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# THE SPRINGBOK

SOUTH AFRICAN COLLECTORS'  
SOCIETY QUARTERLY  
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*Sheet of essays prepared by Harrison & Sons Ltd in 1923 as part of their bid to produce the First pictorial issue. This sheet includes a constant flaw (white spot over the left value tablet) in position row 1 column 5. It also shows a printing flaw in row 4. A review of John Shaw's presentation on these essays, to our recent Zoom meeting, will be found in this issue.*

July 2021

Whole Number 355

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## MEETINGS FOR 2021

*All physical meetings are still cancelled until further notice (but we plan to have a Zoom meeting and AGM on 4th September - see below)*

### *Zoom meetings of the Society*

We had a very enjoyable Zoom meeting of the Society on 22nd May as reported on page 72.

We plan to have another meeting, combined with a brief AGM, on 4th September at the same time as before i.e. at 4pm (British Summer Time - 1 hour ahead of GMT). If you have a presentation you are able to offer I would be delighted to hear from you. If you would like to join the meeting, please email me on tonyjohanson26@btinternet.com. I will then send the link to all who express interest.

As the meetings held so far proved so successful, and in particular in enabling a number of members to join who aren't able to get to our normal meetings, I am hoping to hold Zoom meetings for the foreseeable future. So, I will need more offers of presentations. If you can contribute a display I would be delighted to hear from you. These can be anything from short, maybe just one or two items you need more information on, to longer. Maybe even an hour or more. Thank you.

Tony Johnson

*The Springbok* is published quarterly for the benefit of Members of the South African Collectors Society. It is not available to non-members. Contributions in the form of letters, notes, reports of SA related activities, articles, etc., are always welcome and should be sent to the Hon. Editor. All correspondence including a SAE will be acknowledged.

*The Springbok was awarded a large vermeil medal at Stampex 2017*

**Editor**

Tony Johnson

**Editorial Panel**

T. Howgrave-Graham  
C. Oliver  
J.L. Shaw

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**Editorial**

In the Zoom meeting we held on 22nd May we enjoyed three presentations on very different subjects. In this issue you will find a meeting report I prepared. Because each presentation was heavily illustrated I have only been able to include a fraction of those examples we were shown. Nevertheless, I hope you will find them of interest.

We also have the third part of Nicholas Lindstrom's papers on the different print runs of the Rotogravure Union issues and shorter articles from Nick Arrow and Tony Howgrave Graham as well as various queries and letters commenting on articles published in the last issue. For our SWA corner this time Tony has sent me an interesting story of a cancel that wandered around the territory.

I hope you all find something to enjoy from this very varied issue. Stay safe.

**Membership News**  
**New Members**

We welcome David Collins, Grand Junction, USA

**South African Philately Club reminder**

This website, created by one of our members, Steve Hannath, is a useful online resource, and a means of staying in touch with, and meeting new, fellow collectors in this difficult time. To join the Club, create a new Topic and or answer one that is already in the Forum go to the link below.

*(I looked a day or two ago and a lot of new material has been added since the last Springbok including papers by Tony Howgrave-Graham and Bas Payne - Ed.)*

To join simply click on this link to enter the Club website: <https://southafricanphilatelyclub.com>

**Invitation to review a new book**

I have been sent an abridged copy of the digital first edition of the Gandhi Stamp Catalogue, with a request for us to review it in the Springbok. I am told it is meant to serve both as a stamp catalogue and as a memoir to learn more about the life of Mahatma Gandhi, the Visionary from Porbandar.

If anyone would like to prepare a review, please let me know and I will forward what I have. Tony Johnson

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## *Zoom meeting on 22nd May, 2021*

We had an excellent meeting on Zoom on 22nd May. Tony Howgrave-Graham showed us a superb display of maritime post offices, John Shaw gave us a fascinating presentation on the essays prepared by Harrison and Sons prior to the first pictorials, and Siegfried Mayr told us about his following the route of the 1938 Commemorative Trek, undertaken to celebrate the Great Trek approximately 100 years earlier, with a fascinating mix of philatelic material and personal photos taken on his journey.

### *Maritime Post Offices – Tony-Howgrave Graham*

Tony Howgrave-Graham showed us an incredible collection of over 70 postcards and letters posted, and identifiable as such by the special cancel used at sea. The covers were all posted on ships making the journey between the UK and South Africa during the period 1893 to 1914. He explained how the maritime post offices were introduced as the "Cape Colony Ocean P.O.s" and announced in the CoGH Official Circular on 1 October 1893. The first ship so equipped was the Drummond Castle leaving Cape Town on 4th. Although grandly labelled "Post Offices" they were, in fact, just small postal agencies. The Purser or Captain's Clerk acted as postmaster and could sell stamps. A letter box was provided and the barber's shop sold a number of postcards many of which showed the ship the traveller was on and Tony showed us the obverse of these cards so we could see the ships used. Despite the smallness of the post offices the number of passengers aboard was considerably larger than many land based postal agency's populations.

Tony told us of four phases of these on-board offices, which he summarised as follows:

1893-1900:- Only Cape stamps were valid. The initial rates were 1½d (reducing to 1d) for postcards and 2½d for letters. In 1899 Imperial rules reduced the letter rate to ½d unless overseas when it remained 2½d. Postcard rates were 1d unless to South Africa which was ½d.

1900-1910:- The Cape Authorities got so demanding that their invitation for tenders for a new contract received a zero response! This ended with the merger of the Union and Castle Lines and a friendlier contract being agreed. The loss of the Mexican in 1900 and Tantallon Castle in 1901 created problems for the new company but the postal arrangements remained as for the 1899 rates. As the ships got larger so did the number of passengers and with the Edwardian postcard craze also taking place the amount of mail increased substantially. In 1905 newspapers and packets were accepted. The sale of stamps for 1902 is recorded as £359, increasing to £842 in 1909.

1910-1911:- The "Union" of South Africa at first made no difference to the service provided, except that inter-provincial stamps became valid.

1912-1913:- This saw the introduction of new "Union" cancellers where each ship had its own numbered postmark. However 2 postal officials were now on board and sorting took place in cabins ranging from 340-472 square feet so the bagged mail was sorted leading to the abandonment of the rail TPOs. The rates remained the same but the most common stamps on sale were Transvaal though interprovincial and GB stamps were valid.

1913-1914:- the "United Kingdom & South Africa Sea Post Offices" were introduced with new cancellers with a number at the bottom representing the postal team on board rather than the ship. 12 numbers were prepared but only 8 recorded used. They also had "N" or "S" above the date indicating the direction of the ships travel. Stamps used were GB or South African (Transvaal or King's heads). Some also carried a postage due handstamp.

The Ocean post office system ended with the outbreak of WWI. It wasn't reintroduced after the war and the rail TPOs were reinstated.

Tony showed us a number of covers from each period: I have selected two from the first period (figures 1 and 2 on facing page). Figure 1 was posted at Madeira heading south and Figure 2 was also posted at Madeira but heading north. Please note all figures are reduced to 67% unless otherwise stated.

Two lines operated on this route, The Union line and the Castle line. Both lines travelled via Madeira and much of the mail was transferred from one line to another at this point. Many of the covers/postcards shown returned to the point of origin without completing the full journey to the Cape. A special cancel was introduced for mail carried this way and a notable feature of these is that a different code was used for each ship.

In 1900, after the merger of the two lines to form the Union-Castle line, a notice was published to advertise the new line and show the schedule (figure 3 – also on facing page). I have selected 4 of the many covers shown by Tony from this period (figures 4 to 7 – also on facing page).

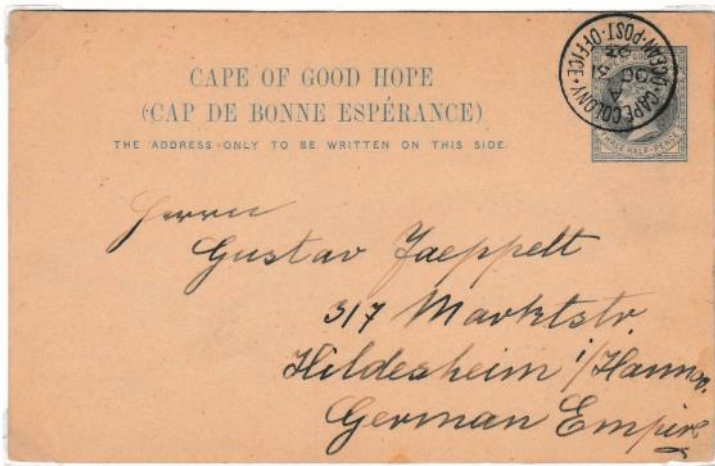


Fig 1 – 31/10/1893 (code A of the Scot).

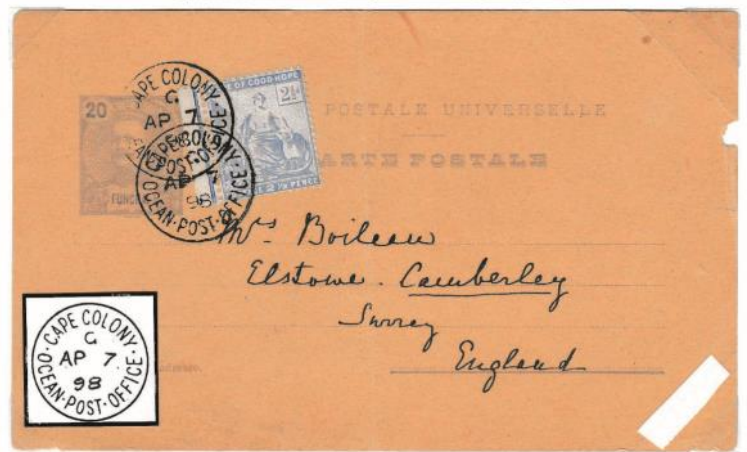


Fig 2 – 4/4/1898 (Code G of the Mexican)

THE GREAT AUTHORITY ON SOUTH AFRICAN GOLD MINING.

# SOUTH AFRICA

CONDUCTED BY EDWARD P. MATHERS, F.S.F., F.R.S., AUTHOR OF GOLDEN SOUTH AFRICA, ZAMBESIA, ETC.

A WEEKLY JOURNAL FOR ALL INTERESTED IN SOUTH AFRICAN AFFAIRS.

No. 606, Vol. XLVII. SATURDAY, AUGUST 4, 1900. [PRICE 6D.]

## UNION-CASTLE LINE

**SOUTH AFRICAN ROYAL MAIL SERVICE.**

BI-WEEKLY SERVICE FROM LONDON AND SOUTHAMPTON

### SOUTH AND EAST AFRICA.

LISBON, MADEIRA, GRAND CANARY, TENERIFFE, ST. HELENA, ASCENSION, CAPE COLONY, NATAL, BEIRA, AND MOUTIUS.

OUTWARD SAILINGS.				HOMEWARD SAILINGS.			
Steamer.	Via	London.	Southampton.	From Cape Town.	From Durban.	From Natal.	From Mozambique.
*Dunottar Castle	Madagascar	Aug. 3	Aug. 4	*Greek	July 13	Aug. 5	---
*Raglan Castle	Teneriffe	Aug. 3	Aug. 4	*Avondale Castle	July 18	Aug. 7	---
*Briton	Madagascar	Aug. 10	Aug. 11	*Saxon	July 25	Aug. 10	---
*Avondale Castle	Las Palmas	Aug. 10	Aug. 11	*Kinfauns Castle	July 25	Aug. 10	---
*Greeks	Madagascar	Aug. 17	Aug. 18	*Tintagel Castle	Aug. 1	Aug. 17	---
*Carnarvon Castle	Teneriffe	Aug. 17	Aug. 18	*Norman	Aug. 7	Aug. 24	Aug. 29
*German	Madagascar	Aug. 24	Aug. 25	*Dunvegan Castle	Aug. 15	Sep. 5	---
*Saxon	Las Palmas	Aug. 24	Aug. 25		Aug. 15	Aug. 31	---

\* Royal Mail Steamer. † Intermediate Steamer. ‡ Mauritius Steamer. § Calling at St. Helena. ¶ Radio-Station.

Union-Castle Special Express Trains leave Waterloo for Southampton every Saturday.

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**Schweppes Soda**

AND OTHER TABLE WATERS.

AS SUPPLIED TO THE ROYAL FAMILY.

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SELLAR BROTHERS, Cape Town.

A. MOSENTHAL & CO., Port Elizabeth.

MOSENTHAL & SONS, East London.

E. SNELL & CO.,

SUB-AGENTS:

BECHUANALAND TRADING Co., Bulawayo.

GARLAND BROS., Johannesburg.

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ROBINSON & CO.,

Fig 3 – (reduced to 48%)

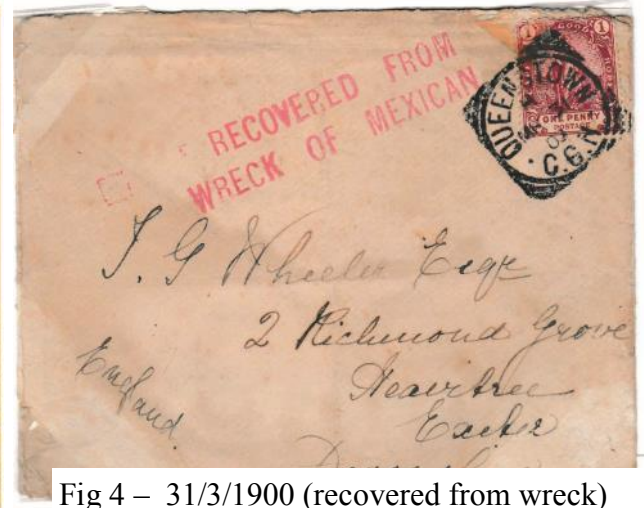


Fig 4 – 31/3/1900 (recovered from wreck)

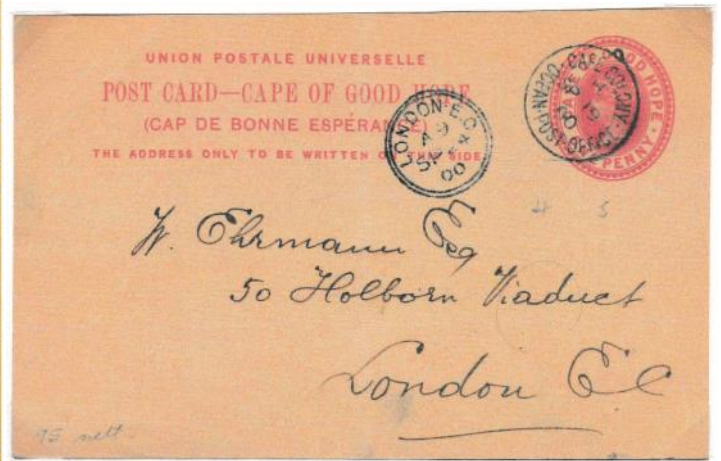


Fig 5 – 19/9/1900 (Code H of the Dunvegan Castle)

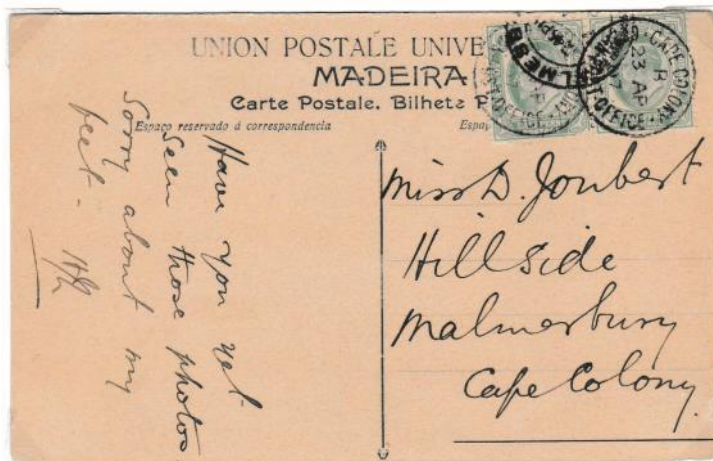


Fig 6 – 23/4/1907 (see note on next page)

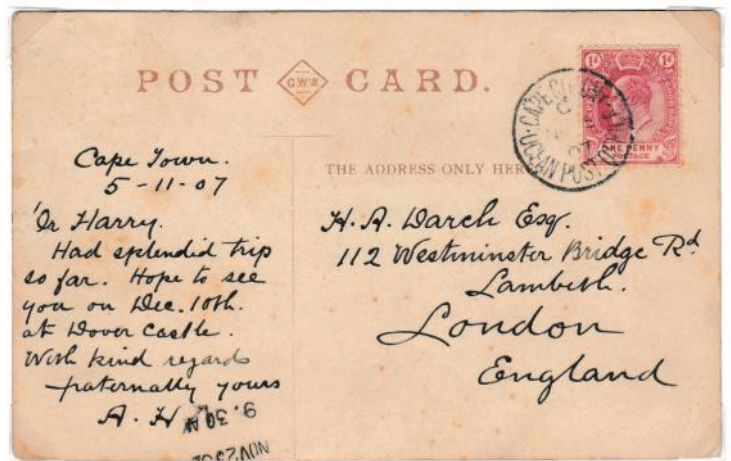


Fig 7 – 5/11/1907 (Code C of the Kildonan Castle)

Figure 4 shows a cover recovered from a wreck. The Mexican left Capetown and shortly after collided with the Winkfield in fog. This cover was among those recovered from the wreck. Figure 6 was posted on the Armadale Castle heading north at Madeira but was then transferred to the Saxon heading south back to Capetown.

In addition, from the same period, I have selected a dance card from the Kinfauns Castle and a letter card from the Kildonan Castle showing a menu, both of which I found interesting (figures 8 and 9).

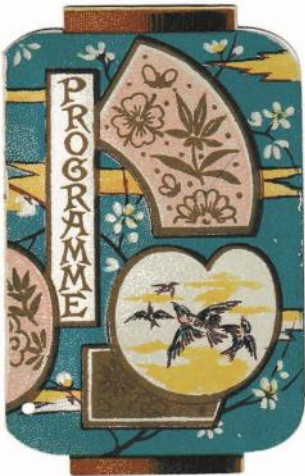


Fig 8 (reduced by 70%) – Dance Card

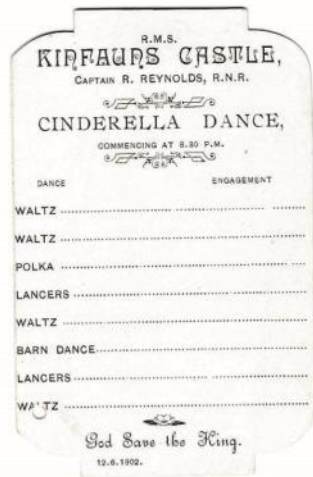
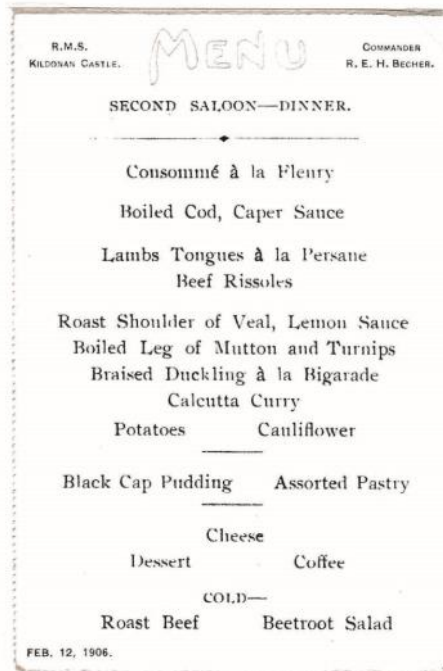


Fig 9 (reduced by 70%) - Menu



In 1910, after the Union was agreed, all the post offices became, in effect, Union offices and inter-provincial stamps were accepted. However, it was primarily still Cape stamps that were available on board. I have selected 6 of the covers shown by Tony from this period, including some bearing a rare Tax due mark (figures 10 to 15).



Fig 10 – 16/5/1910 (Code D of Balmoral Castle)



Fig. 11 – 21/6/1910 (Code B of Armadale Castle)

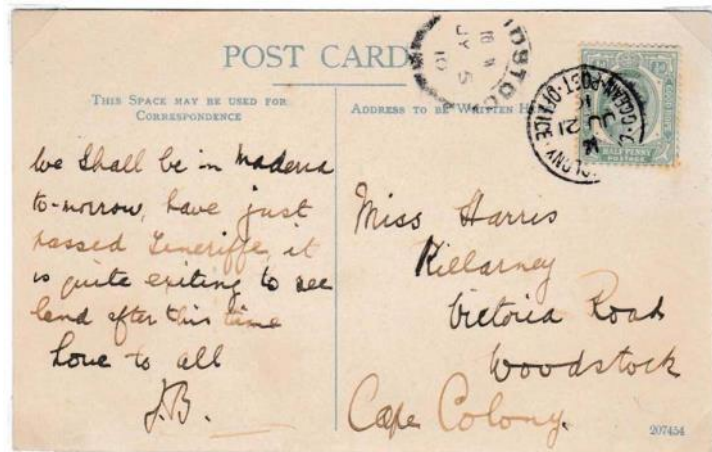


Fig. 12 – 21/6/1910 (Code K of Kinfauns Castle)



Fig. 13 – 15/8/1911 (Code K of Kinfauns Castle)

Note that the postage rate to the UK, if the cover was sorted on board, was 1d, but only ½d to South Africa – hence the difference between the values on Fig 12 compared to Figs 10, 11 and 14. This seems to have led to quite a lot of confusion and Tony showed quite a few examples of the Tax mark for underpayment being applied on board. Fig 15 shows a cover posted in UK (rated at 1d) when it was sorted on board.

Note also the use of interprovincial, Union and UK stamps – all were valid in this period.

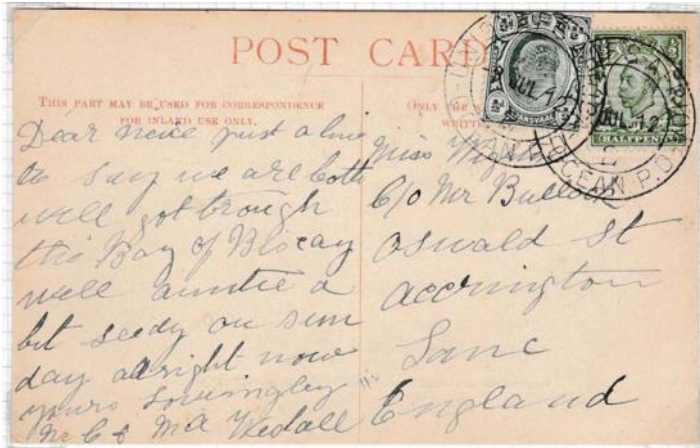


Fig. 14 – 9/7/1912 (Code 2 of Balmoral Castle)

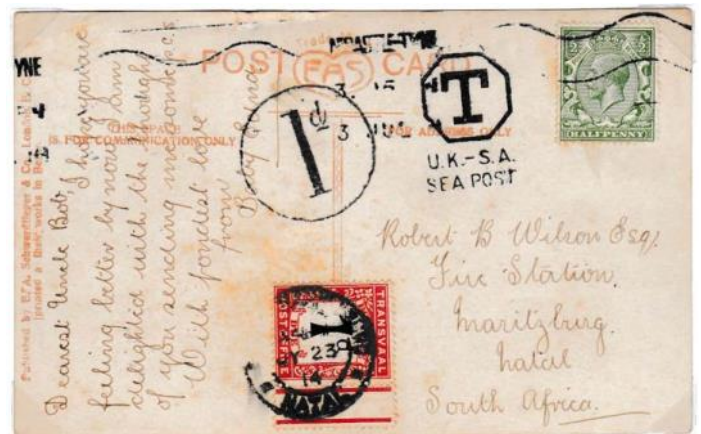


Fig. 15 – 3/7/1914 (Carried on Kildonan Castle)

Tony concluded his presentation by telling us that six Union Castle vessels in South African waters when WW1 was declared (Balmoral Castle, Kenilworth Castle & Briton and three intermediate service steamers Dunluce Castle, Guildford Castle & Goorkha) were requisitioned to bring Imperial troops home to strengthen the Western Front. They left in convoy 27 August with over 4,000 troops and 370 women & children escorted by HMS's Hyacinth & Astraea. They arrived at Southampton 19 September. Union troops thus had to replace the Imperial ones in South Africa.

Armada Castle, Kinfauns Castle & Kildonan Castle were armoured and served in the South West African Campaign, as did the intermediate steamers Galway Castle & Gaika. Kildonan Castle was despatched to Lisbon to collect a large supply of arms to replace those lost during the rebellion.

After Edinburgh Castle brought the last mails from South Africa arriving at Plymouth 3 September, the next mail trip was carried out by the intermediate vessel Gascon arriving in the UK in December.

### *Essays for the Union First Pictorial Stamps - John Shaw*

John talked about the essays produced in the years leading up to issuing the first pictorial stamps, starting with a design competition in 1923. Harrison and Sons and De La Rue produced various types of essays for this, and seem to have been the main, if not only, entrants. This presentation focuses on the Harrison essays. They produced a variety of essays, all with the same basic design, but varying in colours and the screening used. The Springbok they show was designed by Sir Guy Harrison, the head of the company, but drawn by a company artist, and comes in 3 types.

The first Harrison type were monochrome, unscreened, to the size 23 x 18.75mm, and always imperforate. Figure 1 shows the three known colours; black, blue and purple.



Fig 1 – First Harrison Essays



Fig 2 – 1st Essay (purple)

It was originally thought that they were issued in sheets of 10 (2 x 5) but the block shown in figure 2 (reduced) made researchers realise the printed sheet size was bigger (possibly 10 x 10).

The second type were also monochrome screened, slightly smaller format (21 x 17mm) and always ungummed. They were printed on both watermarked and un-



Fig 3 – Second essays

watermarked paper; the watermark consisting of a multiple inverted Caduceus. John showed us a number of multiples of each of these - I have cropped them to blocks of 4, one of each colour to reproduce here – figure 3.

We were also shown examples of two cylinder flaws and in the Muster overprint which was applied to some copies. The

complete sheet of the red essays (shown on the front cover) also showed a printing error of smeared ink which I have also selected. In the interests of space I have cropped John's multiple samples to show examples of the flaws as figure 4.



(reduced)

Figure 4 – Second essay flaws (sloping M to Muster; White spot behind tail of Springbok; White spot over value tablet.; ink smear)

The third type were bi-coloured, screened and exist both imperforate and perforated.. They were printed in sheets of 10 (2 x 5). John showed one of these sheets in blue and black. I have again selected just three of each of the perforated and imperforate examples John showed us to show here as figures 5 and 6 (see the adjacent page). For the perforated essays there are more colour combinations than shown here, Hagger lists eight, and John showed us most of them. Many of the stamps for the third issue were on paper watermarked with Harrison & Sons in script. We were also shown a block of 4 from a 'proof' sheet in carmine and green. John also told us of three single essays in the archives shown here as figure 7 (see adjacent page).

John then moved on to the 1924 design competition. He told us that only these three designs are known in private hands and then showed the complete set of Harrison "Miniature sheets", each of the three denominations in different colour combinations. I have selected only one example of each design to show on the adjacent page as figure 8.



Figure 5 – Bi-coloured essays (perforated 13½ x 13)



Figure 6 (enlarged) – Imperforate examples (only these 3 colour combinations known with matt crazed gum)



Fig 7 – Samples from Harrison's archives (reduced). There were 3 different colour combinations in the archive – these are described as Brown and Red.



Figure 8 – Examples from 1924 Design competition.



Figure 9 – Examples from 1925 Design competition

Finally John showed us examples from the 1925 design competition. Two designs were shown, in various colours and again I have selected just three examples to show here, the third of which has simulated perforations

For those looking for more detail than provided in this summary John tells me he hopes to produce a paper to be published in a future Springbok which will, I am sure, include the detail given, and more of the examples shown, in the presentation than I have been able to include here.

### 1938 Commemorative Trek - Siegfried Mayr

Siegfried told us how he became interested in the 1938 commemorative trek from a collection of covers he was building, and this led to him and his sister following the route themselves. He showed us the route taken both by the commemorative trek and that taken by him and his sister (figure 1 overleaf) and told us how the original plan for the 1938 trek was to use two copies of the original wagons and for them to separate as the original trek did, and for one of each to complete the original route. But along the route a number of other wagons joined them as additional towns asked for visits and so 11 finally took part, criss-crossing the country. Some of these additional wagons dated from the Great Trek. He showed us contemporary photographs of the wagons (figure 2) and all the stops at which mail had been loaded on route (as previously published in the Springbok) and the number added at the various stops (figure 3 which shows the Capetown to Pretoria sec-





Fig 6 – Cover franked at every stop it passed



Fig 7 – Memorial to the Trekkers

group of ladies dressed in the dress of the era to pull the wagon in protest (figure 12 overleaf). He also said that since the ending of apartheid the national government had reduced or removed any state funding to maintain the monuments and he observed that many of them are starting to deteriorate.

He also showed us a number of other covers of interest, including one sent from the UK to join the trek with a return address (figure 13 overleaf), a different commemorative cover (figure 14 overleaf), and one sent from Holland to join the trek on its arrival at the monument before going on to its destination (figure 15 overleaf).



Fig 8 – Memorial to the Trek



Fig 9 – Battle site memorial



Fig 10 – Battle site



Fig 11 – Typical terrain for the trek



Fig 12 – Wagon pulled by women in historical dress



Fig 13 – Cover originating in, and returned to, UK



Fig 14 – Alternate Commemorative cover



Fig 15 – Cover originating in, and returned to, Netherlands

### *Letter to the Editor from Siegfried Mayr*

I just received the latest issue and noticed that the Jipex article (see Springbok 354) had several errors.

- The sheets were made up of 21, not 30 panes.
- The 1d panes are uniquely identified by the marginal adds which include commercial adds.
- The 1/2d panes only have post office adds and only panes 7, 8, 10-12, 19, 20 are uniquely identified. Panes 1-6, 9, 13-18, and 21 can only be identified through specific stamp flaws. These flaws were identified by Ken Joseph and he has published the details.

Thank you for an excellent and very informative issue.

Stay well,

Siegfried.

### ***Society Auctioneer Wanted***

**In order to keep the Society Auction going in the future the Society urgently needs a new Auctioneer to take over from Nick Arrow later this year. If you can help please contact Nick via the details for him given on page 2.**

## *AUCTIONEER'S REPORT (Nick Arrow)*

### *Bid or Buy Sale*

The Bid or Buy Sale was a new experience. I would say that it certainly worked, although not quite in the way that I anticipated it. Not knowing quite when the Springbok would come out, and hoping to ensure that all members, whether connected to the internet or not, should have the same starting point for getting bids in, I postponed the start of the sale too long, and I think that if the Society repeats the experiment, next time there should be no starting date, only a closing date.

I was slightly taken aback by the overwhelming interest shown in the sale, with several of the lots being potentially sellable 2 or 3 times. As per the Rules, the first to communicate their desire to purchase at the full price secured the lot, and you, the members of the Society, did me very proud in this, with only perhaps 6-10 lots not going out within 2-3 days of the sale formally opening. Everyone who submitted bids was successful with at least some of their bids succeeding, and those whose nerves were up to waiting were also well rewarded. I believe that all purchasers were pleased with the material they received. I was also delighted with the result, which reduced the bulk of material awaiting sale very substantially, so that I can at least turn round in my auction room without knocking everything on the floor!

The brief statistics are that about half the lots were sold, resulting in a total sales figure of £2,365, of which the Society of course takes 10%. Lockdown is proving quite an experience, but one from which the Society has taken a considerable benefit and I thank the Gods of Philately for providing all of us with such a fascinating hobby. All the things we were going to do when we had the chance must now be either done or well on the way to being done., and hopefully some pastures new will be beckoning!

Now that Lockdown is nearly over, I am planning the next, my final, Auction, and will include ALL the material which I have received, and which has not sold. I do not want to take anything home with me other than material sold to postal bidders and I am also hopeful that those who normally bid by post will be able to attend anyway, so that I can at least put a face to the names of those members of the Society whom I have only met through the medium of the auction.

So start saving - the next auction will be a big 'un!

### *Query from Nick Arrow*

I recently purchased a wartime cover, which had been used twice due to wartime economies. Copies of the front and back below (heavily reduced).

I raised 3 queries with the vendor, as follows -

- 1 - The advert on the front translates, so far as I can see to "Labour Colony Commission Stores" - who and what were they?
- 2 - How come these people can send inland letters for only ½d, while everyone else was required to put 2d on for an inland letter?
- 3 - Why was shoving a Christmas seal alongside the stamp contrary to regs? Was it because these things had to be put on the back?

The answers were (#1) it was a most unusual name, and the literal translation didn't really help, (#2) the original sending had probably been sent unsealed, for which ½d was the correct rate, but that when resent, the envelope had been sealed, which of course required 2d, and (#3) it was OK to put non-postal stamps (Easter, Christmas etc labels) on letters on the front at the NW or NE corner, or on the reverse, but **not** alongside the postage stamp. However, he recommended that this question be raised of the SACS for further information.

Can anyone shed any more light on these questions, particularly the first?



# THE DIFFERENT PRINT RUNS OF THE ROTOGRAVURE UNION ISSUES, PART 3: ½D ISSUE 22

Nicholas Lindstrom

## 1) INTRODUCTION

This article is the third in the series and follows the introductory paper “*THE DIFFERENT PRINT RUNS OF ROTOGRAVURE UNION DEFINITIVE ISSUES*” published in SACS 351 Volume 68 No.3. The aim of this series is to identify the different print runs of the union rotogravure issues, using in particular the study of: i) the position of the sheet numbers relative to the printed area; and ii) the row of the perforation adjustment (PA row).

For a complete introduction, definitions of terms used and further background see the first two articles in the series and Appendix 2 on page 89.

## 2) ½d ISSUE 22: PRINT RUNS

There are at least six print runs for this issue with red sheet numbers, and we label these PR1 (print run 1) to PR6 (print run 6). Over a 100 pieces with sheet numbers have been studied for this article and measurements for 90 of these are included in Appendix 1 on page 88.

### *Characteristics used to distinguish the print runs*

These are:

#### i) Different sheet number positions:

- i) PR1: sheet numbers opposite row 17/18 (and 6/7)
- ii) PR2: sheet numbers opposite row c.18 (and c.7)
- iii) PR3: sheet number opposite row 17/18 (and 6/7), lower than PR1
- iv) PR4: sheet numbers opposite row 16 (and 5)
- v) PR5: sheet numbers opposite row 15/16 (and 4/5)
- vi) PR6: sheet number opposite row 17/18 (and 6/7), lower than both PR1 and PR3

The average position of the first digit of the sheet numbers relative to the printed area for each print run is recorded in Table 1 below, and the movement of this first digit within each print run is in Table 2. The positions of all sheet numbers measured in this study are found in Appendix 1.

#### ii) Different PAs:

- i) PR1: PA not known
- ii) PR2: PA 22/1 (and 11/12)
- iii) PR3-6: PA 21/22 (and 10/11)

#### iii) Grey Smudge in right margin next to 17/12 (see Figure 1 below):

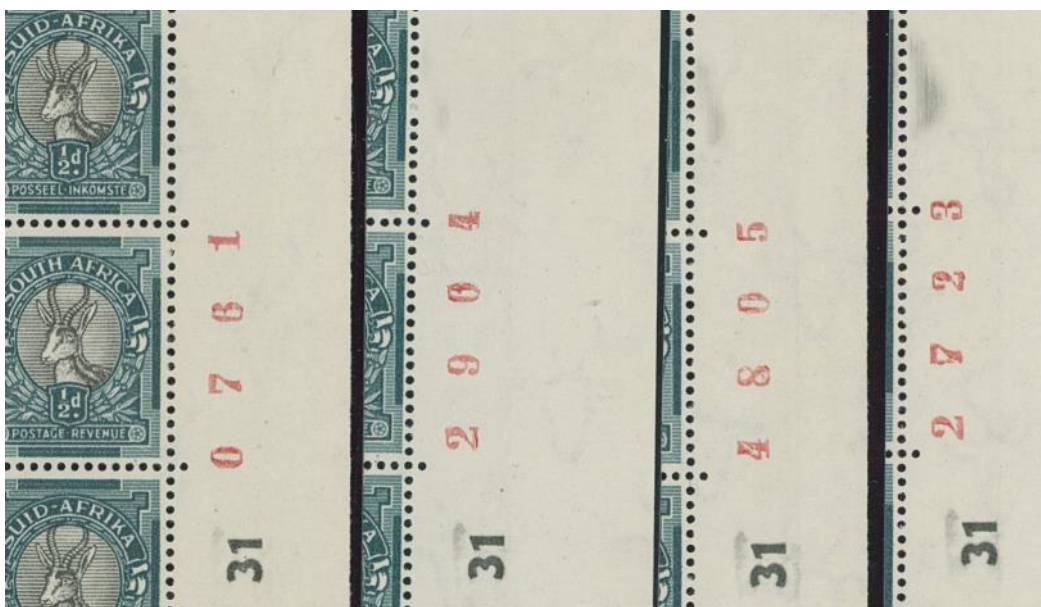


Figure 1: Right margin next to 17/12, showing from left to right: i) absence of grey smudge, ii) grey smudge developing and iii) grey smudge well developed. All examples from PR2.

- i) PR1: absent
- ii) PR2: absent on early printings but develops during this print run and is fully developed by the end of the print run. Fewer pieces seen without than with the grey smudge, and fewer still showing the early development of the smudge. Both the official set 29 print runs were on PR2, and both must have been from later PR2 printings as the grey smudge flaw is well developed on these two runs.
- iii) PR3-5: constant
- iv) PR6: present early on but disappears over the course of the run.
- iv) Type of Cyclometer used (see Figure 2 below):
  - i) PR1-PR4: Thick type
  - ii) PR5-6: Thin type with last two digits “dropped” (digits now further from the printed area)



*Figure 2: To left later “thin” type cyclometer digits showing dropped last two digits. To right early “thick” type cyclometer digits.*

- v) Green mark flaw on 20/11 under first A of “Afrika” between bucks horns (see Figure 3 below):
  - i) PR1: absent
  - ii) PR2-6: constant on all seen



*Figure 3: Green flaw between bucks horns on 20/11 absent only on PR1 (left) and constant PR2-6 (right). Right piece from PR3 also shows distinct shade difference to PR1.*

- vi) Missing “31” Cylinder number:
  - i) PR1-5: “31” always present

ii) PR6: “31” present on early printings but disappears during PR6. The set 30 official print runs all come from PR6. The official 8/9xxx series is found with “31” present, and the 0xxx series with “31” either wholly or partially missing.

vii) Other:

Other examples of differences include: i) shades, for example PR1 appears to have paler vignettes and less blue in frames than PR2 and PR3 (see image above). Further there are two distinct shades between earlier and later PR2 pieces. These may indicate two print runs within PR2 but more evidence required before confirming this; ii) some printings tend to show slightly shifted vignettes; and iii) PR1-2 typically have much narrower right margins than PR3-6, although one piece in PR2 shows an exceptionally wide right margin.

*Note: For the record there is a green line across bucks nose on 20/12 of several early PR2 pieces, but this disappears during PR2.*

Table 1 below shows some of these key characteristics by print run, including the average position of the first digit of the sheet numbers relative to the printed area.

Value	Issue	Print Number	Pieces Studied	Up	Across	RM width	Sheet width	Sheet No rows	PA Rows	BM	TM
1/2d	22	1	1	14.0	6.0	19.0	none	17/18	unknown	24	n/a
1/2d	22	2	27	0.4	6.8	19.3	277	18	22/1	22.6	20.0
1/2d	22	3	13	11.8	7.0	15.8	274	17/18	21/22	23.6	28.0
1/2d	22	4	8	0.8	7.4	14.6	271	16	21/22	24.4	26.8
1/2d	22	5	2	6.0	5.0	15.0	none	15/16	21/22	none	27.0
1/2d	22	6	39	3.2	7.7	15.0	270	17/18	21/22	24.3	27.0

The sheet numbers in PR1 and PR3 are close, less than 5mm apart. The identification of PR1 as a different print run to PR3 is based on: i) the absence of the grey smudge by 17/12; ii) the absence of the green mark flaw on 20/11; iii) shade, with paler vignettes and less blue in frames; and iv) the “up” measure being at least 1mm above any other PR3 piece.

Table 2 below shows how much the first digit of the sheet numbers moved relative to the printed area in each of the six print runs.

Value	Issue	Print Number	Pieces Studied	Up	Across	RM width	Sheet width	BM
1/2d	22	1	1	n/a	n/a	n/a	n/a	n/a
1/2d	22	2	27	3.5	4.0	7.0	3.0	5.0
1/2d	22	3	13	2.0	3.5	1.0	4.0	3.5
1/2d	22	4	8	1.0	1.0	1.0	0.0	2.0
1/2d	22	5	2	0.0	0.0	0.0	0.0	n/a
1/2d	22	6	39	3.5	4.0	1.5	3.0	5.0

As discussed in the introductory article a movement of sheet numbers of up to 5mm in one direction is sometimes found within a print run, and this is consistent with the findings for the print runs of the 1/2d issue 22 with both the more common PR2 and PR6 showing the largest movements, of up to 4mm. Where less material was available (less than 10 pieces) in a print run, the maximum movement found was 1mm.

The full list of measurements for pieces included in this study are listed in Appendix 1.

### **Ordering print runs with flaw development and cyclometer type**

The three flaws listed under *Characteristics used to distinguish the print runs* above together with the cyclometer type place the majority of print runs into their order of printing.

The order of printing was determined as follows:

PR1: Identified as the first run by:

- i) the only printing without 20/11 green mark flaw (present on all of PR2-PR6);
- ii) the absence of the grey smudge by 17/12; and
- iii) the use of the early thick type cyclometer.



*Figure 4: PR1 showing absence of grey smudge by 17/12, absence of 20/11 green mark flaw, and early thick type cyclometer.]*

PR2: Identified as the second run by:

- i) green mark flaw on 20/11 now present (and remains on all future print runs);
- ii) the development of the grey smudge in the margin by 17/12 (but absent on early pieces); and
- iii) the use of the early thick type cyclometer.

Further the stamps of PR2 were used for the set 29 officials, which were printed before PR5 used for the set 30 officials.

PR3-PR4: Identified as the third and fourth runs by:

- i) grey smudge by 17/12 constant; and
- ii) the “early” thick type cyclometer used.

We have not yet identified a way to determine whether PR3 came before PR4 or vice-versa.

PR5: Identified as the fifth run by:

- i) grey smudge by 17/12 constant;
- ii) the use of the later thin digit cyclometer; and
- iii) the “31” in the cylinder number is constant (also constant in all earlier print runs).

PR6: Identified as the sixth run by:

- i) grey smudge by 17/12 present at start but later disappears;
- ii) the later thin digit cyclometer used; and
- iii) the “31” present at the start but later disappears.

*NOTE: Assumptions made when determining this order include:*

- i) *the cyclometer was only changed once during the printing of this issue; and*
- ii) *the missing “31” was not corrected after this developed. This does not seem likely given the grey smudge by 17/12 also disappears at the end of PR6 (and this smudge developed during PR2 and was constant during PR3-5).*

### ***Movement of Sheet Numbers over the Last 2,500 sheets***

#### *New Information on how sheet numbers move on the 830 printer*

A challenge in studying how sheet numbers move on the faster 830 printer is that stamps cannot easily be placed in print order *within a print run* as the cyclometer numbers may repeat multiple times in a print run (the cyclometer only goes up to 9,999 and there may be over 100,000 sheets in a print run). And where pieces can be placed into order, for example using sheet number blocks from certain official runs, the material is scarce.

However, due to the development of the “missing” 31 flaw (and also due to the disappearance of the grey smudge flaw), the last c.2,500 printings of issue 22 can be placed into print run order. Further, there is a lot of material available due to the collectable nature of this flaw. Over 24 pieces with sheet numbers and showing the deterioration of the “31” ranging from 0036 to 2283 have been studied and it is seen that the positions of the sheet numbers moved slowly and progressively in a single direction:

- “up”: by 2.5mm
- “across”: by 2mm

So in a run of under 2,247 sheets, sheet numbers moved “up” by 2.5mm, and “across” by 2mm, with movements generally steady and in a single direction. As print runs of over 100,000 sheets show movements of less than 5mm, this suggests at a certain point the movement of sheet numbers reverse. Any thoughts on why the cyclometer should behave in this manner would be most welcome.

Interestingly the study of the last 2,500 sheets also suggests there may have been many more official print runs than commonly thought (or alternatively that non-consecutive sheets were used for official print runs). Current thinking is that official set 30 sheet numbers 0157-0272 make up a single official print run. However, 0198 and 0206 in this series are NOT overprinted official, while 0170 and 0265 are.

The sequence of the sheet numbers on the 24 pieces in the study data are as follows (with bold items not in the study data provided by Roald Sand):

Not official: First number 0036 up to 0145

Official: **0157, 0158, 0159, 0163, 0166**, 0170, **0179, 0186** (so an official print run of just 50?)

Not official: 0198 and 0206

Official: **0231, 0245, 0248, 0249, 0257, 0261, 0263**, 0265, **0268, 0509** and 0632

Not official: from 0972 up to last number seen, 2283.

## ***Final auction?***

Nick Arrow will need to clear the material he is currently holding prior to giving up his auctioneer’s role. Unfortunately this will need to be postponed until we can finally meet up again for a live auction, with Zoom participation, when the material can be inspected before the sale..

However, this means he can’t take any new material for sale and after that sale the auction will cease unless we can find a new auctioneer.

Any chance you can help?



Figure 5: Four items all showing incomplete “31” in print order. From left to right: 0145 no overprint, 0170 official, 0198 no overprint, 0265 official

Please submit further data points so we can get a fuller picture of how the officials were printed. For example, are there any sheet numbers without official overprint between 0268 and 0509 (or between 0509 and 0632)?

Notes: 1) 0036 has a warped first digit. This puts the first digit (but not the other 3 digits) out a further 1mm on the “up” measure. This anomaly has been ignored from the study data but does show care needed when looking at a single digit in a sheet number; and 2) an assumption made is that the missing/partially missing 31 flaw was not present for over 10,000 sheets. This seems unlikely given that all 24 study pieces showing this flaw develop all fall in the range 0036 to 2283.

### 3) CONCLUSIONS

The ½d issue 22 has at least six print runs with red sheet numbers, and the number of study pieces falling into the different print runs varies greatly, with over 25 for both PR2 and PR6, to just one or two for PR1 and PR5. During the printing of this issue every material movement in sheet number position (defined as over 5mm up or across) and each change in PA row proved to be a different print run, as expected. However, to conclude that PR1 was a separate print run from PR3 required us to look beyond sheet number and PA positions. PR1 was confirmed as a distinct print run to PR3 based on: i) the absence of the grey smudge by 17/12; ii) the absence of the green mark flaw on 20/11; iii) shade, with paler vignettes and less blue in frames than PR3; and iv) the “up” measure being at least 1mm above any PR3 piece.

Most of the six print runs identified have also been placed into printing order based on the three flaws listed under *Characteristics used to distinguish the print runs* above together with the cyclometer type. The only print runs not placed into order are those assigned as PR3 and PR4 (it is not clear whether PR3 came before PR4 or vice-versa).

One of the characteristics used to distinguish the order of the print runs was the grey smudge flaw in the right margin by 17/12. It is interesting that this was absent at both the start and end of the printings. It is absent on PR1, develops on PR2 and disappears again on PR6 (at around the same time the “31” disappears).

A long standing challenge for stamps produced on the 830 printer has been placing sheet number blocks *within a print run* into the correct order. However, the missing “31” flaw on PR6 has allowed us to place 24 blocks with sheet numbers and showing this variety into printing order, as the “31” flaw only appears over a series of c.2,250 sheets. The data collected from the 24 blocks suggests that the sheet numbers move fairly steadily in a set direction over the 2,250 sheets (as opposed to “jumping”). The movement in a single direction of 2.5mm

observed over 2,250 sheets also suggests that after a time the movement reverses or at least stops (given that print runs of over 100,000 have not been seen to exceed a movement of 5mm on the 830 printer).

Looking at these 24 blocks also shows there may be many more official print runs than is currently assumed. It was previously thought that the set 30 1/2d official had a single print run spanning from 0157-0272 (and possibly to 0632). However, based on the study of the 24 blocks of the last 2,250 sheets of the 1/2d issue 22 we show that at least two sheet number blocks without official overprint, 0171 and 0231, fall in between this range. In other words there may have been one official print run including 0157-0186 and another including 0231-0272 (and possibly to 0632). This raises a question about why two official print runs would be completed less than 50 sheets apart. Finally we hope responses to this article may show whether there are any sheet number blocks showing the “31” flaw and without official overprint with sheet numbers between 0272 and 0509/0632. If this is the case, this would again suggest there may be more official print runs than is currently assumed.

## APPENDIX 1: COMPLETE LIST OF MEASUREMENTS

APPENDIX 1: MEASUREMENTS IN MM (pieces measured for this paper)															
Value	Issue	Print Number	Up	Across	RM width	Sheet Width	Sheet number	Sheet No rows	PA Rows	BM height	TM height	Official	Most Grey Smudge	“31” showing	Type of Sheet #
1/2d	22	1	14	6	19	n/a	4981	17/18	n/a	24	n/a	N	No	Yes	Thick
1/2d	22	2	0	6.5	20	n/a	0760	18	n/a	22	n/a	N	n/a	Yes	Thick
1/2d	22	2	0	7	19	n/a	0761	18	n/a	22	n/a	N	No	Yes	Thick
1/2d	22	2	0	7	19	n/a	0854	18	n/a	22	n/a	N	n/a	Yes	Thick
1/2d	22	2	0	6.5	18	n/a	1214	18	n/a	22	n/a	N	No	Yes	Thick
1/2d	22	2	-0.5	5.5	19	n/a	1953	18/19	n/a	23	n/a	N	n/a	Yes	Thick
1/2d	22	2	2.5	8	19	n/a	2231	17/18	n/a	23	n/a	N	Yes	Yes	Thick
1/2d	22	2	-1	7	20	n/a	2640	7/8	n/a	n/a	n/a	N	n/a	n/a	Thick
1/2d	22	2	-1	6	19	n/a	2649	18/19	n/a	21	n/a	N	n/a	Yes	Thick
1/2d	22	2	1	5	19	n/a	2723	17/18	n/a	25	n/a	N	Yes	Yes	Thick
1/2d	22	2	0	7	19	n/a	2783	18	n/a	23	n/a	N	n/a	Yes	Thick
1/2d	22	2	0	7	19	n/a	2865	18	n/a	23	n/a	Y	n/a	Yes	Thick
1/2d	22	2	1.5	6	25	n/a	2904	17/18	n/a	23	n/a	N	No	Yes	Thick
1/2d	22	2	0	6.5	19	277	2909	18	n/a	22	n/a	Y	Yes	Yes	Thick
1/2d	22	2	1	7	19	n/a	2988	17/18	n/a	23	n/a	Y	n/a	Yes	Thick
1/2d	22	2	1	6	19	n/a	3320	6/7	n/a	n/a	n/a	N	n/a	n/a	Thick
1/2d	22	2	1.5	7	19	n/a	4805	17/18	n/a	21	n/a	N	No	Yes	Thick
1/2d	22	2	1	7	18.5	n/a	4812	6/7	n/a	n/a	n/a	N	n/a	n/a	Thick
1/2d	22	2	2	9	19	n/a	5616	17/18	11/12	23	n/a	N	Yes	Yes	Thick
1/2d	22	2	2	9	19	n/a	5616	6/7	22/1	n/a	20	N	n/a	n/a	Thick
1/2d	22	2	0	6.5	19	n/a	5759	18	n/a	23	n/a	Y	Yes	Yes	Thick
1/2d	22	2	-1	8	19	278	6121	18/19	n/a	n/a	n/a	N	Yes	Yes	Thick
1/2d	22	2	0	7	19	n/a	6799	18	11/12	22	n/a	N	Yes	Yes	Thick
1/2d	22	2	0	6	20	n/a	7599	18	n/a	26	n/a	N	Yes	Yes	Thick
1/2d	22	2	0.5	7	19	277	8418	18	n/a	21	n/a	N	Yes	Yes	Thick
1/2d	22	2	0	6	19	n/a	8655	18	n/a	22	n/a	N	Yes	Yes	Thick
1/2d	22	2	0	7	19	275	9503	18	n/a	22	n/a	N	n/a	Yes	Thick
1/2d	22	2	-0.5	7	19	277	9696	18/19	n/a	22	n/a	N	n/a	Yes	Thick
1/2d	22	2	1	7	19	n/a	3xxx	17/18	n/a	23	n/a	Y	n/a	Yes	Thick
1/2d	22	3	12	7	16	n/a	1151	17/18	n/a	23	n/a	N	Yes	Yes	Thick
1/2d	22	3	12	7	16	n/a	1178	17/18	n/a	23	n/a	N	Yes	Yes	Thick
1/2d	22	3	11	7	16	272	1302	17/18	n/a	22	n/a	N	Yes	Yes	Thick
1/2d	22	3	11	7	16	272	1302	6/7	21/22	n/a	30	N	Yes	Yes	Thick
1/2d	22	3	11	7	16	n/a	1667	17/18	n/a	24	n/a	N	Yes	Yes	Thick
1/2d	22	3	13	8	16	n/a	3663	17/18	n/a	25.5	n/a	N	Yes	Yes	Thick
1/2d	22	3	11.5	5.5	15	n/a	4956	17/18	n/a	24	n/a	N	Yes	Yes	Thick
1/2d	22	3	11.5	5.5	15	n/a	4960	17/18	n/a	24	n/a	N	Yes	Yes	Thick
1/2d	22	3	12	7.5	15.5	n/a	6238	17/18	n/a	23.5	n/a	N	Yes	Yes	Thick

1/2d	22	3	12	7.5	15.5	n/a	6560	17/18	n/a	24	n/a	N	Yes	Yes	Thick
1/2d	22	3	11	7	16	n/a	6829	17/18	n/a	23	n/a	N	Yes	Yes	Thick
1/2d	22	3	13	7.5	16	276	7610	17/18	n/a	24	n/a	N	Yes	Yes	Thick
1/2d	22	3	12.5	7.5	16	276	7610	6/7	21/22	n/a	26	N	Yes	Yes	Thick
1/2d	22	4	1	8	14	n/a	2093	5	21/22	n/a	27	N	n/a	n/a	Thick
1/2d	22	4	1	7	14	n/a	2310	16	21/22	25	n/a	N	Yes	Yes	Thick
1/2d	22	4	1	7.5	15	271	7081	16	21/22	23	n/a	N	Yes	Yes	Thick
1/2d	22	4	1	7.5	15	271	7081	5	21/22	n/a	26.5	N	n/a	n/a	Thick
1/2d	22	4	1	8	15	n/a	8137	5	n/a	n/a	n/a	N	n/a	n/a	Thick
1/2d	22	4	1	8	15	n/a	8137	16	n/a	n/a	n/a	N	n/a	n/a	Thick
1/2d	22	4	0.5	7	15	n/a	8688	16	21/22	24.5	n/a	N	Yes	Yes	Thick
1/2d	22	4	0	7	14	n/a	9337	16	21/22	25	n/a	N	Yes	Yes	Thick
1/2d	22	5	6	5	15	n/a	4636	4/5	21/22	n/a	27	N	n/a	n/a	Thin
1/2d	22	5	6	5	15	n/a	8535	15/16	n/a	n/a	n/a	N	n/a	Yes	Thin
1/2d	22	6	2.5	9	15	n/a	1243	17/18	n/a	23	n/a	N	n/a	Yes	Thin
1/2d	22	6	4	10	14	n/a	3129	17/18	n/a	26	n/a	N	Yes	Yes	Thin
1/2d	22	6	2	7.5	15	n/a	3544	17/18	n/a	21	n/a	N	Yes	Yes	Thin
1/2d	22	6	2	7.5	15	n/a	3588	17/18	n/a	23	n/a	N	Yes	Yes	Thin
1/2d	22	6	2.5	7	14.5	n/a	6143	17/18	n/a	23	n/a	N	Yes	Yes	Thin
1/2d	22	6	3	9.5	14.5	n/a	7244	17/18	n/a	25	n/a	N	Yes	Yes	Thin
1/2d	22	6	5	8	15.5	n/a	7284	17/18	n/a	22	n/a	N	Yes	Yes	Thin
1/2d	22	6	2	6	15	n/a	8346	17/18	n/a	23.5	n/a	Y	Yes	Yes	Thin
1/2d	22	6	2	6	15	n/a	8373	17/18	n/a	n/a	n/a	Y	n/a	n/a	Thin
1/2d	22	6	2	6	15	n/a	8941	17/18	n/a	24	n/a	Y	Yes	Yes	Thin
1/2d	22	6	2	6	15	n/a	8968	17/18	n/a	24	n/a	Y	Yes	Yes	Thin
1/2d	22	6	2	6	15	n/a	8979	17/18	n/a	24	n/a	Y	Yes	Yes	Thin
1/2d	22	6	2	7.5	15	n/a	9036	17/18	n/a	23	n/a	N	No	Yes	Thin
1/2d	22	6	2	6.5	15	269	9072	17/18	21/22	24	n/a	Y	Yes	Yes	Thin
1/2d	22	6	2	6.5	15	270	9072	6/7	21/22	n/a	27	Y	n/a	n/a	Thin
1/2d	<b>22</b>	<b>6</b>	<b>2.5</b>	<b>7</b>	<b>14.5</b>	<b>n/a</b>	<b>0036</b>	<b>17/18</b>	<b>n/a</b>	<b>25.5</b>	<b>n/a</b>	<b>N</b>	<b>No</b>	<b>No</b>	<b>Thin</b>
1/2d	22	6	1.5	7	n/a	n/a	0038	17/18	n/a	25	n/a	N	n/a	No	Thin
1/2d	22	6	2.5	7	15	272	0145	17/18	21/22	24	n/a	N	No	No	Thin
1/2d	22	6	2.5	7	15	n/a	0170	17/18	n/a	24	n/a	Y	n/a	No	Thin
1/2d	22	6	3	7	15	n/a	0198	17/18	n/a	24	n/a	N	No	No	Thin
1/2d	22	6	3	7	15	n/a	0206	17/18	n/a	24	n/a	N	No	No	Thin
1/2d	22	6	3	7	15	n/a	0231	17/18	n/a	24	n/a	Y	No	No	Thin
1/2d	22	6	3	7	15	n/a	0265	17/18	n/a	24	n/a	Y	n/a	No	Thin
1/2d	22	6	3.5	8	15	n/a	0632	17/18	n/a	24	n/a	Y	No	No	Thin
1/2d	22	6	4	8	15	n/a	0972	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	3.5	8	15	n/a	0980	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4	8	15	n/a	1011	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4	8	15	n/a	1047	17/18	n/a	24	n/a	N	No	No	Thin
1/2d	22	6	4	8	15	n/a	1057	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4	8	15	n/a	1070	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4	8.5	15	n/a	1355	17/18	n/a	24	n/a	N	No	No	Thin
1/2d	22	6	4	8.5	15.5	n/a	1364	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4	8.5	15	n/a	1373	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4	8	15	n/a	1380	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	4.5	8.5	15	n/a	144x	17/18	n/a	25.5	n/a	N	n/a	No	Thin
1/2d	22	6	4	8.5	15	n/a	1474	17/18	21/22	25	n/a	N	No	No	Thin
1/2d	22	6	4.5	9	15	n/a	1850	17/18	21/22	25	n/a	N	No	No	Thin
1/2d	22	6	4.5	9	15.5	n/a	1941	17/18	n/a	25	n/a	N	No	No	Thin
1/2d	22	6	5	9	15	n/a	2283	17/18	21/22	26	n/a	N	No	No	Thin

## **APPENDIX 2: DEFINITIONS AND EXPLANATIONS USED IN THIS SERIES**

Background information for this series was provided in the first article introducing this series. See “*THE DIFFERENT PRINT RUNS OF ROTOGRAVURE UNION DEFINITIVE ISSUES*“ published in SACS 351 Volume 68 No.3 for more information. Further information is now added below:

## 1) How we Measure Sheet Number Positions

This is the system Bas and I set up to record these.

*Recording Sheet Numbers themselves:* When recording sheet numbers themselves use “x” when a digit is missing or cannot be read. The full sheet number for the study of print runs is less important than for identifying print runs for officials so any piece showing any one sheet number is useful for study as long as it can be positioned.

*Positioning the Sheet Numbers (SN):*

**Orientation:** “up” for all stamps means up the long axis of the sheet (i.e. up the printing roll), irrespective of the orientation of the stamp image, which varies in different issues and values; “across” means across the short axis of the sheet (i.e. across the printing roll). The stamps running across the short axis of the sheet are referred to as a Row (R) again irrespective of the stamp image orientation. **Note this is different to how Hagger positions certain printings** (those that are recorded as having 12 rows in the handbook catalogue).

“Up” is the vertical measurement from the projected bottom of the frame of the stamp next to and below the SN to the middle of the first digit of the SN to the closest 0.5mm. If SN falls close to row break, measure from row below to avoid possible negative measurements.

“Across” is the horizontal measurement from the side frame of the sheet to the middle of the first digit of the SN again to closest 0.5mm.

## 2) Definition of a Print Run

**PRINT RUN:** a print run of an issue. Most issues have multiple print runs, and for some issues the number moves into double digits but a few have just a single print run. Each time another batch of an issue is printed this is considered a print run. With one notable exception on the 840 printer, all movements in sheet numbers over 5mm so far represent a separate print run although some issue by issue allowance needs to be given based on other characteristics such as movement both “up” and “across” (see definitions above) and the date of the printing as movement of sheet numbers also varies over time. Also, to date, every movement of the PA seen on the 830 printer represents a new print run.

**PRINT EVENT:** This term may be used for a notable print event **within a print run**. For example if any of the following occur within a print run this may be recorded as a print event: change in the orientation of the watermark, a notable shade change, a change in paper type, a change in the colour of the sheet number. A print run may have several print events.

## 3) Definition of a PA

During the printing process the perforator adjustment (PA) realigns the perforation holes of a sheet to keep these holes aligned with the printed stamps. The entire affected row is impacted by the adjustment. If the perforations are already well in alignment with the printed stamps there may be no clear evidence left by the perforator adjustment. However, there is typically evidence along the affected row that shows that the alignment of the perforations have changed or jumped. The perforations may jump in any direction, and on occasion a shift down is large enough to leave what is referred to as a “narrow” stamp. There were two printers used for the stamps in the study period, the 830 and the 840 printers. For the 830 printer the PA row occurs twice per sheet, eleven rows apart. For the 840 printer the PA row can be on any row.

## *Other magazines*

I receive copies of three other publications dealing with South African Philately.

**Forerunners**, the journal of the Philatelic Society for Greater Southern Africa, is a Society based in North America. The latest issue includes, among others, further articles on Botswana and Zululand, one on the first scheduled Air Mail service from Johannesburg and an article on the Union Air Mail stamps.

In the latest **RSA Study Group Newsletters** received since the last Springbok, two deal with commemorative stamps printed on the De La Rue Giori press, and one discusses some new issues

I don't have permission to forward either of these newsletters to members but if anyone is interested in either I am happy to put them in touch with the respective Editors. Early Forerunners are now available online to all collectors. Follow the link <http://www.psgsa.org/>

Don't forget we also receive copies of **Bartholomeu Dias**, a Dutch language magazine, which I do have permission to circulate to members for anyone who can read that language. The current issue has just arrived.

## NICE TO PUT IT RIGHT!

### *Nicholas Arrow (based on work by Ken Sandford)*



During the First World War, the great South African Air Pioneer Major Allister Miller undertook a recruiting campaign, partly to raise funds for the Royal Flying Corps, then in its infancy, but mainly to recruit volunteers to join up and qualify as pilots. In both he was successful - not only was the sum of £13,000 raised for the Royal Flying Corps, but no less than 2,000 South Africans joined up (1,400 of these went on after the war to obtain their pilot's certificates). For these trips, he had the use of 2 BE (Blériot Experimental) 2e military biplanes, built in England, but subscribed for by the British

community of Rio de Janeiro, named (with a startling lack of originality!) 'Rio de Janeiro Britons Numbers 1 and 2' respectively - a photo of a Blériot 2e is shown right, not one of the planes used.

During each of the various flights undertaken on this recruiting campaign, Major Miller carried, entirely unofficially, a few letters, usually from persons who held some official office, which were posted on arrival - he also carried some local newspapers etc (eg on the 30<sup>th</sup> October 1917, when a few specially printed copies of the "Cape Argus" in South Africa were carried from Cape Town to Caledon).

During this campaign, Miller undertook the first non-stop flight from Cape Town to Port Elizabeth, a most adventurous undertaking for the time, although when he tried to land, on the golf course, in order to avoid spectators (who had not appreciated that planes of that era did not come fitted with brakes!) he had to change course, and in doing so, he hit a bunker, damaging the plane's right wing, the propeller and the undercarriage.

This is reported in Wyndham's book "The Airposts of South Africa", published in 1937. He says (page 69) that the flight took place on the 8<sup>th</sup> November 1917 and lasted for 5hrs 22 minutes. This detail is faithfully copied by Stern (South African Airmails - c1970, although he simply refers to the date of the flight) and Burrell (Par Avion in Southern Africa - 1986). And, it must be confessed, by myself in my own treatise (South African Airmails - 2013). Mail on board the plane is also recorded by Neirinck (Recovered Mail - 2<sup>nd</sup> Edition - 1992).

However, the Spink Sale of Neville Pokalow's collection of South African Airmail offered (#2023) "1917 (7 Nov) 1d red letter card from Young's Field, Wynberg to Port Elizabeth, the first nonstop long distance flight in South Africa and upon arrival ditching on Port Elizabeth golf course, marked "This card carried by Major Miller on first aeroplane to arrive in P.E. Left Cape Town 6.34am Arrived P.E.11.52am 7/11/17". The contents of the message inside comment on the flight to come and include *Major Miller flies today & so far has not had an unsuccessful flight!*.. (emphasis supplied). The card was of course prepared before the flight was undertaken, and the proud claim as to the success of Miller's flying career about to be dented, as ending up in a bunker on a golf course, with a bent undercarriage, propeller and wing can hardly be considered part of a successful flight, however much it was not actually Miller's fault! The lot included 2 real photo postcards, and ended with the Neirinck reference, which is 171108.

I think that the lot failed to sell - my note, made at the time, would indicate this.

So what is the correct date of the flight, the 7<sup>th</sup> November or the 8<sup>th</sup>. And incidentally, how long did the flight take, 5hrs 22 mins (Wyndham etc) or 5hrs 18mins (as noted on the card)?

Thanks to some detective work by Ken Sanford (Wreck & Crash Mail Society) it would seem that Wyndham, the fount of all perceived wisdom up to now, was wrong in giving the date of the flight as on the 8<sup>th</sup> November.

For a start, there is a large photo of the plane after the accident in the Port Elizabeth Golf Club, with a plaque below giving a detailed description of the flight including a clear reference to it having taken place on the 7<sup>th</sup> November 1917





Scan provided by Ken Sanford

and that it lasted for 5hrs 18 mins. It also confirmed that the wrecked propellor had been given to the Golf Club as a souvenir.

Secondly, two articles appeared in The Herald (which claims to be South Africa's oldest newspaper, established in Port Elizabeth in 1845), the first on the 6<sup>th</sup> September 2006, dealing with the intention to demolish Allister Miller's home in Swartkop to make way for modern development, during which reference is made to the flight having taken place on the 7<sup>th</sup> November 1917, while the second (published on the 8<sup>th</sup> November 2018) reported on a celebration on the evening of the 7<sup>th</sup> November,

held to commemorate of the centenary of the flight, which confirms the flight as having taken place on the 7<sup>th</sup> November 1917. This latter article contained a photo of a WW II veteran, the PE Golf Club President and a member of the SAAF Museum showing the wrecked propellor.

Thirdly, on Google is an article "Allister Miller: A South African Air Pioneer & his Connection with Port Elizabeth" (Dean McClelland - 1916) which refers to a cutting from the Cape Times of the 7<sup>th</sup> November 1917 about the flight starting on the 6<sup>th</sup> November, although bad weather and mechanical trouble resulted in Miller returning to Young's Field, Cape Town, where the intention to leave on the 6<sup>th</sup> November was abandoned, and announcing "that the flight would resume on the following day at 5 a.m., weather permitting".

As to how long the flight lasted, a matter even dedicated aero-historians might feel to be essentially trivial, the inscription on the card is right about the date etc, and with the backing of the PE Golf Club's plaque, I think it would be fair to settle for the slightly shorter duration of the flight.

So, over 100 years after the event, matters can at last be put right. What a relief!!

### *Query from Jim Dounis*

According to records, only 6000 sheets of the 2d issue 16 were printed with these cylinders (46 and 27), from Job 475, and delivered between 2 - 4 December 1952. I recently acquired the block below which shows sheet number 7193, which is over the recorded quantity.

Can anyone explain this, please?



## Letter to the Editor from Mike Tonking RDPSA

With regard to the comprehensive article in the latest Springbok on the RSA Fourth Definitive Series by Roy Ross I would like to add the following comments.:

- Another help to identification are the diagonal lines of the 'R' in RSA. It can be shown that there are 12 different patterns covering both the litho and recess printed stamps. This feature as such can be used to, in certain instances, identify the stamps of the different issues. (See the figure below).
- In addition to the printing presses mentioned there was also the Roland 779 at times used for printing the 1c, 3c, 4c, 10c, 11c, 14c, 20c, 30c R1 and R2. A further printing press was the Heidelberg 784 used for the first time for printing the 16c value second issue. On the second and final occasion in the Building series it was used to print the third printing of the 25c. value.
- In addition to the Walterkroll perforator used to perforate the litho printings the Bickel perforator was used in the case of the 4c second issue, 11c, 16c and the second and fourth issues of the 25c value.

### IDENTIFICATION OF THE TWELVE DIFFERENT TYPES OF 'R' IN RSA



# SKULDUGGERY?

*Tony Howgrave-Graham*

This article is meant to be light hearted and more the ramblings of senility rather than any specific allegation against anyone mentioned. These musings were triggered when Nick Arrow sent me a few Darmstadt trials in the hope I could put Dix numbers to them before they were offered in auction. Amongst them was an imperforate pair of 1d vignettes (*Fig.1*). Very obvious, very early, was the fact that they were on paper watermarked multiple springbok's head. There are only two Darmstadt trials on this "official" paper and they are both of the complete design made on 26 September 1929 (Dix 57 & 34). They were both done using English black inks but the red was English on Dix 57 and German on Dix 34. They were intended to finish the trials but neither was considered satisfactory for rotogravure printing and rather than using coated paper, which is more expensive, the trials were continued using gummed esparto paper.

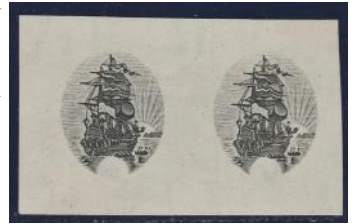


Figure 1

So, what of the item in figure 1? I've seen various ½d's and 1d's in the past which are referred to as "1948 Museum" items. A quick check confirmed that this was, indeed, one of them. Printings from Issue 17 of the ½d and Issue 20 of the 1d were made of the vignette only, frame only and complete design. All were imperforate. So from the current 1948 issues. The 1d vignette is actually marginally smaller than the unhyphenated one though I confess to not noticing this at the time. They have appeared infrequently in auctions. I note two from my auction reports. The first is a ½d complete design pair which made £635 at Welz in June 2012. Welz stated "only 24 pairs exist". The second is a top right corner block of 4 of the frames only from the fine Murray Payne *Penmaen* sales of 2013 where it made £900 with a pair of the complete design making £450 (significantly less than at Welz). I've seen a few other offerings where they seem to make rather less. I believe Eddie Bridges had some but they were sold by Spink as part of his hyphenated ½d and 1d collections rather than separated as individual items (*Figs.2&3*).



Figure 2



Figure 3

So (again!), what is their status? They appear to have been produced by AA Jurgens for a display in the Cape Town Museum in 1948. But what display? No-one seems to know what the museum was putting on. If anyone has information regarding this, please let me know. Mr Jurgens seems to have had a remarkable relationship with the Government Printers. He managed to persuade the Printers to release the original woodblock plates for him to print copies in red and blue for the same museum in 1941 (*Fig.4 on facing page*). You will note that they have a central vertical line to differentiate them from the originals. However suggestion has been made that he printed up to 17 sheets with no line and that he was involved in some postmark forgery. That he was a distinguished philatelist is not in doubt. He received the Crawford Medal (awarded by the Royal) in 1944 for his books *The Handstruck Letter Stamps of the Cape of Good Hope 1792-1853* and *The Postmarks of the Cape 1853-1910*. Despite the controversy he signed the rolls becoming an RDPSA in 1948 and an RDPSL in 1952. He died aged 67 in 1953. Interestingly Robson Lowe (the "father of postal history") was invited by the Royal to sign the roll but declined unless Jurgens' name was deleted. This they declined to do and Robson Lowe never did sign. He considered Jurgens to be a "forger".

So we know who produced the stamps but we don't really know why and we don't know how, or in what quantity. Welz said "24 exist". Is this the number for each of the 6 printings? Assuming he got hold of the cylinders

where did he get the official paper from and how did he print them in such small quantities and on what machine? And how did they ever appear on the open market? If you know any of the answers please let me know.

It would appear the Government Printers were remarkably open to outsiders at this time. Our friend AS Konya was closely associated with them 1947-52 and was in and out of the works whilst producing his essays for the proposed Kruger memorial stamp. He certainly wasn't averse to selling on the material he produced and ended up in prison for misdemeanours in the '50's.

So, if Jurgens and Konya played fast and loose with security, did anyone else? It's the same period as several major Official varieties appeared none of which has any very good explanation. Each appeared in a single sheet and then appeared on the market. We have SGO25b&c, a post-war hyphenated 1/-, with Offisiel only, or Official only on vertical rows 1 and 6, now catalogued £2,000 a pair. Next we have the odd 1950 smaller overprinting on the small 2d, SG35, now catalogued £4,250 because Gibbons dealt half the sheet and made a place for it on their printed leaves. So a single sheet with a different overprint is somehow smuggled out of the Printing Works and appears on the market. It does make one wonder. Finally we have a reportedly single sheet of the stereo overprinted 2d, SG45a, with the overprint inverted catalogued a mere £1,100!

As I said at the start, this article is just my musings. It's intended as a stimulus for discussion and I would delighted to hear feedback. A few stout defences of queried items would be good to see! I believe a vertical pair of SG35 exists on a used official cover, for example. And if you're lucky enough to own any of them, don't worry - nothing said here, or in future, is likely to affect their high prices a jot!



Figure 4

**SWA Corner**  
**WANDERSTEMPEL I**  
**Tony Howgrave-Graham**

The Otymbingue canceller (spelt with a "Y" rather than "J") is one I've wanted for many years and have, at last, acquired one! (Fig.1). It is a scarce cancel but not as rare as the price it always seems to make suggests. Hence why I've waited so long. But to suggest I've finally got one at a reasonable price would be a complete violation of the truth! Otymbingue was originally approximately mid-point on the ox-



Figure 1

wagon route from Walvis Bay to Windhoek and from 1857 the main centre for South West Africa. Missionary Rath had established a mission station in 1849 and this station became the site of the post office in 1888. The post office was plagued by rebellions of one sort, or another, and over its first few years had to move around a lot. At the end of 1888 it moved to Usab, then Walvis Bay before returning to Otymbingue in July '89. It wasn't long before it had to move again to Gainaub, then Tsaobis before returning home in March '90 where it remained until October '91. It's during this period that the illustrated cover was used. On 18 October 1891 it moved to Windhoek where it became the provisional canceller there until the arrival of the first permanent date-stamp in March 1892. Otymbingue (spelt with a "J") didn't open again until 1895 by which time Windhoek was very much the capital of South West Africa.

Despite the interest of the above, this wasn't the reason I particularly wanted a nice copy of the Otymbingue cancel. After serving its purpose at Windhoek it was retained, rendered "dumb" and became Wanderstempel I. As I've said before this altering of date stamps was a particularly South West African way of dealing with a shortage of permanent cancellers which persisted on into the occupation period of 1915-22.

After being rendered dumb it was sent to Okahandja on 12 August 1895. Here it served as a provisional canceller with the name added in manuscript until the arrival of the permanent date-stamp on 1 Jan.'96. Having served its purpose it was returned to Windhoek until the commencement of work on the Swakopmund-Windhoek railway in 1898. Its first use here was at Rössing (named after the commander of the Railway Brigade). The station name was added in manuscript (Fig.2 ex a Peter Vogenbeck catalogue) and it stayed here for two months until moving to the next station along the line, Khanrivier (Fig.3 on facing page). Here, again, the name was added in manuscript and it was used for six months. The station, however, was at the bottom of a hill and eastbound carriages had to be shunted up the hill one at a time. This was a lengthy process giving people lots of time to sit around and write letters or cards. It is thus one of the more commonly found usages of wanderstempels and there are numerous hands providing the name. The wanderstempel then moved



Figure 2

further along the line to Jakalswater (about half way between Swakopmund and Karibib). It arrived here as a temporary date-stamp on 1 May 1899 (Fig.4) and remained in use until the arrival of a permanent canceller 5 Jan. 1900. The station name was added by a hand-stamp and it is the most common (or, at least, the least uncommon) of all usages of wanderstempels. After its use at Jakalswater it was returned to Windhoek where it remained unused for 6¾ years.



Figure 3

Postcards were issued to celebrate the opening of the railway in July 1899 (Fig.5 overleaf) and the oval cancel used on the line (Fig.6 overleaf) was later converted to provide date-stamps for Swakopmund and Windhoek during the occupation period.

Wanderstempel I renewed its association with the railways on 25 October 1906. The Luderitz-Keetmanshoop railway was under construction, partly as a result of the Witbois and Bondelzwarts uprising. It reappeared at Aus on 25 October as its second temporary date-stamp. It took over from the exceptionally rare "Aus" on "Kubub" which I showed in the *Springbok* of April 2020. It used the same name-stamp (Fig.7 overleaf), mostly in violet, but also in black until the permanent date-stamp arrived on 21 December. By 1 January



Figure 4

1907 it had moved on to Brackwasser (Fig.8 overleaf), another station in the Keetmanshoop direction. The station hand-stamp was at first in black (scarce) and then violet and remained in use there until the permanent date-stamp arrived at the end of March. Finally Wanderstempel I moved back down the line to a new station, Kuibis (Fig.9 overleaf). The post office here opened on 20 July 1907 and usage continued until the permanent canceller arrived on 18 August. The hand-stamp was in violet (rare) or black.

So ends the wanderings of Wanderstempel I. However, if we move back to Okahandja, its first usage, we find further interest. The first permanent canceller which replaced it was lost on 12 January 1904 when Hereros plundered the area. A number of settlers were murdered but the postal agent managed to save the cash box and the stock of stamps and escaped to the fort where he remained, with a small contingent of troops, under siege conditions until relief on the 27<sup>th</sup>. The canceller, however, was lost. A replacement was made whilst still under siege. This was constructed by adapting a negative seal type cancel and using a place hand-stamp similar to that used at Usakos and, less rarely at Owikokorero. It was in use from 13 January till the end of the month and is very rare. It was replaced by Wanderstempel II on 30 January (its fifth location) using a rare two-line hand-stamp (Fig.10 overleaf) at first followed by a single-line one (Fig.11 overleaf) from 7 February until 15

March when the new permanent canceller arrived. This is the only example, bar Gochas, of one place using different wanderstempels. Wanderstempel II differed from "I" in having been provided from Germany in dumb form rather than being adapted from an existing, but no longer used, canceller.



Figure 5



Figure 6



Figure 7

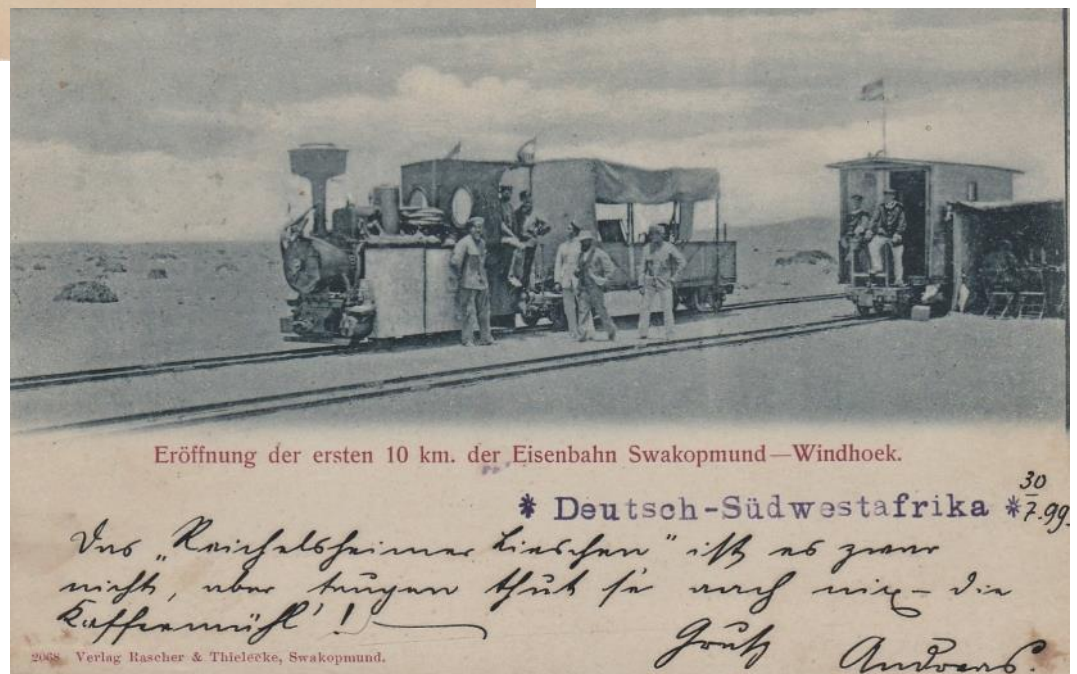


Figure 8



Figure 9



Figure 10



Figure 11

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