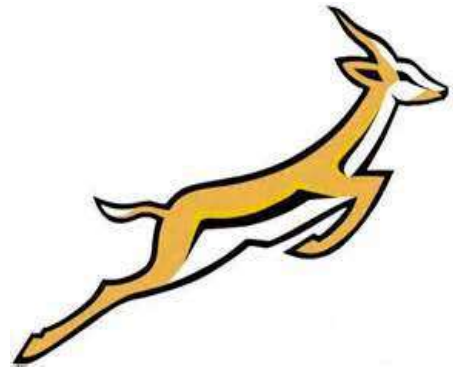


# THE SPRINGBOK

SOUTH AFRICAN COLLECTORS'  
SOCIETY QUARTERLY

[www.southafricacollector.com](http://www.southafricacollector.com)



Volume 66



**Society Annual Meeting & Auction. Sat/Sun 9/10th June 2018**

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*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

R W Ross

#### Editorial Panel

T. Howgrave-Graham

C. Oliver

J.L. Shaw

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Collectors' Society,  
2018**

**Vol. 66 Iss. 2 Whole No. 342  
Founded 1947**

## Editorial

This issue marks five years since I took over as Editor. Publishing 20 issues. With the continued support of members writing articles, the Springbok continues to grow. This issue is another 40 page one with some articles already received for the August issue. This does not mean to say that I do not want to receive articles for the next issue, my inbox can never be over full. Since taking on the roll as editor we have managed to print a better quality magazine at a minimal extra charge but there was a small increase in postal rates in March. As one can see from the society accounts, page 70 of this issue, we have a healthy balance and I would not like to see any increase in membership fees whilst members continue to support the Auction and purchase the society booklets.

During the five years I have experienced many problems with distribution, particularly emailing the Springbok to our email recipients. At long last the Service providers of the emails have woken up to the fact that in our modern day anything less than a 10mb download is not acceptable. All now seem to provide a limit of not less than 10mb, which makes my job a lot easier and therefore I can continue to produce up to a maximum of 40 pages per issue of the Springbok without it being returned to me stating that the recipients inbox is either full or can't accept such large files.

A wicks voting form is attached to this Springbok please take the time to send it back to our secretary

In May of this year the new General Data Protection Regulations come into force. Attached to this issue is a letter from our Secretary, Chris Oliver. It is imperative that all UK and European members sign and return this form to the Secretary. Without the form being signed we, The Society, can't hold your data on our mailing list and therefore you will not receive the Springbok. Unfortunately we don't make the rules and I can not stress enough the importance of signing and returning this form, either by email or post at your earliest convenience.

## Membership

In the last Springbok I made a typing error in the surname for new member 1211 Gerald Gettel from USA, my apologies. *Ed.*

### Welcome to New Members:

**Allen Wood** from Nottingham.

**Steen Per Byrgesen** from Denmark

**Anne FitzGerald** from Newquay, Cornwall.

**Colin Southwood** from St. Neot's, Cambridgeshire.

**Huw Williams** from Middlesex.

### Welcome back to:

**Malcolm Lacey** from Sutton-in-Ashfield, Notts.

**Narendhra Morar** from West Grinstead, West Sussex.

**Des Hill** from Stoke-on-Trent.

Our condolences to the families of members David Battersby and Ian Bailey who have recently died.

## SAVPEX 2018

South Africa is again arranging a One Frame Virtual Exhibition this June and they wish to invite exhibits from the UK

The South African Virtual Philatelic Exhibition is proudly hosted by The Philatelic Society of the Orange Free State under the auspices of the Philatelic Federation of South Africa.

The closing date is the 30th April 2018

Please contact Mike Smith for prospectus and application form.

[mikesmith.philatelist@gmail.com](mailto:mikesmith.philatelist@gmail.com)

## Auctioneer's Report

By Nick Arrow

I can now report in more detail about the November Auction. In fact, it was quite successful, with 148 out of 272 lots sold (2 were withdrawn prior to the auction), roughly 54%. The total value of sales amounted to £8,734.50, which will gladden Simon's heart at least!

However, there was one matter which produced my worst nightmare. One of the more expensive lots was sold to a member who lives in Portugal. It was duly sent to him shortly after the Auction by Tracked and Signed for Mail, which I had previously imagined was as safe as it could be. Big mistake! After about 3 weeks he asked when I would be sending it. My heart sank, as clearly it had not arrived, despite an estimate by my local Post Office of about 4-5 days in transit. Cue for frantic messages to Royal Mail and to GLS, their agents who deal with overseas deliveries, trying to get someone (anyone!) to try to find it. Worse was to come, when Royal Mail told me on the phone that the tracking service only goes as far as the UK border – after that, it is in the hands of GLS who do not provide such a service. Why Royal Mail offers such a service for overseas mail knowing that they cannot deliver, I have no idea. I had no alternative but to claim on the insurers, which would see the purchaser financially compensated, although there could be no compensation for his acute distress in not obtaining such a nice lot.

After some increasingly acrid emails from me telling both organisations how appalling I felt their service was, just after Christmas the parcel turned up, delivered back to me! The reason for return was given as "Off route" which is nonsense as our member gets signed for mail on a regular basis and does not live miles from the beaten track! Anyway, great relief all round, and arrangements were put in hand to get the lot to a friend who would courier it out to Portugal in the New Year.

**BUT** once bitten - twice shy, and I must bring to your attention that the Society cannot give any guarantees of the reliability of any postal service outside the UK, even if the item is sent by Tracked and Signed For mail, as the Tracking simply ceases at the English Channel. I have been in touch with Parcel Force and, although they may be rather steeped in Royal Mail tradition, the difference in trying to find missing parcels would seem to be far superior than Royal Mail, even though they also use GLS for European destinations. Overseas bidders may wish to consider trying to get valuable items that they may have acquired in our auctions couriered to them by friends or business acquaintances. Alternatively, there are DHL or UHL who can provide a courier service, and, although this would be expensive, purchasers of valuable lots may prefer to pay a little bit more for the security of getting the acquisitions safely delivered. Although this is the first time that I have experienced such a problem, I would never wish to experience another similar situation.

Our Insurers are happy with these alternatives. The Auction Rules, which have been generally tidied up and revised, have been adjusted to allow for the change in postal arrangements.

And now to happier stuff! Auction 47 has been prepared, and hopefully will provide you all with the opportunity of getting some long-awaited material. There are some very good pre-Union lots, many of which are very aggressively priced. The Union and RSA periods are adequately represented and there are some really nice Officials etc. We have also been entrusted to dispose of some modern but extremely scarce Airmails, which hopefully may result in some of you deciding that collecting modern airmails is far more fascinating than simply obtaining all the SAA, Kempair and ASSA covers - believe me, it is a LOT more interesting than that! I will be delighted to deal with any queries etc

about any lots and can of course provide scans of other lots should you wish, but, as I will be away for a few days at the end of April, so do not ask for any details concerning the Auction before the 5<sup>th</sup> May as I won't be able to answer. Postal bids sent prior to the 5<sup>th</sup> May can be timed from the postmarks or the emails etc.

I will need some more material for the Auction in November 2018. There is plenty of time for this, but I like to know that there is a fund of material available to include in the Auction, so please look out your unwanted material and send it to me as soon as possible. I shall start to prepare this fairly soon, but there is enough time to consider it and get it in the mail to me. Strangely, I do not seem to have as much union material as I used to have, and of course the RSA material is enjoying a seemingly strong resurgence. Back to your stock books!

Happy stamping!



**Auction 47 will be held at the Society Annual Meeting Sat/Sun 9/10th June 2018  
The Strawberry Bank Hotel in Meriden, Coventry CV7 7NF**

## THE LONDON REGIONAL MEETING - 24 Feb. 2018

By Tony Howgrave-Graham

The meeting was held, as usual, at the Calthorpe Arms in Grays Inn Road which conveniently has free parking from 1pm on a Saturday right by it. The turnout was very poor with only 5 attendees (Tim Harrison, Tony H-G, Chris Oliver, David Page & John Shaw). This was a major shame as the material shown was absolutely exceptional and I really would encourage more to make the effort to come. The subject was "The 1927-30 London recess printed pictorials" and we were treated to the best showing of these available in the world!

David Page and myself knew what was coming so decided to put up our offerings first so as not to provide an anticlimax. In the event the anticlimax was provided by the England rugby team's lacklustre performance!

David started and showed some interesting family correspondence with various 2d officials on cover including the scarce perf 14x13½. Many of the covers were flown including one which took a contrived long course making a quick diversion to Cape Town whilst travelling within Transvaal! Another interesting cover was one from Mozambique with a tricolour franking and South African stamps added (for forwarding?) including a 2d Gp.3 with the split "d" variety. He then produced a chart he used when lecturing which showed the periods of use for each value of the pictorials demonstrating the rather artificial nature of the "sets".

He then showed some unhyphenated rotogravure with a mint block of 8 (top left corner) of the 2d (Issue 3) with a large printers' paper join, a pair of the 2d indigo & violet correctly paying the registration of the cover they were on, a 3d black & red bottom arrow block of 4 with the shuttered window flaw, another block of 4 on cover with a Christmas seal, a 4d with the "bamboo" or "spear" flaw and a 1/- paying airmail to the UK with a tied Christmas seal.

I followed with what would normally be considered a fine lot of, with one exception, used 1927-30 pictorials, but which I knew were about to be eclipsed. It included examples of all 5 printings of the 2d, the split "d" in blocks from the scarce group 2, also group 3 and the "oval perf" variety on the perf.14 3d & 4d. Used inscriptional pairs or blocks are difficult to find but I managed a number to both 2/6, the 5/- group 1 and both 10/-. There followed a discussion on the aniline shades. Otto raised the subject somewhat over a year ago thinking it only applied to the blue colour whereas I thought it only applied to the brown! In fact it can be either with the blue being considerably scarcer. My only mint showing was an extreme example of both on the same pair. I finished off with 2 blocks of 8 of the 10/-, one perf.14 in an unusually dark shade, the other perf.14x13½ unusually light. I was chastised for having mounted the former on black and the latter on yellow to exaggerate the difference!



So, a cup of tea and a ham sandwich, or two (thank you, John), later we were treated to the absolutely exceptional.

John's collection of these issues has to be seen to be believed. He started with the 1923 Harrison 1d springbok essays which he has researched in detail and includes all types. A block of 16 (Fig.1) imperforate and in deep sepia and overprinted "Muster" shows one stamp with the

played "M" variety which no-one else present had seen before.



Fig. 1  
Played "M"

*The carmine*

The carmine stamp watermarked caduceus is considerably the most common of these essays but the pale carmine without watermark is much rarer and was represented by a block of 6. The imperforate bicolours are an eye catching lot. The carmine and green (*Fig.2*) was shown in a unique block of 4 in a part sheetlet. John also had a complete sheetlet of 10 stamps of the black and blue. All the perforated types were there, too, including the spectacular sheet of three blocks of ten in different colours emanating from the Harrison sample booklet. The Harrison 1d ship essay as well as the 3d and 4d essays as miniature sheets were all present except one (*Fig.3* for the 3d in blue & green and in ultramarine & chestnut).

The 1924 competition occurred because of dissatisfaction with that of 1923 and it was represented by a unique De La Rue 2d proof sheet (*Fig.4*) based on the Mullins drawings. The 3d started life as the Table Bay design which ended up the 10/-. The Grootte Schuur design was later and a proof of the centre and frames (*Fig.5*) was shown. Also shown were the very appealing colour trials, imperforate but perforated "SPECIMEN". Very popular and always making huge realisations in auction some of those displayed are shown in *Figures 6 & 7*. Figure 7 also includes a corner block of four of the issued stamp overprinted "SPECIMEN".

On to the issued stamps in their completion. A 2d pair with inverted watermark and the same for the 4d but in an inscriptional block of 4 (only 2 can exist). The inscriptional pairs, or blocks, were basically complete though John says he's now got to collect more so that he has one from every pane! The 5/-s are shown in *Figure 8*. The Group 2 is very rare with less than 10 reported. This magnificent display was finished off by showing blocks of four of all values from each printing. These originate from the Bradbury Wilkinson archive reference sheets. As these were affixed to card and soaked off before

Fig. 2

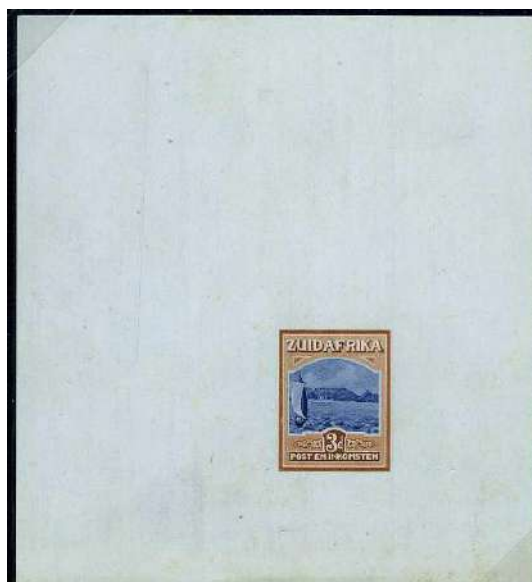
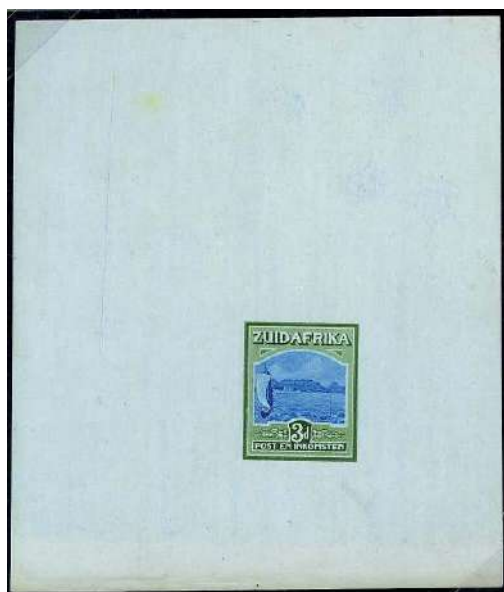
Type "c" - Screened Rotogravure - Bicoloured - Imperforate - Multiple pieces



Block of the Carmine & Green essay on Unwatermarked paper, with crazed, matt, gum, this being the only known imperforate multiple in these colours. Note also the centrally placed cross in the frame colour, as in the complete sheet of the imperforate Black and Blue sheet of 10

Fig. 3

1924 - Second Design Competition  
Complete, unadulterated, Harrison miniature sheet essays of the 3rd Table Bay in Blue & Green and in Blue-Grey & Orange-Brown



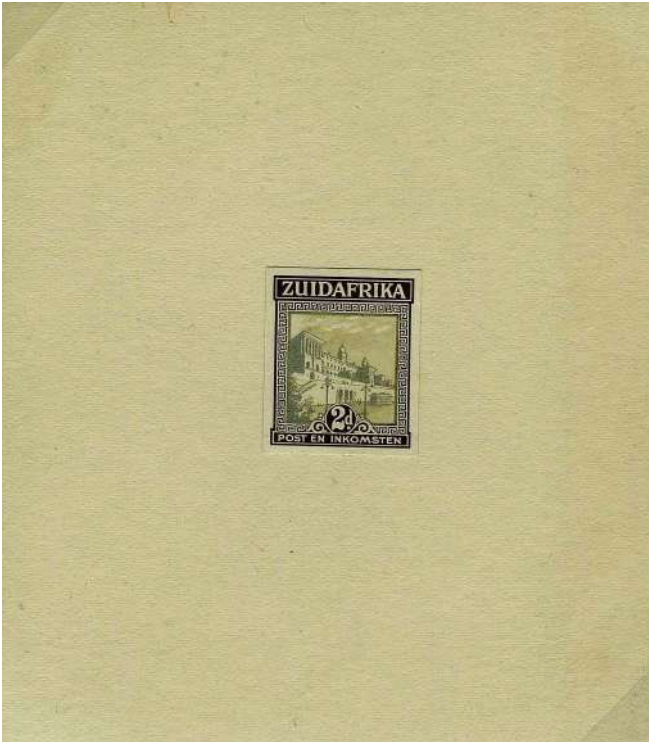
Note that the country name ZUIDAFRIKA is in High Dutch rather than Afrikaans, since Afrikaans did not become the dual official language of the Union until 1925. The country name on the 1d and 4d essays is in English.

All the known colour combinations of the 4d are shown in this display.

Both ex: J B Bloom - Spink October 2013

Fig. 4

1924 - Second Design Competition  
Essay in Silver & reddish-brown, inscriptions in High Dutch only, showing the West Wing of the Union Buildings, and mounted on typical De la Rue card, contemporary for the period, and a precursor for the 2d Union Buildings stamp first printed by Bradbury Wilkinson & Sons in 1927



Possibly ex De la Rue archive sale – Christie Robson  
Lowe 1976—must check!!  
Ex Prof de Villiers sale - Sotheby's-Stefan Welz -  
August 2005 - lot 650 - but described by them as a  
Waterlow essay in sepia & brown.  
Ex Penmaen sale - Murray Payne July 2014 - lot 559 -  
who declined to mention the colours!  
The only example of this essay in private hands.

Fig. 6

*Four Pence Native Kraal*



Inscribed in English -  
in Vermillion and,  
unusually, not  
perforated specimen -  
3 copies known.

Examples perforated  
specimen exist in

Vermillion and, inscribed in Afrikaans, in  
purple.

*One Shilling - Gnus - The Arms of Natal*



Inscribed in  
Afrikaans - in  
Purple & Black



Inscribed in  
English - in Black  
& Green

*Two Shillings and Sixpence - Oxwagon*



Inscribed in  
Afrikaans - in  
Slate-blue &  
Brown



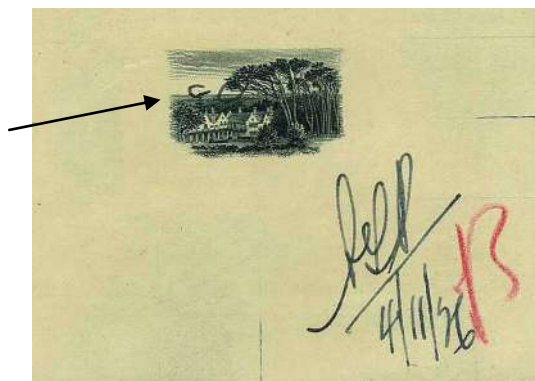
Inscribed in  
English - in Black  
& Purple-brown

Proof of the English and Afrikaans frames in red on  
wove paper (123 x 89mm). Endorsed "also Black" and  
"Chemical Inks for Colour" and initialled.



Fig. 5

Two black circles in ink indicating flaws  
for correction. Initialled and dated 4/11/26



Ex the Bradbury Wilkinson Archives.

Cont'

Fig. 7



Inscribed in English  
In Black & Green  
As issued colours



Inscribed in English  
In Grey-black &  
Red



Block of four of issued group 1 five shillings with Samuel Specimen hand-stamp Type SA 4  
Although printed in the UK, the specimens were done locally before distribution to the UPU



Inscribed in Afrikaans  
In Orange-brown &  
Deep Violet

Fig. 8



Perforation Group 1  
Single perforation hole in bottom gutter



Perforation Group 11  
Bottom margin perforated through



Perforation Group 111  
Bottom margin imperforate

So, a very special day only spoilt by the rugby! That is, of course, unless you're Scottish (or Welsh or Irish and possibly even French or Italian)!

*PS.* Has anyone ever seen a copy of the split "d" variety on the 2d perforated 14? It's recorded in the handbook but I do wonder if its inclusion is theoretical rather than actual.

## PRESS RELEASE

### Prestigious new premises for The Royal Philatelic Society London

One hundred years since the purchase of its legendary headquarters at 41 Devonshire Place, London W1, The Royal Philatelic Society London is moving to new and larger premises in the historic centre of the City of London at 15 Abchurch Lane, London EC4N 7BW.



New Premises: 15 Abchurch Lane, London

Membership of the Society now stands at almost 2,400. This, together with the continuing growth of the Society's collections, means that the facilities at 41 Devonshire Place are no longer large enough nor serve the needs of members. In late 2016, the Council of the Society took the decision to buy a larger, convenient, characterful new home in central London. The search was led by Chris King, Past President of the Society, who took almost a year to find the new building. He said:

*'When we saw 15 Abchurch Lane we knew that we had found the right place. Better*

*still, every member who has seen it, agrees that this is the place for us.'*

Work is now well underway to complete the move by June 2019, which also marks the 150th anniversary of The Royal Philatelic Society London, the world's oldest and most prestigious philatelic society. Property Consultant, Gerald Eve, is managing the project on behalf of the Society and City architects, Tate Hindle, is leading the redesign of the building.

The final and most important priority is to ensure that all the necessary finances are in place. The Society's President, Patrick Maselis, is leading the '**Tomorrows Royal**' fundraising campaign. His overriding objective is to ensure:

*'The Society will continue to grow, develop and prosper in the next 100 years as it has in the last 150'.*

For further information visit the website: <http://www.rpsl.org.uk/abchurch.asp>

### Meetings at the Royal

Following the news that The Royal Philatelic Society London has acquired new premises at 15 Abchurch Lane in the City of London, it is confirmed that all room bookings at 41 Devonshire Place will be honoured up to the move.

It is anticipated that the move will take place in June 2019: the Society's Annual General Meeting on 28 June 2019 is expected to be held at the new premises.

Room bookings made beyond June 2019 will be honoured and transferred to the new premises. It is expected that there will be no interruption to the service.

#### *Note from the Editor*

*The Royal Philatelic Society London, established in 1869 as The Philatelic Society, London, is the oldest philatelic society in the world. It became 'Royal' when His Majesty King Edward VII granted the privilege in 1906, ten years after his son, HRH The Duke of York, became President of the Society. When the Duke became King George V in 1910 he continued to act as its Patron and in 1924 granted the Society permission to use the Royal Arms on its stationery and publications. This patronage has been continued to the present day by Her Majesty The Queen.*

## Meeting held at the County Hotel, Carlisle on Saturday 17<sup>th</sup> March 2018

By **Malcolm Ridsdale**

Attendees – David Haig, Roy Ross, Colin Moore and Malcolm Ridsdale with apologies from Peter Dix and Eric Hammond.

David Haig welcomed everybody to the 52nd meeting.

### Items through the Chair

The next meeting will be held on the 22<sup>nd</sup> September 2018 at the County Hotel, Carlisle. The topic of the next meetings would continue to be “open house” which was continuing to prove to be a varied and entertaining choice.

### Around the Table

Before the displays were set up for the following session the small but perfectly formed group of attendees who had braved the snowy weather spent time discussing a range of SA philatelic topics enjoying a lively debate across a spectrum of Union and Republic areas. Roy Ross also led a discussion about the current thoughts on the production and printing of the Springbok doing his best to explain some of the IT technical issues involved to those who have not quite caught up with the 21<sup>st</sup> century!

### Displays

#### *Roy Ross*

RR displayed a range of the issues from within the First Definitives of the RSA in particular the 1/2c to 20c face value stamps. Display items included blocks and vertical and horizontal strips from a variety of printings. He also displayed a number of the 4c “sheep” definitives showing a wide range of shade differences and changes to the wool “advertising” around sheet margins.



#### *David Haig*

DH's display was of a wide range of mint Homelands stamps giving a feel for the themes that each of these countries had adopted for their stamps, some closely aligned to home culture and some which appeared to be a little tenuous.



#### *Malcolm Ridsdale*

MR's display covered all the RSA First Definitives from the issues of 1961 to the final issues printed from 1972. Most of the SACS “common” varieties of colour differences, paper and perforation variations and Type 1 / 2 printings seemed to be present. However, a used copy of the 10c emerald green was regarded as dubious so MR will have to keep looking!



*The meeting closed at approximately 2.30pm.*

## Meeting held at the Mrs Howard memorial Hall, Letchworth Saturday 31st March

The 7th Letchworth meeting of the S.A.C.S. was attended by five members, Bob Hill, Steve Hannath, Simon Peetoom, Rob Lester and Ian Smart. Our usual guest David Northover very kindly provided the display frames. Bob Hill organised and chaired the meeting, for which much thanks.

Apologies were received from Chris Oliver and Lyn Lester.

Simon Peetoom opened the meeting with a display of the Publicity Photographs of the 1954 3rd Definitive Issue (Animals). Simon explained their role and history.

This was aptly followed by Ian Smart who gave a fine display of the same issue. He included all the issues, many blocks with and without control lettering, half panes and commercial covers. Ian told us the history of the series and explained why the high values were difficult to find on cover. For someone who said that he was not use to displaying his display was very good and his presentation excellent.

Steve Hannath showed Cape of Good Hope, particularly Griqualand West with examples of their cancellations both on and of cover. He showed four examples of the Grahamstown roller canceller of which only three examples have been recorded. The unrecorded one he found has a rounded edge and was in very good condition. This canceller was used on the triangular stamps. He explained how to detect forgeries of triangular cancellations and showed fine examples. He also showed two covers with unrecorded cancellations, one was a single circle date stamp from "Du Toits Pan" and the other a single circle date stamp from "Ladysmith in the Cape but with the "Y" and not the "I", his example appeared the South African Philatelist recently. A bonus was his family history and their time in South Africa (1680's to 1989).

Bob Hill showed recent acquisitions which include Shipping Postmaster cancellations from both Cape Town and Durban (the Durban item being the one referred to by R. D. Allen in his Maritime Markings of South Africa book). Bob also showed a "Cork " registration cachet on cover from Upper Kloof Street and some covers from Cape Town Docks. Bob also displayed recent cancellations of the "Waterfront "post office at the "V & A" Docks which had been given to him by Ian that afternoon, Ian explained then as he knew more about them.

A short break was held to look at Simons stock that he came down with and to eat the Hot Cross Buns and Sandwiches that had been provided by Bob.

The last display was an absolute stunning display and presentation of the "Street Labels" of South Africa given by Rob Lester. These street labels were sold in the streets of South Africa to raise Money for goods and comforts for the military in both the 1st and 2nd World Wars. Rob displayed a huge range of organizations that sold these labels (all of which were in perfect condition) among those were examples from The Natal branch of the British Women's Patriotic League who sold labels every Saturday and all had their date of selling shown on them. The Governors General's Fund, The South African Gifts and Comforts Fund, The Sportsman's Contribution Fund, The South African Cape Corps, The Navy League, Seaman's Institute, YMCA and many more. The good news is that this display will be repeated at Meriden in June so that other members can see a Unique display. Full credit should be given to the absent Lyn for all her fine research on this subject.

The meeting terminated at 4.20pm with all members stating they had enjoyed themselves.

O



### Missing Stamps

from Tony Howgrave-Graham

This mint pair of Cape 1d carmine went awol in SA and I wondered if our SA dealer friends might keep an eye out for it being advertised or offered.

## NOTIFICATION

**Agenda of the A.G.M. of the South African Collectors' Society to be held at Strawberry Bank, Meriden CV7 7NF at 17.00hrs on Saturday, 9<sup>th</sup> June 2018.**

**1. Apologies.**

Record of previous A.G.M. [ see Springbok 65/3 80/81 ] (Should be dated 27<sup>th</sup> May 2017.)

**3. Matters arising if not included elsewhere in the agenda.**

**4. The Hon. Chairman's written report.**

**5. The Hon. Secretary's written report.**

**The Hon. Treasurer's report & statement on proposed subscriptions for 2018.**

**Reports from other officers of the Society, if any.**

**Election of Officers and committee.**

**Conferment of Hon. Membership.**

**Ratification of Library Fund.**

At present we allocate £200 per annum to enable the Hon. Librarian to purchase new books for the Library.

**Society meetings and events :**

A brief report on those held. [if not already recorded in The Springbok.]

S.A.C.S. meetings in Carlisle and London proposed for 2019.

Other meetings for S.A.C.S. in 2019.

British Philatelic Congress at Gateshead.

Any others:

**S.A.C.S. support for Youth Philately.**

In previous years we have made a donation of £50 to support this. Do we wish to continue so to do?

**12. S.A.C.S. occasional monographs & their printing.**

**A.O.B. – if notified to the Hon. Secretary prior to the meeting.**

Data Protection.



**New website offering fine Southern Africa stamps and specialised items.**



**Email: [info@AfricaStamps.co.uk](mailto:info@AfricaStamps.co.uk)**

## **South Africa Collectors' Society - Summer Meeting**

### **Strawberry Bank Hotel, Meriden, 9<sup>th</sup> & 10<sup>th</sup> June 2018**

I originally had the idea to hold a longer meeting, over two days, when I attended one of our London meetings. John Shaw had brought his wonderful collection of War Train covers along, but sadly there were only about five of us attending and I thought they deserved a larger audience.

The first two day, summer meeting was held in 2015 and have proved popular, with, I believe, their informal atmosphere and the fact that there are more people to appreciate what is shown, who in turn are able to share opinions, knowledge and recollections. Each year I invite everyone to attend, even if only for a couple of hours and I'd be delighted to see some new faces, either new members, or existing members who don't normally attend any meetings.

I often wonder if a proportion of collectors may be put off coming to meetings, because they believe we are all experts and will talk about subjects they have little knowledge of, or that we are all serious philatelists and the talk will be dry and academic in nature? I can say that we are a friendly group and do our best to welcome new people along.

So far Bob Hill, Rob Lester and Chris Oliver are going to show Apartheid Mail, Street Flags (Charity Fund Raising during WWI & WWII) and Mobile Post Offices respectively. If you would like to display, please let me know. Also, you can enter the Abell Trophy for a single frame display, usually Otto Peetoom and myself have some of our stock available for sale and then there is the auction, held on Sunday afternoon.

There are a few rooms left (at time of writing) so if you wish to stay on the Saturday night, the rooms are £60 for Bed & Breakfast, dinner will be around £21. Email or phone me, Simon Peetoom, Tel: 0795 157 1962  
[Email: simon@africastamps.co.uk](mailto:simon@africastamps.co.uk)

#### **Saturday 9<sup>th</sup> June**

10.30 – 11.00	Doors Open – Tea & Coffee available
11.00 – 13.00	Three 40 minute displays
13.00 – 14.20	Lunch Break
14.20 – 15.40	Two 40 minute displays
15.40 – 16.40	Abell Trophy One Frame Competition – 9 sheets
17.00 – 18.00	A.G.M.
19.00	Dinner - presentation of Wicks Medal & Abell Trophy

#### **Sunday 10<sup>th</sup> June**

9.30	Doors Open
10.00 – 12.15	Bring & Show - with anything from anyone else!
12.15 – 13.30	Lunch break
13.30 onwards	Auction - lots available for viewing throughout Saturday & Sunday

# The “Political” Flights of South African Airways

By Nicholas Arrow

A referendum of white voters was held in South Africa to decide whether South Africa should become a Republic. 52% of voters voted in favour, and as a result, the Prime Minister, Dr Hendrik Verwoerd, travelled to London to give to the Conference of Commonwealth Prime Ministers formal notice that South Africa would change from a monarchy to a republic. He also requested that South Africa should remain within the British Commonwealth, a request which, not surprisingly, was strongly opposed by the various African states, plus India and Canada, because of the unpopularity of the South African Government’s policy of Apartheid. When it became apparent that the request that South Africa should remain within the British Commonwealth would not be granted, Verwoerd withdrew it "in the interests of South Africa's honour and dignity".

The upshot of this was that South Africa seceded from the British Commonwealth, and its insistence on pursuing its policy of Apartheid led to an existence in a political wilderness, becoming a political pariah, with sanctions being applied from all directions, trade, economic and sport etc. It became necessary for South Africa to dig its way out of this hole of its own making, find a political solution and, effectively, come in from the cold. The world was not going to come to South Africa to enable this to be done - South Africa had to travel to meetings in order to negotiate a political solution which would result in its being once more accepted.

South African Airmails in the RSA period can perhaps be considered a subject for collection rather less than truly fascinating<sup>1</sup>. However, the flights undertaken by South African Airways, in ferrying its Politicians from South Africa and back again, in order to meet with other politicians for talks make a really fascinating subject, and it is these flights, not all of which were prompted by the subject of Apartheid, that are the subject of this article.

The aerophilatelists who wish to collect this material must pay tribute to various aerophilatelic enthusiasts, whose efforts have ensured that so many of these extraordinary flights were commemorated Philatelically. In particular, there are Capt Dawie Uys, who rose to become a senior pilot with SAA and who was himself an enthusiast aerophilatelist<sup>2</sup>, and Terry Devine, whose efforts involved designing literally hundreds of covers across all areas of RSA philately. Dawie would collect the information as to the flights which he would pass to Terry, who would design the envelopes, get them printed, frank them and ensure that they were postmarked on the right day, before passing them to the various pilots at SAA. The covers would be flown back and put in Dawie’s private SAA box, and then handed back to Terry to get the appropriate receiving marks endorsed at the airport.

The first such flight took place on the 19<sup>th</sup> June 1976, when the SA President John Vorster, with the Foreign Minister Hildegard Muller and others, flew to Frankfurt to meet with the American Secretary of State Henry Kissinger for talks, which took place over two days, in Bodenmais and Grafenau. Uys makes no mention of this flight diverting to Ilha do Sal (which was SAA’s refuelling mid-way point en route to Europe) but I suspect it was probably “round the bulge”. Covers were carried, recorded by Uys. Although he does not give any indication as to the number carried, I believe that such covers are probably extremely rare.

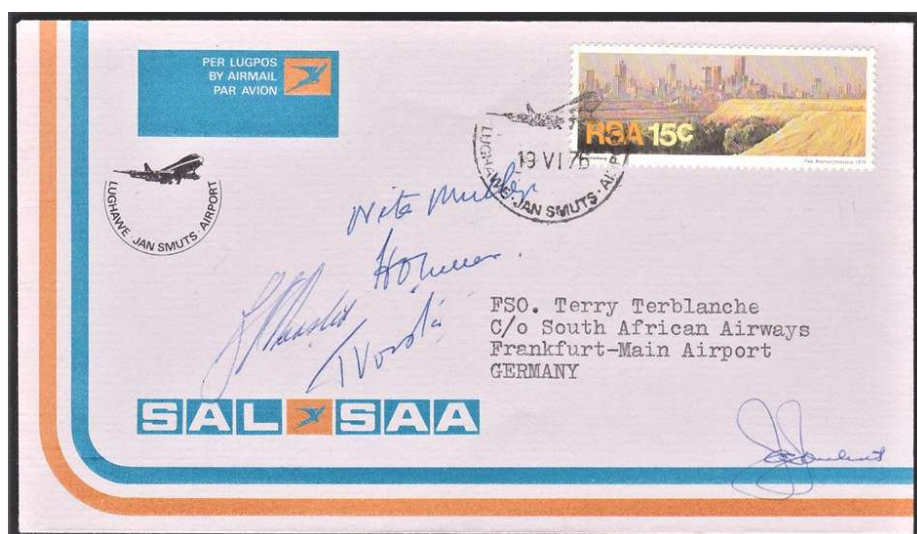


Fig. 1 Carried to Germany for talks with Henry Kissinger  
The signature bottom right is that of the pilot Capt J Joubert.

<sup>1</sup> The influx of special covers, produced in ever increasing numbers by various authorities, both public and private, many of which are of poor design, resulting in a single flight possibly being recorded in as many as 4 or 5 different covers, can rapidly lead to the collector running out of album space!

<sup>2</sup> It is a quite unspeakable tragedy that, on his last flight before retirement, from Taiwan, he was in charge of the Boeing 747-244B Combi ‘Helderberg’ when it crashed in the middle of the Indian Ocean some 60 miles from Mauritius, with the loss of all on board, a total of 159 people.

On the 17<sup>th</sup> May 1977, Vorster flew to Vienna - this was “round the bulge” as Uys specifically records the flight via Ilho do Sal - for talks with Walter Mondale, the American Vice President. These talks have been reported as being conducted with increasing bad feeling on both sides, and in subsequent press conferences (pointedly not taken together!) the New York Times comments that - “[their] tone, manner and political



Fig. 2 Carried to Germany for talks with Walter Mondale

vocabulary indicated that they [Vorster and Mondale] not only had differed fundamentally on some key issues but also seemed to be living in different political eras”!<sup>3</sup> Uys does not make any note as to the number of covers carried, but it is generally accepted that only 6 were created for carriage on this flight.



Fig. 3 Card carried to Taipei for trade talks. Note spelling of “Tiawan” and “Tiawei” which is replicated on all the cards and covers carried on this flight. The item is signed by the President and others on the reverse.

On the 12<sup>th</sup> October 1980, the then SA Prime Minister, P W Botha, undertook a 5 day visit to Taiwan with a 20 member delegation, meeting Taiwan’s Premier and other officials in order to discuss substantial cooperation in economic and technical projects. 6 letters and 6 cards were carried. It would seem that this was the precursor to SAA opening a new service to Taiwan, which it did on the 3<sup>rd</sup> November 1980<sup>4</sup>, when South Africa were hoping to obtain new trade and tourism outlets.

[SAA also introduced a new scheduled service to Houston on the 8<sup>th</sup> December 1982<sup>5</sup>. There was substantial agitation in American because of South Africa’s Apartheid policies, but attempts to interfere with the landing came to nothing. This is mentioned as an indication of the hatred of Apartheid felt in many places in America, although it is not inappropriate to comment that America’s own record on Human Rights is by no means perfect<sup>6</sup>.]

<sup>3</sup> Mondale’s sole argument was that South Africa should abandon Apartheid, a path which Vorster viewed as being akin to committing political suicide. The talks realistically never got further than that.

<sup>4</sup>SAA Flight covers SAA 31 and 32 commemorate this new service.

<sup>5</sup>SAA flight cover SAA 37 commemorates this event Kempair Covers 2<sup>nd</sup> Series 32 and 33 and Airphilisa Covers 76 and 77 commemorate both outward and return flights.

<sup>6</sup>America removed landing rights on American soil to all South African registered aircraft in 1986.

Cont’

On the 28<sup>th</sup> May 1984, P W Botha, still the Prime Minister, flew from Johannesburg to Western Europe for a tour of eight different nations, starting in Lisbon, hoping to reduce the political isolation of South Africa. However, the continued opposition of West European governments to South Africa's racial policies ensured that no progress in this objective was the only outcome. The German Chancellor Helmut Kohl went as far as politically possible to show his antagonism towards his guest, by, reportedly, ordering workers to remove a sofa on which he was normally photographed shaking hands with visiting statesmen only a few minutes before Botha was due to visit! In fact, Kohl did not shake hands with Mr. Botha at all, at any rate in front of the cameras<sup>7</sup>. Philatelically, this disastrous tour, which ended on the 14<sup>th</sup> June, was commemorated by 10 covers flown on the outward journey.

[Landing rights in Australia<sup>8</sup> were denied to SAA in October, and its last flights to and Australia took place on the 25<sup>th</sup> and 27<sup>th</sup> October 1987 respectively. Covers were prepared to record these events.]

On the 22<sup>nd</sup> June 1988, a “delegation” including Pik Botha (Minister of Foreign Affairs) and Magnus Malan (Minister of Defence) left Johannesburg for Cairo in the Boeing 747SP “Soutpansberg”, for the purpose of peace talks with Angola, Cuba and America concerning the Angolan War<sup>9</sup>. For the first time in 25 years SAA were allowed to overfly Africa along a “diplomatic corridor” over Zimbabwe, Zambia, Zaire and Sudan. The number of covers carried seems to be rather confusing. 20 covers seem to have been signed by both politicians and the Pilot, with perhaps 48 carried on both outward and return flights<sup>10</sup>.



Fig. 4  
Carried on outward trip to Europe on 6<sup>th</sup> October 1988 - see below.  
The mail for the return flight has a Swiss stamp, cancelled in Zurich and a single line “Return Flight” added.

On the 6<sup>th</sup> October 1988, President Botha visited Berlin for several reasons. There was the State Funeral of the German politician Franz Josef Strauss as well as the annual meeting of the IMF. He also visited Zurich, where he held three days of private talks with Swiss and foreign bankers, as well as having talks in Lisbon. On the return journey, he visited the Ivory Coast, where he was welcomed by its President, Félix Houphouët-Boigny, one of black Africa’s most respected politicians who considered South Africa, despite Apartheid, to be a bastion against communism, which he personally detested. About 30 covers were carried on the outward journey, postmarked the 6<sup>th</sup> October 1988, with a Zurich backstamp of the 12<sup>th</sup>, as well as on the return journey, postmarked in Zurich on the 12<sup>th</sup> October and backstamped at Jan Smuts Airfield in Johannesburg on the 16<sup>th</sup>. All the items, flown on both outward and inward journeys was impressed with a large cachet inscribed “Special Presidential Flight / Europe - Ivory Coast” and illustrated by a Boeing Jumbo superimposed on a map of Africa.

<sup>7</sup> This is about as rude a political slight as is possible!

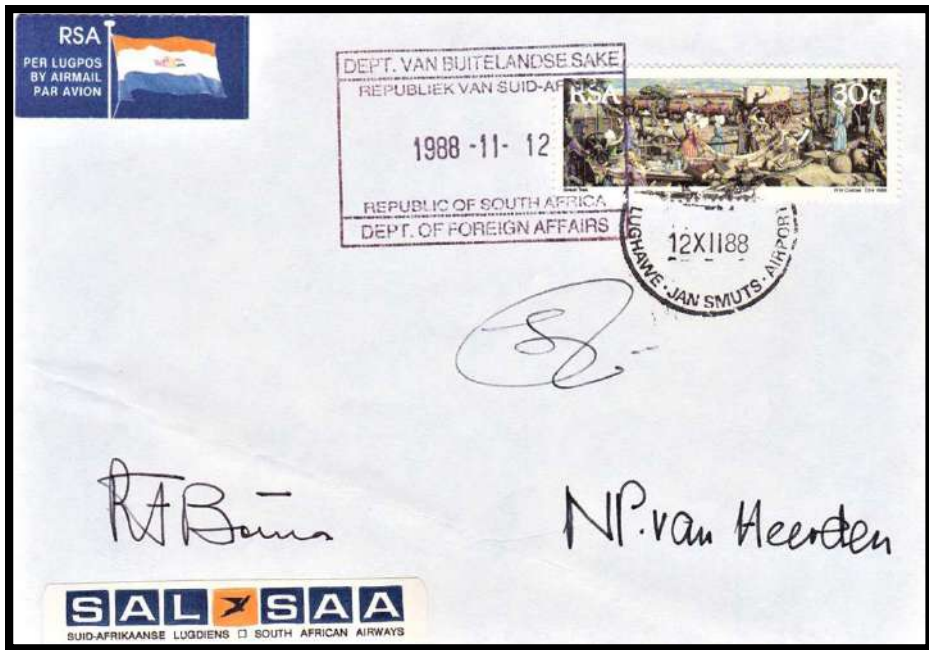
<sup>8</sup> Landing rights in America were denied to SAA by the fierce American Comprehensive Anti-Apartheid Act of 1986.

<sup>9</sup> According to the Washington Post of the 26<sup>th</sup> June 1988, all that was agreed was that further talks should take place.

<sup>10</sup> Information supplied by Terry Devine.

Another Ministerial flight was arranged on the 12<sup>th</sup> December 1988, when the Foreign Minister “Pik” Botha and Neil van Heerden, the Director General in the Department of Foreign Affairs, flew to Brazzaville and on the following day South Africa, Angola and Cuba signed a historic agreement (the “Brazzaville Protocol”) to lead to the end of the Angolan War. 53 covers were carried, signed by both politicians as well as the pilot, and bearing the cachet of the Department of Foreign Affairs.

**Fig. 5**  
Carried to Brazzaville for the meeting when the “Brazzaville Protocol”, which started the process to end the Angolan War, was signed.



[On the 2<sup>nd</sup> June 1989 SAA flew what appears to be a special one-off flight to Cairo. There seem to be somewhat conflicting reports about this flight<sup>11</sup>, which seems to have been exclusively for Muslims undertaking a pilgrimage to Mecca for the first time, as these were the only people who were able to get the necessary Egyptian visas. Mail was carried, “but the problem arose with the fact that post offices in Cairo are independently owned and the owner of the particular post office refused to backstamp the covers unless he is going to get something out of the deal”. Precisely! The report continues that the South African covers were languishing away in a Cairo post office.]

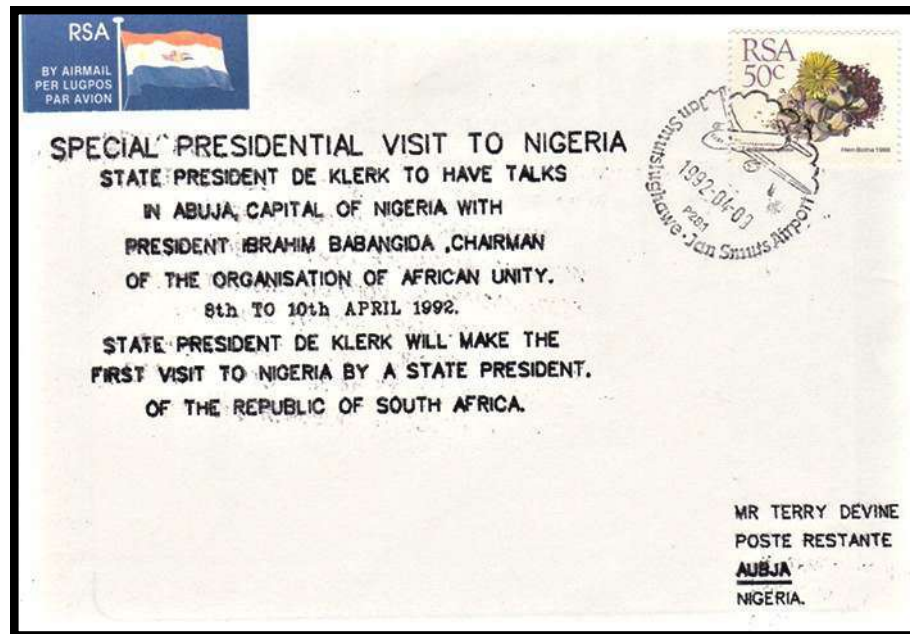
On becoming President of the RSA in 1989, President de Klerk started to dismantle the policy of Apartheid as quickly as he could, his steps to this end being universally welcomed, although there were the inevitable teething troubles in this transition back to a true democracy. On the 22<sup>nd</sup> September the President flew to America to engage in political discussions to assist South Africa’s return to the world stage, discussions which effected a dramatic improvement in USA / RSA relations, although the American Government maintained its strict adherence to its anti-Apartheid legislation despite pressure for the lifting of sanctions<sup>12</sup>. 30 covers, all signed by the pilots, Dros and van der Spuy, as well as the President and Minister Pik Botha, were carried with the same large cachet imposed on mail carried on the European trip in 1988 (see fig 4), but inscribed (inter alia) “Europe - America”, although the plane never went near Europe<sup>13</sup>. On the return trip, 20 covers were carried, also signed as before and bearing the large cachet, which had the word “America” excised, with an extra single line cachet “return flight” endorsed.

On the 8<sup>th</sup> April 1992, President de Klerk flew to Abuja, Nigeria, on the occasion of a visit to President Ibrahim Babingida. Although described as a “simple working visit”, to end decades of Nigerian hostility during the Apartheid period, this was something of a political triumph for President de Klerk, who was greeted on arrival with all the formalities of a state visit, including a 21-gun salute, a military guard of honour and a formal banquet in the evening. 30 covers were carried on the flight out - see fig 6 over page

<sup>11</sup> It was also reported as being the resumption of flights to Egypt which it clearly was not.  
<sup>12</sup> The final conditions required by this legislation were not met until 1991 - note figure 8 below.  
<sup>13</sup> The Presidential Boeing 747SP refueled at Isla do Sal in the Cape Verde Islands, technically part of Portugal!

Cont’

Fig. 6  
30 Covers carried  
on this flight



[On the 6<sup>th</sup> May 1992, SAA set up a renewed scheduled service to Egypt and for this purpose, they were allowed to overfly the continent of Africa. This was a temporary service, as landing rights were withdrawn within a few weeks.]

On the 31 May 1992, the SA President, F W de Klerk, flew to Moscow for political discussion with the Russian Government in the hope of ending decades of enmity between Pretoria and the Soviet leadership. It was viewed as an interesting development, as Moscow had openly backed Mandela and the then-outlawed African National Congress, while Pretoria, despite its apartheid system of strict racial segregation, sought American and Western aid for its fierce stance against Communism. Although it seems that nothing very specific was agreed, the symbolic value of Mr. de Klerk's visit was considerable and after a long private conversation, President Yeltsin of Russia said, "Ideological barriers have tumbled and we must act quickly to meet each other half way."



Fig. 7  
Carried on the trip to  
Russia and thence on  
to Japan.

Russia was a half way stage for a long arranged Presidential visit to be made to Japan. The trip to Russia had been arranged to take place shortly before Christmas 1991, but was postponed, to be rearranged to take place just before the trip to Japan, thus saving on the travel<sup>14</sup>. Full diplomatic ties had been established between South Africa and Japan in January 1992 and the visit would allow more talks on expanding trade and personnel exchanges<sup>15</sup>.

<sup>14</sup> "The Star" newspaper, 3<sup>rd</sup> April 1992

<sup>15</sup> "The Star" 12<sup>th</sup> May 1992

The visit to Russia was commemorated by special covers being produced, and these come in three categories - (a) carried to and delivered in Russia, (b) carried to Russia and returned to sender and (c) carried to Russia and forwarded on to Tokyo<sup>16</sup>.

By this time, the end of Apartheid was well and truly in sight and there do not appear to be any further flights, either to or from South Africa, made simply for political purposes. Elections were held between the 26<sup>th</sup> and 29<sup>th</sup> April 1994, which resulted in the ANC winning a decisive majority. By this time, Apartheid had been totally dismantled.

[This article does not refer to any other the various services which were the result of the end of Apartheid, but landing rights were restored to South African registered planes by America (in November 1991) and Australia (in January 1992), as well as numerous services to various African countries. There are also a few sport orientated covers which commemorate various events which celebrate South Africa's emergence from sporting darkness, but these covers were usually carried on normal scheduled flights but which happened to have the athletes / cricketers etc on board.]



Fig. 8  
Carried on the inaugural flight of the first SAA service to America after the ban on landing rights was finally lifted. The cover had been prepared when the ban was first imposed, in 1986 - note the use of the 1986 commemorative stamp - but was brought out of storage when the air service to America was finally reinstated.

<sup>16</sup> "My book on South African Airmails does not differentiate between these three types, simply describing the mail as "RR". I suspect that several covers were carried to Russia, but that the number of "complete sets" is very limited. My book also refers to a flight to Russia made in May 1983 but I fear this was included in error, simply by slavishly following the Supplement to the original publication - oops


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## POOC – ‘Posted Out Of Course’ covers

By Malcolm Judd

Collecting and writing-up POOC covers is much more on the art side of collecting rather than the scientific. The research and informed guesswork to reach a conclusion as to what happened to an envelope so that it received the POOC cachet or hand-inscribed instruction is a matter of deduction and, as examples show, the beauty or danger of it is that the wrong conclusion can be readily arrived at until the envelope is considered a second or third time. How does a Registered envelope fall ‘out of course’ so that it may sometimes receive a postage due tax? Was it the sender or the post office of origin that made a mistake or even a recipient when re-posting a Registered letter? Why was a taxation fine applied and how was it calculated? Can other letters receiving special treatment be POOC? All of these queries are explained in the examples shown below with some of the answers coming to me in ‘light-bulb’ moments!

When a sender wishes to ensure delivery of a valuable item, whether that be money, gems or documents the use of a Post Office registered envelope (normally reinforced) or the sender’s own envelope means that the envelope is not placed into the normal mail stream but dealt with in a separate ‘course’ from beginning to end. The sender pre-pays for the benefit of this security and Registered Envelopes have to be bought across the counter at the time of posting or envelopes to be registered have to be passed across the counter and the appropriate fee paid. It is very unusual therefore to find Registered Envelopes POOC. The presumption must be that for POOC to happen the Registration must have taken place but the envelope has been given back to the sender to add external written details or to add stamps that have been purchased as part of the Registration and whilst the Post Office clerk would have asked the sender to give back the envelope over the counter the sender has failed to do so and has posted it instead in a letterbox.

Why? One can only presume that the instruction was not clear; perhaps the Post Office was very busy or the sender did not think that there was any problem about posting the envelope. That it would be ‘sorted-out’ later was correct BUT a fee over and above the Registration fee was then payable for putting the envelope back into the right ‘course’. Postal towns dealing with insufficiently paid mail would receive the envelope after it had been removed from the normal course of mail, having been noticed as being marked from side-to-side and top-to-bottom with blue lines (usually on the reverse as well). The necessary postage due stamps or appropriate indication of a further fee would be added and then the mail would be handled by the personnel in the Registration section and put-back on ‘course’.

Registered Mail that had to be re-directed could not be put back into the posting box but rather, with no extra charge, handed across the counter of the Post Office for re-entering into the Registered course of mail. Such items are rare when re-directed Registered Mail is then POOC because of a failure to hand it across the counter. Equally as rare a cover is that where a compulsory Registration has taken place because money (coins) have been placed in the normal course of mail and then found by the Post Office employees. No currency is permitted to be sent in the normal mail and thus compulsory Registration takes place and the recipient pays both the Registration fee and the POOC charge.

It is rare for other postal services to have POOC marked on the envelope.

Many South African postal towns and cities have individual cachets for POOC and a collector is looking for POOC cachets with the name of the postal town included, or a hand-written identification of the place involved. A collection of POOC covers will be for sale in the November auction of the SACS.



### SWA TO ENGLAND POOC 1937

Mr Johnson is in South-West Africa in 1937 and thinking that he might send the newly released KGVI Coronation stamps to himself in England has it Registered in Windhoek so that it might be (as he requests on his envelope) retained by his Bank for his return. I am not sure that Windhoek Post Office was very clued-up about Registration as the Registered number and location is hand-written, but the cancellation is at least ‘Counter Windhoek’.

*No doubt*

No doubt Mr Johnson took time to return so meanwhile the Bank dug-up his address and popped the envelope into the post box with no thought about the Registration, believing, I presume, that whilst the postal journey from the wilds of Africa might have been unsafe, that from London SW1 to Peckham SE15 was of no concern. Sadly, as the envelope was not handed over the counter in SW1 it was fished out of the post and the special cachet shows 'Posted out of course SW1' and re-registered with the oval date stamp 'S. W. D. O. SW1 – 8 JU 37'. Further disfiguring took hold with a 3d To Pay 79 cachet and on arrival in Peckham a 3d Postage Due stamp.

An allied question that arises is whether the cover was meant to be a FDC? The 12<sup>th</sup> May 1937 was a Sunday and so, for example, the British FDC for the Coronation issue is the 13<sup>th</sup> May 1937. Some countries specially cancelled stamps issued in their British Empire countries 12<sup>th</sup> May and it is quite possible that in others the stamps were not available until 14<sup>th</sup> May so perhaps this cover is a FDC (albeit SG suggest that it was the 12<sup>th</sup> May)?

However the question arises 'can we forgive the Bank?'. The initial Registration does not state 'Registration'; the pencil lines crossing the cover are hardly to be recognised as blue and it is unlikely that a Bank employee would know that that the envelope had to be handed back across the counter.

Registered 14 May 1937 from SWA to England then POOC to a new address and 3d Postage Due added.

### POOC: EAST LONDON TO DURBAN AND RETURN

Operating passenger shipping services around both the west and east coasts of Africa the Holland-Afrika



Lijn (owned by VNS\*) appears, understandably, to have ceased such services in 1939. The western route at that time included both East London and Durban in its ports of call, the eastern route terminating at Durban. It may be presumed therefore that a principal office of the company was operating in Durban. In 1940 the Germans took ships of this line to Gdynia on the south coast of the Baltic Sea, at the time Poland's largest seaport. At least one of the ships (Elandsfontein) sank there. No further timetables could be found of this service until sailings of September 1950. It is most improbable that the Africa-Europe passenger sailings continued during the 2WW and that conclusion is central to any consideration of the POOC envelope. Why would a hotel in East London send a Registered letter to a defunct shipping line in Durban in July 1943?

Registered by correctly paying 6d (SG102) and labelled R0164 in Quigney, a suburb of East London, the sender, a Mr A. Shahm of the Dorchester Hotel, was seeking to contact Mr Jan Lakesveld at the Holland-Afrika Line in Durban. After dismissing several theories as to why the envelope was marked 'POOC', none of which stood-up to the fact that whilst in Durban the Registered letter would have been in the constant care of the Post Office until it was delivered and then returned 'undeliverable' to East London, only one possibility remained.

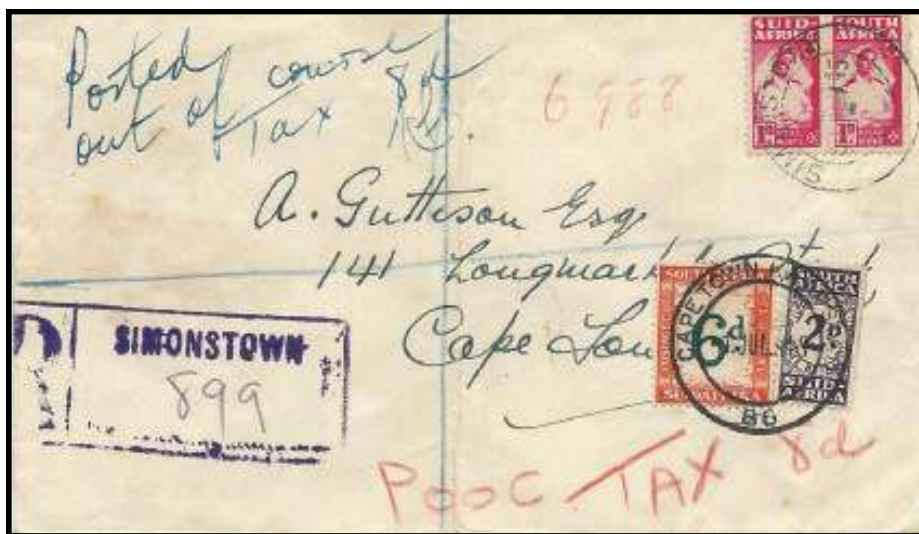
*It should*

It should be noted that no further address details are given but it would appear that the Durban postal service located a former office of that Company and someone at the office building signed for the Registered letter. They then called Mr Lakesveld (see Durban 2698 noted on the cover) who told them to return the envelope unopened. They duly marked it in pencil 'Back to Sender' and put it in a post-box. When it arrived back unopened at the sorting office in the normal post it was marked 'Posted out of course – to pay' and 'T4d'. Returning the letter to East London an underlined 'Unclaimed E951' and 'P.T.O.' in blue pencil on the cover is matched on the reverse by a circle around the return address in the same blue pencil and a cachet added on both sides 'Undeliverable – return to address shown on cover'. A double ring cds 12 July 1943 was added in Durban prior to the return. Standard letters were 2d in 1943 hence the taxed amount was twice the standard postal cost.

It can be deduced that the 4d tax did not arise when the cover was first Registered i.e. it was not 'posted out of course' on the 6 July 1943 in East London. There is a faint double ring oval date stamp applied over the two 2d (SGD26) postage due stamps and that shows they were applied in East London on the 17 July 1943. The confirming factor in addition to the oval East London date ring of 17 July 1943 is that when postage due amounts are not collected on first delivery, the postage due stamps are cancelled, a special cachet added indicating this and new postage due stamps applied.

\*Vereenigde Nederlandsche Scheepvaartmaatschappij Source: [www.timetableimages.com](http://www.timetableimages.com)  
Registered East London 6 July 1943 (6d SG102); delivered but unopened, re-posted and marked 'Return to Sender'. 'Unclaimed E951' and returned to sender by Durban 12 July 1943; taxed T4d (2x 2d SGD26) on return to East London 17 July 1943. Several cachets and hand-written instructions.

### POOC SIMONSTOWN TO CAPE TOWN 1945



When this envelope was Registered in Simonstown the appropriate fee does not seem to have been paid with just 2x1d stamps (SG98a) leaving the Registration fee unpaid. Registration in July 1945 was 4d but initially it seems highly unlikely that the handstamp 'R SIMONSTOWN 899' signifying such Registration would have been placed on the envelope without the fee first having been paid. How then did the handwritten in blue ink 'Posted out of course Tax 8d' (and initials) come to be

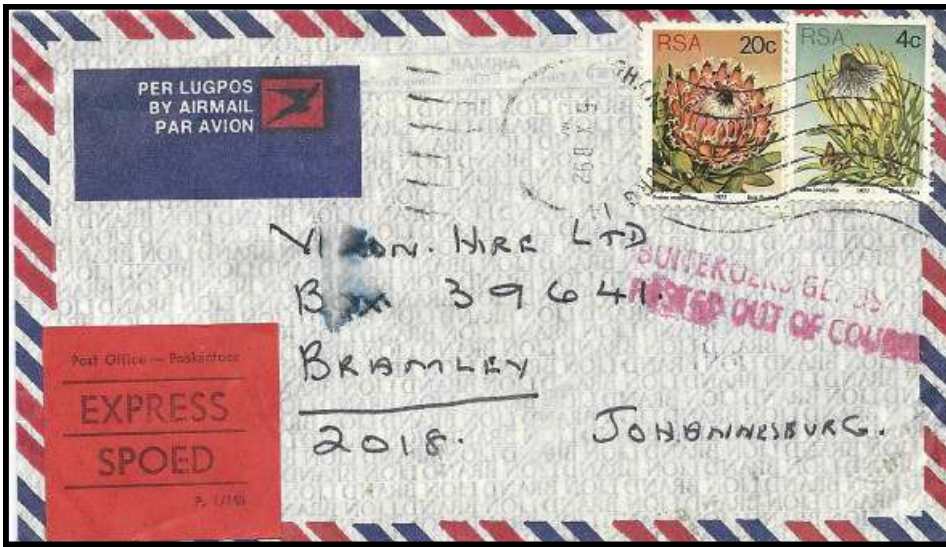
applied to this envelope? The cds identifies Simonstown 30 June 1945 cancelling the stamps and that cds is repeated on the reverse. The blue pencil lines across the cover on both sides further indicate that this letter was originally being treated as Registered.

Whilst at Simonstown post office the sender must have picked-up the envelope, perhaps refusing to pay a further 4d, and put it in a post box rather than leaving it with the counter clerk. As it had the Registration handstamp on it the sorting office at Simonstown would have added 'POOC Tax 8d' and treated the letter as Registered. On arrival in Cape Town (cds 1 July 1945) the POOC was acted upon and two postage due stamps added – the 1938 SGD29a 6d and the 1943 SGD32a 2d. This taxed amount is made-up of 4d plus 4d (the missing Registration fee). I cannot find any source confirming that this was a correct amount but at the time the failure to pay for postage resulted in postage due of double the unpaid amount. There is a further notation in red '6988' and that is presumably the index number of the postage due system.

Registered letter with only standard post 2d. POOC in Simonstown by the sender, re-selected for Registered treatment by the Simonstown Sorting Office and charged 8d, double the registered rate on arrival in Cape Town.

## POOC EXPRESS CAPE TOWN TO JOHANNESBURG 1978

An EXPRESS letter that is POOC is exceptionally rare. As a collector of POOC covers this is the only one that I have ever seen. It is an unremarkable cover in itself until the circular date stamps are considered. The 'Per Lugpos/Airmail' envelope is addressed to Bramley, Johannesburg and the machine cancel of two 1977 issue stamps (SG417 and SG425) is dated 5 X B 92 at Johannesburg 14. It is firstly difficult to escape a conclusion that at the post office the machine canceller had gone 'Back to the Future' and been wrongly set-up with a 1992 date instead of a 1978 date. The 24c rate is 4c for the standard letter and 20c for the Express. Internal airmail was 15c at that time but the Express rate more than covers that cost. I believe that the Air Mail envelope was used primarily for its light-weight nature.



The cds on the reverse show 'Cape Town 91 - 4 X 78' and another identifies 'Bramley Johannesburg 6 X B 78'. A clear rubber-stamped name and address on the reverse shows the sender to be Doctors in Cape Town as a return address. Also evident on the reverse are wavy lines from another cancellation but whether an imprint or intended for the letter itself is not clear but they cancel nothing and might be part of the Bramley cds.

Chronologically in date of the month order therefore the letter was sent 'Express' from Cape Town on the 4<sup>th</sup> October, arrived in Johannesburg on the 5<sup>th</sup> October and received in Bramley on the 6<sup>th</sup> October. At some stage of its journey it was 'Posted out of course' according to the cachet in red on the envelope. There is no clear explanation but the most favourable one is that in Cape Town on the 4<sup>th</sup> October the clerk omitted to cancel the stamps and also forgot to place the envelope in the 'Express course', instead putting it in the normal post bag.

Seeing the lack of cancel and the Express sticker the recipient postal worker at Johannesburg decided to put the cover through the machine canceller and apply the 'Posted out of course' cachet, all on the 5<sup>th</sup> October. The letter was then delivered to Bramley on the 6<sup>th</sup> October and no charge was made for the mistake in Cape Town, although the sender did not get the service paid for! No charge was made for POOC as it was a Post Office mistake.

Post Office failure to correctly cancel stamps and route an Express envelope in Cape Town; received 'out of course' in Johannesburg on the 5<sup>th</sup> October and delivered via Bramley on the 6<sup>th</sup> October. No POOC charge made as it was a Post Office mistake.

## POOC - "Posted out of Course" covers. Registration Regulations

From Malcolm Judd

### Registration

#### 1. Object

By registering an article the transmission of the article by post is made safer and in the event of loss, the sender is compensated in most cases.

All articles with the exception of parcels can be registered.

#### 2. Registration fee

The registration fee is 40c for each article, or packet in addition to the ordinary postage.

#### 3. How to register

All articles to be registered must be handed to a postal official and must on no account be posted in a posting box.

#### 4. Registration receipt

The accepting officer will hand a signed receipt to the sender. This receipt should be carefully preserved for reference in case inquiry should be necessary in regard to the delivery of the article.

When several registered articles are posted together by the same person it is desirable that they should be accompanied by a list (in duplicate) of the addresses. One list will be retained at the post office, and the other will be signed by the receiving officer and handed back to the sender.

#### 5. Method of making up

Every article handed in for registration should be properly made up in a strong cover. Letter packets should be sealed with sealing wax or other adhesive. If a letter packet is closed by means of string, the string must be sealed with sealing wax or metallic seals in such a way as to cause it to adhere firmly and well to the packet and to preclude all possibility of irregular inspection of, or interference with the contents. Coins must on no account be enclosed loose, but must be packed in such a way as to move about as little as possible. A postal official to whom an article is handed in for registration may refuse to accept it if in his opinion the packing does not protect the contents well enough. Used envelopes are not acceptable for registration purposes.

Postal articles in window envelopes are accepted for registration but no compensation is paid, however, for the loss of the contents or part thereof from such envelopes unless the window forms an integral part of the envelope. The closing of articles by means of stamp edging is permissible but not recommended. If this is done the sender must write his initials across the stamp edging.

Transparent adhesive tape can be removed and be replaced and is not acceptable as a proper seal and must therefore not be used. Clear transparent adhesive tape bearing the printed name of the sender is, however, permitted. All articles should be addressed in ink. The use of pencil or indelible pencil is not permitted.

#### 6. Registered-letter envelopes

Risk of damage is diminished by the use of the registered-letter envelopes sold at all post offices. Large sums of money or articles of great value should not be sent by post.

## A Query Solved

By Nicholas Arrow

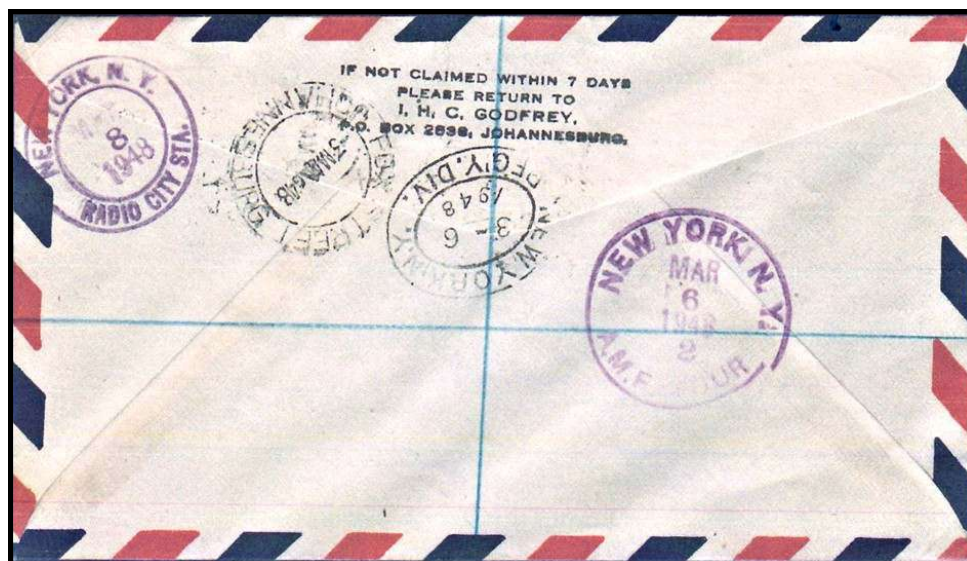
A friend, who is a member of the British Air Mail Society, sent me, quite out of the blue, a copy of this cover from South Africa to New York. *Next page*

Panam's original service, under FAM-18, from the USA to South Africa and return was inaugurated via Lisbon and Accra in 1947, and, according to the AAMC, an auxiliary, and much more direct, service, via the Azores and Dakar, was inaugurated "late in February" 1948, the return service taking place on the 29<sup>th</sup> February.

The AAMC states quite categorically that mail was not carried on the outward or inward flights and impliedly not on the return flight either - certainly this flight is not listed. Burrell, who incidentally refers to the inaugural flight to South Africa as taking place on the 25<sup>th</sup> February, simply refers to the introduction of the new service, and lists the mail as "1948-02-25 USA to SA first flight" and "SA - USA first flight". The "Air Notes" of the South African Philatelist of May 1948 reports on the return flight (which it wrongly dates as the 27<sup>th</sup> February 1948) "[m]ails were presumably carried"<sup>1</sup>, going on to refer to the possibility that some covers were posted too late to connect with the service.

The author of "Air Notes" was Mr I H C Godfrey, a noted South African Aerophilatelist, and he was the sender of the cover shown on the right, and it is more than likely that, with all the activity in the air postal service at the time, he forgot, when he wrote the "Air Notes", that he had sent the cover illustrated.

The cover, which is fortunately Registered and as a result has loads of arrival marks etc on the back, is clearly inscribed "1<sup>st</sup> Service via / Dakar - Azores" indicating the intention that it should be carried on the first flight of the new service, which was much shorter (by over 1,000 miles) than the original service via Lisbon, and NOT discontinued when the new service was introduced. It was posted on the 3<sup>rd</sup> March 1948 and it clearly arrived in New York on (or by) the 6<sup>th</sup> March.



BUT the inaugural flight of the new service via the Azores left Johannesburg on the 29<sup>th</sup> February, so the second flight of the new service would have left Johannesburg on the 7<sup>th</sup> March, after the cover had been received in New York, and this item could not have been carried on the first mail carrying flight of the new service. It is strange that the AAMC refers to covers postmarked on the 3<sup>rd</sup> March "believed to have been carried via Lisbon". Had the Editors of the AAMC had access to covers such as that which is the subject of this article, they must have realised that such mail was indeed carried via Lisbon.

What is strange is that the cover was sent by I H C Godfrey, who surely must have realised that a cover posted on the 3<sup>rd</sup> March would be in time for carriage on the Panam service via Lisbon and who should have guessed that the average Postal Clerk would have sent it by the earliest flight to Johannesburg, without realising the intention that it be carried on the next **direct** flight.

The item was franked 2/1 which is correct - 1/9 for the air mail carriage, plus 4d for registration - mail to America from South Africa via England at this time was 1/3 only. Poor Mr Godfrey got the worst of both worlds, spending 2/1 in the hope of getting a cover which would be significant as being carried on the first mail carrying flight of a new air mail service and ending up with a cover of no particular importance!

<sup>1</sup> It is possible that it was assumed that the next Panam flight from Johannesburg would be the return flight of the **new** service, rather than the return flight of the **original** service.

## GO WITH THE WAVE OR SHORT FUSED? GIVE ME A BREAK!

RSA revenues series 1968-1978; a collector's observation.

By Oscar van der Vliet FVZA

You love them or you hate them! They sometimes shine like gold but you can't buy patience with it.

According to me, this is the most difficult series to check out. The easy way of collecting them is having one of each value.

If you want to make an attempt to go deeper, you will need a (new) pair of glasses and some tools to make the "invisible" become visible.

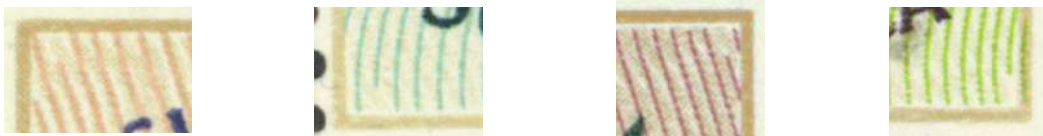
### Present details recorded

Some of the secrets have been revealed some decades ago like the date below the shield and the breaks in the wavy lines. Both are pretty visible with a magnifying glass for the first 3-4 years but then disaster strikes: the design becomes for most values faded and printed with gold colored parts. Both will make it difficult to see the date and even more to find the break on one of the wavy lines.

Some values have also wavy lines at the background and will give a "double, two colored" appearance. You have to find out which wavy line type was used with a break. If lucky, you will find it before you will take a break. Remind the fact that for 1968 there was no break in a wavy line. Some luck at the start is always a good start.



Dates 68 -72 below the shield from several values (500%)



Break in wavy lines for dates 69 – 72 (500%) (68 has no break).

You might notice that not all dates are clearly visible due to the colors used for the wavy line together with the date. The break was found in the early years in the corners of the stamp. The other positions are more difficult to find.

From 1973, the design must have been printed with a different printing or printer. The date is slightly taller. The



Dates 73 -78 below the shield from several values (500%)

used colors for the shield look pale and so do the wavy lines with break.



Break in wavy lines for dates 73 – 78 (500%) ; 2<sup>nd</sup> scan left: double break left of "A" (R1 1973).

If you make small markings in a scan, the overall view will be as shown in this 5c value.  
 Bilingual writing on the stamp switches for each value



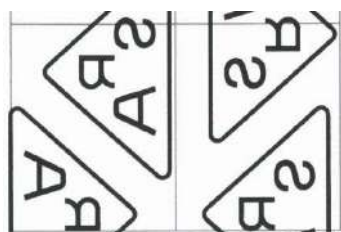
**Different: Watermark and perforation**

The watermark story is confusing if you read the last issue of Barefoot (Arms) and the article of Giovanni Palazzo (Unwatermarked; June 2010 RSGB).

The perforation in both cases is meant to be 14 x 14.

I have used a SAFE SIGNOSCOPE T2 for my watermark research. The device was somewhat moderated because the wrench to screw the Perspex plate tight was worn out after a dozen actions. I have replaced the bad part for a high quality screw with bolt and a wrench to tighten it up. The result was much better and I can recommend everyone with this problem to do it.

For measuring the perforation, I used a transparent example from the Dutch Post Office (PTT) I didn't had all values of all series but the result was different of what was published before:



1968 – 1972  
 RSA TETE BECHE

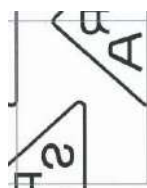


1973-1978  
 NO WATERMARK



A 10c 1975 was found with a joint perforation at the top side of the stamp.

The watermark for this series is different from those of series 1961-1968 (National Arms type) For this series, there is a watermark called "National Arms" (1961-1965) and "multiple RSA" (1965-1968). The small 2c (1967-1968 exist in "multiple RSA" only).



The RSA watermark appears sideways on the values and can be found in 2 directions. So far there is only 1 direction found per value. Postage stamps of South Africa show upright or sideways versions from August 1963 but the first revenues found by me with this watermark were from 1965.

*For comparison*

For comparison, I put a 5c pair of 1967 and a 20c pair of 1969 in my watermark viewer. From the result, a picture was taken with a digital camera in the dark for maximal result.



5c pair 1967 sideways left

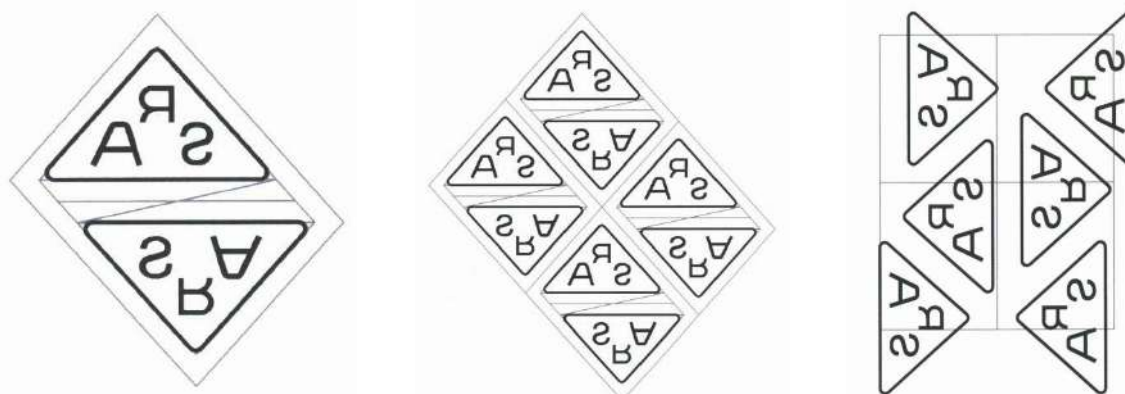


20c 1969 tête-bêche

At the left, you can see the somewhat blurred black triangles to the left. The right pair is somewhat difficult to explain. Part of a triangle to the left can be seen in the middle and one to the right somewhat larger on the right side.

To explain this multiple tête-bêche pattern, I took a scan of the watermark shown in the South Africa Colour Catalogue (SACC) ; some measuring with a Computer drawing program and the result was the following “key stone”. The base of this pattern was a tête-bêche position with some distance surrounding the triangle. The distance in the middle will be double. The entire looks like a malformed diamond of a card deck. If you multiply these key stones, the 2nd result will appear.

On stamps, the impression is sideways. An impression for this can be seen in the 3rd result.



Key stone” for RSA tête-bêche and results as multiple and on back of stamps

### New: Paper Variety

The change of watermark was not the only detail that became visible. The way the paper was made is also visible at the back. Up to 1972, the surface looks plain with some “stirred” spots as if someone used a spoon to mix the paper pulp. For 1973 and 1974, the back of the stamp shows a very fine dotted grid. From 1975, the paper appears to be like before 1972 but at some parts you can see a “textile wave pattern”. This pattern was clearly visible on stamps of the 19th century.

The colour of the paper varies from pale white to creamy and was related to the suppliers of the paper.



Plain to “stirred” appearance / fine dotted appearance / (parts of) woven appearance

**New: Joint Perforation**

In some cases, the stamp will have a joint perforation. This is rather a defect of the machine rather than a programmed position. In the last case they were found at the middle of the sheet, creating stamps with joint perforations at the top or bottom to make it easier for administrators to count the remainders.

**New: Language switch per value**

Like series 1954 and 1961, the language Afrikaans and English switch per value of the series. If you see the values of 2c ; 5c and 10c below were issued from 1968. The 3c was introduced in 1977 and was printed like the 2c value. The following pattern can be found:

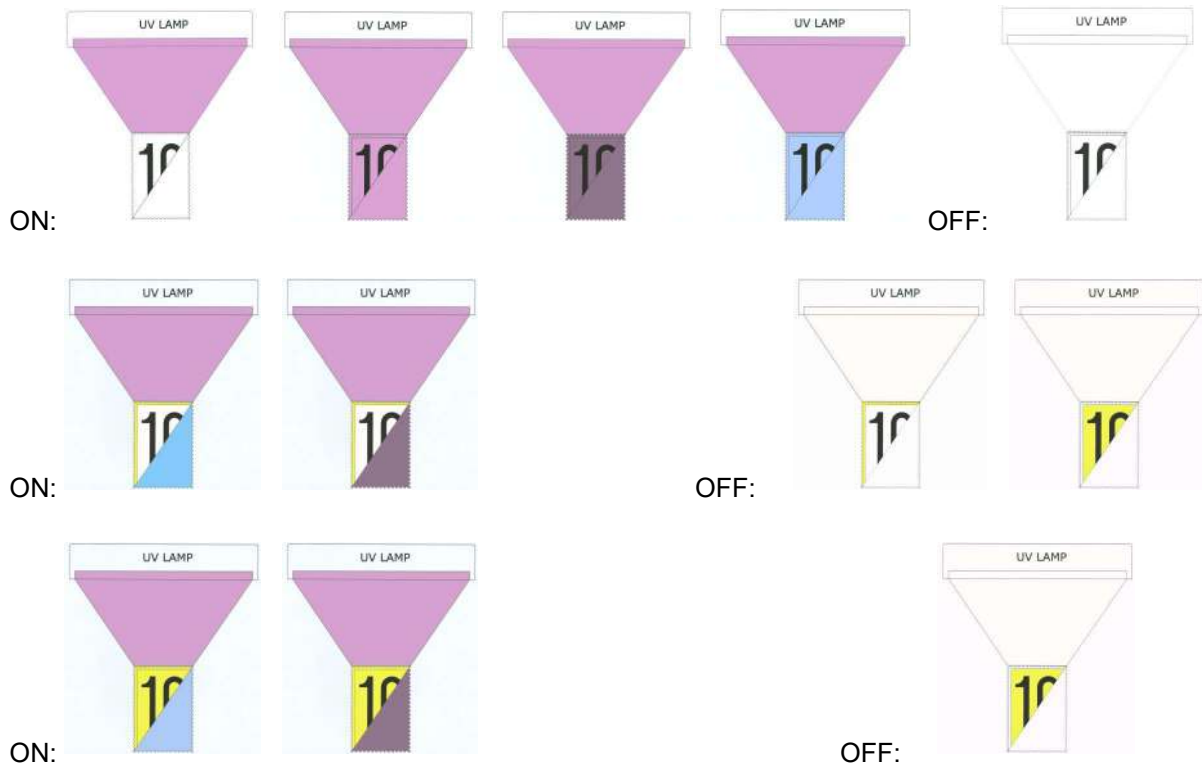
SUID-AFRIKA (top) / SOUTH AFRICA (bottom) INKOMSTE – REVENUE (below value)  
 SOUTH AFRICA (top) / SUID-AFRIKA (bottom) REVENUE – INKOMSTE (below value)

So far no language errors have been found for this series.



Language switch per value

**New: UV scan results**



Several photo responses on revenues  
 (blank: up to 1965! ; purple/blue: fluorescent ; yellow= phosphor: afterglow after removing lamp)

Again there are some parallels with the postage stamps of South Africa!

The first postage stamps with fluorescent front and back were Definitive issues from September 1963! Later issues mention the name of Swiss paper (pink appearance). In February 1971, the first stamps were issued with Harrison papers (bluish appearance). There is however a variety which is somewhat darker. The lighter version was only found during the early years of this series. It's possible that this type of fluorescent paper was from a different company. It can be explained by the fact that "Swiss" was mentioned for the first time for postage stamps from May 31<sup>st</sup> 1966!

Phosphoresced papers for stamps were introduced for Swiss paper in October 1969 and for Harrison paper on January 1970! In this case, phosphoresced bands of 3mm of 5mm were printed. Phosphorescent paper was for postage stamps were printed from July 1970.

These aspects were also introduced for revenue stamps but in this case a few years later and not for all facts found for postage stamps.

The first fluorescent papers were introduced in 1966. Swiss- and Harrison paper was found from 1968.

The first phosphoresced papers were found from 1973 showing an "all over" appearance with the UV lamp on and afterglow when the lamp was turned off. There were also stamps showing a pale yellow frame or even ultra white but in both cases a yellow afterglow when the lamp was turned off. There is no such clear distinct phosphoresced frame like the examples that can be found for the postage stamps.

For each year and value, 1 or more fluorescent papers can be found. For later issues also combined with phosphoresced responses under UV light.

Value	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978
2c	SD	SD		x	H			H	x	X	
3c										HFP	
5c	SD		X			HFP	H	X	HWP	X	
10c	SL/SD/H	SD	H		H	HWP	SL/H	H	X	HWP	HFP
15c	H	x									
20c	SL/SD	SD		H	H		H		H/ HFP	X	
25c	SD	x	SD/H	H	H	SL/H	X	H	X	X	
30c	SL	SD	SL/H	H		H	H	H	HFP	HFP	
50c	SD	SL/SD	X	H	H	SL/HWP	X		HFP	HF	HFP
R1	SL/SD	X	SL/SD/H	H	H	HWP		H	HWP		x
R1,25	SL										
R1,50	H	X	X								
R2	SL/SD	X	SL	H	H	H	X	X	HFP	HWP/ HFP	
R4	SL/SD/H	SL									
R5			SL/H	X	H		SL/H	X		H	
R10	H	SL/SD	SL/SD/H	H	H	HFP	SD	X	x	x	x
R20	SL/SD	X	SL/SD/H	SL/H	X	H	SL	X	O	x	
R50	SL/SD	X	SL	H	X	HWP	X	X			
R100	X	X	SL/H	X	H	HWP	X				
R200	X	X	SL	X	H/HF	SLWP/ HWP			x		

SL: Swiss? Paper (lighter)  
 PF: full phosphoresced front  
 PC: phosphoresced center ; whiter frame

SD: Swiss paper (darker)      H: Harrison paper  
 PB: phosphoresced band:  
 WP: white appearance ; phosphoresced afterglow

### Overprinted For other purpose:

All the combinations for UV response can also be found for the overprinted issues. In this case it is also possible to find more papers of one value during a year of issue.

#### PENALTY - BOETE



R = red B = Black U = Up D = Down M = Manuscript **BOLD** = unlisted in barefoot.

Value	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978
5c	RD		x			x	x	x		x	
10c	x	RD	RU		x	x	x	RU	x	RD-HWP	x
20c	RD-SL	RU		x	RD		x		x	BD-HWP	
25c	RD/MR	x		x	x		x		x	x	
50c	RU/RD/MR	BU/ RU-L/ RU-SL	x	BD/ RU-H/ BU-H	BU-H	x	x		x	x	x
R1	RD	RU	RU	BU/RU	RU-SD	RD		x	x		x
R2	x	RU-H	x	RU-H	x	x	x	x	x	x	
R10	RD-H	x	RD- SL	x	x	RU	x	x	x	x	x
R100	x	x	x	x	x		x				
R200	x	x	x	x		x			x		

#### KONSULÊR - CONSULAR

So far the following 4 positions of this overprint has been found yet:

KONSULÊR Up (A) or down (B) ; words directed to the perforated side

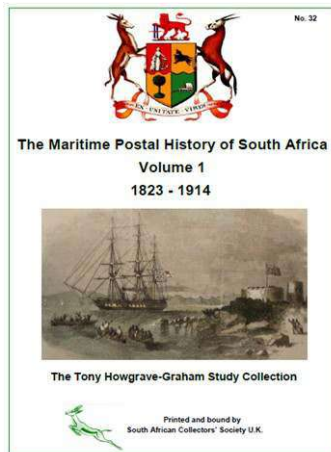
KONSULÊR Up (C) or down (D); words directed to the center (switched position)



Value	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978
50c	x	A-H	x	B-H	x	C-HWP	x		x	x	D-HWP
R2	x	x	A-H	x	x	C-H	x	x	x	C-HWP	

There might be more to find in the wave of the future. So don't break off searching.....

## Supplement Available to Study Collection No. 32 From Tony Howgrave-Graham



### SACS Study Collection No. 32

A detailed and comprehensive study of the early Maritime history of South Africa from 1823 to 1914. Volume 1 includes pre-stamp covers with details of ships, postal markings and ephemera. Essential for the early Maritime collector.

Colour copy of 60 double sided A4 pages.

Author: Tony Howgrave-Graham

Price: £18.00

Buyers of the maritime postal history study collection booklets, written by Tony Howgrave-Graham, may have noted a rather glaring gap in the important decade of the 1850's when the first packet contract was awarded.

Argyll-Etkin recently helped plug the gap with a nice selection of General Screw Steam Shipping Co. covers. There is also a cover from when no contract existed which took 114 days to get to the Cape. From a different source there's also a Lindsay Line cover & an early Union Line cover with a Natal 3d rose. Finally there's a card from the last sailing south of a Union Castle Line steamer before WW1 when the postal team carried a postage due handstamp which finishes Volume 1 off rather nicely. Any purchaser who wants all 14 pages as a supplement can email Tony and he will send scans. Email: [ajbmhg@btinternet.com](mailto:ajbmhg@btinternet.com)

The books are available from Lyn & Rob Lester. Email: [Lyn28lester@hotmail.co.uk](mailto:Lyn28lester@hotmail.co.uk)

#### EARLY UNION LINE MAIL

##### FROM NATAL

14 Jan 1858 letter sheet franked 3d rose to London with the ship letter charge a handstruck "6d"  
Picked up by the *Waldesian* at Durban and reached Cape Town 23 January where it waited until  
29<sup>th</sup> when RMS *Norman* left with mail for England



Cape Packet / Devonport arrival 10 March, London 11<sup>th</sup>.

The *Waldesian* was one of the coastal steamers run by Rennie.  
It was wrecked in 1862

RMS *Norman* (I) was one of the original Union Line vessels which started the Cape mail run after being freed from duties during the Crimean War. It was a small, 530 ton ship. When the Union Line obtained two larger vessels in 1862 it was transferred to the South African coastal service in 1863 but returned to England in 1864 where it was sold on.

#### 1913-14 UNITED KINGDOM & SOUTH AFRICA SEA POST OFFICES

##### THE LAST TRIP SOUTH BEFORE WWI

4 Aug 1914 No. "3" on *Balmoral Castle* travelling south the day before reaching Madeira  
ppc of Madeira underfranked 1/2d back to UK (Helston) by *Walmer Castle*

"No.3" team carried a postage due tax mark on its last two trips, it is rare but used here



*Walmer Castle* arrived back at Plymouth 10 August. London Inland Section "1<sup>st</sup>" applied  
collected at Helston by 1d PD 12 August  
The *Balmoral Castle* reached Cape Town on 18 August



Six Union Castle vessels in South African waters at the time (*Balmoral Castle*, *Kentworth Castle* & *Briton* and three intermediate service steamers *Dunluce Castle*, *Guildford Castle* & *Goorkha*) were requisitioned to bring the 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 HMSs *Hyacinth* & *Astraea*. They arrived at Southampton 19 September. Union troops thus had to replace the Imperial ones in South Africa

*Armadale 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 *Gaxcon* arriving in the UK in December

**RMS Queen of the South**

Built by Mare & Co., Blackwall  
1034 tons (1752 burden tons) 280x30feet with 25 foot depth  
launched 29 Oct 1851  
certificated 1 Jan 1852 Registered 15 May 1852  
could take 130 passengers / "every refinement" including "a Collard's pianoforte"  
the contract stipulated she must be armed  
fitted with 2 large pivot guns and a number of 32 pounders  
the bilge pump arrange so that pirates could be sprayed with scalding water from the boilers

**Maiden Voyage**

10 June 1852 left East India Docks for Plymouth under Capt George Hyde  
Lavish party 14 June & left Plymouth 15 June but had to return because of bad weather  
Finally left 21 June arriving at Cape Verde Islands 30 June  
left there 2 July arriving at Ascension 12 July  
Arrived at Cape Town 29 July  
Left Cape Town for India 1<sup>st</sup> August being the largest steamer to round South Africa  
arrived at Mauritius 13 August where it became a national event  
a holiday was proclaimed, hundreds of people viewed the ship and a "grand banquet"  
was had in the evening  
Made its way on to Ceylon, then Madras, then Calcutta (26 Sept)  
return trip hampered by mechanical troubles  
arrived back at Cape Town 29 October, Plymouth 13 December

On one trip she is recorded as using 4,684 tons of coal to reach Calcutta!

(General Screw significantly undercut P&O prices and became popular with passengers though the richer & more discerning complained that at the start of a trip all the coal was loaded on the decks and coal dust got everywhere. They also complained that the screw ships rolled much more than the paddle steamers.)

**NO MAIL CONTRACT**

11 Nov 1854 envelope from Exeter to Cape Town (part of the Maclear correspondence)  
franked strip of 4 2d (plate 4, perf. 16) and sent as a ship letter  
Cape Town arrival 19 Mar 1855 (114 days in transit!)



The next mail contract was with the Lindsay Line in 1856 though the first mail didn't reach Cape Town until 1857. This was followed by the much more lasting Union Line.

**THE GENERAL SCREW STEAM SHIPPING COMPANY**

On 11 November 1850 the Admiralty Commissioners awarded the first mail contract between the UK and Cape to James Laming, MD of the above company. The contract stipulated monthly sailings in both directions with a 35 day passage time and was worth £30,750. The company had 4 ships. The small *Sir John Peel* (233 tons) which was a paddle steamer and *Bosphorus*, *Proponitis*, and *Hellespont* which were all 500 ton screw vessels 175' long. The *Bosphorus* left 3 days late on 18 Dec 1850 arriving in Cape Town 27 January, which, although 5 days over contract, was a short lived record for the trip and included stops at Madeira, St Vincent, Sierra Leone & St Helena.

2 April 1851 E.L. from Cape Town to Edinburgh carried on the *Hellespont*, charged 2/- (double rate) and 4d local Cape charge. Cape Town GPO crown in oval handstamp



Edinburgh receipt 10 May 1851



RMS Hellespont

**THE GENERAL SCREW STEAM SHIPPING COMPANY**

11 Dec 1852 envelope from London to Cape Town prepaid by embossed 1/- Carried on the *Bosphorus* which left 14 December. Note states "received 26 Jan 1853". 4d Cape charge



Dec 1853 double rate envelope from Cape Town to Dunstable carried on the *Hydaspes* 4d Cape charge, 2/- packet rate. Cape GPO crown in oval. London receipt 22 Jan. Dunstable 26 Jan



# Half Cent First Definitive Stamp with extra margin perforations

By Roy Ross

I have often wondered why some of these sheets have these extra perforation holes in the margin. To my knowledge no one has offered an explanation for this and by bringing these stamps to the attention of members it is hoped that someone may know the answer.

Fig. 1 shows a normal left margin sheet from cylinder 104 66 45.

Fig. 2 shows the extra perforations from cylinder 104 66 45, but they look like that they have been perforated twice.

Fig. 3 shows them in more detail

The extra holes are listed as V11 in the First Definitive handbook. *V11. Left marginal strip of 5 stamps, showing additional perforations. (Priced the same as for 205 V13.)*

*205 is the 2½ cent "Groot Constantia" cylinder Y4 Y1 date of issue May 1961*

Both stamps are reported as being printed on the Goebel 840 machine and perforated on the Grover two row machine.

When recently going through my collection I came across another issue with the same extra perforation holes but this time on the right hand side of the sheet and these are from cylinders 10 9 11 which had two panes A and B.

Although the cylinder numbers are not present on these sheets, they are easy to sort as the stamps are of the redrawn design. Both A and B panes have these extra perf holes. Fig. 4 and Fig. 5.

Fig. 5 is another interesting sheet as one will notice that the sheet has not been guillotined straight. If you look at the top right there are four extra perf holes were as the bottom left shows only three extra perf holes



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

The Goebel 840 machine did have a built in perforator but for large quantity prints the machine was not fast enough hence the reason why the Grover Two Row perforator was used on most issues except the very small ones.

O



### A Request from Information from Mike Tonking

Many years ago I acquired a vertical strip of 3 halfpenny KH stamps which I noted had a faint bronze band through the centre stamp. I also noted that it was on row 9 and have never been able to find out the reason for it. Possibly one of our members can assist. ?

# The 'Vintage' Springbok - 1959

By Otto Pectoom

## January/February 1959 Volume 7 No 1

### A Japanese Cachet from Cape Town

At some time late in the year 1957 the Japanese Antarctic Research ship 'Soya' arrived at Singapore on its long journey to the southern snows. It was visited by a Malayan Civil Service ornament who addressed six postcards to England and asked a Japanese sailor to post them 'at the Pole'. There were no stamps on these cards but sufficient money was given to the sailor to allow of a surplus for his own use, on the supposition that the normal postal rate for postcards was all that would be required. The 'Soya' then proceeded to Cape Town and there the whole business went to pieces. The sailor decided to send off one postcard but he sent it by air mail with a 1/3 South African stamp. This was on 27.12.56.

The other five - what happened to the other five?

There was certainly not enough money to send them all by air and their fate is unknown unless by chance some collector has found them on the Polar ice or in some unlikely spot.

If he has, he will be aware that each has a fine cachet with a picture of the globe and the words, in English and Japanese, 'JAPAN ANTARCTIC RESEARCH EXPEDITION I'.

## March/April 1959 Volume 7 No 2

*Extracts from Press News issued by Netherlands Aeronautical Museum in The Hague*

### Delivery of mail in tree tops of South Africa

Great excitement was caused by the big Dutch balloon Oxygenium when she descended in the trees of a South African forest, belonging to the in movie business well known family Goodman at Norwood. The Hague Balloon commander, John Boesman took off from sports ground in Johannesburg accompanied by one passenger, a South African photographer. Their trip was very uneasy by the height of Johannesburg and a severe thermal, making the basket swing quite a bit. Soon the ballast had gone and a decision was made to execute a forced landing, leaving balloon, passengers and mail in high tree tops. A group of natives discovered the balloon and to their great astonishment they could not find an engine whatsoever in the basket. They then decided a 'strange bird from heaven' came down.

## July/August 1959 Volume 7 No 4

*Editorial...1961 rumours...the most important news is an item in a philatelic magazine to the effect that in 1961 the Union would be issuing a set of stamps depicting the flowers of South Africa to introduce the decimal currency which will be adopted in that year...*

**Note** - This set was issued on 14 February 1961 and utilised nine designs from the 1954 Animal definitives plus four commemorative designs issued in May 1961.

The first Republic definitives include four 'flower' designs.

### The 1944 'Liberty Cavalcade' debate

This began in Volume 7 No 1 with illustrations of the various cancellations such as 'Liberty Cavalcade' versus 'Thanksgiving Cavalcade'...were they used in Cape Town or in Durban?

Letters from members appeared in issues No's 3 and 4.

In the latter A.J. Brown stated he had a cover bearing a 'Cape Town Philatelic Society sticker'...

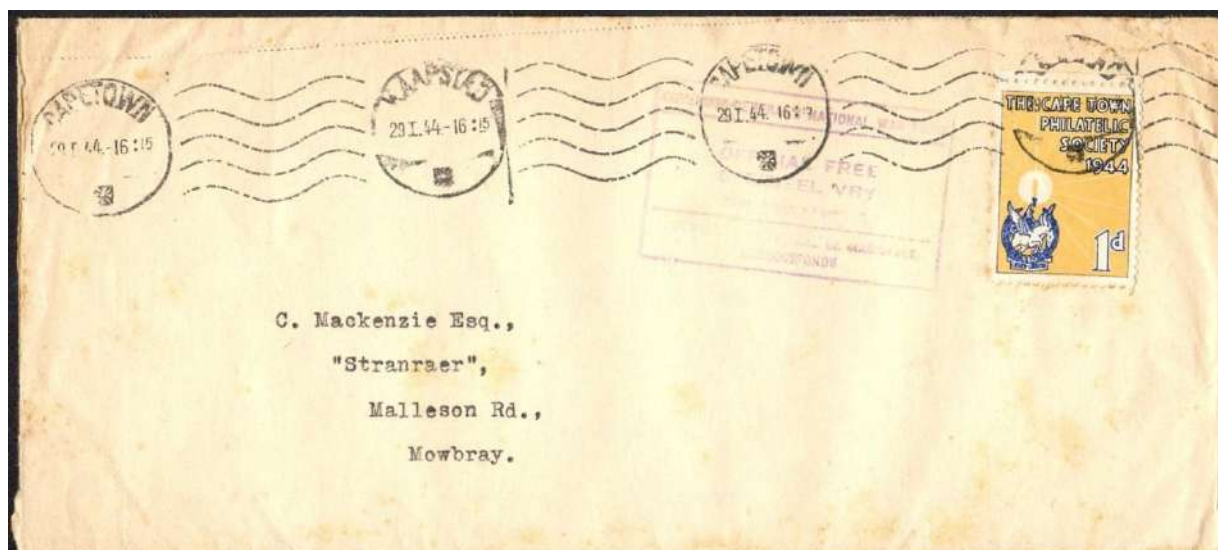
Brown noted that according to Harvey-Pirie...*these stickers were sold at an exhibit which the Cape Town Society had during the Liberty Cavalcade in Cape Town...*



Whilst this is likely, I have proof that the Society's initial distribution of its 'stickers' was different.

The Cape Town Liberty Cavalcade was staged at Green Point Common from 25 March to 1 April 1944 as per the illustrated Street flag'. In January 1944 the Cape Town Society did a 'mail-shot' to its members.

Illustrated below, an envelope posted by the Society on 29 I 44, containing a letter with 'Liberty Cavalcade' heading, plus 5/- worth of labels (ten strips of six 1d labels). The text urges each member to retain the labels and forward payment accordingly. It also suggests making sales of said labels to their friends.





1d Cape Town Philatelic Society 'Liberty Cavalcade' Labels

## September/October 1959 Volume 7 No 5

**Editorial...amusing letter received from J.B. Levy...** *Writing about the 3d Academy stamp, he commented that at about the same time as the issue a spate of chain-letter writing took the country by storm resulting in this particular value being sold out within the period of three months usually allowed for the sale of the commemorative issues. This selling out is rather unusual...*

**FDC's of South Africa's First Stamps** by Stephen G. Rich  
An article reproduced from 'Stamps' published in the USA on 11 July 1959. Initially prepared for the 'American First Day Cover Society'.

Back in 1910, when the Union of South Africa was formed, this Free Kingdom celebrated the opening of its Parliament, on November 4, with a large blue 2½d stamp, 'Union Number One' as it is always called among those collecting this country.

For a long time Union Number One was not recorded on a first day cover, though numerous loose singles and blocks showing first day use were known. It took five years of writing and advertising in the early 1930's to turn up the first recorded first day cover, cancelled November 4, 1910 at Malvern, Natal and addressed to a local man - strictly a philatelic souvenir of that date. Like all Union number One covers which have since turned up, this is without any cachet or special imprint - just a cover 4 x 5 inches, with one copy of the stamp cancelled (tied) and the address.

Within three years, another showed up. It has an L-shaped strip of three of Union Number One, paying postage and registration on a letter from Johannesburg to Panama via the United States. The postmark dating is clear. This is evidently strictly a business letter, though perhaps from one stamp dealer to another or to a customer. It is the choicest of those yet discovered.

In 1954, a third first day cover turned up, from Wellington, Cape to this country, with the single stamp paying the international rate.

These three seem to be the only first day covers of Union Number One thus far recorded. It is my judgment that probably another five or six are scattered here and there among collections in South Africa or maybe one or two more in collections of that country in England.

The highest recorded price paid for a Union Number One first day cover is \$3.75, paid for the L-shaped strip cover from Johannesburg.

In contrast to this is the situation on the 1913 King's Head issue, of which most values went into service September 1, 1913. First day covers of these have not been seen by any collectors in this country but are reported in South African hands. In more than thirty-five years of collecting that country, I have not even seen one first day postmarked copy off paper, let alone any cover. Second day, September 2, 1913, is not difficult and from many offices on the ½d and 1d.

First day of the £1 value is not known as we do not have any exact record of its issue date - nothing more than July 1916. The added values, 1½d of August 23, 1920 and 1/3 of October 1st, 1920 are known with first day postmarking but no covers have been reported.

The 3d colour change to blue October 4 1922 is known on first day cover on an ordinary number six business envelope. First day covers of the coils of this issue do not seem to be known. The dates would be February 13 1914, for the ½d and 1d coils; November 15, 1920 for the 1½d coil; October 7, 1921 for the 2d coil. I have not even seen loose copies used on these dates.

## Comment on Stephen Rich

It is amazing that during the 1950's SG 1 on first day cover was regarded as a rarity and since then they have steadily appeared out of the woodwork as decades went by.

In contrast King's Head first days remain elusive and one of the classic covers is the one ex Len van der Kar sold in September 1995 by Stephan Welz with eight out of the eleven values including a 2/6, 5/- and 10/-.



First Day Cover QUEENSTOWN SP 1 13

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# South African Collectors' Society Accounts 2017

*To be Audited*

## Income and Expenditure to 31 December 2017

Income		Expenditure	
Subscriptions collected	2,279.81	Purchase SA mag	428.28
Subscriptions S A Mag	428.28	Springbok 4 magazines	1,661.55
Auction Income NA	1,121.00	Rent London	37.00
Booklet Profit	450.06	Rent Carlisle	109.00
Package Circuit Surplus	232.97	Books Library	871.31
Donation	-	Stamp Insurance	129.00
Advertising Magazine	217.41	ABPS and hand- Website	88.75 300.00
Interest	1.04	Anniversary booklet	251.00
	<u>4730.57</u>	Trophies	130.05
		June conference	<u>200.00</u>
			<u><b>4,205.94</b></u>
<b>Surplus for year</b>	<u><b>478.22</b></u>		

## Balance Sheet as at 31st December 2017

Bank Current	7,965.79	Subs 2018	983.07
Cash	75.90	Owed to D Haig	100.00
S.A. Rands 5612 @18	440.11	Owed to Packet Sellers	185.15
Deposit Account	3,113.34		
Packet Fund Account	<u>309.40</u>		
	11,904.54		
Copier	1.00	Brought Forward	10,935.29
Trophies	822.60	Surplus for year	<u>524.63</u>
Totals	<u><b>12,728.14</b></u>		<u><b>12,728.14</b></u>

### **The Treasurers Report to 31st December 2017:**

The accounts are still very healthy and well done to Lyn & Rob for the booklets there is excess income plus the contribution to developing peoples interest in South African stamps. Also the library costs are very high but there has been the investment in the booklets plus the John Ahmad collection of reference books costing £450.00

The Springbok production costs for this year, 2018: Printing costs to remain the same as for year 2017. However there will be a small increase in postal costs beginning with the next issue, April, as the cost of postage went up in March.

This is an abbreviated version focusing solely on selected key points. You will find full information about all areas of ABPS on our website.

Please have a look at [www.abps.org.uk](http://www.abps.org.uk) and circulate this bulletin to any philatelic friends to show just how much the ABPS is doing to promote philately across the UK. Thank you.

### **ABPS NEWS**

The Spring 2018 issue has just been published and circulated to members. It can also be found on the website. The deadline for copy for the next issue is 15<sup>th</sup> April. This is a good opportunity to showcase your club and share ideas with affiliated members of ABPS. You can also apply for one free advertisement annually to promote your Society, though space is limited, so get your application in early!

Contact [editor@abps.org.uk](mailto:editor@abps.org.uk)

### **SPRING STAMPEX 2018**

This show featured the first use of the new “A” type frames from the Philatelic Fund which are available for the ABPS national stamp show. They were well received, being easier to erect and giving a good view of the dis-



### **PHILATELIC CONGRESS OF GREAT BRITAIN**

This year's Congress will take place from 26<sup>th</sup> to 29<sup>th</sup> July 2018 at Jury's Inn, Gateshead Quays, South Shore Road, Gateshead, Tyne & Wear, NE8 3AE. Further details of the programme and application forms can be found on the website.

### **AUTUMN STAMPEX**

13<sup>th</sup> to 16<sup>th</sup> September 2018 at the Business Design Centre, Islington, London.

National exhibition for all classes. Full details and exhibitor application forms are on the website.

ABPS General Secretary 41 Devonshire Place, London W1G6JY E-mail: [secretary@abps.org.uk](mailto:secretary@abps.org.uk)

## **The Stuart Rossiter Trust**

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