases with high values or scarce stamps, and sent them by registered post.

All the registered mail was jettisoned including the 226 registered items from South Australia.

Mr F H Wurm from Port Pirie SA wrote to the Superintendent of Mails, Adelaide, on 24 August 1935 seeking compensation for his registered letter which had been jettisoned. The Superintendent replied on 28 August, stating that compensation would not be paid.
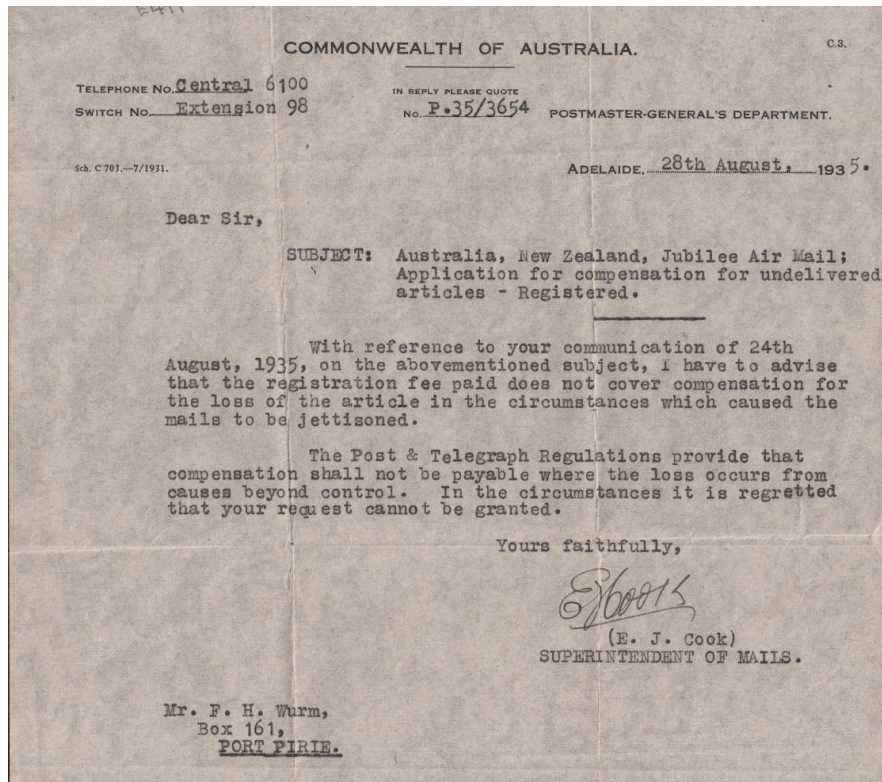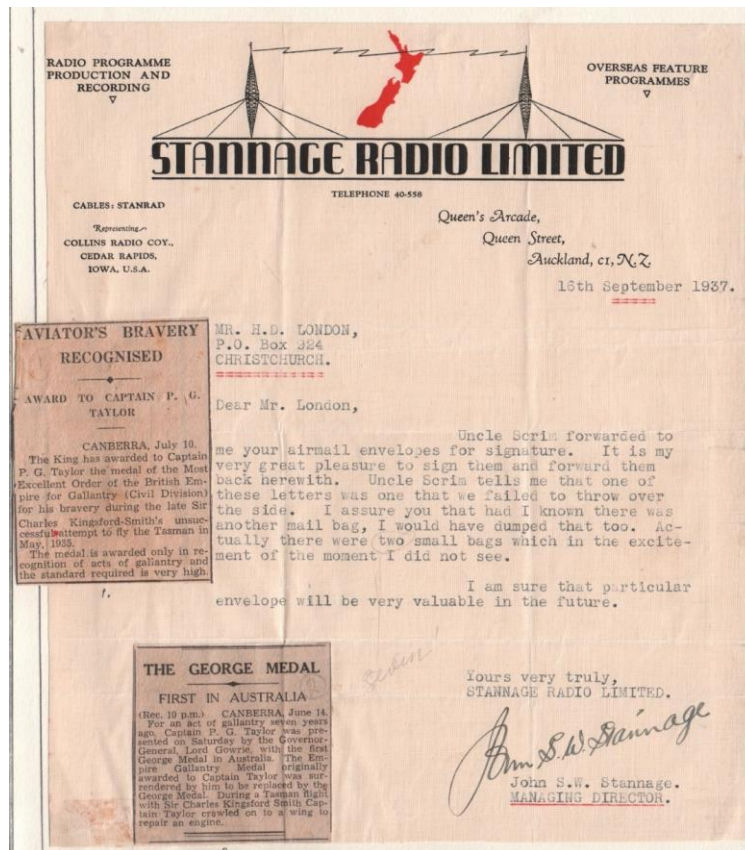
More than two years after the incident, a Mr H D London of Christchurch, NZ, received a letter from John Stannage together with one of the covers which had been overlooked. Stannage had signed the cover. He mentions in the letter that if he had known there were more mail bags, he would have dumped them with the others.

References:
BSAP *Bulletin*: Oct 2017 pp113-119; Dec 2017 pp133-138
Status Auctions: 6 Dec 2018 Lot 1337

2660. THIRD STATE FOR 8AL5 FOUND ON RED 2D KGV DIE I, MAYBE
By Richard Guy ACCCF

The Leski auction of December 2018 offered a mint block of four of the red 2d KGV die 1, perfinned OS, with the CE of PENCE joined at the base. This was lot 192, and it showed a vertical watermark line at the right side. This author did not recognise this flaw at all (but with his aging memory, this should not be surprising!). See figure 1 for this block of four.

The author found a small vertical nick in the left of the top frame of the top right hand stamp, which quickly plated the block as 8AL5-6, 11-12. All of the flaws that are listed in the 2d book (1) for these clichés are present, except for the CE joined, which is not mentioned.

The 2d book quotes that state 1 for 8AL5 in orange has no flaws. State 2 in red describes the weakness behind the king's head at the base of the neck, and the dot in the top frame right.

So the CE joined at base becomes a state 3, and only in red.

Sadly the author has no red copies of 8AL5 in either state, until now. It does need proof, so have any other collectors more copies of this state 3 flaw? Dr Bob Parsons (of the 2d KGV book fame) was asked if he had any copies of 8AL5, and he has one copy of the state 2. No state 3

Figure 1. The block of four plated as 8AL5-6, 11-12, showing the CE joined on 8AL5.
Reference 1. Commonwealth of Australia The George V Twopence die 1, second edition, by Parsons et al, BSAP 2007, pages 136-7.

NEWS AND NOTES OCTOBER 2019.

OPEN LETTER FROM THE SECRETARY

Welcome to the new season. A reminder that our London meetings are at the new premises of the Royal Philatelic Society at 15 Abchurch Lane. Members are also reminded that the frames available are 16 sheets rather than 12 as previously. The nearest Underground stations are Bank and Monument. Evidently there is a new exit being built from Bank station that will emerge closer to the property. It is scheduled to open in about 2021.

While on the subject of the Royal, if you wish to attend my display of Tasmania to the Royal on 31st October, and you are not a member of the Royal, please contact me so that I can arrange a badge for you.

Stampex is upon us again, but it will be a distant memory by the time that you read this letter. I have the honour of being on the Jury again and I am looking forward to seeing the exhibits, rather than just their front pages. There is another first for a Society member: Christine Earle is Chair of the Jury, the first woman to have been so honoured. Well done.

I am pleased to say that the scanning of the Bulletin has now been completed and the set will become available on memory stick. Malcolm Price will accept orders and Huw Williams will distribute it. The Society is also pleased to announce the publication of a new book: "Queensland Postal Stationery" by Alan Griffiths. Details are elsewhere in this News & Notes.

Please try to support our meetings. There are many who could reach the London meetings fairly easily, especially now that they are only one stop from Waterloo (on the Waterloo & City Line). Colin Mount's meetings at Ringwood are always interesting and good sociable events too. David Plant also has a good sociable meeting in Epsom, with a lunch beforehand. If you are thinking how you could contribute to the Society, our Editor, Graham Keates, wishes to retire at the end of this (philatelic) year. Working with him to learn what is needed is a good way to get into the job.

Preparations for the 2020 Convention are under way. It will be held at the Grasmere House Hotel in Salisbury, which is comfortable and within walking distance of the City. Booking details will appear in the next Bulletin. We hope to see you there. The dates are 15th to 17th May, so there is time to recover after London 2020 before attending.

Enjoy this season and Happy Collecting.

PGER 6/9/19

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 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 "WW2 Civilian Censored mail and POW/Internee mail" **PLEASE NOTE that this is an amended title from that in the printed calendar.**

Saturday 7th. December 2019

Christmas Meeting – 2.30 start. Members are invited to bring along a short display of up to 36 sheets. Christmas Supper to follow – partners are welcome to join us (Location TBA)

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 July 2019 to 9th Septembery 2019

NOTIFICATION 165Changes of address: None Advised

Corrections of address: None Advised

Corrections: None
Resignations: None
Memberships lapsed – not renewed (rule 3(d)):
None
Reinstated:
None
Removal of members for other reasons (rule 3(f)):
None
Deceased: None Advised
New members:
1852   Prof. Anthony Ward   Yorkshire

xxx

AUSTRALIAN PHILATELY IN PRINT #5, 2019.

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

AUSTRALIAN COMMONWEALTH COLLECTORS CLUB OF NSW, Vol.57, No.4, December 2018
Australian Commonwealth Collector's Club Research Medal for 2018 awarded to Joan Orr.
Art.3734: The 10/- Kangaroo stamp 1913-1938 (addendum & Corrigendum) – Geoff Kellow ACCCF.
Art.3735: 1966 15c Galah missing grey – Richard Guy ACCCF.
Art.3736: Returning QANTAS and associated airlines first flight covers – David Collyer ACCCF.
Art.3737: Rarely seen postal markings – Richard Peck ACCCF.
Art.3738: Is the 2d red die 1 King George V imperforate at base or not? – John Bozic.
Art.3739: 1938-59 Platypus plate numbers – Geoff Kellow ACCCF.
Art.3740: King George V 1½d die 1: new discoveries, platings and descriptions – Bill Flora.
Art.3741: 1964 5d Christmas with missing buff – John Donaldson.
Art.3742: Moving void on the 1/- Lyrebird perf. 14.75X14 – Richard Guy ACCCF.
Art.3743: 2/- Kangaroo CofA wmk, "cut throat" Kangaroo retouched (1L25) – John Bozic.
Art.3744: Culler Facer Canceller Processor update – David Collyer ACCCF.
Art.3745: 2013 Dinosaurs miniature sheet imperforate eror – Richard Guy ACCCF.
Art.3746: What is the real plating of this £2 Kangaroo pair? – Richard Guy ACCCF.
Meeting Minutes for 17 September, 15 October and 19 November 2018.
Index to Vol.57 (2018).

AUSTRALIAN COMMONWEALTH COLLECTORS CLUB OF NSW, Vol.58, No.1, March 2019.
Art.3747: New plate scratches on 1/- Kangaroo 3rd wmk die IIb – R Guy ACCCF.
Art.3745: 2013 Dinosaurs Miniature Sheet imperforate error – correction - it was an AP special product.
Art.3750: 1 ½ d King George V: new discoveries, platings and descriptions – Bill Flora.
Art.3751: QANTAS and the Lockheed Electra II, 1959-1970 – D Collyer ACCCF.
Art.3752: How is this possible? (kiss-print of a postmark) – Barbara Hancock/Richard Peck.
Art.3753: Postal Mechanisation on the PO Counter – Richard Peck MAP ACCCF.
Art.3754: The GPO Melbourne, Vic 3000 "Stamp Gang" cancellation, 1994 – Ian Fuary ACCCF.
Art.3755: Postal Mechanisation: combined scale calculators – Richard Peck ACCCF.
Minutes of AGM (17 December 2018).
Meeting minutes for 17 December 2018, 21 January and 18 February 2019.

AUSTRALIAN COMMONWEALTH COLLECTORS CLUB OF NSW, Vol.58, No.2, June 2019.
Art.3756: Visit to Stockholmia 2019 Exhibition – John Bolzic.
Art.3757: Postal arrangements for the re-supply of Australian Antarctic Bases, January 1955 – David Collyer MAP ACCCF.
Art.3758: 1½d King George V die 1: unallocated cracked electro (BW89(U)n) plated as 18L32 – Alex Yeung.
Art.3759: 1913 ½d Kangaroo "AUSBALIA" flaw has now been plated as 2L19 – John Bozic & Guido de Meneghi.
Art.3760: 2d King George V: New discoveries, platings and descriptions – Bill Fiora.
Art.3753 (cont): Postal Mechanisation on the PO Counter – Richard Peck MAP ACCCF.
Art.3761: 5d King George V CofA wmk: additional missing left frame – Alex Yeung.
Art.3762: 1½d King George V die 1: electro 29, R39-40 – Mike Robertson.
Art.3763: 1½d brown King George V die 1: previously unrecorded mprint and revised platings for electros 9A & 9B – Bill Fiora.

Art3764: Large Letter Tray Label – David Collyer MAP ACCCF.
Art.3765: Discussion of the 1954 Red Cross issue, and the frequency of the "Short Arm to Cross" flaw – Richard Guy ACCCF.
Art.3766: 1981 24c Thylacine missing deep olive colour – John Bozic.
Meeting Minutes for 19 March, 15 April & 15 May 2019.

CAPITAL PHILATELY, Vol.36, N0.3, December 2018.
Richard Gurevitch awarded the APF Research Award.
Canberra Covered No.7: Of Buildings, Early and Iconic – Michael Moore.
Missent to Guyana – Ian McMahon.

CINDERELLA PHILATELIST, Vol.59, No.3, July 2019.
Aukland to Trouchet: Stamp Dealers and Australian Cinderellas – Vito Milana.

GIBBONS STAMP MONTHLY, August 2019.
Obituary: Frank Brian Marshall, Petersfield.
New Collector ("Traditional" stamp collecting) – Richard West.
Australia and the Antarctic Pt.1: before WW1 – Nicholas Oughton.

THE LONDON PHILATELIST, Vol128, No.1467, July-August 2019.
Thoughts about Philatelic Publishing and Referencing – David BeechMBE FRPSL.

THE STAMP LOVER, Vol.111, No.4, August 2019.
Obituary: Eric Etkin.
Book Review: "The Fathers of Philately – inscribed on the Roll of Distinguished Philatelists by Brian Birch"

AEC.

REPORT ON THE 2019 CONVENTION HELD AT THE GEORGE HOTEL LICHFIELD.

After gathering during the day, proceedings began with a reception, kindly sponsored by Cavendish Auctions, followed by dinner in the Garrick Room. A requested at last year's Convention, the dinner was followed by a philatelic presentation. It was given by Clive Jones (a visitor from the nearby Solihull Society) and his subject was "The Trials and Tribulations of UK to Australia Mail to 1870".
Clive emphasised the difficulty of communication over long distances and how technological developments brought down the journey time. Other problems encountered were breakdowns, storms, war, disease, death and shipwreck. He showed a wide range of covers, routes and rates. Noted were covers from the wrecks of the *Schomberg* and *Colombo*, and early contract and non-contract mails. Over time the journey decreased from five months to six weeks
This was followed by a short presentation by Sandy Forbes, who initiated this change, on how the South Australian stamp got from the printer to the Post Office.
After the usual administrative notices, the Convention proper got under way with a presentation from Malcolm Price on The British Commonwealth Occupation Forces (BCOF) in Japan.
Malcolm began by reminding us of Churchill's Potsdam Declaration, that Japan should surrender or face "Utter Destruction". They did not surrender, and the bombs on Hiroshima and Nagasaki followed and then Russia declared war on Japan.
On 10th May 1945 Japan agreed to surrender and the Australians began "mopping up".
The surrender was signed on 2nd September in Tokyo Bay, and Malcolm showed the special cancels from ships in Tokyo Bay at the time, followed by a Christmas card signed by most of the complement of HMAS Hobart and outward mail including some cancelled at FPO 452.
For mail from Prisoners of War there was a special Post Office established at Manila in the Philippines. This was later moved to St Kilda. These covers used a variety of routes to get to their destination.

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At first Australia was reluctant to take part in the occupation, but eventually agreed. Other occupying forces came from the UK, New Zealand and India. They were joined by 93 Squadron RAAF.

Originally ordinary Australian Stamps were used, but they were used for money laundering on the black market, so the overprint was introduced. Overprinting was done in Hiroshima. Thin and thick overprints were trialled on five sheets only. The overprints were originally applied to the ½d, 1d and 3d only. Malcolm showed stamps in large blocks showing overprint errors and the overprint sign-off sheets. Proofs and stamps were issued in October 1946. In 1947 the overprints were reprinted with the full set, adding the 6d, 1/-, 2/- and 5/- approved for issue.

Errors still occurred and these were shown on cover as well as a half pane of 1d overprinted in blue-black.

There were further printing problems with the 1/-, 2/- and 5/-, Use on Parcel Labels was shown. 5/- stamps on two different papers were overprinted and overprint varieties were shown. Sales were discontinued on 12th February 1949. Only a small number of the High Values were issued.

There was a shortage of Airmail stickers, and other types were used and shown on cover.

These were followed by examples of Official Mail and mail sent vis the Army Direct Bag service with use as late as 1950.

The final section covered Airmails. We saw a cover from the first BOAC service to Japan followed by examples of mails from other occupying forces using UK, India and New Zealand stamps.

To close we saw Telegraph service forms.

UK troops left in 1947, New Zealand troops left in 1948 but some Australian troops remained. Shortly afterwards they became involved in the Korean War.

The President thanked Malcolm for his comprehensive display and invited the audience to view.

The Annual General Meeting minutes were published in the last Bulletin.

The afternoon was taken up with the Auction while the Competitions were judged.

After a reception kindly sponsored by Grosvenor, we all sat down for the Convention Dinner, for which Alan and Carol Griffiths were our guests of honour. After the Loyal Toast, proposed by our President, there was a short break before the speeches and presentation of awards.

Judy Speer proposed the toast to the Ladies and Guests as follows: "Mr President, honoured guests, ladies and gentlemen. I was surprised when Patrick asked me to propose this toast, but I am very pleased to do so.

This year we are delighted to welcome long standing member and former Secretary and President, Alan and his wife Carol as our guests of honour. You all know Alan and his work for the Society over the years. He is also well known in national and international circles, both as an exhibitor and judge – quite a tough one I understand! He is an acknowledged expert on Queensland and his book on its postal history has just been published. Another on the 'Stock Exchange Forgery of 1872' is in the pipeline. He has also served on the Council and Expert Committee of the Royal and has been awarded a Fellowship.

This gives you some idea of his extensive knowledge of, and enthusiasm for, philately. We are very pleased he accepted the Society's invitation to be our guest of honour this year.

As many of you know I am not really a stamp collector – one in the household is

enough! – but over the years I have come to understand how fascinating and compelling this interest is. So much can be learnt over such a wide range of subjects through the medium of stamps.

Most of you are connected to the internet these days and are no doubt in receipt of the ever circulating 'joke' emails. These came to me, via Canada, from our 89-year old neighbour this week and they do have a certain relevance this weekend…

'So, when is old enough to know better supposed to kick in?'

As Sandy alluded to last night - 'I talk to myself because sometimes I need expert advice.'

And as far as I am concerned: 'The day the world runs out of wine is too terrible to think about.'

So, Ladies and Gentlemen, it is with great pleasure that I ask you to raise your glasses to toast our guest of honour Alan, his wife Carol and the ladies and guests who have joined us for this year's Convention."

Responding for the Ladies and Guests, Alan Griffiths claimed that he did not know that he would have to "sing for his supper". He had enjoyed judging today with a "Aussie" (although Ben Palmer is now "A Brit". He wished to express his thanks to Neil Russell, who he had met through the Society

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for proposing him for the Congress Medal   He very much appreciates the camaraderie of the Society and expects it to continue. He then proposed the Toast of the Society

Tom Gillespie responded on behalf of the Society, thanking Alan for his kind words and assuring him that he would do his best to continue and propagate the social aspects of the Society.

On to the Awards:

The President's Trophy for Research went once again to Brian Peace, who is an indefatigable researcher and excellent author.

The Tony Brander Trophy for Services to the Society was awarded to Dr Patrick Reid for his ongoing work as Secretary and organisation of the Annual Convention.

The Medal for the Eric Ash Memorial Display was awarded to Malcolm Price.

In the Competitions, the Alan Davidson Trophy and Gregson Medal for a Traditional exhibit were awarded to Dr Andrew Mortlock

The J B Williamson Rosebowl for a Postal History exhibit was awarded to Bill Whitaker

The Emery Tankard for Postal Stationery was awarded to Mrs Christine A Earle.

The Crowe Aerophilately Trophy was awarded to Brian Peace

The Open Trophy, voted on by the attendees, was awarded to Bill Whitaker.

To close the evening, the Raffle was drawn, Tom Gillespie handed over the Presidential Badge of Office to his successor, David Speer, Bouquets were presented to Angela Gillespie and Carol Griffiths and the company retired to bar or bed.

The Sunday morning began as usual with feedback on the Competition entries from the judges – Ben Palmer and Alan Griffiths. Individual comments had been given during the Council meeting, and Ben made some important general points:

Many entries lacked references – put them in.

Avoid blank space on pages

Do not assume that the judge knows everything. Remember that the exhibit is a public document, so do not assume anything, but write down all that is necessary for the "average" reader to understand your story.

We then moved on to the individual displays by members.

Keith Hayes showed the Mawson Antarctic base.

Christine Earle showed a collection of the Sydney 2000 Olympics as a tribute to the late John Crowe

Huw Williams showed postcards by Louis Raemaekers (a Dutchman) all of which expressed anti-German sentiments., followed by Punch cartoons from World War 1 that made fun of Kaiser Bill.

Bill Whitaker showed Informative and Instructional Markings – specifically Return to Sender mail that he had classified.

Laurence Kimpton showed material celebrating the centenary of the England - Australia Air Race with covers, photos and Anniversary covers. He also showed a cover carried on the first Sweden to Australia via Moscow flight during WWII.

Brian Peace showed Interrupted New Zealand Airmails – part of a book published in February.

Tom Gillespie showed Philatelic Exhibition Covers.

John Sims regaled us with details of the "First Aerial Funeral Service" flight by "Faith in Australia" where ashes were scattered by Sydney Heads.

Lorraine Fitzwater showed a history of Decimal Currency, with a vignette about her Grandmother.

Alan Cross showed the Victoria 5/- Postage Due

Patrick Reid showed Tasmania Impressed Duty Stamps.

Colin Mount gave us an Introduction to the GV 1d Red, explaining that De La Rue were too expensive, so Perkins Bacon were chosen.

David Speer showed Australian History up to Federation and then the Development of the Constitution.

Ian Spencer showed Passenger Luggage Labels from Tasmania.

David Speer, in his closing remarks, thanked Patrick Reid for organising another successful Convention, thanked all attendees for coming, the judges for their hard work and competitors for providing entries to be judged. All were wished a safe journey home.

PGER 9/9/19

REPORT ON THE LONDON MEETING OF 13TH MARCH 2019

A total of thirteen members and three guests gathered to see the display by our Secretary, Patrick Reid. Unsurprisingly, he spoke on Tasmania. The display was of two distinct topics, the first the Pictorial Issue of Tasmania, and the second the Revenue issues.

He related the story of the development of the Pictorial issue, with the original stamps being prepared and printed by De La Rue, and he showed Essays for all values except the 5d, in some cases more than one, followed by plate proofs, specimens and a copy of the issued stamp. A notable item was an imperf. block of four of the 1d, being the top right corner of a sheet found by Robson Lowe in 1966. When the stamps had been recess printed and despatched to Tasmania, they were accompanied by the plates, which were sent to the Government Printer in Melbourne. There were no facilities in Melbourne for recess printing, and it was considered too expensive and slow for the volume of stamps needed for Tasmania, so Lithographic plates were made from the London Plates and these were used to print the ½d, 1d and 2d values that were most in demand. These were printed on V over Crown Victorian paper as the Commonwealth of Australia Crown over A paper had not arrived. A short study of the "Volcano Flaw" on the 1d value and the attempts to repair it was included as well as examples of Postal Usage. After a visit to Melbourne, the Tasmanian Government Printer decided that the next printing of the 1d would use the Electrotype method, chosen as the plates lasted longer and printing could be quicker. However, lithography continued to be used for the other values that were printed in Australia, the 2d, 3d, 4d and 6d when the Crown over A paper became available. Later printings of the ½d, 1d, 2d, 3d and 6d were made from electrotype plates. Just before the issue of the Commonwealth stamp, there was a shortage of 2d stamps, and these were printed from new plates using the stereotype method (described by a printer friend as "quick and dirty electrotypes"). These stamps in turn were also overprinted ONE PENNY when Postage Rates were reduced.

He further explained the fun of collecting the perforation varieties. Melbourne had two perforators, generally referred to as 11 and 12½. If missing or misplaced lines of perforation were found then the first available machine was used to effect a repair. Despite best efforts, some sheets escaped to Tasmania with missing lines, and these were repaired with yet another perforator gauge 12. The scope for compound perforations is considerable.

The remainder of the display was arranged in chronological order of production of the various plates and values printed by the different methods. Each section showed both perforation varieties and some of the various constant flaws that occur on the stamps and examples of postal or revenue use.

The second part showed the Revenue Stamps, beginning with the use of Chalon Head stamps for Revenue purposes and then covering the "George and Dragon" revenue issue from 1863. With examples of proofs and the first issue, released imperforate and later perforated locally. From 1882 these stamps were also valid for Postage. Conversely, the Postage Stamps were also valid for Revenue. Examples were shown of the stamps and their use on Document for Fiscal purposes. In 1880, four specific Revenue stamps were issued with a Platypus design: 1d, 3d, 6d and 1/-. The original sketches and pencil drawing (ex-Kiddle) were shown followed by specimens and the stamps, used both postally and fiscally. In 1900 it was decided that the Postage and Revenue functions should be separated, and existing stocks of the Platypus stamps were overprinted REVENUE. As from 1st November 1900 the Revenue stamps were no longer

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REPORT ON THE LONDON MEETING ON 10 APRIL 2019

In spite of a conflict of events, with the RPSL holding its 150th Anniversary Dinner, eight members turned up to hear Neville Carr talk about a small portion of his collection entitled: *Four Men and Two Bit Players*. Neville has an approach and delivery which is somewhat different from the usual. The result was that members were fully engaged, involved and asking questions. One could describe it as a lively meeting.

Starting with an explanation of the events which led to the production of the Kangaroo and Map stamp in 1913, the discarding of the competition entries and the appointment of Blamire Young, a local designer, by the Postmaster General, Neville moved on to the 1d and 6d values issued in December 1913 and August 1914 respectively. Of particular interest was the Postmaster General's 1913 Christmas and New Year Greetings Card. These were printed from a specially prepared engraved plate incorporating the

1d stamp, entered from the transfer roller. Of the 660 which were printed probably less than 15 survive. One was in the collection of the late Ray Chapman (now in Australia Post archives).
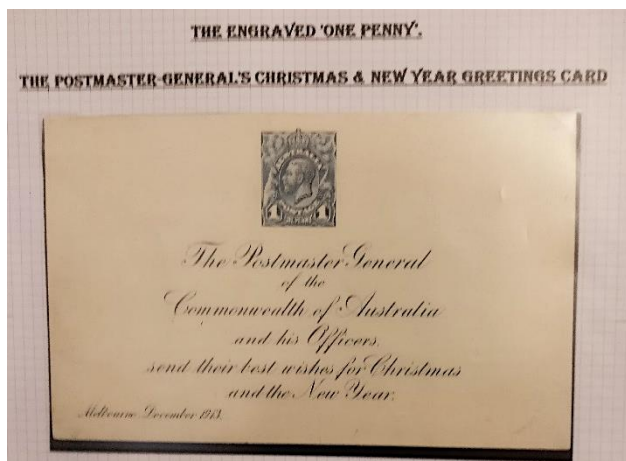
The 1914 Prancing Horse 'stamp', although a Cinderella item, elicited much interest. A strip of three was shown and it was noted that a block of 4 was illustrated in the upcoming BSAP auction. Described as an essay, this strip was cut from the top right of a sheet of 216 (probably 12 x 18) acquired by a dealer in Aldershot (according to Colin Mount). The printer is not known and many questions remain about this sheet, which was discovered in the 1980s.

In addition to examples of the Pre-substituted Clichés and the CNE variety (Pane 8 Plate 4 Cliché 45), Neville displayed a wide variety of KGV material with flaws, imprint blocks, other positional pieces and covers.

An explanation of the Fifth Plate of the 1½d KGV (Plate 1A) showed that margin dots of 0,75mm differentiated the plate from Plate 1 which had 0.5mm dots. The imprint is also slightly different. There was the narrow 1 in ½ and cracked electros with other well-known varieties.

Neville concluded with a range of commemoratives, plate blocks, imprints, varieties, pointing out that over the reign of George V, the UK issued just 4 commemoratives, whereas Australia issued fourteen.

Brian Peace gave a vote of thanks to Neville and his wife for travelling from the Isle of Wight to entertain us.

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100TH ANNIVERSARY OF THE FIRST ENGLAND TO AUSTRALIA FLIGH[T]

AEROPEX '19

THE SPECIALISED AIRMAIL EXHIBITION

AS PART OF
ADELAIDE AVIATION WEEK
DECEMBER 4-10

DECEMBER 6-8

THE DRILL HALL, TORRENS PARADE GROUND, VICTORIA DRIVE, ADELAIDE, S.A.

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AEROPEX 19 ADELAIDE

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All Orders to the Exhibition Secretary. Postage & Packing extra.

Over 65 years' Service to Philately

December Auctions 2019
Worldwide and Great Britain Stamps and Postal History

Featuring fine, rare and unusual Australia and Australian States stamps and postal history, and Part 2 of the **Ted Bishop** *collection of Papua & New Guinea.*

2620. SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860 (Part 12)
by Colin Tabeart (1806)

Part Seven – Return to Sanity
The Second P&O Contract of 1859

[Continung with Notes from the previous part]
Notes.
1. Rather slower than many E&A sailings.
2. 2 days late at Sydney.
3. 2 days late at Sydney.
4. 2 days late at Sydney.
5. Kirk does not give a date for *Nepaul* arriving at Alexandria, but she was clearly late, *Emeu* having to wait a day longer at Suez than arrival of Ceylon would suggest.
6. Benares left Suez to look for *Northam*, who had grounded in the Red Sea, before the *Ripon* mail arrived at Suez. These were taken to Aden by *Madras*, where they were transferred to *Benares* on 3 September.
7. As 18 September was a Sunday the mails left London and Marseilles a day later. A poor passage due to *Malta* having to be docked for 5 days at Mauritius for a thorough hull clean1. Mails for Tasmania were carried from Melbourne by the steamer *Royal Shepherd*, departing at 9 a.m. on the 13th. The only letter seen to Tasmania, however, was not stamped until 21 November at Launceston.
8. *Delta*'s maiden voyage. Another poor passage due to a poor performance by *Columbian*. Arrival date of Vectis at Alexandria is suspect – if correct the mails via Marseilles missed the connection at Suez.
9. As 18 December was a Sunday the mails left London and Marseilles a day later. *Panther* held things up by about 2 days; otherwise this could have been a good passage.

Overall Comments. The average time from Southampton to Melbourne was 56½ days. This was not a huge improvement on the 60 days of the first year of the E and A contract, but all voyages were completed, and the times were reasonably consistent.

Homebound Sailings via Mauritius

The figure in square brackets in the Notes column is the number of days from Melbourne to Southampton. Kirk shows that both the Southampton and Marseilles packets started from Alexandria. As the Marseilles packet went on to Alexandria on the outward run this made sense – it also provided some redundancy in case ships broke down.

"POC" = *Postal Official Circular*, a daily Post Office publication giving reams of information, not always accurately!

HTSC   = Hampshire Telegraph and Sussex Chronicle.

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[1] *The Hampshire Telegraph & Sussex Chronicle* dated 6 January 1860

1859 Sailings

Ship	Left Sydney	At Melbourne	At Adelaide	At KGS	At Port Louis	Arrive Suez	Left Alex	At Malta	Arrive Mars	Arrive Soton	Notes
Salsette Pera Panther	12 Feb	15/15 Feb	17 Feb	22/24	11/12 Mar	27 Mar	29 Mar 29 Mar	1 Apr 1 Apr	X 4 Apr	9 Apr	1 [53]
Emeu Granada Bengal Pera Ellora	14 Mar	17 Mar	[18 Mar]	[24 Mr]	13 Apr 14 Apr	4 May	7 May 7 May	10/11 My 10/11 My	X 13 May	20 May	2 [64]
Malta Ceylon Ellora	14 Apr	17/18 Apr	19 Apr	[24 Apr]	8/9 May	27 May	28 May 28 May	31/1 Jun 31/1 Jun	X 3 Jun	10 Jun	3 [57]
Columbian Ripon Panther	14 May	17/19 May	24/1Jun	6/8 Jun	24 Jun/1 Jy	20 Jul	22 Jul 22 Jul	26 Jul 25/26 Jul	X 29 Jul	6 Aug	4 [79]
ONEIDA	31 May	15 Jun	X	X	X	X	X	X	X	?	5
Benares Ceylon Nepaul	14 Jun	17/18 Jun	20 Jun	24 Jun	8/9 Jul	24 Jul	27 Jun 27 Jun	30/31 Jul 30 Jul	X 3 Aug	8 Aug	6 [51]
Northam Ceylon Panther	14 Jul	17/18 Jul	20 Jul	24/25 Jy	7/8 Aug	28 Aug	5 Sep 5 Sep	9 Sep 8/9 Sep	X 12 Sep	18 Sep	7 [62]
Salsette Indus Panther	15 Aug	18/19 Au	21 Aug	26/27	9/10 Sep	25 Sep	30 Sep 30 Sep	3 – 4 Oct 3 Oct	X 6 Oct	14 Oct	8 [56]
Bombay Delta Vectis	14 Sep	17/18 Sep	20 Sep	25/26	12 Oct	28 Oct	29 Oct 29 Oct	1 - 2 Nov 1 Nov	X 4 Nov	10 Nov	9 [53]

Ship	Left Sydney	At Melbourne	At Adelaide	At KGS	At Port Louis	Arrive Suez	Left Alex	At Malta	Arrive Mars	Arrive Soton	Notes
Emeu Ripon Valetta	14 Oct	17/18 Oc	20 Oct	24/25	9/10 Nov	28 Nov	30 Nov 30 Nov	4 Dec 3 Dec	X 6 Dec	14 Dec	10 [57]
Benares Pera Panther	14 Nov	17/18 No	20 Nov	24/25	8/9 Dec	24 Dec	28 Dec 28 Dec	1 – 2 Jan 2 Jan	X 5 Jan	12 Jan	11 [55]
Malta Delta Vectis	14 Dec	16/19	21 Dec	?	7/8 Jan	24 Jan	26 Jan 26 Jan	30 Jan 30 Jan	X 2 Feb	9 Feb	12 [54]

Fig 1.

1859 cover from Sydney to Belfast by the long sea route on the 5th return voyage, endorsed "per *Northam*". 66 days. A longish voyage caused partly by *Northam* going aground for 5 days near Jeddah. From Alexandria to Southampton per *Ceylon*. Backstamped at Belfast on 20 Sep.

Fig 2.

P&O ss *Ceylon*, iron screw steamer of 2021 tons, built in London in 1858. Sold out of the Company in 1881 and scrapped in 1907.

Notes

1. A good start to the new contract. The Postal Official Circular [2] dated Monday 11 Apr reported mails per *Pera* as from: Auckland 29 Jan, Wellington 1 Feb, Sydney & Hobart 12 Feb, Melbourne 15th, Adelaide 16th, King George's Sound 23rd Feb, Mauritius 11 Mar, Aden 22nd, Alexandria 29th, Malta 1 Apr. Mails via Marseilles reached London early on 6 Apr, those via Southampton late on the 9th. With the 10th being a Sunday they were probably not delivered until the 11th.

2. *Emeu* broke her shaft some 1000 miles out of King George's Sound, arriving at Port Louis under sail. She transferred the mail to *Granada* and proceeded to Bombay for repairs. *Granada* transferred the mail to *Bengal* at Aden on 27 April. Quite why *Granada* was at Mauritius is not known, but it was a stroke of luck for the P&O who otherwise could have had a disaster situation on their hands of E&A proportions. Kirk does not give Adelaide or King George's Sound dates – these are taken from the mail dates on arrival in England. The mail via Marseilles reached London on 15 May, those via Southampton on the 20th. The *POC* [3] dated 16 May gave mail dates as: Auckland and Otago 26th, New Plymouth 27th February; Wellington and Canterbury 3rd, Nelson 5th, Sydney, Hobart and Launceston 14th, Williamstown, Melbourne, Geelong, Perth & Portland 17th, Adelaide 18th, King George's Sound 24th March; Mauritius 14th, Aden 27th; Suez 4th, Alexandria 7th May. The *POC* for 21 May, reporting the arrival of *Pera* gave consistent mail dates with those above, adding Malta on 10 May. The *HTSC* recorded: "Southampton: *Pera* arrived yesterday [the 20th] with the East India, China, & Australian mails (in all 480 boxes) and a large cargo of silk etc. She came into collision with the gunboat *Weser* off Ushant, but neither sustained severe damage."

3. KGS date from the *POC* for 6 Jun 1859 reporting mail dates as: Auckland 30th, Otago 31st Mar; New Plymouth 1sr, Wellington 4th, Nelson 6th, Portland 13th, Sydney & Hobart 14th, Launceston & Perth 15th, Williamstown Geelong & Melbourne 16th, Adelaide 18th, KGS 24th Apr; Aden 21st, Suez 27th, Alexandria 28th, Malta 31st May.

4. P&O must have regretted buying *Columbian* after this performance, but they knew her reputation when they bought her. She broke one engine in very bad weather before reaching Port Adelaide, where repairs took 8 days, and required a further 7 days at Mauritius. The

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[2] POST 43/49
[3] POST 43/49

Hobart Gazette for 24 May reported that mails made up at Hobart and Launceston on 14 May arrived too late for *Columbian* – presumably delayed by the weather that caused her problems. These perhaps awaited the next P&O mail, but a supplementary mail left Hobart & Launceston on 3 Jun for *Oneida* from Melbourne. Mails via Marseilles reached London on 31 July, those via Southampton on 6 Aug. The *POC* for 1 Aug[4] reported mails from: Auckland 16th, Burra Burra 24th, Wellington 26th April; Sydney Portland & Perth 14th, Williamstown & Queens Cliff 17th, Melbourne & Geelong 18th May; Adelaide 1st & KGS 7th June; Mauritius 1st, Suez 20th, Alexandria 22nd, Malta 26th July. The *HTSC* dated 30 Jul reported arrival of *Panther* at Marseilles at 11 a.m. & departure of the mails for London at 3 p.m. Also departure of *Ripon* with the heavy portion of the above mails from Malta for Southampton on the 26th at 1 p.m.

5. *Oneida* carried supplementary Tasmanian mails – see note 4 above. Her arrival date has not been found.

6. Good passages by all three ships made this the fastest mail via Mauritius. The *POC* for 6 Aug reported arrival of the mail via Marseilles with dates to: Canterbury 4th, Nelson 7th, New Plymouth 9th, Otago 10th, Wellington 27th & Auckland 28th May; Hobart 13th, Launceston & Sydney 14th, Portland & Perth 15th, Williamstown Geelong & Melbourne 17th, Adelaide 18th, King George's Sound 24th June; Mauritius 9th, Aden 18th, Suez 25th, Alexandria 26th July. The *POC* for 9 Aug reported arrival of *Ceylon* with different mail dates for: Otago 10th, New Plymouth 17th, Napier 28th May; Wellington 4th, Nelson 5th June; otherwise as for the mails via Marseilles. This date discrepancy often occurred.

7. *Northam* went aground in the Red Sea, losing 5 days getting off and making good. Some of the mails were water-stained according to RL Askeland. The grounding is mentioned in Hoggarth & Gwynn, but with undamaged mails, so no markings were used[5]. The *HTSC* dated 3 Sep 1859 reported: "The *Valetta* arrived at Marseilles with intelligence of the loss of the steamer *Northam* on 20 August on the Nautilus Reef near Jeddah in the Red Sea. All passengers and the chief part of the Australian mails were landed on an adjacent island. Arrangements have been made to convey them to Aden in the *Benares* & *Cyclops* [HMS?], from whence they will come forward to Suez by the *Simla*." Landing of only "the chief part" of the mails would allow some part of the mail to become water-stained. The same paper a week later stated: "The following message has been received from Alexandria. "The *Northam* got off the reef at 3.00 a.m. on 25 August, and arrived at Suez on the 28th with all the mail and passengers. The damage was not so serious as reported. She started for Bombay at 5 p.m. on the 31st." Some 5 days were wasted at Alexandria. The *POC* for 14 Sep reported mail dates as: New Plymouth 21st, Auckland 25th, Otago 27th, Wellington 28th June; Hobart 13th, Sydney & Launceston 14th, Portland 15th, Melbourne Geelong & Williamstown 16th, Adelaide 18th July (no mention of Western Australia mails); Mauritius 8th, Aden 29th Aug. The *POC* for 19 Sep unusually gives the same dates for the mail just arrived at Southampton. London stamped "Via Southampton" mails on 19 Sep.

8. *South Australian Advertiser* of 17 Aug: "The mails for the contract packet close at 4 p.m. on Thursday 18th inst; but letters can be posted for a Supplementary mail via Glenelg until 7 p.m. upon payment of a late fee of 6d each." The Adelaide closing date was subsequently deferred until 19 Aug – one would have thought it could have closed at least a day later. *Salsette* was damaged by gales so was 3 days late leaving KGS. Mails arrived in London late on the 7th from Marseilles, and on the afternoon of the 14th from Southampton. The *POC* for 15 Oct reported mail dates as: Napier 26th, Otago 27th, Canterbury 29th, Auckland 30th July;

[4] POST 43/49
[5] *Maritime Disaster Mail*; p 34

Wellington 3rd, New Plymouth 4th, Nelson 6th, Portland Launceston & Hobart 13th, Perth 15th, Sydney 16th, Melbourne & Williamstown 18th, Geelong & Adelaide 19th, KGS 26th Aug; Mauritius 10th, Suez 28th, Alexandria 29th Sep; Malta 4th Oct. Either the Sydney date is a typo, or a supplementary mail was sent to Melbourne: the *Sydney Morning Herald* reported a mail for Melbourne per ss *Telegraph,* closing at 1430 on 16 Aug, but not described as a supplementary mail. The *HTSC* dated 15 Oct reported: "*Indus* arrived at Southampton on Friday with the Bombay & Australian mails. She left Alexandria on 30 September, Malta 4 October, Gibraltar the 9th. The mail was a very heavy one consisting of 240 bags and 17 boxes of letters and newspapers, including about 130,000 letters."

9. Mails reached London via Marseilles on the 6th, and via Southampton on the 10th. The *POC* for7 Nov reported mail dates as: Auckland 27th, Otago & New Plymouth 29th, Lyttleton 31st Aug; Wellington 2nd, Nelson 5th, Hobart & Perth 13th, Launceston 14th, Portland 15th, Sydney [sic] Melbourne Geelong Williamstown Queenscliffe & Adelaide 17th, King George's Sound 25th Sep; Mauritius 12th, Aden 22nd, Suez 28th, Alexandria 29th Oct; Malta 1 Nov. Note again the anomalous Sydney date – no supplementary mails found advertised in the *Sydney Morning Herald.*

10. Mails reached London via Marseilles on the 8th, and via Southampton on 14 Dec. The *POC* for 8 Dec reported dates as to: New Plymouth 23rd, Otago 27th, Canterbury & Auckland 28th, Wellington 30th September; Nelson 2nd, Hobart 13th, Launceston & Sydney 14th, Portland & Perth 15th, Geelong Melbourne Queenscliffe & Williamstown 17th, Adelaide 19th, King George's Sound 25th Oct; Mauritius 10th, Aden 21st, Suez 29th, Alexandria 30th Nov. The mails via Southampton were reported on 15 Dec with similar dates except: Napier 22nd, New Plymouth 30th Sep.

11. Mails reached London via Marseilles on the 6th, late at night, and via Southampton on 12 Jan at noon. The *POC* for 7 Jan 1860 reported mail dates as: Invercargill 21st, Auckland 26th, Otago & New Plymouth 27th, Canterbury 29th Oct; Wellington 1st, Nelson 4th Portland 12th, Launceston 14th, Hobart & Perth 15th, Sydney 16th [sic], Geelong Melbourne Queenscliffe & Williamstown 18th, Adelaide 19th, KGS 24th Nov; Mauritius 8th, Aden 19th, Suez 24th, Alexandria 27th Dec; Malta 2 Jan. The Sydney date, if correct, means there must have been a supplementary mail. The *POC* for 13 Jan, reporting the arrival of *Pera* gives the same dates. The mails appear to have been slow crossing Egypt. The *HTSC* dated 14 January reported: "*Pera*, Jamieson, with Bombay & Australia mails in charge of Messrs Roberts and Rablah, arrived on Thursday morning. She left Alexandria 28 Dec, Malta 2 Jan, and Gibraltar the 7th, and experienced strong gales all through the Mediterranean."

12. Mails reached London via Marseilles on the 4th and via Southampton on 9 Feb. The *POC* for 4 Feb reported mail dates as: Otago 26th, New Plymouth 27th, Auckland 28th, Canterbury 29th Nov; Wellington 2nd, Nelson 5th, Hobart 13th, Launceston & Portland 14th, Sydney 17th [sic], Geelong Melbourne Queenscliffe & Williamstown 19th, Perth 19th [sic], Adelaide 20th, KGS 15th [sic] Dec; Mauritius 9th, Suez 24th, Alexandria 26th Jan. The same publication dated 10 Feb, reporting arrival of *Delta*, gave the same dates. The Sydney date is actually correct: a supplementary mail left on the 17th per ss *Wonga Wonga*, & Melbourne reported: ""The closing of the mail is postponed until Monday [19 Dec]. The *Malta* will leave that day at noon to meet the *Wonga Wonga* at the Heads with the Sydney supplementary mail." The *Argus* for 17 Dec reported: "The *Malta* with the Australian mails leaves on Monday 19th inst having been delayed 2 days beyond the normal time by the late arrival of the *Colombian* with the October mails from Europe. The *Jeddo* was expected to be the incoming mail vessel, but she could not be made ready in time, and our old friend the *Colombian*, of whom we hoped we had seen the last, was despatched hither in a hurry from Suez." Kirk's Melbourne departure date of 17 Dec is clearly wrong in this instance.

1860 Homebound Sailings via Mauritius

Ship	Left Sydney	At Melbourne	Adelaide	At KGS	At Port Louis	Arrive Suez	Left Alex	At Malta	Arrive Mars	Arrive Soton	Notes
Columbian *Pera* *Valetta*	14 Jan	17/18 Jan	20 Jan	24/25	6/8 Feb	25 Feb	27 Feb 27 Feb	2 Mar 2 Mar	X 4 Mar	11 Mar	1 [53]
Salsette *Indus* *Panther*	14 Feb	16/18 Feb	20 Feb	24/25	8/9 Mar	25 Mar	28 Mar 28 Mar	1 Apr 31/1 Apr	X 3 Apr	12 Apr	2 [54]

Notes
1. Considering that *Colombian* was involved, a fast passage. Mails received at London via Marseilles on 6 Mar and stamped there that day; via Southampton on the 11th at 2.46 p.m. The *POC* dated 12 Mar reported mail dates as: New Plymouth 23rd, Napier 27th, Auckland 28th, Otago 29th, Lyttleton 31st Dec; Nelson & Brisbane 5th, Perth Portland Hobart Launceston & Sydney 14th, Melbourne Geelong & Williamstown 17th, Adelaide 19th, King George's Sound 24th Jan; Mauritius 8th, Aden 19th, Suez 26th, Alexandria 27th Feb; Malta 2 Mar.[6]
2. Mails received at London via Marseilles on 5 April, via Southampton on the evening of the 12th. The *Postal Official Circular* dated 6 April reported mails delivered via Marseilles yesterday, with dates of: Auckland & Otago 28th, Canterbury 30th, New Plymouth 31st January; Wellington 1st, Nelson 4th, Launceston & Sydney 14th, Hobart Portland Perth and another Sydney mail 15th, Adelaide 16th [sic], Melbourne Geelong & Williamstown 17th, Port Adelaide 18th, King George's Sound 24th February; Mauritius 9th, Aden 21st, Suez 27th, Alexandria 29th March; Malta 1 April. The same paper dated 13 April reported *Indus*'s mail with the same dates.[7] The Sydney mail of the 15th was probably carried by the ss *City of Sydney*, mails closed at 1430 on 15 Feb for Melbourne.

From this time onwards the route was altered to omit Mauritius, joining the India and China mails at Pointe de Galle, Ceylon. The P&O then settled into a steady service for the next 20 years, providing very little excitement for the postal historian on this route apart from the occasional machinery breakdown, until the Orient Line came onto the scene in the late 1870s, when things once again became interesting.

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1. Tabeart, Colin: Australia New Zealand UK Mails Vol 1 to 1880; the Author, Fareham 2011, ISBN 978-0-9548407-2-3
2. Kirk, R: *The P&O Bombay & Australian Lines – 1852-1914*; Postal History International, undated.
3. Maber, John M: *North Star to Southern Cross*; T Stephenson & Sons, Lancashire, 1967
4. Report of the Committee on Packet and Telegraphic Contracts, 1859. Vol VI

[6] POST 68/460
[7] POST 68/460

2661. 9d KANGAROO WHITE FLAW ADJOINING NORTH WEST COAST OF TASMANIA, POSITION 4R30   by Dudley Pusey (1759)

I have a copy of this variety in C of A watermark. Brusden White list in third and small multiple watermark, it should also be listed in Cof A as 29(4)q.

27(4)p q   DUDLEY PUSEY BSAP 1759

2662. AN OBSERVATION OF THE SUBSTITUTED CLICHÉS OF THE 1D KANGAROO AND A REQUEST FOR ANY FURTHER INFORMATION.   by David Adams (1066)

At the time of publication of the "1d Red Kangaroo and Map Series" book by David Adams, Bill Bell and Greg Pope in 2003/2004 there were four known substitutions on the 1d Red Kangaroo Plates.

EL 25 first reported by Ash & Bolton in 1981.

FL 19 & FL 20 confirmed by Adams & Pope in 2003.

GR 55 first reported by Adams & Pope in 2003/4. (The first substitution on a DIE IIa Plate which identifies almost certainly as being from Plate D - position DR 15)

These substitutions are all what we call an "early state" DIE II which does not have the breaks in the first lines above and below the N of ONE. This early DIE II state is to be found on Plate D and some postal stationary electros. The 1d Kangaroo Plates A & D were retired early from postal use and it is believed some were used for substitutions and postal stationary along with some others which were not used for actual postal purposes.

In the 1985 publication/book "Kangaroos - The Last Victorian Issue" by G.N.Kellow and the ACSC Bulletin 2007 supplement "The 1913 One Penny Kangaroo and Map" by Robert Vadas and Geoff Kellow various very comprehensive details about the 1d Kangaroo and it's printing and issue figures are given. Without much repetition here, it is suggested by G.

Kellow that it is likely that more than 20 substitutions could have occurred on the 1d Kangaroo Plates and therefore there are more to be found. Sold at auction some 5 years ago a pair of 1d Kangaroos were sold as "1d Red Dies II-I Horizontal Pair, the right-hand unit being DIE 1" substitution in a Die II Plate" - the existence of which had not been previously known. Claimed to be a new find and sold with an RPS of V Certificate (2013). Seen below.

Further to the above the writer has now discovered another pair which has recently been written up into his "1d Kangaroo Postmarks of Tasmania" collection.

7

"WESLEY VALE"

This pair : DIE II - Unplated at left, a Plate D (early state DIE II) and a
DIE II - Unplated @ right Plate E or F (later state DIE II)

**Not recorded previously, this is a new discovery and is almost
certainly a substituted cliché from Plate D.
The postmark itself has nothing to do with the fact that this is a
substituted cliché it just happens to have been found here.**

CDS Type 1 (solid stops)
Post Office opened 1.8.1880   Still open 1.1.2000

2663. WESTERN AUSTRALIA TAX MARKS: A REMARKABLE ITEM by Patrick Reid (1112)

I recently acquired on eBay the cover illustrated below. It is rather scruffy, but none the less remarkable. Why? Because it is a new latest date of use of the T15 tax mark by 47 years! After the change in the UPU regulations in 1907, there was no longer any real need for the T5 and T15 handstamps, as the doubling of deficiency meant that they were unlikely to be needed. Clearly someone in the Perth GPO thought otherwise and the handstamp was stored away. Throughout the period when the minimum deficiency was 30 centimes, when the exchange rate was 8⅓ to the penny, then 6⅔ to the penny and then 4 to the penny, there was no reason the have a T15 handstamp for outgoing mail. However, the change to 3 centimes to the penny meant that the handstamp could again be used for 2½d deficiency.
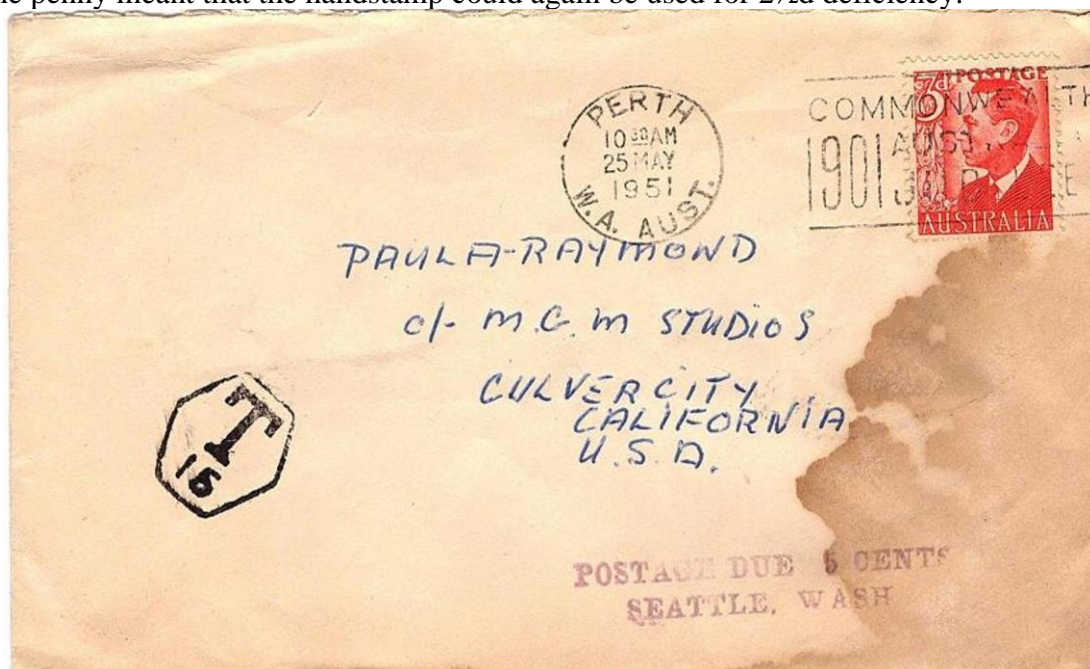
The cover was prepaid 3d, underpaid 2½d, so taxed 5 x 3 =15 centimes. The previous LRD was 1904 and this is dated 25 May 1951. I do not recollect seeing similar usage from any of the other states. I also note that there is no 15 centime value in the handstamps for the new boxed series introduced around 1947.

FROM THE EDITOR

Thanks to those who contributed articles, more of which are always welcome.

Brian Peace told me of the passing of Gary Brown FRPSL FRPSV on Saturday 14 September. He was Past President of both the Australian Philatelic Federation and RPSV, and a senior International judge.

The availability of the Bulletin archive on a USB stick opens up some possibilities such as incuding historic artocles in the Bulletin form time to time.

The spltting of the Bulletin anto three sections, each of an exact number of pages takes a disproportionate amount of effort for me and any successor. This was neessary before the News and Notes section was printed in colour, but is now only done because some members keep an archive, fom which they remove the News and Notes section. The USB archive should make this no longer neceesary. It may not be too far fetched to wonder whether domestic harmony may sometimes be enhanced by a reduction in bookshelf yardage devoted to philatelic material!

I therefore propose to have flexibility in section sizes when he USB sticks are available.
GJK

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