

# The Bulletin



The British Society of Australian Philately

*Founded 1933*

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FRONT COVER (INNER)	Not available	Not available	£270	Not available
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## **SECRETARY'S LETTER & NOTICES, EDITORIAL OPEN LETTER FROM THE SECRETARY**

We continue to live in confusing times. At first glance, the new regulation on meeting of groups would seem to threaten our AGM. However, I have talked to the Grasmere House Hotel and they have confirmed that it will be OK for our meeting to go ahead. That is unless there is a further change in the Government Rules. I am pleased to confirm that the cost of lunch will be £20, and that Tea and Coffee will be provided by the Society. I encourage a few more members to attend so that we can complete the necessary Society business. At this stage I would hope that it goes ahead, but if it does not, we have a backup plan to convert to a Zoom meeting. There is one important factor that we need to ensure our success, and that is a quorum (of 12 members). At present we are a couple short. Please do not arrive unannounced on the day as numbers will be restricted for Social Distancing and there will be no provision for feeding you.

The key business item for approval at the AGM is the Revision to the Society Rules. These have been updated to cater for the current situation along with other minor changes. Elsewhere in this issue you will find an additional Agenda item that concerns the Annual Convention. You will also receive by e-mail in early October a Proxy Form from the Hon. Treasurer to record your vote on these matters. Please return completed forms, either physical or electronic to me at [pge.reid@gmail.com](mailto:pge.reid@gmail.com) (or by post), NOT the Treasurer.

Virtual STAMPEX is going ahead, with a National One-Frame Competition. I found time to put together an entry (of Victoria, not Tasmania) and shall be interested to see how it fares. I will be producing a slightly broader-based article for the Bulletin.

The update of the website is progressing, and we have some drafts of new pages with a new look. It will be necessary to spend some time updating the text and adding some pictures so that we can improve the appeal and hopefully attract more members. There will be a "Members Area", capability to be agreed.

Please continue to keep safe and I look forward to being able to see some of you at the AGM. If we decide to cancel and use the backup plan, then we shall give members as much notice as possible.

**PGER 21/09/20**

### **Membership Secretary List of Changes to Membership Database – Notification 171 Period: 1 July 2020 to 31 August 2020**

*New members:* 1859 R. Benoist, London  
1860 Dr. M Cohen, ACT, Australia

*Changes & Corrections of address, Lapsed & Removed Members, Deceased, Resigned & Reinstated:* None Advised

## **MISSING – HAVE YOU SEEN IT? THE SOCIETY MEETING BOOK.**

If any member has (or knows the whereabouts of) the Society Meeting Book (Black cover with a red spine, which records attendance at our London meetings etc.) please will they get in touch with the Hon. Secretary urgently. It has been missing for some time. Records of meeting attendance have been kept, but it would be good to transfer them to the correct book. With thanks in anticipation.

(Editor's Note - *We have asked one or two "likely suspects" already!*)

PGER.

## **AGM – 28 OCTOBER - ADDITIONAL ITEM TO BE TAKEN UNDER “ANY OTHER BUSINESS”**

The following proposal has been received from Sandy Forbes (1174):

“With slight variations, now and again, our Society Programme consists of nine meetings in London and eight Regional meetings in Ringwood, Epsom and Exeter. This seems to satisfy the collecting and social nature of our members who live within a reasonable travelling distance of these events.

There is also our Annual Convention. How does this programme offer membership satisfaction to the other members who live out-with the close cluster of Regional Meetings? Is there an imbalance that needs to be addressed? One answer could be found in the nature of our Annual Convention which is not tied to any particular location and is seen by many members as the only chance they have to meet up with other members and feel part of the full Society.

An expansion of this answer could be to rotate the Conventional on a tri-annual basis between York, Chester and Nottingham to make the travelling arrangements more equitable for the majority of members who do not have the convenience of a nearby Regional Meeting. Add to that the establishment of a Convention sub-committee of local members who could vary the programme, keep it lively and encourage a greater participation in events.

With this in mind it is proposed that the 2022 Convention be held in York in accommodation that is more acceptable to a greater number of our members.”

*The Honorary Secretary, as the current Convention Organiser comments as follows:*

I know from the experience of a fellow Convention Organiser that it is not possible to find a suitable hotel in York that is within our “affordability” criteria. From my own researches I know there is no suitable hotel in Nottingham. The only hotel that we have used in Chester has been upgraded and would be, at best, on the upper margins of affordability. Looking at the geographic distribution of the membership, I believe that all of these venues would involve a longer journey for the majority of regular Convention attendees.

**PGER 14/09/20**

## EDITORIAL

Welcome to my second Bulletin as editor, and thanks to those who sent comments on receiving the August edition. In this edition I have worked through the majority of articles that Graham handed over to me on 15 June. I believe I have now included all the short articles that Graham handed over (bar one, where I have a query with the author), so, if you believe you have submitted something (before that date) and it has not yet appeared, please get in touch.

Broadly speaking articles will normally be published in the order received, subject to giving space to a range of writers and balance in the Bulletin as a whole. Apologies if I have not ironed out all the errors in this edition; as some of you know, my father, who had been in nursing care for well over 2 years following an accident and stroke within a few months died during the preparation, leaving less time than I had hoped for reviewing & checking.

We normally aim for 40 pages, but I have included 4 extra this time; starting as usual with the GV 1d varieties and including the concluding parts of two longer articles. As ever more material is always welcome.

**Alan Cross 21/9/20**

### **2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 62)** **by Gordon Monk, Bert Wajer and the late Paull Kaigg**

**Pane 5 # 32** *Note: Issued (by the article authors) May 2016*

1<sup>st</sup> State Normal

**2<sup>nd</sup> State 1914 (2<sup>nd</sup> Printing) – Final**

- 2a Bottom Left Corner. At the end of the print run a compartment dot appears ½mm below BF and ¼mm from LF, inconstant.
- 2b Top Left Corner. Shaved for 1½mm into TLC on 54% of sample, very variable.
- 2c Top Left Corner. At the end of the print run a compartment dot appears on the LF level with TF. A 1½mm long compartment line over TF, starting ½mm from TLC and ½mm above TF, inconstant.
- 2d Top Frame. Weak or broken just left of the cross on 54% of sample.
- 2e Top Right Corner. At the end of the print run a compartment dot appears over the corner in line with RF, inconstant.
- 2f Right Frame. At the end of the print run compartment marks appear between R35 and the Emu's tail, inconstant.



2f

Note Without compartment marks only collectable in multiples.



2a



2b, 2c



2d variations



2e

**Pane 5 # 33**

**1<sup>st</sup> State Proof – July 1914 (1<sup>st</sup> ½ of 1<sup>st</sup> printing).**

- 1a Shade Lines. ¾mm break under RVS in 3<sup>rd</sup> line from bottom 3mm from RF. Very variable and inconstant.
- 1b Shade Lines. ¼mm break under RVS in 2<sup>nd</sup> line from bottom 4¼mm from RF. Usually shows as a notch in the upper side of the line, very variable and inconstant.
- 1c Bottom Left Corner. Compartment mark appears off the corner in mid print run, inconstant.
- 1d Top Left Corner. Compartment mark appears off the corner in mid print run, inconstant.



1c



1d



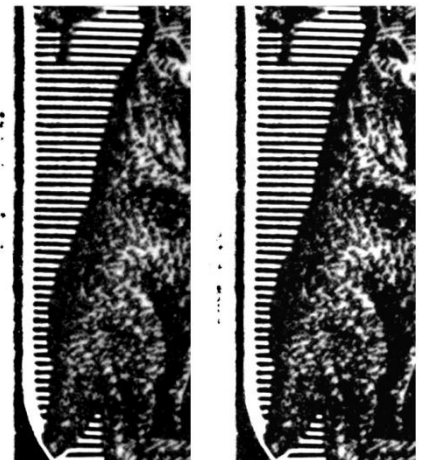
1a, b variations

**2<sup>nd</sup> State July 1914 (2<sup>nd</sup> ½ of 1<sup>st</sup> Printing) – Final**

*Note: Issued May 2016*

1a, b as before. 1c, d altered.

- 2a Bottom Left Corner. At the end of the print run a compartment dot appears below BF and in line with LF, inconstant.
- 2b Left Frame. At the end of the print run *faint* compartment marks appear either between L58 and L73-74 or between L72 and L82-83, inconstant.
- 2c Top Left Corner. At the end of the print run a *faint* compartment dot or two dots appear off the corner or around the corner, inconstant.
- 2d Cross. Slightly dished on 48% of sample, variable.
- 2e Top Frame. Abrupt curve on inner edge of frame just left of right v-scroll on 64% of sample, variable.
- 2f Top Right Corner. At the end of the print run a curved compartment mark appears over the corner, variable and inconstant.

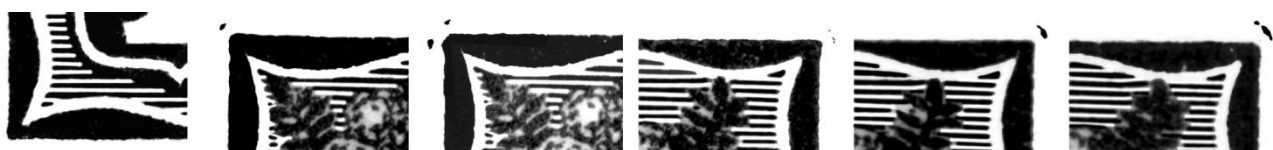


2b variations



2d, e

Note More information required on compartment marks, states 1 and 2.



2a

2c variations

2f variations

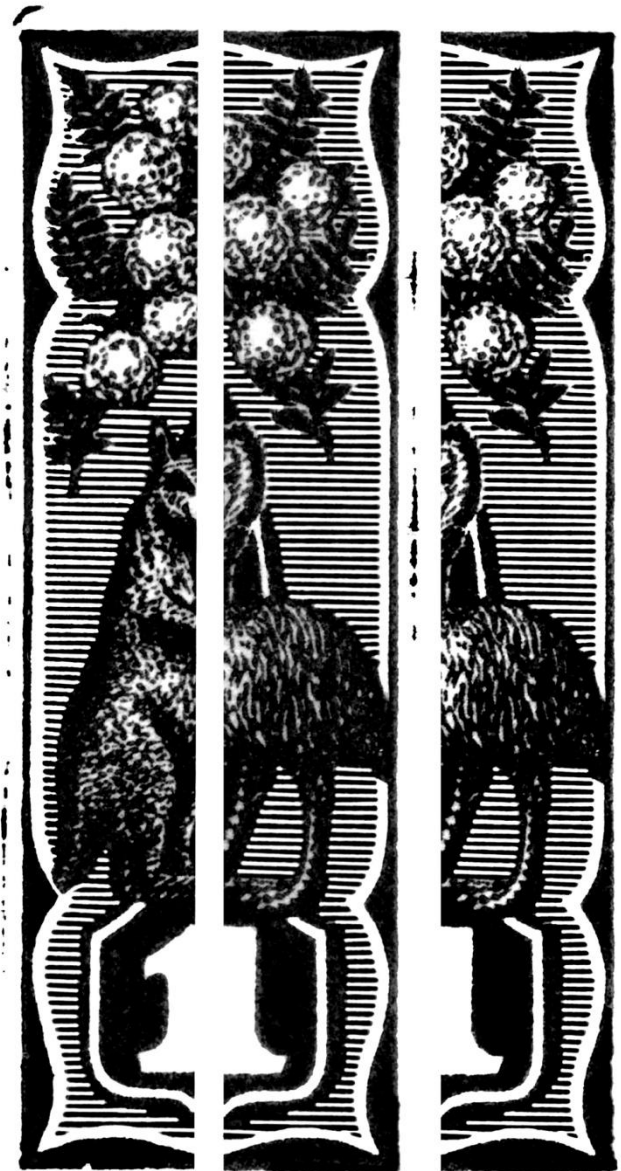
**Pane 5 # 35**

1<sup>st</sup> State Normal.

*Note: Issued May 2016*

2<sup>nd</sup> State July 1914 (2<sup>nd</sup> 1/2 1<sup>st</sup> print run) – Final

- 2a Bottom Frame. Shallow 1/2mm dent starting 1 1/2mm from BLC, variable and inconstant.
- 2b Bottom Frame. Shallow 1/4mm dent found early in the print run starting 2 1/4mm from BLC, quickly inked in and therefore inconstant.
- 2c Left Frame. Faint random compartment marks appear later than those in 2g between L29 and L106/7, inconstant and not necessarily appearing together or in any order.
- 2d Top Left Corner. As the print run progresses the corner gradually become bulbous, variable.
- 2e Top Left Corner. A curved compartment mark appears late in the print run over the corner, inconstant.
- 2f Cross. Top slightly dished with TLC raised, found on 71% of sample, variable.
- 2g Right Frame. Very late in the print run faint compartment marks appear between R24 and R69. Later more faint marks appear between R21 and R86, variable.



2a, c, d, e

2g variations

Note More information required on the development of compartment marks.



late 2a

2a, b variations



2d variations



2f variations



**2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part 9 by Ian Spencer (999)**

**Part Q: Tasmanian Passenger's Luggage and Parcel Labels {Concluding Part}**

**Type Q31**



**Type Q32**



**Type Q31**

Size 108 x 73 mm. Very similar to type Q25, but without a station name. There is a 17.5 mm gap between the top of the label and the start of the text, and there is no faint line present.

Station Recorded

Un-named

**Type Q32 (Provisional)**

Two copies of this provisional type have been seen. The top three lines of text are the same as types 24-26, but the station name (Burnie) looks like it is hand-written, but both examples look identical and both have the dot below the "M" of "Department". They are in slightly different shades of dusty pink and both are the same width at 108 mm. One example has been miscut, height measuring 69 mm at left and 66 mm at the right. The other example is cut square.

Station Recorded

Burnie

**Type Q33**



**Type Q34**



### **Type Q33**

Size 108 x 70 mm. unusually the station name (Conara) is placed centrally with thick 14 mm lines above and below it. This is in a thick text, with flat-topped “A”s, similar to Type Q6. “Transport Department” is sans-serif and 76 x 3 mm, with “(Railway Branch)” being 40 x 2 mm, in a different font, based the letter “R”s “Passenger’s Luggage” (76.5 x 4.5mm) is in a seriffed font,

#### Station Recorded

Conara

### **Type Q34**

Sizes 102.5 -105 x 61-70 mm. Further type with the station placed centrally. “Transport Department .is the tallest seen (75 x 4.5 mm), with letters with pronounced, pointed serifs. “(Railway Branch)” is in the same font (42 x 2mm). Station name is in a seriffed font (9mm high) and “Passenger’s Luggage” is 75.5 x 4.5 mm.

#### Stations Recorded

Campbell Town (pale yellow paper) Size 105 x 70 mm

Wynyard (pale yellow paper) Size 102.5 x 61 mm.

### **Part (3) Transport Commission**

Railway Parcel stamps headed “Transport Commission” were first issued in January 1976, so that Passenger’s Luggage labels with this heading would have been introduced around that date, as existing stocks were used up. Only five types headed “Transport Commission “are known, probably reflecting their short period of use.

#### Type Q35



#### Type Q36



### **Type Q35**

Size 106 x 65 mm. “Transport Commission” is sans-serif and measures 71 x 3. mm.”(Railway Branch)” is 40 x 2 mm, and is in a different sans-serif font, “Passenger’s Luggage” (77.5 x 4.5mm) is in a seriffed font, with thick 14 mm lines above and below it. Station name is 9mm high, with letters with medium serifs

#### Station Recorded

Colebrook

## Type Q36

Size 101 x 69 mm. At 42.5 x 2.5 mm, “Transport Commission” is much smaller. ”(Railway Branch)” is 40 x 2 mm, and is in a different sans-serif font, “Passenger’s Luggage” (77.5 x 4.5mm) is in a seriffed font, with thin 15 mm lines above and below it. Station name is 12 mm, with upper and lower case letters.

### Station Recorded

Westbury

### Type Q37



### Type Q38



## Type Q37

Sizes 101.5 -107 x 62.67 mm. “Transport Commission” has small serifs and measures 60 x 3. Mm.”(Railway Branch)” is 40 x 2 mm, and is in the same font, “Passenger’s Luggage” (76.5 x 4.5mm) is in a seriffed font, with thick 14 mm lines above and below it. Station name is 9mm high, with letters with medium serifs

### Stations Recorded

Campania (very pale pink paper)	Size 107 x 69 mm.
Campania (white paper)	Size 105 x 63.5 mm.
Derwent Park (pale yellow paper).	Size 101.5 x 64 mm.
Ulverstone (pale yellow paper)	Size 104 x 62.5 mm.

## Type Q38

Size 105 x 63 mm. For use at smaller stations. Identical to Q32, but without station name.

## Part (4) Australian National Railways

On 1<sup>st</sup> July 1975 the Tasmanian Government Railways were transferred to the Commonwealth (Australian National Railways Commission), although Tasmanian Railways parcel stamps were exclusively used until 1<sup>st</sup> July 1977. The last passenger train from Wynyard to Hobart ran on 18th July 1978. Evidence of a very limited passenger service comes from the website of International Steam.

(<https://www.internationalsteam.co.uk/tales/islandtales09.htm>)

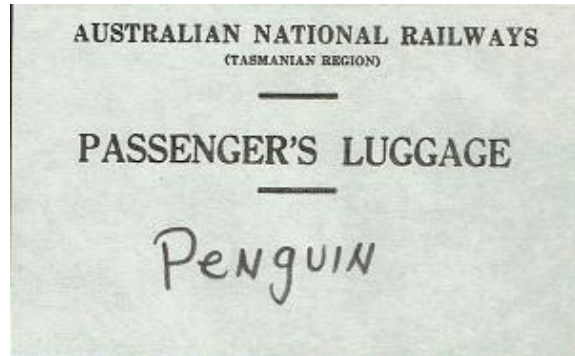
“In the first days of 1964, the “West Coaster” was withdrawn for good; from then on, the Emu Bay Railway’s only provision for passengers took the form of a couple of coaches hooked on, twice weekly, to the general freight working out of Burnie early in the morning, and its return. This meagre passenger service continued, remarkably, until 1983 – though the

trains' outer terminating point receded over time." Whether this had a service for parcels and / or passenger's luggage is not known.

### Type Q39



### Type Q40



### **Type Q39**

Sizes 103-105 x 63 mm. These have "Australian National Railways" (size 82 3 mm) in a font with medium serifs, over a much small "Tasmanian Branch" (27 x 1.5mm) "Passenger's Luggage" (76.5 x 4.5mm) is in a seriffed font, with thick 14 mm lines above and below it. Station name is 9mm high, with letters with medium serifs

#### Stations Recorded

Devonport (pale blueish green paper)	Size 103 mm wide
Ulverstone (very pale pink paper)	Size 104.5 mm wide
Ulverstone (orange yellow paper)	

### **Type Q40**

Identical to Type Q34, but the printed station name is omitted. Size 101 x 63 mm.

#### Station Recorded

Penguin – in manuscript (white paper)

## **Part 5 Tourist Passenger's Luggage Labels**

These are in a completely different format – circular and 102 mm in diameter -these large labels must have been printed before 1976, as they show "Transport Dept." around the edge. Known only for five principal stations

### **Type Q41**

#### Stations Known

Devonport	- outer circle and island in yellow, grey background
Launceston	- outer circle and island in purple, grey background
Burnie	- outer circle and island in white, grey background
Hobart	- outer circle and island in white, green background

These last two stations have only been seen as internet images

### Type Q41



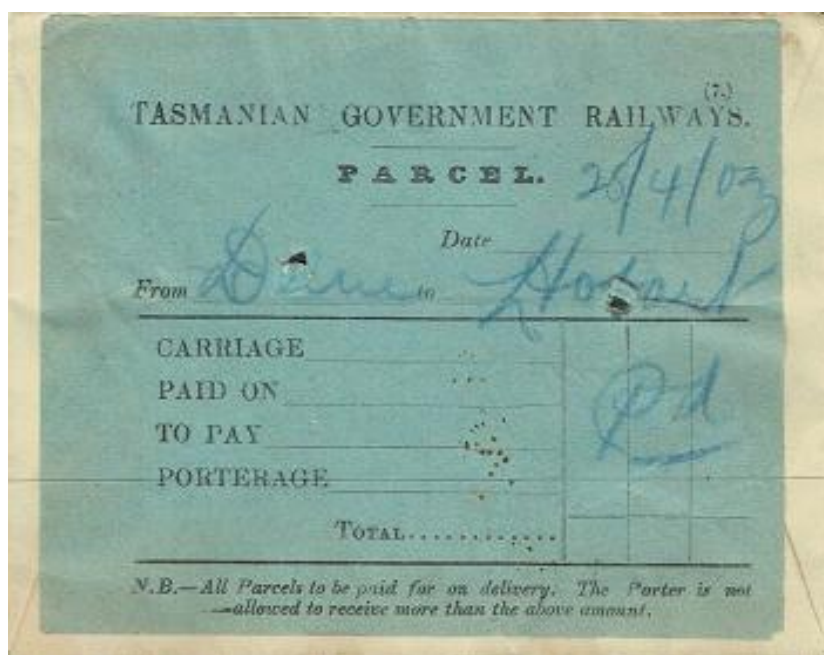
### **Part (6) Railway Parcel Labels**

Railway parcel stamps are well documented, although many of the early types are elusive. Interestingly, the first parcel stamps of 1886 were inscribed "Passenger Ticket". To date, very few types of Tasmanian Railway Parcel labels have been found.

### **Type Q42**

Size 107 x 82 mm. Dated 26<sup>th</sup> April 1903, this label has been sent from Deloraine to Hobart on the back of a letter addressed to "Tattersalls, c/o Mr Geo Adams, Hobart, Tasmania". The contents would have been lottery tickets, which could not be sent by post, as this was run by the Federal Government, who wanted to suppress the lottery. Sales of these Tattersalls lottery tickets were vital to Tasmanian State funds. Most known examples come from this source.

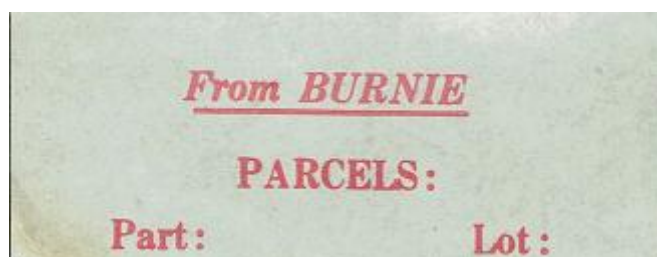
### Type Q42



### Type Q43

Size 111 x 44 mm. This unusual label is the only other type of Tasmanian parcel label seen to date. Used from Burnie, it was meant to accompany a batch of parcels, sent to other (unnamed) stations. It has no parallel for use in the mainland states.

### Type Q43



### Conclusions

A total of 43 different types of railway luggage and parcel labels have been found so far for Tasmania – more than for use within any mainland state. It is even more unusual in that only two of these relate to parcels. Apart from the large “Tourist” labels, none have come from the two largest centres of population – Hobart and Launceston. Many of these examples will have come from remainders, either when a type became obsolete, or from when passenger services ended. The reasons for use of different coloured papers are not known, sometimes even for a single type and for the same station. As they were printed in quantities of up to 20,000, the survival rate must be low – some printings were only 1000. More than half of the known examples have additional information at lower left. Patterns found on the examples seen have enabled some parts of this information to be de-decoded, but other parts are still a mystery.

## *Acknowledgements*

The author would like to thank Peter Allan (PA), Editor of the Tasmanian Philatelic Society for providing additional types for inclusion in this article. Additional examples were seen during a visit to the Australian National Railway Museum (ANRM), Port Adelaide in 2019. Especial thanks go to Gabrielle Sexton, Curator – Collections for enabling access to their archives.

If you are ever in the Adelaide area, the ANMR is just a short train ride out of the centre, and well worth a visit. For me, the highlight was seeing all the different parts of the “Tea and Sugar” train of the Trans-Australian Railway, taking a mobile shop and butchers to the far-flung places along the route. When you see the size of these carriages for real, you can gain an understanding of how long these trains actually were. Below is an artist’s impression

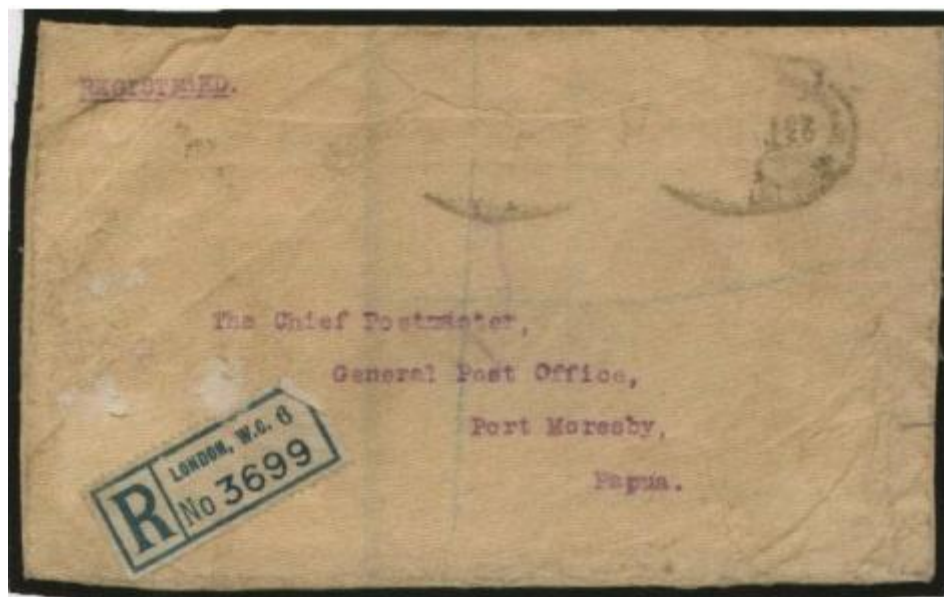


**2675 CITY OF KHARTOUM FLYING BOAT RUNS OUT OF FUEL; ONLY PILOT SURVIVES Part 4 by Brian Peace FRPSL (395)**

*Editors Note: As previously advised this article has been reformatted, and in part re-typed, as it was originally published elsewhere.*

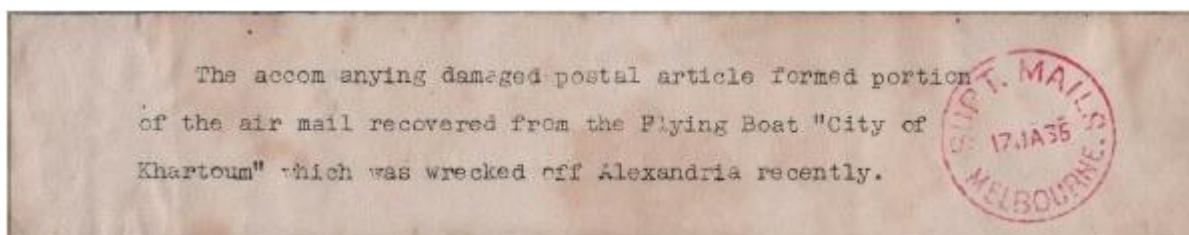
**Mail for Papua**

One letter is recorded to Papua. This registered item was processed at the Melbourne GPO, and had a duplicated slip adhered by one edge.



Cancelled **REGISTERED 23DEC35 LONDON**, back-stamped **PORT MORESBY 6FE36**

The duplicated slip bears the circular date-stamp **SUPT. MAILES 17JA36 MELBOURNE**.



The first record of this cover was in *Australian Stamp Monthly* on 1 April 1936, when an anonymous correspondent wrote a letter to The Editor, describing the cover and registration label in detail. It then appeared in the D Watts collection, and on 12 October 2012 appeared as lot 785 in the Prestige Philately auction.

**Mail for New Zealand**

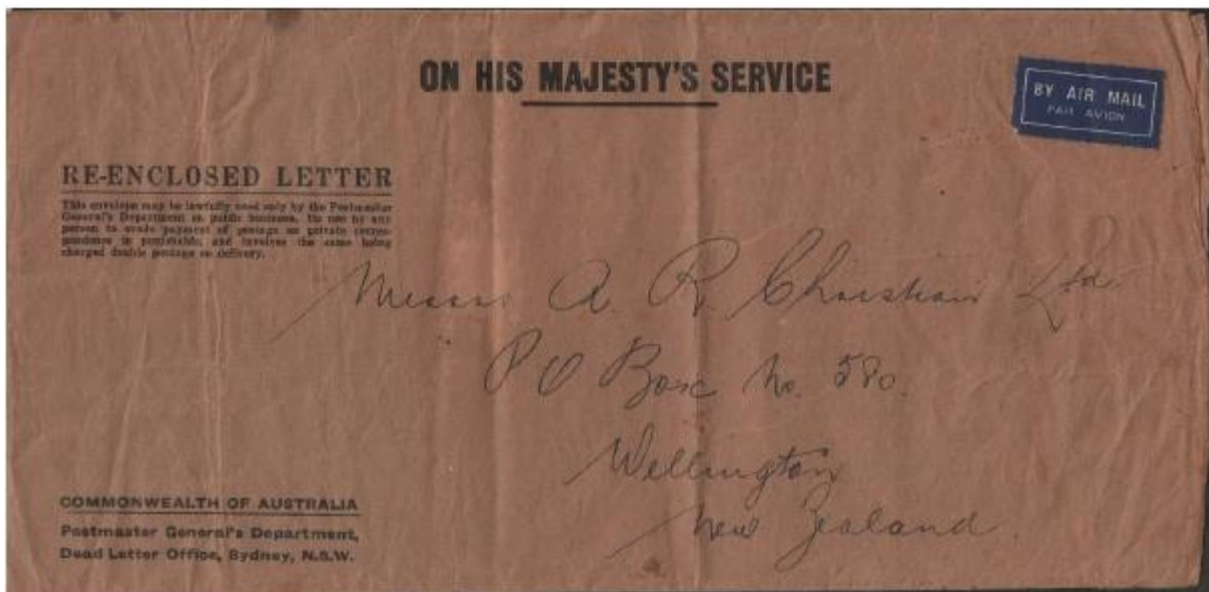
Mail for New Zealand was processed both at Sydney and Melbourne. In order to establish whether there was a pattern which explains the division of the New Zealand mail, various theories were examined.



All seven examples of New Zealand mail from the UK which I have examined were treated in Sydney. The three examples from overseas were treated in Melbourne. Whilst this sample of eleven covers is insufficient to enable a categorical assertion to be made, it seems likely that the reason for this split was due to European mails being bagged separately from UK mails.



Cancelled **STAMFORD 24DE35 LINCS** to Wellington, New Zealand  
With four stamps missing, this was at least a double letter



Sydney Ambulance Envelope used for previous cover: size 308 x 150mm



Cancelled LEIPZIG



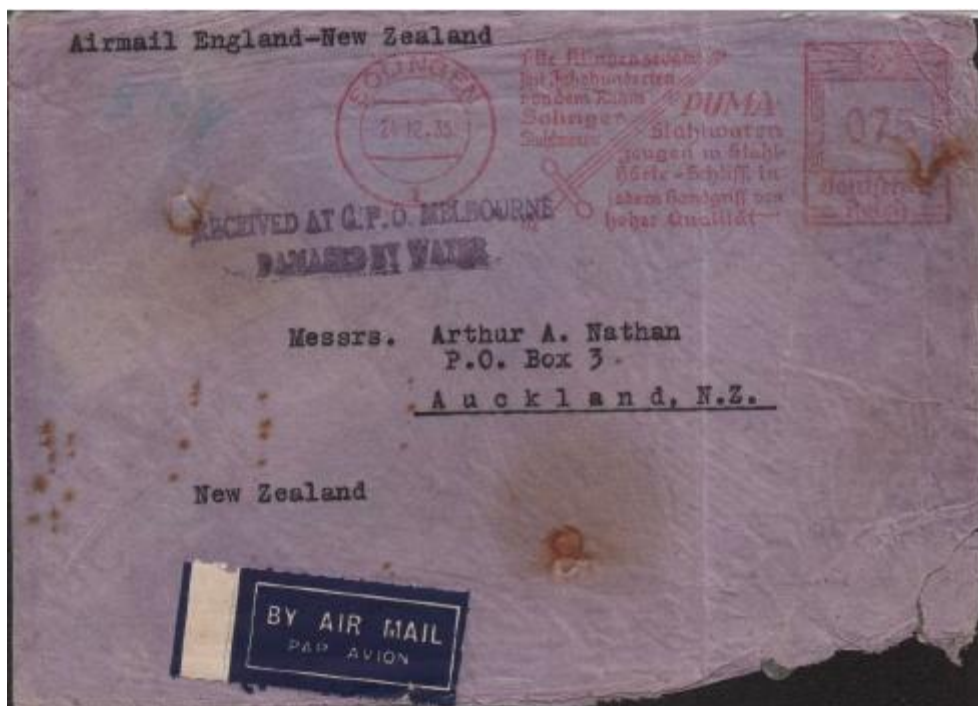
Cachet on reverse



Melbourne GPO Ambulance Envelope: Size 198 x 97mm. Mail 76 label size 143 x 25mm



On Reverse



Meter cancellation SOLINGEN 24.12.35 to Auckland



Reverse of cover from Solingen to New Zealand  
**MELBOURNE 4-P20JA36**

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The Argus (Melbourne): 21Jan p4

Daily News (Perth): 20Jan p4, 22Jan p4

Examiner (Launceston): 17Jan p7, 18Jan p1

Kalgoorlie Miner: 2Jan p5, 6Jan p5, 20Jan p1, 21Jan pp4-5

Mirror (Perth): 18Jan p5

News (Adelaide): 16Jan p4, 17Jan p7

Port Lincoln Times: 24Jan p1

Sunday Times (Perth): 5Jan p1

Sydney Morning Herald: 14Jan p8, 15Jan pp15-16, 17Jan p9, 18Jan p16

Western Argus: 21Jan p25

**2683. ANOTHER VARIATION TO THE PARTLY MISSING OLIVE-GREEN COLOUR ON THE 4C 1966 CHRISTMAS ISSUE, BW 471 (1).**  
by Richard Guy ACCNSWF (1616)

There are two types of partly missing olive-green recorded in BW for the 1966 Christmas issue, and this paper now presents a third.

The major example of missing colour after BW 471 is illustrated as 471cc in BW. This author has two different examples of this type, plus examples of the second type. See figure 1. The second type is mentioned in note3 after BW471, and describes how the partial omission of the colour occurs on the right side of the stamp behind the word AUSTRALIA. (A similar occurrence of partially missing blue is found on the 70c Barrier Reef stamp of 1976 for those interested. See BW 751ca).



**Figure 1. The two recorded examples of partly missing olive-green from the 1966 Christmas issue.**

A new variation has been found in the author's collection with two joined horizontal strips of five showing the colour weakened. See figure 2. All ten stamps are affected, with the top row stamps additionally showing weakness in "Lance Stirling" and "RBA" under the bottom frame.

I am unsure how this happens. It is a bit like a doctor blade flaw, except removing colour instead of adding it. Does anyone have any suggestions?



**Figure 2. Ink stripping of olive-green across the ten stamps.**

Reference 1. The Australian Commonwealth Specialists' Catalogue Decimals 1 1966-1975, published by Brusden-White Sydney NSW in 2002, edited by Geoffrey Kellow. See pages 9/104-5

**2684. 22c WHITE-TAILED KINGFISHER FROM 1980 FOUND WITH PARTIALLY MISSING OLIVE-GREEN AT TOP by Richard Guy FACCCNSW (1616)**

The author has a single mint copy showing the olive-green colour missing across the top of the stamp. See figure 1. The void varies in thickness from 7mm to 8mm from top to bottom. The other colours were then printed on top of the colour void, as they were printed after the olive-green. It should be listed in the next edition of BW.

My records show that a pane of thirty stamps were offered by Philas in February 2004 with six stamps showing this error of partly missing olive-green. It seems this pane was later broken down. (My records also add that this author forgot to bid on this item!!).



**Figure 1. The void in olive-green across the top of the stamp.**

The author recalls a missing brown colour for this Kingfisher stamp that was described/discovered after the 2002 edition of BW (1), so it is not yet listed. See figure 2. It is worthy of listing in the next Decimal edition of BW. This is just added to this paper for completeness



**Figure 2. The 22c Kingfisher with missing brown (the rocks) on the first stamp in a row.**

The author also has in his collection a block of eight stamps showing an offset in all colours on five of the stamps, with two others showing half an offset. See figure 3. This too should be listed in BW.

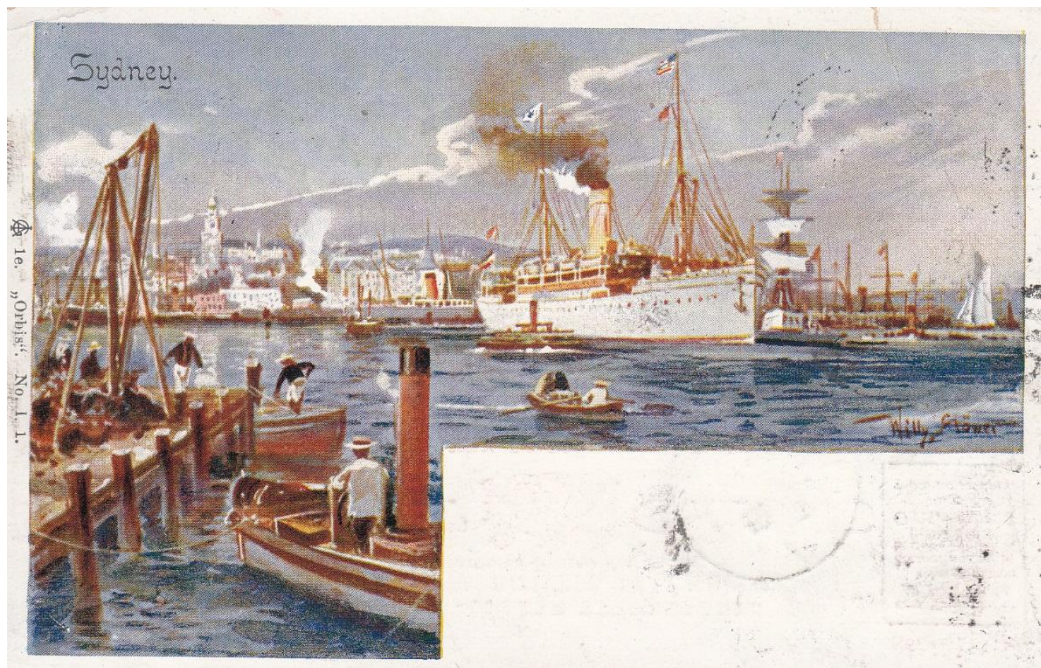


**Figure 3. The 22c Kingfisher offset piece.**

Reference 1. The Australian Commonwealth Specialists' Catalogue, Decimals 11 1975-1991, printed by Brusden White of Sydney NSW in 2002, edited by Geoffrey Kellow. See pages 498-9.

**2685. A TRIP AROUND THE WORLD by Patrick Reid (1112).**

It is amazing where this hobby takes one. Investigation of a postcard opened up a world that I had no idea existed. Recently Christine asked me to see whether I could find out more about a postcard of Sydney that she has. It is illustrated (front and back) at Fig. 1 and Fig. 2



**Fig. 1**

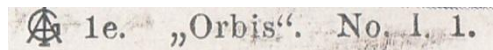


**Fig. 2**

Christine had been struck by the similarity of the reverse of the card to The NSW Stationery Card with a waratah on it. The wording is identical, but there is no indicium, just a box for the stamp to be affixed.



The front of the card is inscribed at left with:



Deciphering this opened up a whole new world. The first thing was to identify the monogram at the left of the inscription. Thanks to Des Beechey of the Tasmanian Philatelic Society, I had been put in touch with Helfried Luers who edits a journal called “The Postcard Album” (TPA). He had assisted me to identify the monogram on another of my postcards, so I asked him. The monogram (or trademark) is that of “International Ansichtkarten Gesellschaft” of Berlin.

It seems that 1e is the number/letter in the series (New York is 1d) and “Orbis” is the name of the series of cards. Not enough cards have been found to establish what the I.1 on the right means

From previous research written up in TPA, he was able to tell me that this company offered a service whereby customers could request a card that would be sent to them from the place depicted on the card. Evidently these cards are scarce, but others have been found from, Adelaide, Brisbane New York and Tasmania. The service offered to subscribers was delivered using specialist cards printed by the company, usually featuring a painting of the subject city by a well-known artist.

A posting of the images on the BSAP Facebook page yielded three examples of a Brisbane card, one from Ian McMahon and two from Dave Elsmore. These are from the same publisher, but a different series as they are “Atlas” cards.



The images above are of the same card, but the left hand one is in a reflective cover. Note that the card on the right is festooned with Australian stamps and one from Papua. The reverse of the cards is also interesting.

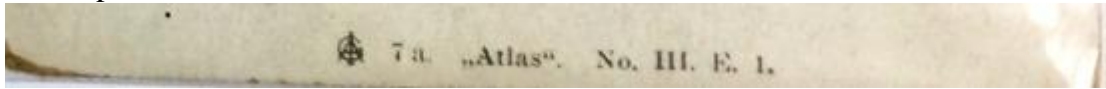


This card has no stamps on the address side, but “Stamps other side” in manuscript. The card has been registered, but the postage on the front totals 6d, which is an overpayment of 1½d, or 1d if the Papua stamp is discounted. It is addressed to Vienna and bears a Naples transit. Based on the information on TPA, this is a late usage, as anything after 1900 is hard to find.



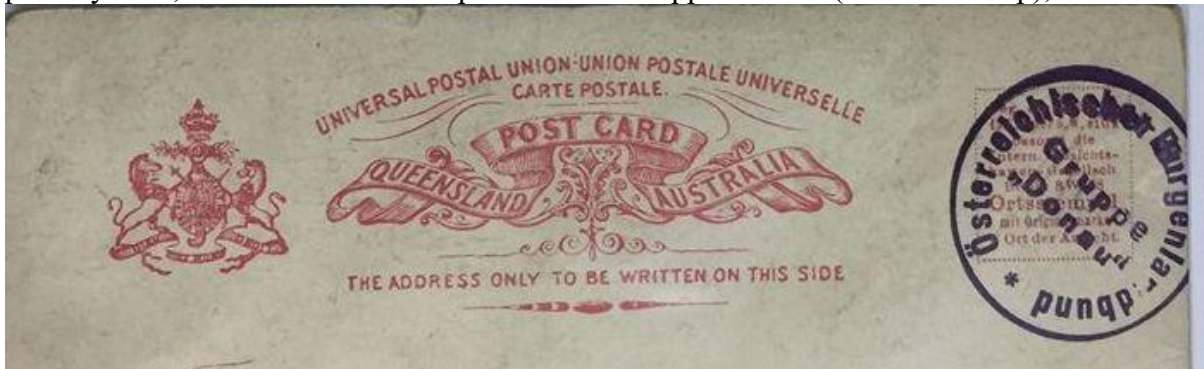
The back of the left-hand card is equally interesting as it is addressed to IAG with a handstamp and Berlin has been added in manuscript. It is dated much earlier - 1900.

The imprint at the foot of the card is:



The card is numbered 7a in the “Atlas” series and on the right is No. III E 1. Note that the 7 is repeated on the face of the card to the right of Brisbane.

There is further interesting information on the second card held by Dave Elsmore, as it is not postally used, but bears a handstamp inscribed “Gruppe Donau” (Danube Group);



There is also Oesterreichischen Burgenland around the edge. As IAG was known to have an Austrian office in Vienna, perhaps this was a card purchased from there. The handstamp signifies a walking group (or similar) in the Burgenland, which is significant, as this is the territory that was gained from Hungary (after a plebiscite) after the First World War. So this postcard was available after 1921.

## 2686 NSW RELIEF DATE-STAMPS “POST OFFICE N<sup>o</sup> 1” & ”2” UPDATES by R. BUCHKO ACCCF (1219)

### Introduction

An addition to my collection resulted in a find of a previously unlisted NSW date-stamp. Also, browsing Abacus’ Auction 240 revealed the earliest known usage of a second NSW date-stamp.

#### “POST OFFICE N<sup>o</sup> 1” - new discovery

While recently browsing Ebay’s 3d Roo listings/scans, to potentially add to my ongoing flaw research articles, I found a stamp with a postmark that immediately grabbed my attention since it was related to my interest in NSW relief date-stamps. The strike was an early relief usage prior to the introduction of the cut-downs (see Figure 1).

The date-stamp is inscribed with “POST OFFICE” in an arc at the top and “- N.S.W N<sup>o</sup>1 -” in an arc at the base. The small diameter postal implement had no space for time-wheels. The central dateline had been set to: “-2JL.13”.

#### “POST OFFICE N<sup>o</sup> 2” - new earlier usage date

In an Abacus Auction 240 lot, containing various NSW relief usages, I noted a 1d Roo with an example of a “POST OFFICE N<sup>o</sup>2” strike. Upon receipt of a higher resolution scan,

courtesy of Abacus, it was evident the postmark was similar to Tobin’s illustration and identical to the type depicted by Cowley and Peck.

It has time wheels and is configured “N<sub>2</sub>” as per Cowley and Peck’s altered Tobin example (see Figure 2). The date-line reads: “8P■31MY.13”.



*Figure 1*



*Figure 2*

**NOTE - Colours “enhanced” using “Photoshop” for greater legibility**

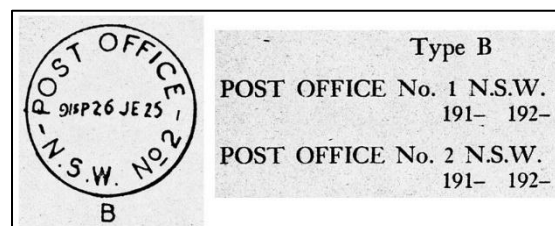
#### Relief references

I have six sources of background information on New South Wales relief date-stamps in my reference library. In chronological order they are: Leek (1951), Stobbs (1955), Barnes (1963-4), Leek (1965), Tobin (2001) and Cowley & Peck (2015).

Cut-down reliefs were in use until the early 1960s and definitive reliefs until the late 1980s. Discoveries are still occurring. Tobin’s articles were the first authoritative and comprehensive ones until Cowley and Peck included Tobin’s original articles while updating dates of usage in their monograph.

#### Leek (1951) Relief listings

There is a section allocated to both “POST OFFICE N<sub>1</sub>” and “N<sub>2</sub>”. The manufacture date was not noted and the period of usage indeterminate/incomplete. Only “N<sub>2</sub>” was illustrated and it was, albeit, incorrectly shown with a period after the “W” of “N.S.W”. I believe this is an oversight of the author. The listing is shown in the excerpt in Figure 3 (the illustration of the date-stamp was edited to accompany the tabulated data).



*Figure 3*

Stobbs (1955) Australian Commonwealth Relief Postmarks

The first section documenting NSW reliefs does not mention any “POST OFFICE N<sub>1</sub>” or “POST OFFICE N<sub>2</sub>” date-stamps.

Barnes (1963-64) Relief Date Stamps – New South Wales

This series of articles only dealt with the definitive relief date-stamps.

Leek (1965) Relief listings updated

A similar listing to the his initial 1951 article. Although the periods of usage remain undetermined the illustration of “N<sub>2</sub>” was corrected by removing the period following the “W” of “N.S.W”.

Tobin (2001) Observation on the first dedicated NSW Relief date-stamps

In his ACCC Bulletin article, “Chapter Two – RELIEF DATE-STAMPS”, Tobin presents a strong case for the release of the first dedicated NSW relief date-stamps during 1914 coinciding with the termination of the numeral obliterations. An excerpt from the article is shown below (Figure 4). His accompanying illustrations (not to scale) are shown in Figure 5. No dimensions were provided.

The First Relief Date-stamps, 1914.

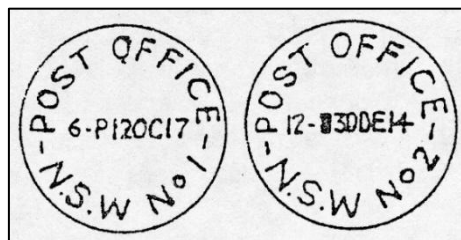
A further reason for having relief stamps available was to provide for temporary Post Offices which did not warrant the manufacture of a date-stamp for only a few days. It was this particular need in fact, which led to the first two specifically made Relief stamps. These were engraved by Miller and Morris of Sydney in the first half of 1914 and read "Post Office" at the top and "N. S. W No. 1" or "N. S. W No. 2" at the bottom. (See Figs. 1 and 2). These were not restricted to temporary Post Offices however, but were available for the whole range of Relief purposes.

*Figure 4*

Note the following:

1. the two are identically designed
2. the datelines of both date-stamps included time-wheels
3. the “o” of “N” is circular shaped
4. there appears to be no special character beneath the “o” of “N”
5. no space or blank quad (□) between the month and year wheels.

Along with several other characteristics, the last 4 preceding observations differentiate Tobin’s two date-stamps from the one shown in Figure 1.



*Figure 5*

Cowley and Peck (2015) Included an edited version of Tobin. Tobin’s previous relief articles were incorporated in their entirety in the 2015 publication. Without any appended comments, the illustrations of Tobin’s 2 “POST OFFICE” strikes have been corrected/alterd slightly.

While completely replicating the strike, a dash/hyphen has been added below the “°” of “N°” of both date-stamps (see Figure 6). They now appear similar to the strike shown on the stamp in Figure 1.

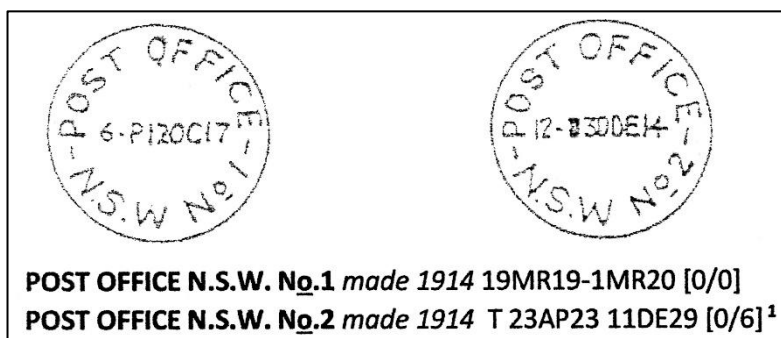


Figure 6

Notwithstanding the observed dates of usage, we see that the authors agree with Tobin regarding 1914 as the year of manufacture. The earliest date for “N°2” is noted in a footnote as “31JA14” as seen in a strike from the Bruce collection. Strangely, the dates Tobin used in the illustrations have not been included in their usage census. The depictions of the two date-stamps are correct.

### Summary

A new type of the “POST OFFICE N°1” date-stamp has been found that pre-dates a similar one initially documented by Leek (1951) and confirmed by Tobin (2001). It was used earlier and differs in design by having no time-wheels in the dateline along with an oval shape “°” in “N°” as opposed to a circular-shaped figure “\_” in its successor. Based on these differences it’s obvious the new date-stamp was not modified to produce its successor.

A “Type 1” date-stamp will have a simplified dateline while a “Type 2” will be one with time-wheels. Now we have conclusive proof “N°2” was used mid-1913 prior to the 1914 manufacture date revealed by Tobin (2001) and confirmed by Cowley & Peck. Table 1 below compiles the new information available on the two date-stamps shown in figs 1 and 2.

Since there is no example of a complete strike of the “Type 2” date-stamp in my collection I’ve had to assume its diameter to be the same size as the “N°2”.

		Dimensions (mm)			
Date-stamp	Type	Diameter	Letter Height	Comments	Period of usage
“POST OFFICE N°1”	1	27.1	3	The “°” in “N°” is oval in shape	-2JL13 - ?
“POST OFFICE N°1”	2	29.2?	3.3?	The “°” in “N°” is circular in shape	12OC17 - 1MR20
“POST OFFICE N°2”	1	29.2	3.3	The “°” in “N°” is circular in shape	31MY13 - 11DE29

Table 1

A tracing of a composite, combining strikes of the example seen in Figure 1 (which is somewhat faint) with one of the “POST OFFICE N<sup>o</sup>2” from the author’s collection, is shown in Figure 7.

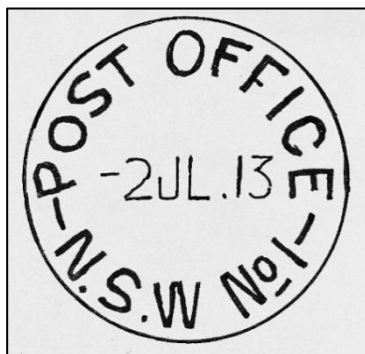


Figure 7

### Unresolved issues

Several questions follow from the discovery of these two date-stamps.

1. Seeing that two date-stamps were manufactured with a circular shaped “o” is it conceivable that a “POST OFFICE N<sup>o</sup>2” was issued as a companion to “POST OFFICE N<sup>o</sup>1”?
2. Was “POST OFFICE N<sup>o</sup>1” Type 1 used concurrently with “POST OFFICE N<sup>o</sup>1” Type 2?
3. ...or did Type 2 replace Type 1 because time-wheels were a requirement of these relief date-stamps that had been overlooked when Type 1 was manufactured?
4. Tobin’s observation of the manufacture dates of “POST OFFICE N<sup>o</sup>1” and “N<sup>o</sup>2” requires revision. Since “N<sup>o</sup>2” is now confirmed with a 1913 usage date when were these date-stamps manufactured?
5. Are there any 1913 dates of “POST OFFICE N<sup>o</sup>1” “Type 2”?
6. Has any member seen earlier dates of usage of any of these relief date-stamps?

*The author thanks Philip Adams for proof-reading this article*

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## 2687 OBSERVATION ON 5d KANGAROO POSITION 2R42 by JOHN BOZIC (1698)

The star performer when Peter O'Rourke Kangaroo large gold medal winning collection was sold by Phoenix Auctions on the 12<sup>th</sup> June 2020 was perhaps Lot 69, a 1913 5d Kangaroo position 2R42, (BW (2017) 16(2)f. Peter is a philatelic colleague of mine that I have known since the Aussiepex 1984 where I was sitting next to him at the public auction, but that is a story for another day.

There is no question that this variety is from the early first printing, which is substantiated by being with the large OS. The BW listed, and very early 5d retouch to shading and right frame off QLD coast is known by a very few in this early state. In fact virtually nobody has ever seen this very heavy retouch.

I do recall seeing a mint copy approximately 35 years ago and not seen since, not as intense and most likely partly corrected (intermediate) by make ready that would fit in between the figure 1 and the listed BW figure 2. I always knew that Peter had the star of the 5d varieties and it proved to be correct by the record price that the bidder paid for the stamp, suggesting that it may be unique.

Despite the current Brusden White catalogue value of \$600, the auction estimate was \$500 and after aggressive bidding it sold for \$3029 including costs. In theory there are three states of this variety. The middle state, which I have noted above, may still be around.

Figure 1 in reality ought be "State 1" and Figure 2 is the final corrected by make ready and BW listed which really ought be "State 2". Hopefully the next BW Kangaroos catalogue will reflect this auction outcome and observation, and lead many of readers to check their collection. I will just finish by saying "happy hunting" and good luck!



Figure 1



Figure 2

### References

Brusden White 2017 Kangaroo catalogue

Reference <https://www.nationalphilateliccentre.com.au/research.aspx>



**2688 NEW KANGAROO DISCOVERY 3<sup>RD</sup> WMK 2d DIE 1 BW7B WITH BROKEN RIGHT FRAME BY JOHN BOZIC 1968 by JOHN BOZIC (1698)**

This item came from an old collection where the collector just had it amongst the other 2d values. The interesting point about this cliché is the fractured right frame and more damage all up and down of the right hand side, in fact there is a significant distortion on the part of the right side.

Considering that there is no damage to the gum side except for a very feint dented line, which extends from the frame to the back of the Kangaroo. This is even more visible from the front (see the front scans). How did this happen? Well, it looks like some foreign hard possibly metallic matter was stuck to the printing plate/cliché or possibly on the printing side of the paper after or at the time of manufacture. The contact pressure between the plate and the paper must have been enormous hence the distortion and it does look like that the cliché has cracked. I don't know if it is one off or there are more. Maybe readers would like to check their 2d kangaroo collections?



Reference Brusden White 2017 Roo catalogue

Reference <https://www.nationalphilateliccentre.com.au/research.aspx>

**2689 CONTRACT BETWEEN ERNEST CROME AND SIR CHARLES KINGSFORD SMITH FOR EXCLUSIVE AGENCY FOR SIGNED COVERS ON 1935 JUBILEE FLIGHT by Brian Peace FRPSL (395)**

Negotiations between E A Crome and Jack Percival on behalf of Sir Charles Kingsford Smith and the proposed crew, commenced with a letter from Crome dated 8 May 1935 which reads:

*J Percival, Jun  
Organiser Tasman Jubilee Mail & Freight Flight  
12 O'Connell Street  
Sydney*

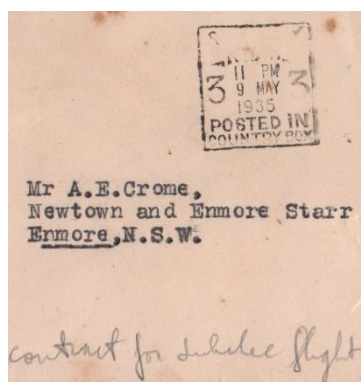
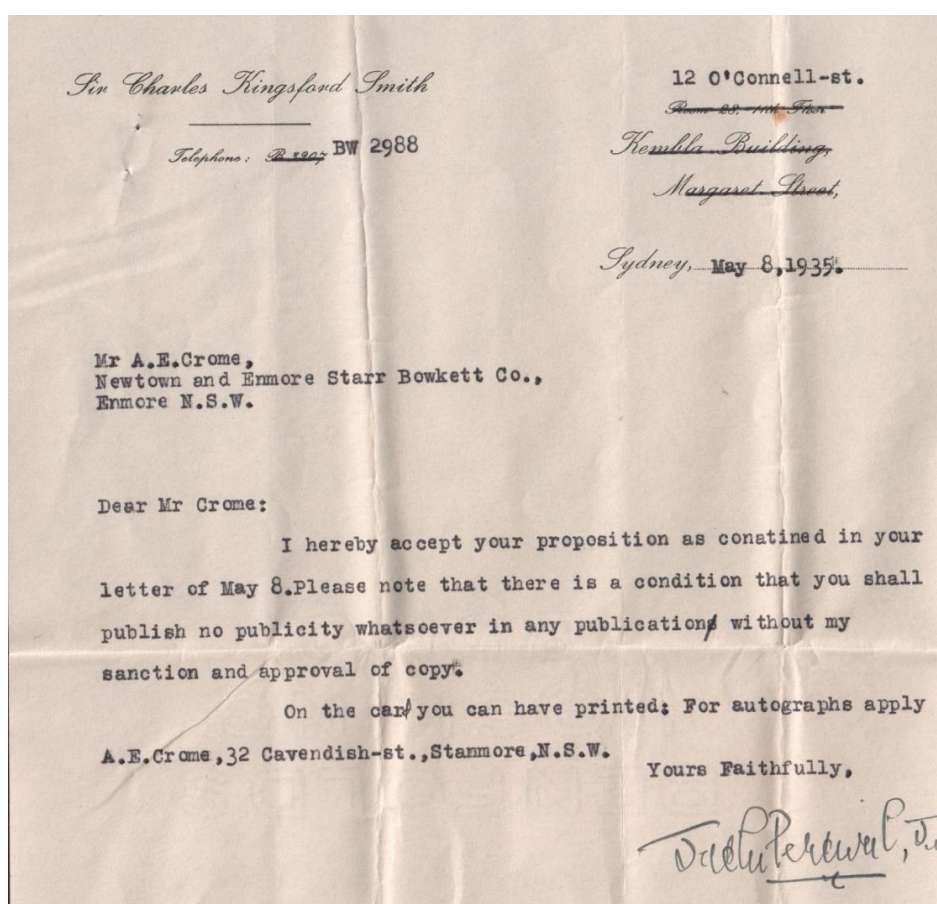
Dear Mr Percival,

Following my conversation with you I wish to act as exclusive agent for the autographs of Sir Charles Kingsford Smith, Captain Taylor, and Messrs Percival, Stannage, Hall and Colville on air mail covers for the Jubilee Flight, and offer 4/6d for Sir Charles' signatures, or 10/- for all signatures of the complete crew.

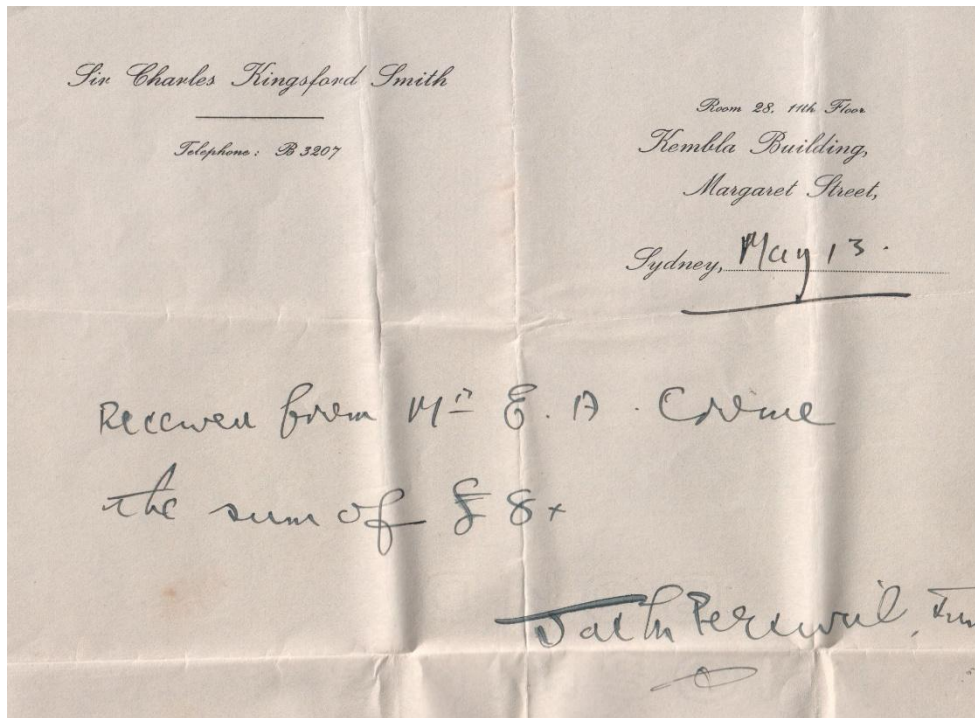
I agree not to publicise the matter in any way whatever without your permission and to hand to you envelopes for signatures. Of course it is understood that payment for signatures will be made in advance.

Yours faithfully

Jack Percival wrote his reply on the same day, the letter being posted on 9 May:



The receipt was dated 13 May, so ratifying the contract between the parties:



Eustis number 500 refers to ten covers carried unofficially. The text reads:

*Kingsford Smith carried 10 covers unofficially,  
postmarked Enmore 14 May and signed by the entire crew*

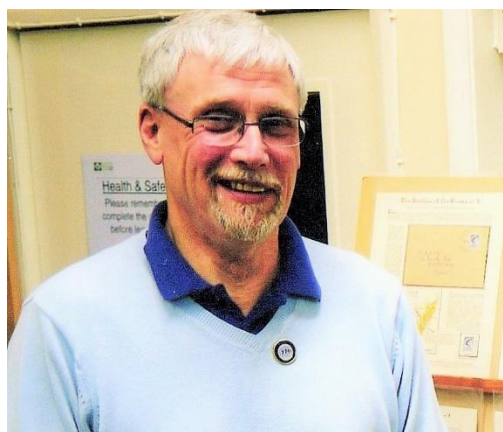


The payment was £8 not £5 as Crome added a further six covers which were carried by Kingsford Smith in a separate packet from the official mail in order that they could be signed by all the crew.

The number of covers carried unofficially and signed by all crew was therefore sixteen, not ten.

I am indebted to Tom Frommer MAP who enabled my acquisition of this correspondence and examined Cromes' files to complete the story.

## MEMBER BIOGRAPHY – DAVE SPEER



I was born in 1943 and apart from some months as an evacuee in North Devon, lived 30 odd years in New Malden, Surrey. My father introduced me to stamp collecting when I was about 7 years old. Dad worked in Covent Garden close to both Stanley Gibbons and H.E. Wingfield in The Strand and frequently bought me 'short' sets of British Commonwealth and foreign stamps but by the age of ten I started to buy stamps from several 'approvals' companies with my pocket money.

In 1953 Dad took me to an exhibition organised by Kingston & Dist. P.S. where, for me, the highlight was a display of Cyprus with pictorial definitives linked to their location on a map. To me that was much more interesting than monarchs and heads of states ranked row on row. I continued to collect into my early teens, but with no particular goal in mind. The last four years of education were spent in the building stream of a technical school (which has been very useful for DIY projects!), followed by seven years in a clerical role with the Ordnance Survey. My later teens saw an interest in cycling, girls, motorbikes and beer to the detriment of stamp collecting!

I joined the internal audit section of the Metropolitan Water Board in 1967 which became part of Thames Water Authority in 1974 and was privatised ten years later. An internal transfer to what became the logistics department led, in 1996, to our being outsourced to Andersen Consulting / Accenture. I remained in the water industry until 2002, when as Inventory Auditor I took early retirement.

In the late sixties I dated an Australian girl whose mail I raided for stamps which were put away for some future time. After she returned home, (we still correspond occasionally), my interests turned to motor sport and I joined the Mid Surrey Automobile Club in 1972 and dabbled in road rallying, autotests and production car trials in my Ford Cortina Mk I GT. I was joined in production car trials by my then girl-friend Judy, who in 1976 became my wife. We often competed in production car trials in her Fiat 500, occasionally surprising other competitors with a few class and one event win, but when our son Christopher and then his sister Caroline appeared, that put the brakes on that for a while. I continued to be involved in motor sport mainly in administration and became Hon. Secretary of the club, a position I held until it was wound up in the late 80s and then joined the Leatherhead Stamp Club. An interest in Australia in general and its stamps in particular started me on the road of sorting my material by theme including philatelic material from any country if it seems relevant. I

joined BSAP in 1991 but it was some years before I attended regional meetings in Worthing and Ringwood. Having made good friends at both places, it was only a short step before Judy and I attended our first Convention. For six years I enjoyed organising BSAP auctions as it involved a social aspect as well as a chance to see some material which I would probably not see otherwise. I relinquished the role three years ago, in part because of health problems and partly due to my involvement with local philately. At the 2014 Convention I was elected a Fellow of the Society, an award of which I am extremely proud, but that was topped in 2019 by being appointed President.

In 1997 I took my family to visit HM Bark *Endeavour* Replica in London, which started an interest in Captain Cook and his voyages and my joining the Captain Cook Society. That led me to develop a collection of material mainly associated with European discovery of the Pacific region which I am currently writing up. Other collections awaiting attention are Portugal, (started on a holiday there), and Motorcycles.

In 2005 we attended the BSAP meeting at the Pacific Explorer exhibition in Sydney, before starting on a three-week driving tour taking in Canberra and Adelaide, meeting up with my ex-girl-friend and her husband and a former work colleague in Melbourne. 2007 saw us sell our home of 31 years and move to Devon where I joined the Axe Vale Stamp Club and soon became Secretary. I changed roles to Programme Secretary and Packet Secretary and continue as their representative at the Somerset and Dorset Philatelic Federation. A two-year term as Vice-Chairman of the Federation followed by that of Chairman has led, after a break, to my being Vice-Chairman again – we do lack volunteers! As a member of the RPSL I attend their local meetings and also those of three other clubs, Taunton S.C., Bridport S.C. and Sidmouth & Honiton P.S. Our visits to our son and his family in Hook and our daughter in London are usually made to coincide with meetings at the Royal as well as those held by the Kingston and Bookham Stamp clubs in Surrey where I've retained my membership. I am also a member of the National Philatelic Society.

Judy has always supported me in my hobbies and in the last couple of years has taken the attitude that if you can't beat 'em, join 'em and so has taken up stamp collecting herself (not Australia!) and is now a committee member of the Bridport & Dist. Stamp & Postcard Club.

For some years there haven't been to any BSAP meetings held in the Wessex region so it seemed a good idea to restart them in 2020. The first was held in February in Exeter in a hall adjacent to a stamp fair followed by a meal in a local hostelry. Due in part to bad weather our attendance was low but held promise for future meetings which I am looking forward to when we are able to start up again.

## **REPORT OF THE BSAP WESSEX MEETING -15 FEBRUARY 2020**

The first meeting of the Wessex Section, held at Pinhoe, Exeter, in truly appalling weather conditions (Storm Dennis) was regarded as a success by those attending, all of whom displayed material.

First up was Alan King (from Poole), who showed us his Western Australia Swans of 1854, the first produced locally by Samson who utilised a Perkins Bacon plate. Examples of later stamps printed by them and later still by De La Rue, together with examples of various forgeries were shown and indicators of how to identify some of them were explained by Alan.

Another stray from the South West Section, Colin Mount, gave his display of the Queen Elizabeth definitive issues of 1959 which were based on photographs taken by Baron Studios. A number of flaws added interest to the basic six designs.

Tony Jeffs, a Devonian, showed us Queensland covers, many of which had been addressed to Geo. Adams and had had a range of TPOs applied. His display also included King George V stamps, including North West Pacific Islands and “VG” perfins.

Dave Speer showed correspondence both to and from a pilot in the Royal Australian Air Force serving at RAF Feltwell in 1941/2, in Stalagluft III and finally, after his return to Brisbane in 1945. Dave also displayed the Presidential regalia and details of it’s history, for those who had not seen it previously.

David Adams, up from Truro, showed a wide selection of postmarks of Tasmania on different dies of the 1d red Kangaroo on Map stamps. In addition he presented a number of letter cards bearing imprinted 1d red Roos.

Last, but by no means least, was our guest, Sue Burn, (who has since joined the Society), who displayed material recently acquired at Aeropex Adelaide 2019 centenary show, which she attended, alongside material from the first UK – Australia flight.

After the displays, most of us retired to a local hostelry for a meal before again braving “Storm Dennis” for our journeys home. At the time this report was prepared a further meeting was planned for April for Colin Mount to display from his King George but that meeting was, of course, cancelled due to Coronavirus, and indeed the Cornex Show at Liskeard 24<sup>th</sup>. October, when a further meeting was expected has also been cancelled.

Dave D Speer

*{Editor’s Note – For some reason this report “got lost” in the course of the year, but it is nice to remember a time when we could meet in this way}*

## **AUCTION REPORT - £35K BUNDLEWARE IN ALMOST £1M ABACUS SALE**

*{Prepared by the editor based on Abacus Press Release from Torten Weller}*

Over the August (UK) Bank Holiday Weekend Abacus Auctions had their most ambitious sale to date with three days of auction bidding, the first two days going well into the evening. As a Postage Due Collector, I had decided to bid on-line on a few lots in that section (some of which were being re-offered from an earlier auction), and so went to bed with a middle of the night alarm set a good half hour or so before the estimated time of those lots. I joined the auction to find it in the process of selling a large volume of bundleware, broken down into 52 lots. Apparently the vendor had hoped for \$10,000, so no doubt was quite pleased with pre sale auctioneer estimates of \$28,290 and ecstatic with \$65,035 (about £35k) total sales. Gary Watson, as auctioneer commented on one lot that as far as he was aware, there had been no detailed study of the stamp, so if any of these lots were bought by Bulletin readers, the editor in me looks forward to future articles explaining the treasures found therein (and I am sure the Auction Manager and Packet Officer would be pleased to receive suitable lots/books in due course).

Overall, 80% of the 1,700+ lots sold with hammer prices over £1.44m, so the buyers premium takes that quite close to £1m. The first day was the ‘Tillie Mitchell’ Commonwealth of Australia, for which Abacus had produced a special hardbound catalogue, which is a really

magnificent record of the collection (and hopefully a copy will find its way to the Society Library). Sadly, she had died just before the sale.

The highlight of Tillie's collection was her holding of commercial covers with Kangaroo frankings. She pursued both beauty and rarity, and was ahead of her time in appreciating the appeal of oversize covers with high postage rates and parcel pieces and tags. This was by far the most extensive offering of Kangaroo covers and, in terms of quality, the best since Kevin Nelson's postal history was sold by Prestige Philately in 2010. It also included the most comprehensive offering of Commonwealth/State combination frankings since the late Rod Perry's collection was made available a decade ago.

Although offering more than 270 Kangaroo covers as single lots might be as a risky venture, this section out-performed the sale overall, with 85% of these lots finding new homes. Highlight was the extraordinary airmail cover franked with an imperforate pair of 2/- maroon plate proofs. This amazing item sold for \$31,148 (including the buyer's premium). Frankings with catalogued varieties were popular, the best price being \$7,188 for a Third Watermark 2d grey Die IIA Substituted Cliché with prominent frame-break\*.

Advertising covers were sought-after, a particularly attractive example franked with a 5d chestnut soaring to \$2,037, and another with Second Watermark 6d making \$1,497 despite having a repaired tear clear of the stamp. The collection included a number of excellent destination items, the best being to Korea, which went for a modest \$455: perhaps this element is still a little under-appreciated locally.

Highlight of the combination covers was a Tasmania/Penny Kangaroo franking registered at Ringarooma that sold for \$1737. Many others in this section went above-estimate but this is another field with plenty of upside potential.

The King George VI section included a plethora of important varieties, Plate Numbers, Cracked Plates, Dry Prints and a marvellous array of perforation errors. Tillie's eye for the unusual and the spectacular was rewarded with numerous healthy realisations.

Although Sunday auctions are relatively few in number, for many collectors the day of rest means another opportunity to participate in an online auction. This day generated 8½ hours of often frenetic activity and exceptional results. There had not been Kangaroo stamps in the 'Tillie Mitchell' collection but a handsome array including numerous blocks and some truly superb stamps were to the fore on Day Two. A beautiful used First Wmk £2 sold for \$4,552. The feature item was a CofA £2 imprint block of 4\* that attracted a slugfest, with the winner paying \$31,148.

Decimal Missing Colours appear to be back in vogue. The 50c Pioneer with Black Largely Omitted went for \$3115; the 40c Performing Arts with Missing Black took \$1617; and the recently discovered 2015 Christmas sheetlet of 10 with Doves Omitted achieved \$1377.

Abacus have commented that "The outstanding results were due in no small part to the wide uptake of Abacus Auctions' in-house Live Internet Bidding platform with hundreds of bidders and viewers following the sale. Abacus are not unusual in having good a good sale; my local auction house in Didcot reported the stock room as empty as it has ever been after their June general sale and someone viewing that auction with me dealing in "postage" lots advised high sales to all his ebay dealers.

Abacus have chosen to illustrate a few highlights from the sale in their back cover advert to this issue (including the 2d cover above\*), and parts of this report were extracted from their much more detailed press release found at

[https://www.abacusauctions.com.au/auction\\_images/auction242/242\\_Results\\_Press\\_Release.pdf](https://www.abacusauctions.com.au/auction_images/auction242/242_Results_Press_Release.pdf)

## **AUSTRALIAN PHILATELY IN PRINT #5, 2020.**

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

## **AUSTRALIAN COMMONWEALTH COLLECTORS CLUB BULLETIN, Vol.59, No.2, June 2020.**

- Art.3797: 1d Green KGV “ollow S” in the OS overprints – BM Wajer & GR Monk.  
Art.3798: NSW Relief Datestamps – “Post Office N<sup>o</sup>. 1” and “2” – updates – Tim Cowley.  
Art.3799: EITAPE (New Guinea) – Powell Type 28 Datestamp usage anachronism corrected. Or... Is this imposter hiding within your New Guinea Cancel Collection? – Rod Buchk0 ACCCF.  
Art:3800: Some rare recent Parcel Post Satchels – Richard Collyer ACCCF.  
Art.3801: The Archer Brand of Australian Private Aerogrammes – Richard C Peck ACCCF.  
Art.3802: Fun and games at Nowra Post Shop – (Letter charged \$45 Postage Paid!) – Richard Peck ACCCF.  
Art.3803: Another variation on the partly missing olive-green colour on the 4c 1966 Christmas issue – Richard Guy ACCCF.  
Art.3804: 5d Kangaroo – Retouch off Queensland coast – John Bozic.  
Art.3805: Mail Plus – David Collyer ACCCF.  
Art.3806: Some rare missing colour errors from Norfolk Island and Christmas Island - Richard Guy ACCCF.  
Art.3807: 1980 22c White-tailed Kingfisher with missing olive-green at top- Richard Guy ACCCF.  
Art.3808: Two new Cracked Electros found on 1½d Brown KGV Die 1, single wmk. – Richard Guy ACCCF.  
Art.3809: New South Wales 1966 Postcodes – Variable disosals – David Collyer ACCCF.  
Art.3810: Datestamp graveyard – Richard Peck ACCCF.  
Art.3811: Decipher Pty Ltd – David Collyer ACCCF.

## **THE AUSTRALIAN AEROPHILATELIST, No.120, April - June 2020.**

- Editorial – Darryl Fuller.  
1919 Harry Butler Flight to Minlaton and the Re-enactments Nigel Daw.  
The 1957-1959 “Mercy” Flights of the Royal Flying Doctor Service – Ed Wolf.  
Robert Graham Carey Flight to Gawler and the Re-enactments – Nigel Daw.  
Was this cover really “The only one carried”? (Inspection trip to Monto Aerodrome 26 May 1936) – Bob Robertson.  
Correction – Photo in Issue 119 incorrectly captioned.  
Book Review: “Jusqu’á Handstamps and Other Route Indicators, 2<sup>nd</sup> and Revised Ed” by Jan C ter Welle.

## **THE AUSTRALIAN AEROPHILATELIST, No.121, July - September 2020.**

- Editorial – Darryl Fuller.  
Australian High-Altitude Balloons – John Sadler.  
Airbus A380 Flight Covers – Michael Todd.  
Boadicea lost in the English Channel. Mail surfaces years later.

## **AUSTRALIAN STAMPS PROFESSIONAL, Vol.14, No.3.**

- Kiwis in the Middle East 1940-41 – Andrew Brockett.  
Interview with a Victorian Mail Guard – Les Molnar.  
Collecting KGV Penny Green and Violet Varieties Pt.17 – Dr Scott Starling.



Australian Postage Stamps: an alternative history – Peter Bond.  
More on the Dardanus...another chapter – Stephen Dowd.  
The incredible long distance flight of the Wellesley Bombers and their subsequent misfortunes – Brian R Peace FRPSL APR.  
PHG Mail during WW2: Pt.6 miscellanea – Hans Proebsting.  
A closer look at 3<sup>rd</sup> head VG Perfins – apiece of published history Pt.8 – Jason Rowe.  
Pioneering Burns Philip & Co. Ltd. Shipping in the Pacific Pt.3 – David Milner.  
Devonport Stamp & Collectables Club Inc. – Jim Altimira.

**CAPITAL PHILATELY, Vol.38, No.1, March 2020.**

Editorial – Jenny Creagh.  
Canberra Stamp Show 2020 – Ian McMahon.  
Canberra Stamp Show 2020 Souvenirs.  
Trans-Pacific Mail Service 1870-1900 – Elspeth Bodley.  
Canberra Stamp Show 2020 Commemorations – Marilyn Gendek.  
Australia's stamps for the 1970 Cook Bicentenary – Richard Breckon.  
The Society celebrates its 21<sup>st</sup> Biennial National Convention – Dingle Smith.  
Revisiting the First National Philatelic Convention, Canberra.  
Canberra Stamp Show 2020 Exhibitors and Results.  
The Trans-Australia Railway – Joining the Pacific Ocean and the Indian Ocean – Elspeth Bodley.  
APF Abandoned Stamps Card No.9 – James Cook.  
Queensland Railway Picture Postcards – Ian McMahon.

**CINDERELLA PHILATELIST, Vol.60, No.3, July 2020.**

The Maurice Williams Roll of Notable Cinderella Philatelists – Edward James Hitchings  
*{Note that the August Edition had the incorrect volume number; should have been 60}*

**THE LONDON PHILATELIST, Vol 129, No.1476, June 2020.**

Census of Dated Items bearing New Zealand Chalons – Klaus Moller.

**THE LONDON PHILATELIST, Vol129, No.1477, July-August 2020.**

Letters to the Editor from Gerald J Elliott MNZM RDP FRPSL FRPSNZ. (New Zealand: Chalon Late Fee cover 1866).

**PERFIN SOCIETY BULLETIN No.427, August 2020.**

George P Harris, Scarfe & Co. Ltd. (Adelaide Department Store) – Maurice Harp.

**THE SHILLING VIOLET, No. 84, April 2020.**

Currency Creek Post Office.  
Vaudan Post Office – Anthony Presgrave & Ms Margie Anderson.  
My Favourite Things (Cover with SA departmental)– Anthony Presgrave  
The MRG Departmental pair – Anthony Presgrave APR FRPSL.  
List of South Australia articles in Sydney Views.  
Canberra Stamp Show 2020 Results.  
A list of known Registration Labels for South Australia and Northern Territory (cont.).  
SWhat was the chairman of the Marine Board doing at Overland Corner? – Anthony Presgrave.  
In the Market Place – ABACUS Auctions.  
Meeting Notes of 5 November 2019, 4 February and 3 March 2020.

**STAMP TALK, Vol.46, No.1, April 2020**

Adelaide Aeropex 2019 – Stuart Wattison & Anthony Presgrave.

The Reverend James Mursell, RDP, FRPSL 1861-1948 – Anthony Presgrave APR FRPSL FRPSV ACCCF.

Vale: Bob Newbold.

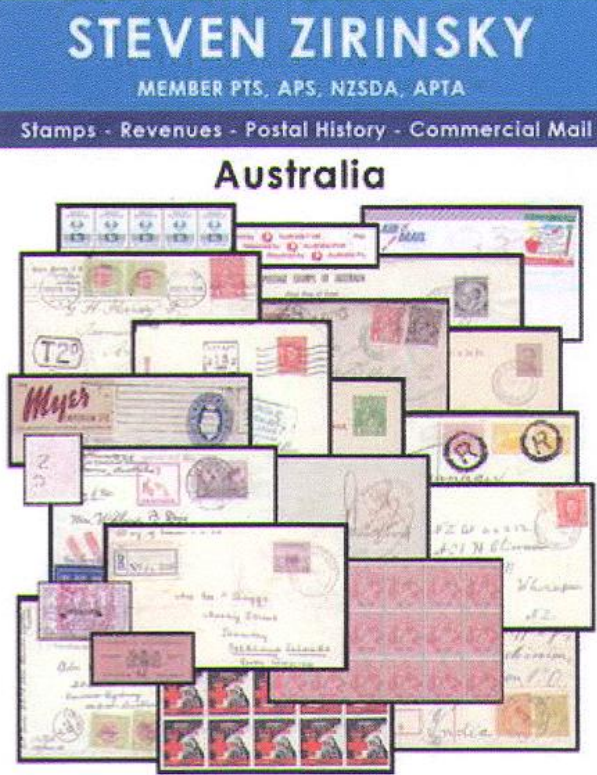
The Bombing of Dawin in WW2 – Anthony Presgrave.

Printing the Australian Stamp Issue (Adapted from The Age Newspaper 14May 1932.

Canberra Stamp Show 2020 Results.

King George V 1d Research – Pane 4 Nos 9, 10 & 11, Pane 6 Nos 44, 47 & 48 and Pane 8 No. 31.

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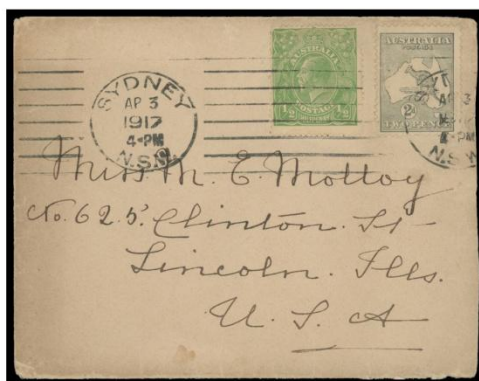
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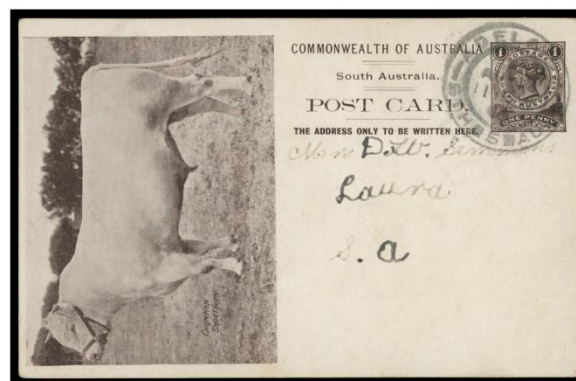
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