

THE SPRINGBOK

SOUTH AFRICAN COLLECTORS'
SOCIETY QUARTERLY

www.southafricacollector.com



First South African Aerial Post card, dated 3rd January 1912, shown by Rob and Lyn Lester in their display at the Meriden conference in November. The use of the first Union stamp on these cards is unusual.

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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

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Editorial

We have a very varied content this month. Apart from the meeting reports (which includes summaries of a number of the displays presented), the third part of our Chairman's 'Back to Basics', and articles on Officials from Roald Sand, Aerophilately from Wilbert Davids and Nicholas Arrow, Voortrekker covers from Siegfried Mayr and Table Mountain as seen on stamps from Otto Peetoom.

In addition we have an interesting find from Nicholas Arrow and requests for help from members. In our South West Africa corner we have an article on Railway Post and Censorship marks from our Chairman and some interesting covers from Mike Tonking. In addition we have a letter from Mike concerning a flaw on the Kings Head overprints.

My only disappointment is that we still have no RSA material.

Because of the high volume of material submitted this month, with a high number of covers, I have had to reduce the size of the covers and images from the size provided by the authors. I hope all the information shown in them is sufficiently readable to our readers.

Apology

I need to apologise profusely to Otto Peetoom. In a senior moment when preparing the last issue I attributed a paper by Otto Peetoom to another Otto I used to work with many years ago in both the contents on the cover and in my Editorial.

Sorry Otto.

Membership

New Members

We welcome new members Jim Dounis, San Gwann, Malta (who has rejoined - 1178), Larry Oliver, Black Mountain, NC. USA (1222), Ralf Kollmann, Pforzheim, Germany (1223), Todd Ehlers, McGregor, IA, USA (1224), and Dr. Brian Schrire, Tiverton, UK (1225).

Deceased Members

We are very sorry to learn of the passing of four Members: Robert Johnson, Richard Barnett, Gary Brown and John Dickson. Obituaries for Robert, Richard and Gary will be found in this issue.

Other magazines

We exchange the Springbok for other publications. One of these is the Bartholomeu Dias magazine, a Dutch language magazine dealing with South African Philately, published monthly. I have 3 copies here but as my skills in the language are non-existent I can't provide any detail on the contents. However, I can see that it has numerous articles covering all periods. If any of our Dutch speakers would like to see these I have been given permission to send the links for these to them.

We also receive a Newsletter from the RSA Study Group. Recent issues include articles on the 8th Definitive, Aerogrammes, New issues and a new perforation variety on the Myths and Legends issue. I don't have permission to forward these to members (but if anyone is interested in a mix of articles about RSA) I am happy to put them in touch with the Editor.

Erratum

Erratum: In the August Springbok (Vol.67/3) we reported that Carol Bommarito gained 98 points when achieving her large gold at Stockholmia. She has been in contact to say it should have read 97 points. The best in show having scored 98. Our congratulations remain unaltered on her notable achievement!

SOUTHERN AFRICAN PHILATELIC SOCIETIES JOINT CONFERENCE

Strawberry Bank Meriden on 1st to 3rd November 2019

Report by Rob Hill

Thirteen members gathered on the Friday evening for the usual pre conference dinner. Needless to say most of the conversation was about Saturday's Rugby World Cup final between England and South Africa. Owing to the rugby final being televised alterations were made to the timing of the original programme which started later.

For those who were not interested in the final Otto Peetoom put up a silent display which was of the highest quality and extremely interesting. Among the areas Otto displayed were South African war labels (from both world wars street labels, propaganda labels, war time slogans, Cape Corps and Indian and Malay labels, V for Victory, Red Cross and Comfort Committee labels and labels supporting our allies at the time, particularly Russia. There was also an excellent range of the Liberty Cavalcades covers.

The first of the formal displays was given by Chris Broad. His display covered Transvaal Taxed Mail and Instructional Markings which he last displayed in 2003.

Chris displayed examples of both unpaid and insufficiently paid mail and those with both explanatory and debit markings. He also explained the origins of the "T" mark. Chris also showed 2 covers - one being a copy from the Royal Collection which had a bisect stamp and discussed the possibility of them coming from the same stamp. He explained the reasons for the move of the main post office from Pretoria to Johannesburg and showed a range of different markings. As with all the displays given by Chris it was very informative and well presented.

The second display was from Lyn and Rob Lester and entitled "One Hundred Not Out" (the explanation for the title only told to the audience at the end of the display). A summary of the talk, provided by the authors, is given at the end of this report.

The first display after lunch was given by John Shaw and was of the Early Pictorials. A summary of the talk, provided by the author, is given at the end of this report.

The second and final display of the afternoon was given by 5 individual members of the Aoglo-Boer War Society - each member covering different aspects of the war. A summary of the talk, provided by one of the society's members, is given at the end of this report.

During the evening dinner two short breaks were made. The first was to present the Tony Chilton cup awarded (for the second time) to Lyn & Rob Lester for their display "One Hundred Not Out". A very worthy winner. The second break was to raise our glasses to three members of the various societies present who had passed away since the last meeting, Robert Johnson, Richard Barnett and John Dickson. Richard Stroud gave a very moving tribute to Robert Johnson who was a personal friend. All three will be greatly missed.

Sunday morning was given up to smaller displays by those present. The first display was by Simon Peetoom who showed a number of postcards sent by Eddie Stewart to his family during World War I.

Bob Hill displayed two frames which included Shipping Postmaster cancellations from Cape Town, correspondence from the Cape Copper Mining Company, postcards and correspondence from both The Castle, Cape Town and The Sanatorium, Caledon. He also showed a scarce cover from Orange River Station (opened for less than one year) with correspondence inside and a booklet published during the Apartheid period called "The Archbishop and the Bible" which contained the sayings of Desmond Tutu and compared them with those in the Bible thereby trying to reduce the standing and credibility of him in the eyes of church going black persons.

Richard Stroud then gave a very interesting talk on Lumsden's Horse which is summarised at the end of this report alongside those of other members of the Boer-War society from the previous day.

Steve Hannath gave a very interesting display concerning Ralph Putzel. This included mail to and from him, including a cover sent by him to Macau when he was 19. Steve explained why Putzel had to leave Germany and how he was captured in World War 2 by the Germans at Tobruk. Steve also showed several items of Fleet Mail from the British Naval Base in Simonstown, and then explained the role of the USS

Louisville in 1941 when it collected gold bullion from Simonstown and took it to America, showing a postcard of the warship. Steve concluded by asking those for any further information on Ralph Putzel.

Alan Harley then displayed "The Treatment of British Soldiers' Mail" which is summarised at the end of this report alongside those of other members of the Boer-War society from the previous day.

Lyn & Rob Lester displayed mail posted at the 1950 Israel Cavalcade Stamp Exhibition held in Johannesburg from 14 to 19 October. Each cover included a different Israeli label with a pair of Van Riebeeck ship stamps with a violet Afrikaans or English exhibition cachet. Rob also showed 3 covers from the Israeli Philatelic Club of Cape Town, "Huleh Fair" held on 17 and 18 August 1953 which included a combination of Israeli labels and South African stamps. A frame of World War II propaganda covers, privately printed by A. M. Roberts of Hamburg, New York state in 1941 with first day issues of the large war series stamps, showed humorous cartoons of Hitler and Mussolini. Lyn and Rob would like to know if anyone else has any similar material within their collections as those present had not seen these items before.

Bas Payne showed forged 1st day covers of the 1937 George VI coronation issue and requested if anyone had information concerning a double circle date stamp from Johannesburg with the numeral "20" at the bottom would they contact him.

Mike Berry showed a Natal piece with the manuscript wording "SEE POST" on the stamps which appeared to have been part of a cover from the German vessel "Khahf" owned by the Deutsche Ost Afrika Line. Mike would appreciate any information concerning this marking.

The event was concluded in the afternoon by the usual auction organized by Nick Arrow which was shorter than usual being concluded by 2.30pm.

To sum an excellent weekend with some truly outstanding displays.

Summaries of Displays presented in Meriden as described above.

One Hundred Not Out! by Lyn & Rob Lester

The display started with the 1911 Kenilworth to Muizenberg first Aerial flight in South Africa and featured Evelyn (Bok) Driver the pilot. Driver, born in Natal in 1887, took a degree in Mining engineering before moving to England aged 24 on the grounds of ill health. He undertook his flying training with the Grahame - White School of Flying at Hendon and achieved his aviator's certificate on 1 August 1911. He was one of four pilots selected for the Hendon to Windsor, Coronation Aerial Post Service which took place 9 September 1911 to 26 September 1911. The display included three signed cards by Driver for the Coronation flights.

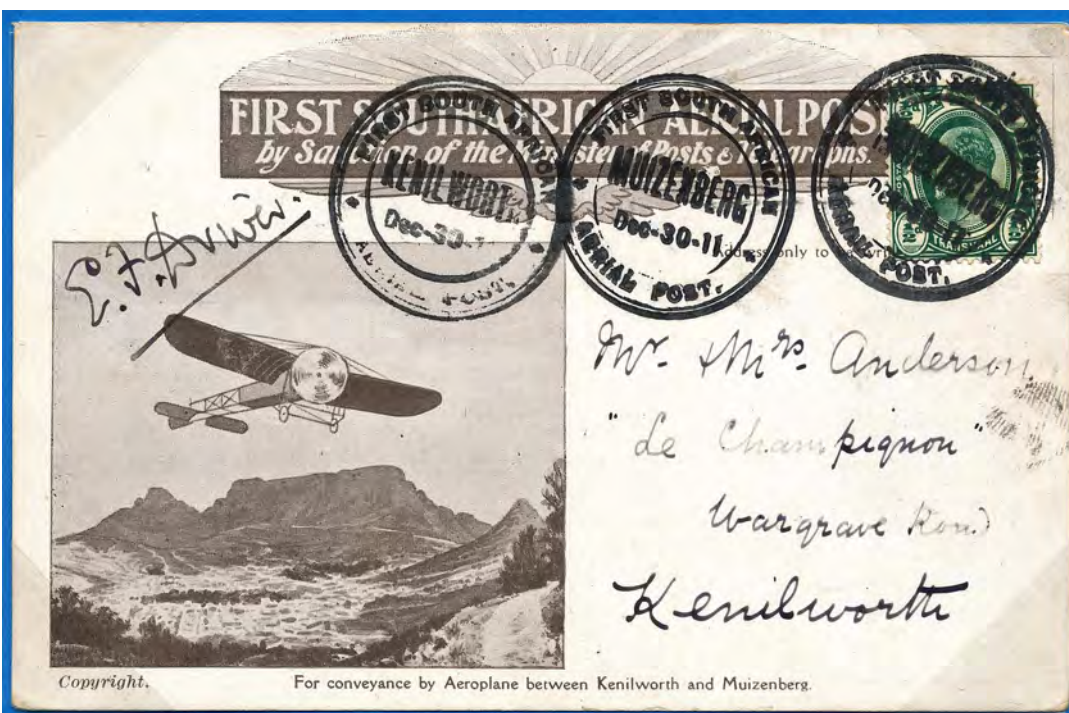


Figure 1 - Post card from the second return flight, signed by Evelyn Driver (pilot)

It also featured a scarce 'Vacuum Oil Company' advertising card from the first flight on 27 December, signed photographs of Driver with the Mayor of Muizenberg, and Mr J. P. Hutchins the Postmaster

of Muizenberg, a card actually written by Driver to his Auntie Tots in London from the second flight, and a card bearing a Union 2½d stamp (shown on the front cover) which again is very scarce. All cards were cancelled with the special aerial date stamp and two proofs of the date stamp, in violet ink, completed this section of the display.



Figure 2 - Our Day poster (original size 990 x 663 mm)

The second part of the display covered the ‘Make your Sixpence Fly’ Cards and Rob showed a magnificent ‘Our Day’ poster framed and printed by Argus & Co Ltd in Cape Town (shown here reduced as Figure 2). The only other copy known is housed in the Imperial War museum London. The display showed all varieties of the Cape and Transvaal flight cards, including one of three known larger cards addressed to the ‘Secretary of The General Post Office’ in Cape Town. Notable items included cards with ‘Our Day’ labels, cards with ordinary postal cachets, cards without postage which received Tax marks and postage due stamps, along with many cards signed by the pilot, Lieut. Gearing. One card was also signed by Sergeant Way who accompanied Gearing on his flights (shown here as figure 3). A registered card, including the ‘Certificate of Posting’ which was carried on the 24 November 1918 flight and was registered ‘Davel No 152’ is one of few known. Also included were signed photographs of Gearing, and a card from Major Miller, describing a flight with Gearing, with the special date stamp of 1 December 1918. Scarce advertising and publicity sheets for the ‘Military & Naval Tournament’ and the ‘Christmas Aerial Postcards’, provided unusual ephemera to compliment the

collection. This part of the display was completed with used and unused ‘Souvenir Envelopes’ individually numbered, all with ‘Our Day’ labels and used and unused ‘Our Day’ post cards showing an image of an airman within a large red cross.



Figure 3 - ‘Make your Sixpence Fly’ card signed by Lieut Gearing (pilot) and Sgt Way (mechanic)

The third part of the display was an update of new material Rob & Lyn showed in 2012, relating to the Union stamp of South Africa. The display included early essays, die proofs in first and final stages, Specimen stamps including a horizontal triple, an ex Berne double specimen, and even a Christmas card featuring the stamp. Scarce ‘Deutsche Seepost’ covers and individual stamps, examples used in South West Africa and Swaziland, perfins including a proving cover, and a spectacular ‘Return – Receipt’ from Pretoria dated 8 September 1911 for a land exchange in South West Africa which included the original letter written in ‘Schachtelsatz’. An unusual cover (shown on the facing page as figure 4) with an Australian stamp combined with a Union stamp was posted in Melbourne Australia internally to Victoria and tied with an Australian postal slogan. A few pages of large multiples were impressive and this part of the display was concluded with three stunning items. A first day cancellation from “London W. C. 87 7.30PM NO 4 10” is thought to be the only first day cancel known of a British post mark on the Union stamp, a whole sheet of



Figure 4 - Cover posted in Australia with 1½d stamp but also bearing a South African Union stamp

120 stamps with 60 stamps cancelled to order 'Benoni Transvaal 4 NOV- 10', and the other 60 unused, and a large O. H. M. S. cover addressed to his Excellency the Governor of German South West Africa, from the Governor of South Africa, with an official free oval government cachet, over signed by 'Gladstone' the Governor of South Africa along with a pair of Union stamps date stamped 16 July 1912.

Finally Rob showed a frame of 1917- 1918, War Market labels from Johannesburg and Kimberley including a copy of the paper

"South African War Market Bulletin", and a summons from the "Supreme Court of Injustice" a daily enactment undertaken twice a day during the market.

He concluded by explaining that everything displayed was over one hundred years old, hence the title of the display.

The Early Pictorials by John Shaw

John Shaw was recently awarded an international standard Gold medal for his 80-page entry of early Union pictorials at Stockholm and he showed the exhibit exactly as submitted (five frames rather than the eight he had cheekily requested) albeit as first time entrant he was permitted only five.

In 1923, the government considered the KG V head definitive stamps too much in the Colonial image and wanted stamps more representative of this new Dominion, so design competitions were launched in 1923, 1924 and 1925 and John showed examples of essays from all three. The 1923 competition main showing was of the Harrison Springbok essays with all known varieties displayed including multiples of the rare bi-coloured imperforates including the only surviving complete sheet of ten, this in Black & Blue.



The 1924 competition comprised mainly the small single stamp miniature sheets with all four known colour combinations of each of the three values, 1d Dromedary ship (see figure 1), 3d Table Bay and 4d "Gnu" Natal Arms, plus a De la Rue 2d Union Buildings (see figure 2).which the three previous auctioneers had all wrongly described.



Figure 1

Figure 2

The 1925 competition comprised just three 1d Ship De la Rue essays, all from the Robson Lowe sale of the DLR archives, material from this competition being especially rare with usually only one, two, or three examples known. The first pictorial issued stamps included London and Pretoria plate proofs and three recently acquired Waterlow die-proofs, the ½d in Black & Red (see figure 3) believed to be the only known example.



Figure 3

Watermark varieties included the ship penny with sideways watermark, horns facing left and facing right (these two from the wonderful Jacob Bloom collection sold by Spink) and blocks of the Bradbury 2d and 4d inverted watermarks, the latter an inscriptional block (see figure 4).



Figure 4

Two other highlights were the Bradbury colour trials, all 15 recorded, and the Royal Mint page of progressive die-proofs of the small format stamps; it is not generally known, but is recorded by Sanford et, that the master dies were produced by the Royal Mint and then passed to

Waterlow, whose chief engraver, JAC Harrison, used them to produce the actual printing plates. The Royal Mint Chief Engraver's staff kept examples of their chief's entire work in a ledger and, on his retirement, the proofs were all stamped "CANCELLED" and given to him as a retirement gift; following his death, the family sold the ledger to Stanley Gibbons.

Since Eddie Bridges had submitted a major Ship Penny exhibit to Stockholmia, John deliberately aimed to complement, rather than duplicate, Eddie's material and so included only a sprinkling of ship pennies, Darmstadt Trials (but did show top right corner items with different language settings) and unhyphenated rotogravures, but did conclude with a block of eight of the 2d Union Buildings which included two tête-bêche pairs.

Boer War summaries

The Sieges of Mafeking and Ladysmith (*Nick Harris, Secretary ABWPS*). Nick commenced with two early covers out of Mafeking prior to the establishment of the more well-known routes to the north and south, mail being carried by native runners. The rate for the Northern route, via Crocodile Pools and Bulawayo was 1s and that for the Southern route, via Barkly West and Kimberley, was 6d. Examples of these were shown. There were two runs to the north each week and one to the south, each with 30 items of mail per run. The rates for mail within Mafeking were 1d for town mail and 3d to/from the defensive forts. The local 1d Goodyear photographic stamps were intended for town mail and the 3d Baden-Powell stamps for fort mail and Nick included examples of these on cover. During the siege, a relief column, about 450 strong, from Bulawayo, and commanded by Colonel Plumer, made slow progress against a stronger Boer force. Nick showed a cover from Ootsi with GB QV stamps cancelled by the Ootsi telegraphic datestamp.

In Ladysmith, most of the outward mail posted during the siege was held pending its relief, although some mail carried by runners has been recorded. Internal mail was cancelled by a special Ladysmith Post Office siege datestamp. The well-known siege postcards printed in red, with their varieties, were illustrated, as was the only recorded one known in blue. Intombi isolation camp for those suffering from cholera or enteric fever had little mail, but Nick illustrated it with postcards of memorials to those who died there.

Mail to/from Banks during the Anglo-Boer War (*Alan Harley, Editor*). Although South Africa was embroiled in a long internal war, commercial transactions needed to be maintained. The banks involved included the Standard Bank, the National Bank of the ZAR, the National Bank of the OFS, the Bank of Natal and the Bank of Africa. The Standard Bank supported the needs of the British Army and its mail formed some half of Alan's presentation. Unusual items included a commercial item from Philippolis, OFS, to Colesberg, Cape, about 35 miles away, which had to be routed north to Pretoria, Delagoa Bay and Cape Town to Colesberg (about 1250 miles) as direct communication was interrupted. Some 25 OFS towns were destroyed during the War and Alan included two Bank of Africa postal cards, one advising that business had ceased at Fauresmith and that it had been transferred to Jagersfontein; the other similarly for Bethlehem, its business being transacted at Harrismith.

The Use of British Postage and Revenue Stamps during the Anglo-Boer War (*Tony Stanford, Meeting Convenor*). The Cape and Natal had deemed that British stamps were not acceptable on mail from soldiers in South Africa to towns in those colonies. Tony's presentation covered other aspects of the use of British stamps, including those with Army Official overprints, with his ½d vermilion used block being the largest recorded, and a fine range of the unappropriated-die revenues. Bisects, when certain values were in short supply, were used on telegraph forms, and examples were shown. A cover from an officer on his way to Mafeking was franked with Bechuanaland Protectorate stamps (GB stamps overprinted for use there); this was taxed but this subsequently cancelled. Finally, a range of parcel post labels depicted most of the values of postage stamps available to the Army Post Offices.

Mail to/from Boer POWs and Refugee Camp Mail (*Kevin Darcy, Chairman*). In the early months of the War, captured Boers were housed on prison ships in Simon's Bay (eg the *Penelope*) before Belle Vue Camp, Simon's Town, and Green Point Camp, Cape Town, were opened. In February 1900, the number of Boers taken prisoner at Paardeberg necessitated the opening of camps on the island of St Helena, first at Deadwood Camp and then Broad Bottom Camp. Kevin presented mail associated with all these camps, including the many cachets used by the censors who checked the POWs' mail. Later, POWs were sent to Ceylon and then to India, where the first were opened late in 1901. Even more camps were needed and

Bermuda was chosen, with camps on six of the islands there, including one for hard-core Cape rebels (Hawkin's) and one for young Boers (Hinson's).. A fine range of material from Bermuda was shown, with many of the instructional markings and censor cachets seen on this mail.

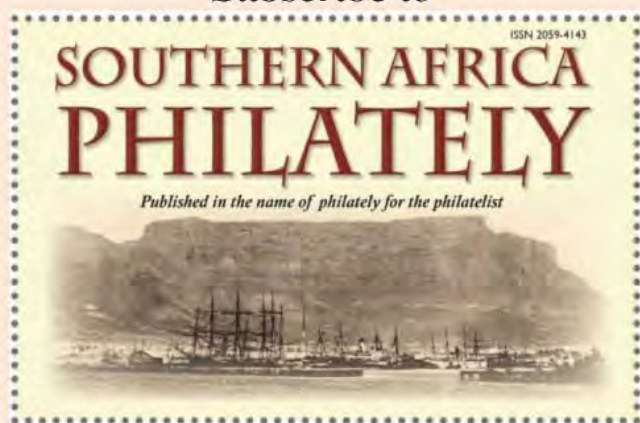
A representative selection of the Refugee, Burgher and Concentration Camps in the ORC was then shown, followed by mail to/from the internment camps in Portugal – Peniche for men and Caldas da Rainha for families. These camps housed Boers who used the border of the Transvaal and Portuguese East Africa for military purposes.

The Camps for Boer POWs in Ceylon – Diyatalawa (Rodney Frost). The second country after St Helena to house Boer POWs was Ceylon, where several camps were set up. The first was Diyatalawa, a hill station in the centre of the island, started on 9th August 1900, with Colonel Vincent as commanding officer and Colonel Jesser Coope in command of the POWs. An early letter from the camp was dated 15th August. The camp was large; businesses run by the prisoners thrived, but had to be licensed. Money owned by the POWs was controlled by Col. Jesser Coope. Rodney showed ephemera associated with these businesses which did a good trade with tourists visiting the island! He then included mail with the cachets of the many censors and of the unusual instructional marks used in the Camp post office run by POW John Fauré – *Not for POW Deliver* and variants of hand-made *Registered* marks. He concluded with an Oath of Allegiance made by a POW before he was repatriated to South Africa.

The Treatment of British Soldiers' Mail (Alan Harley). Mail to the UK posted in the early months of the War had no stamps affixed and were normally annotated *No stamps available*. This mail was often taxed and 1d was to be collected by the recipients. A public outcry caused the authorities to cancel the tax on such mail, the War Office paying out of its funds the amount due to the Post Office. Alan presented an in-depth study of how Natal and the Cape Colony treated this mail initially, then the acceptance as long as the soldiers did not have access to stamps, through to the continued acceptance of mail with GB KEVII stamps to the end of 1902.

Lumsden's Horse (Richard Stroud, Vice-Chairman). More troops than Britain could supply to meet the needs of the military resulted in contingents being raised across the Empire, mainly from Canada, Australia and New Zealand. A small contingent of 250 men was raised in India by Lieut. Colonel Lumsden, this consisting of tea, coffee and indigo planters, administrators, engineers and jute merchants. Two companies were formed, leaving Calcutta in February and March 1900 for service to the end of 1900. Richard's presentation illustrated the formation and departure of Lumsden's Horse, followed by covers from its members, each researched to provide the full name and rank of the sender, plus his peace-time occupation, photographs being included where available, plus details of where the unit was as the time of posting. Most men returned home at the end of 1900, but a number joined the new South African Constabulary. One item to such a member of the constabulary never reached him, it being addressed to him in India but then annotated *Gone to the Transvaal!* It was forwarded, but subsequently was marked *unclaimed*. He had been killed in an attack in Benoni, near Johannesburg, on 26th December.

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Table Mountain as seen on Stamps

By Otto Peetoom

Introduction

On the approach to Table Bay, a view of Table Mountain on a good day can only be described as 'spectacular'. Having spent many years in the Merchant Navy, I often had the privilege of enjoying that sight. However those who are 'land bound' may also enjoy said view from Bloubergstrand.

Table Mountain is rated as one of the 'must see' sights for any person who appreciates fantastic scenery.

The Guide to South and East Africa (1914) informs the reader...

Table Mountain - *The great charm of Cape Town, entitling it to rank with Naples, Rio Janeiro and San Francisco as one of the most beautifully situated seaports of the world, is the magnificent mountain which rises behind the town in a sheer precipice to the height of 3582 feet, cutting the sky line with a jagged horizontal front two miles in length...*

In my opinion Table Mountain is far more impressive than the other views mentioned in the 'Guide'.

Table Mountain depicted on South African Stamps



I doubt that many individuals would have any idea how often a view of the mountain adorned a stamp and during my initial search I 'missed' many of them.

Cape of Good Hope - In January 1900 it made its debut on a 1d value in carmine (SG 69). The Pier is not on this stamp.

1926 -1951 The 1d Ship

With a Small Image of Table Mountain

This is one of the Union's most common stamps and reprinted again and again. The mountain is not a prominent feature.



Postcard of the Pier (1910 - 1939)

Union of South Africa - 1927 10/- London Pictorial (SG 39)

The only Union definitive that includes the infamous Cape Town Pier on the Foreshore.



An alternative view of Table Mountain as seen in the Northern Hemisphere. This very rare inverted centre (SG 39a) was found in the 'Nissen' stock sold to Stanley Gibbons in October 1977. Two vertical pairs & the illustrated single (enlarged) are known.



1952 Tercentenary of Van Riebeeck's Landing



Ships in Table Bay with Table Mountain in the background
2d SG 138 and Overprinted **SADIPU** SG 142

The 10/- Table Mountain, SG 39 along with SG 2d SG 138 were overprinted for use in South West Africa.

Republic of South Africa



1961 Decimal 50c Decimal Definitive

A simple sketch of Table Mountain in the background. In use 1961 to 1974. SG 209, 219 No Wmk, 235 RSA Wmk SG B250 Redrawn, SG 324 No Wmk and SG 324a Chalky Paper.

December 1961

50th Anniversary of SA Aerial Post

A 3c value depicting two types of aircraft, a Bleriot monoplane, used on the first flight and a SAA Boeing 707.

At the foot of the stamp there is an outline of Table Mountain (SG 220)

The first mail was flown on 27 December 1911.



1966 7½c Republic Anniversary, Mountain or Mine Dump?



The designs for this issue received much criticism in the press, it queried...*is the drawing in the background of Table Mountain, Karooskop or of a mine dump?*

The artist, Mr Cecil Skotnes explained...*The stamp was inspired by the first few lines of our national anthem and depicts the country's age-old mountains, the depths of its seas and its vast spaces...The mountain is not supposed to be Table Mountain or any other mountain, it is merely a typical flat-topped South African Mountain...*(SAP June 1966).

1975 Tourism 15c x 4 in a se-tenant block

One value depicts a view from across the bay (SG 388)



Table Mountain as seen on Stamps

1979 50th Anniversary of the University of Cape Town



Depicts the back of Table Mountain at the left.
Stamp issued using different perforations 13½ x 15 and 12 x 12½ SG 465 and 465a

1996 50th Anniversary of SA Merchant Marine

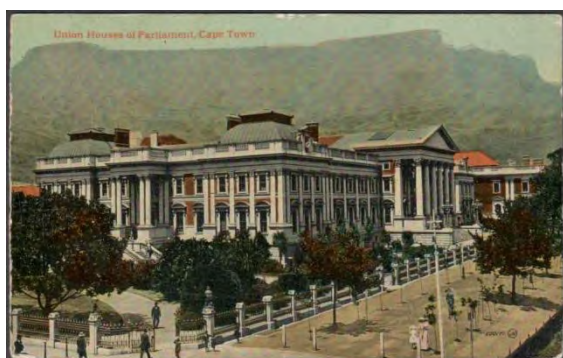


Issued in two se-tenant strips 90c & R1.40
One design is the SA Vaal leaving Table Bay (SG 933)

1982 Fourth 'Buildings' Definitive

The R1 value depicts the Houses of Parliament with the back drop of Table Mountain.

Recess printed (1982) SG 526 and Litho (1986) SG 526a.



1993 South African Harbours



Set in five values
90c Value SG 775
A splendid aerial view of the Bay, the harbour and the city
Also included in a miniature sheet MS777

1993 Tourism Booklet SG SB 26



The stamps are in a se-tenant strip of five. Also issued in booklets with five different covers (One with Table Mountain).

1995 Tourism Series Issued on different dates



12 May The Waterfront (SG 867)



A miniature sheet MS934 accompanies the issue depicting one of three WWII 'Victory' ships. The first in the Safmarine Fleet. The ship is the *Constantia*; the other two are *Morgenster* and *Vergelegen*. All three ships were renamed in later years.



Safmarine Sponsored a 'Corporate' Sheetlet using the same design with a different inscription.

1996 'Bloemfontein 150' National Stamp Exhibition



Miniature sheet SG M938 - SA Oranje leaving Cape Town

Table Mountain as seen on Stamps

1997 Revived Blue Train Service

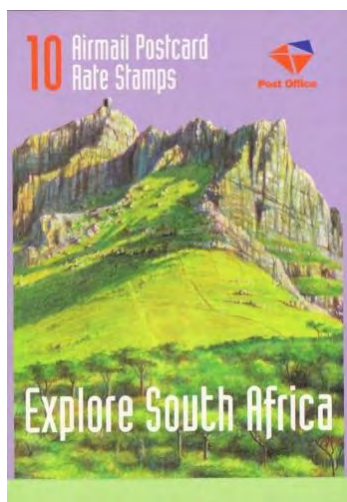


In se-tenant strip of 5, one with Table Mountain in the back ground SG 987

Issued with elliptical (1997) and 'normal' (1998) perforations. Also included in a double vertical strip in a booklet SB 54.



Harmers sponsored a Corporate sheet for the 1997 'National'



1998 'Explore South Africa' Booklet series

Western Cape Booklet (SB 50) with a double se-tenant strips of 5 stamps.

Booklet cover with view of Table Mountain (Kloof Corner) plus two stamps with Table Mountain SG 1085 and 1087, illustrated below.

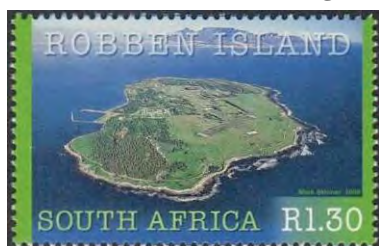


Robben Island



The Waterfront

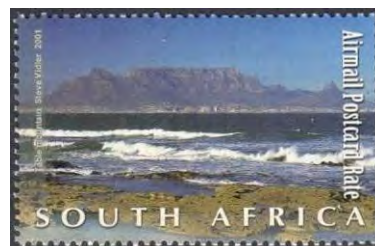
2000 UNESCO World Heritage Sites



Set of three values
One depicting Robben Island with Table Mountain in the back ground (SG 1198)

2001 Natural Wonders of South Africa

Set of ten values depicting various exotic scenes in South Africa. One is Table Mountain across the Bay SG 1355.



2005 Landscape Paintings Sheetlet of ten se-tenant stamps



Painting SG 1534



SA Vaal SG 1647

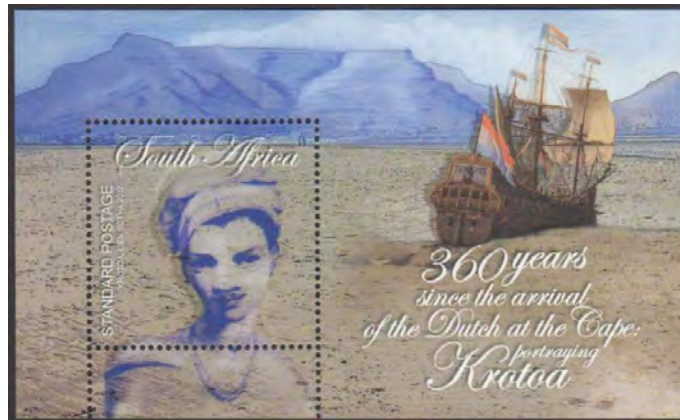
2007 Union Castle Ships Strip of five se-tenant stamps

2011 First SA Aerial Post Flight MS 1916



This miniature sheet has the shape of an aeroplane

2012 360th Anniversary of the Dutch Arrival in the Cape



MS 1980 The latest Image of Table Mountain on Stamps

Table Mountain Cancellations

The Woodhead reservoir on top of the mountain, construction began in 1890...cableway erected 1893...Post office operated circa 1893-97. Single circle date stamp TABLE MOUNTAIN POST OFFICE recorded.

The Cable Station - Completed in 1929 and opened on 4 October. Mail could be posted in a box at the top and received a special Table Mountain postmark at the main Cape Town GPO. Used 1929 - 1958. New bilingual cancel used from 2 JAN 1958 to 30 JUN 1963.

Pictorial Postmark depicting the mountain - In use from 1 VII 63.

1961 National Exhibition in Cape Town '9-14 X 1961 JUBILEX' a pictorial cancel with Table Mountain.



Report of the London Meeting 28 September at The Calthorpe Arms

Tony Howgrave-Graham

Seven members attended and with the theme being "open" everyone brought something to show. Tim Harrison started the ball rolling with 3 pages of Stellaland. A Boer Republic was declared in January 1883, a set of 5 stamps was issued in February 1884 and Warren reclaimed it in September 1885 whence it was returned to British Bechuanaland. The stamps are simple and have been widely forged. Tim showed the stamps mint and used and a number of forgeries.

David Osborn then showed a WW2 correspondence from a Trooper Woods in Italy to his grandmother. It appears Woods wasn't on active service so his mail was stamped. He was somewhere close to Florence with the correspondence starting in December 1944. He describes his 3 months training and moved to a nice sounding hotel in October 1945. A 1945 Christmas airletter required the "on active service" to be crossed out shortly before his repatriation via Egypt in January 1946. He was a bit grumpy about this! The war was clearly quite comfortable for some.

Rob Lester then showed a series of entertaining cartoon covers also from WW2. The large war effort stamps were on separate FDCs with different dates but all cancelled with fine Pietermaritzburg Camp CDSs. Curiously the envelopes were all designed and printed in America and this before America joined the war despite the jingoistic nature of the cartoons!

Chris Oliver had recently bought a box of FDCs from 1976 onwards. He showed a number of these commenting that he thought they ought to be recorded as they were all post Reiserer. He didn't appear to be volunteering to do this, however, as the numbers involved would be huge! The "Memorable Order of the Tin Hats" cover was quickly spotted. He also showed a 5½d registered envelope from Benoni where the registration number was preceded by a large violet "n" which no-one could explain (see Chris' request for help from other members on page 28) and a 2 Aug 1944 Thanksgiving Cavalcade cover with the fund label attached and cancelled by the skeleton postmark.

Tony H-G then showed a December 1923 cover from Germany to SWA franked 15x2 billion mark stamps all cancelled by the Deutsche OstAfrika Linie CDSs, a cover from HMS Gloucester at Simonstown proving the Paquebot mark (and not long before the ship became one of the worst naval disasters of WW2) and an envelope of 1940 to the captain of a convoy ship with the "Naval Control Service / Cape Town" cachet and a large "SECRET" all in pink. He then put up a specialised collection of the 1R strelitzia from the first republican definitive series.

John Shaw followed with a specialised showing of the 1935 Silver Jubilee stamps which, as with most of John's material, included just about everything possible. The "cleft skulls" were all there though he bemoaned the fact that he only had 5 of the 7 stages of the scratches on rows 15&16 / 1&2! About all it lacked were the rare joined papers. Interesting that the designer of these stamps, which weren't universally acclaimed, was our old friend Johnnie Booysen. He concluded by showing his recently acquired collection of the first issues of Paraguay.

David Page brought things to a close with a wide ranging collection of revenue stamps which included material ranging from pre-Union right through to the modern Republican issues. He particularly liked the 1913-24 large George V heads and I fully concur. These are grand high face value stamps which don't break the bank in their acquisition. He also had some of the fascinating 1978-91 thin paper rand issues where much of the stamp is printed on the reverse to prevent re-use.

All in all it was a very relaxed, varied and happy meeting and a good advert for "open" rather than "themed" meetings.

Forthcoming Meetings

The venue for the London meetings has changed. The next meeting - on 11th April - will be at The Kings Head, 13 Westmoreland St, Marylebone, London W1G 8PJ, for 1.30pm.

Make a note in your diary now and contact Simon Peetoom with offers of displays and to request a booking for the annual conference at the Strawberry Bank hotel in Meriden on 16th and 17th May.

A NEW DISCOVERY!

Roald Sand

South Africa Official 1½d. O99A with diæresis (SG O33a)

These stamps are fairly uncommon, caused by a small over-printing run in 1944 on issue 6.

The printers seemingly had problems with the horizontal 22 x 18mm format with vertical OFFISIEËL/OFFICIAL wording. There are several shifts in the vertical setting, giving raised or lowered words, and different sizing of the letters. This could explain why the printers soon made another plate, the same year.

In their publication, *The "Officials" of South Africa*, Hisey and Matheson describe the overprinting on the left halves of the sheets, only. This restriction has been the common understanding, and has not been previously discussed.

The printing plate consisted of 10 x 12 units of OFFISIEËL/OFFICIAL, covering half the sheet. The partial plating of this over-printing plate, performed by Bob Hisey and presented in *The "Officials" of South Africa* page 66, shows the words "OFFICIAL" 15mm long, as opposed to the normal length 14mm, in the first column, rows 1-7, 9 and 12. The vertical strip of three shown here, all have the long "OFFICIAL". See figure 1.



As far as I know, only the left part of the top and bottom arrows are previously reported. This indicates that only the left half of the sheets was printed.

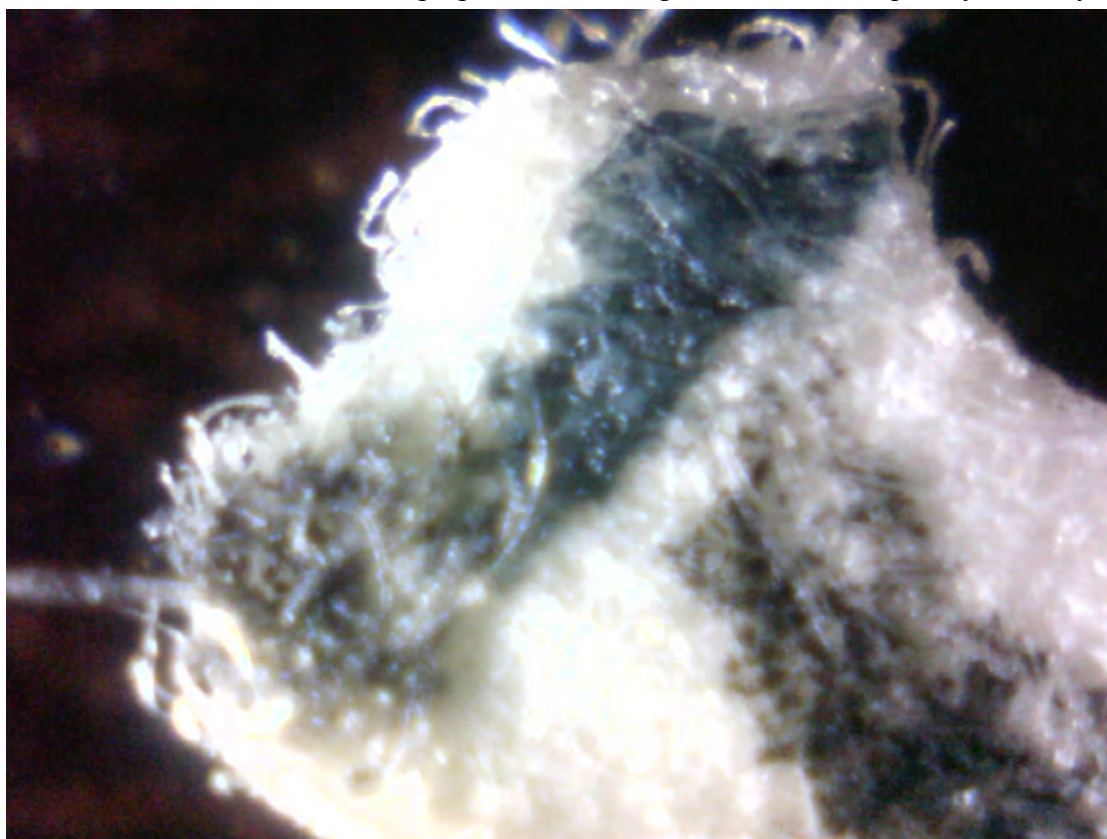
However, in my collection, a vertical strip of three shows the constant variety V3, with the top left corner of the frame bevelled, on the upper stamp. This variety occurs on position 1/11, in the right half of the sheet!

The upper stamp, with variety, also shows a part of the marginal arrow in the top left corner. See figures 2 and 3.

This is a new, and probably rare, discovery, 75 years after the issuing of the stamp!

For comparison, I have included a scan of the corner of the same position in the sheet in set 21 (also issue 6). See Figure 4. It shows the tip of the upper marginal arrow, and the same V3. The distance between the arrow and the beveled stamp corner is the same as in the O99A position 1/11.

Figure 1 The 1½d. stamps produced during the war are frequently used by the armed forces. The



A.P.O. – U - M.P.K. cancellations are common, as in my copy shown here.

A new search should start: Who can find the other varieties from the right halves of the sheets; positions 1/14 and 10/19, on O99A?

Roald Sand -
roald.sand2@getmail.no

Figure 2

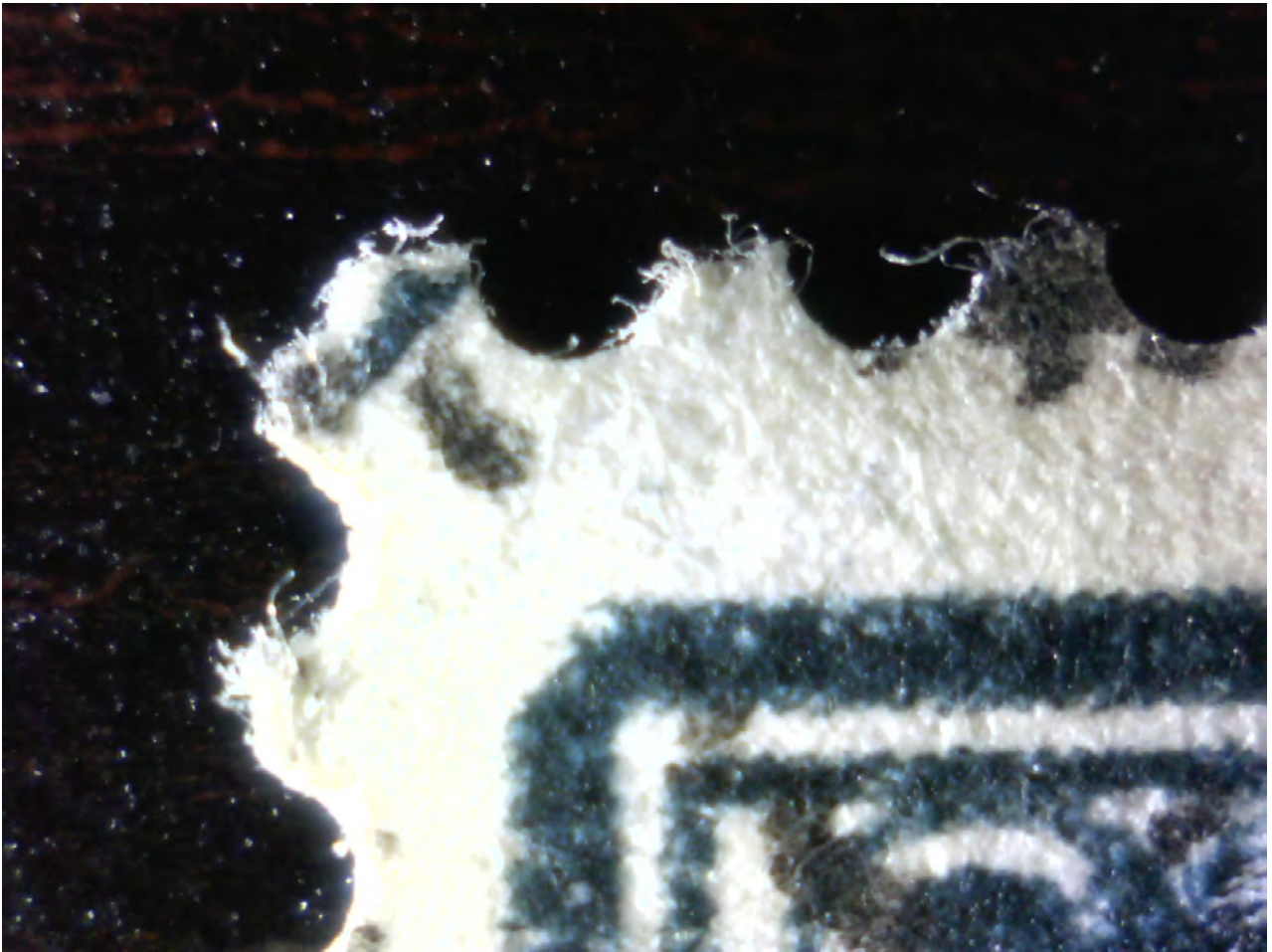


Figure 3

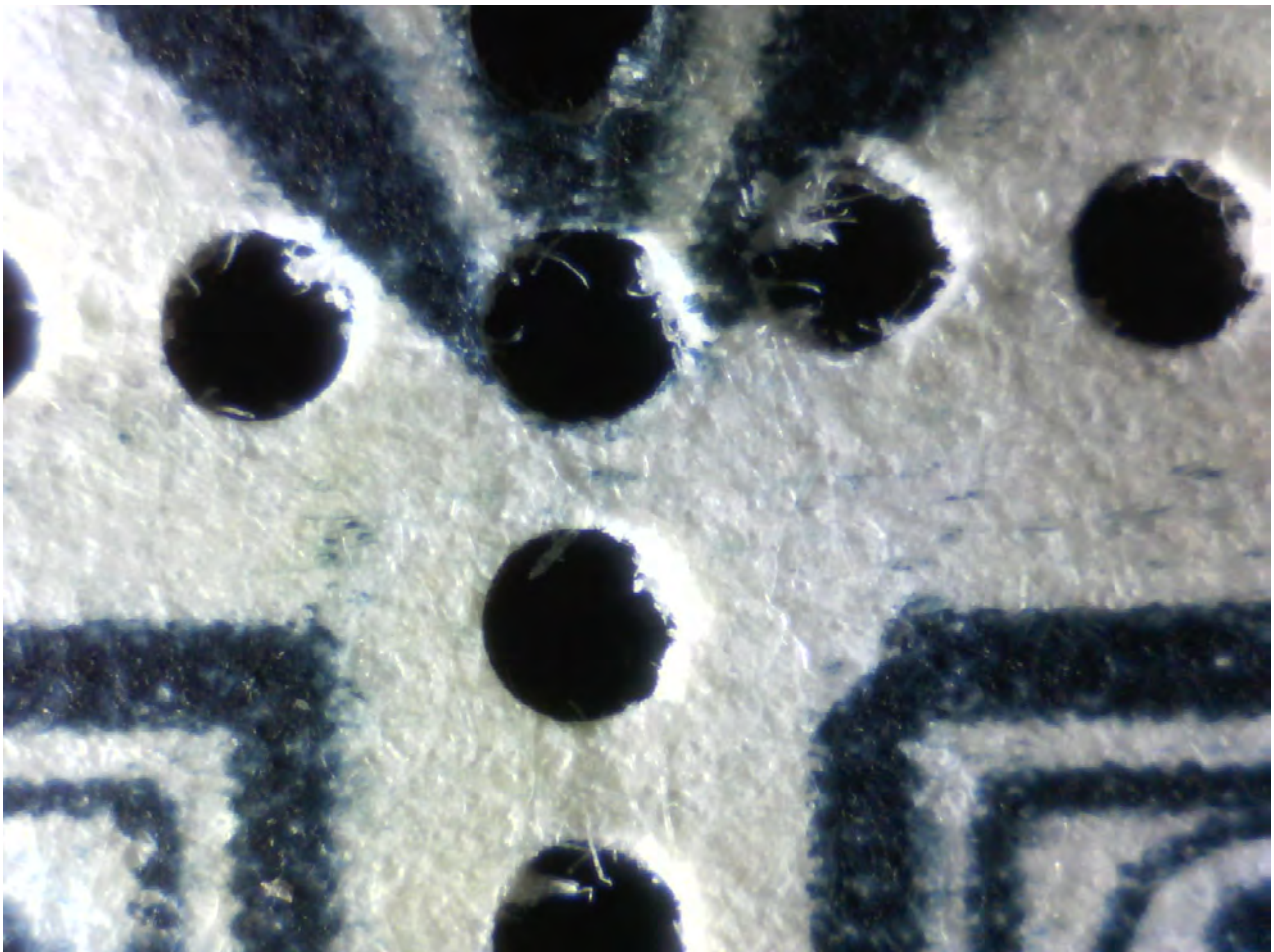


Figure 4

1942 SOUTH AFRICAN AIRMAIL TO THE USA & BEYOND

by Wilbert Davids

Introduction. Transatlantic airmail during World War II has been quite a mystery among philatelists. This is especially true for 'FAM-22', a widely used designation for Panam's transatlantic airmail service during 1942 from Miami to Leopoldville and vice versa. What is unclear however, is how this this service was used for airmail from and to South Africa.

Because I needed more background information for my exhibit, recently on display at the RPSL exhibition in Stockholm in 2019, I decided to find both the missing information and the accompanying covers. With success.

Transatlantic airmail to the USA until 1940. The full airmail service from South Africa to the USA was possible from June 24th, 1939. This was some 9 years after Imperial Airways (later to become BOAC) started its commercial airmail from Capetown to London and vice versa. Until 1939, sending airmail from South Africa to the USA in a sensible way was only possible by sending mail by air up to London and thence by surface mail to the USA.

A new Transatlantic or North Atlantic airmail service from London to New York was offered to South African mail users at a rate of 2/0 per 1/2 oz, which was quite expensive, compared to the 3d surface mail rate at the time. It was carried out in two stages: 1) from South Africa to London and 2) from London to New York. The new service is also known under its US contract number FAM-18 (Foreign Airmail #18). Although this North Atlantic service was flown throughout the war, it was suspended for mail users in South Africa on June 11th, 1940. The reason for this was that the first airmail stage 1 from South Africa to London was blocked because of the war going on in continental Europe and was brought only as far as Cairo. As a result, all South African mail to North America, was carried by surface directly from South Africa, instead of carrying it surface to London with onward airmail transmission from London to the USA. The full airmail service via

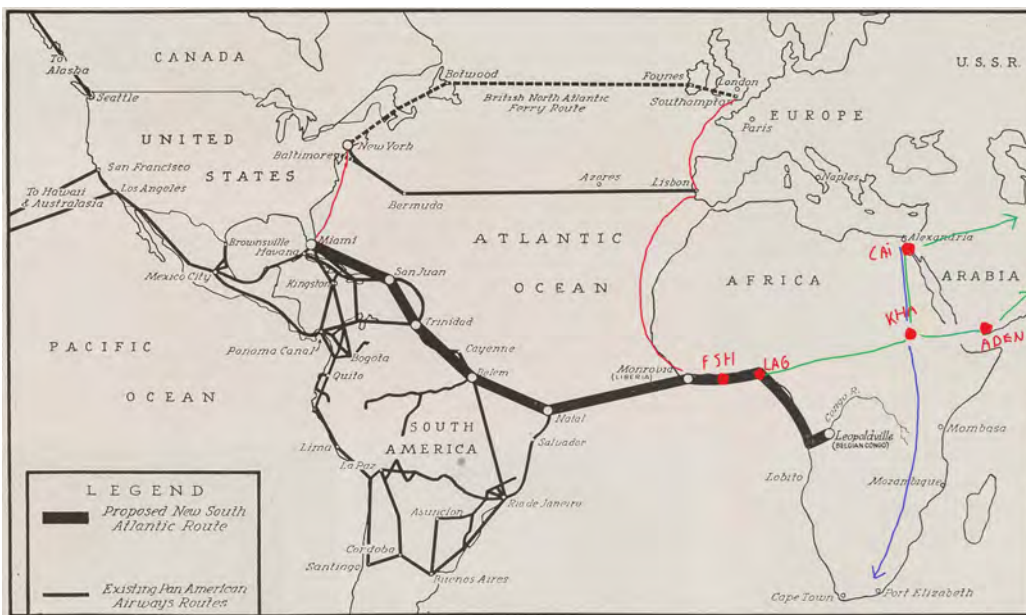


Figure 1 - On this 1941 Panam propaganda map, the proposed FAM-22 route is marked with a thick black line. It's projected here independent of the North Atlantic route from London to New York. In red, I indicate other existing connections during 1942. Indicated in blue, is the South Africa to Cairo route and in green, the Cannonball route. Note: FSH = Fisherman's Lake, LAG = Lagos, KHA = Khartoum and CAI = Cairo.

London was available again for mail users in South Africa again on August 28th, 1944, at a new rate of 2/6.

Transatlantic airmail in general during 1942. The 'mystery' of wartime transatlantic airmail all started in 1941 – in my opinion – with the announcement of Panam's new FAM-22 airmail service from New York, via Miami to Leopoldville (Belgian Congo). Panam's designation for it was Route No. 6. The attack on Pearl Harbour on December 7th, 1941 caused the USA to enter the war, and movements of airplanes (including Panam's) and ships were kept 'silent', but more importantly, the new FAM-22 service was placed under military control. Recent study proved that 12 flights took place during 1942 until December 17th, 1942 under Air Transport Command – ATC (ref 1), see table 1 below. Civil mail is known to have been carried, albeit in very limited amounts (ref 1), during 1942. For the 1942 flights, philatelic / souvenir cachets are known as described in the American Airmail Catalogue Volume 3 (ref 2). This is, in short, where the facts end.

The mystery of FAM-22 are not the flights however, but is the question whether South African mail was carried via them, since the more 'regular' transatlantic air service was also operated at the time, often referred to in the literature as FAM-18. This air-mail contract was also operated by Panam and was – in a way – a result of Panam's development of the North Atlantic airmail service since 1940.

It's probably due to the popularity of aero philately that ever again emphasis was – and still is – on the flights. But in the case of 1942 South African airmail to the USA, there is not much to rely on, let alone being able to tell how any airmail cover had flown, with the exception of a few.

First Flights for FAM-22. For FAM-22 many First Flight Covers (FFC's) exist. One example is illustrated here (figure 2). FFC's may suggest they were the start of an ever existing new postal service, but for FAM-22, this was not really the case. Firstly, FAM-22 was troubled by WW2 in general, and secondly, FFC's should be regarded as souvenirs of the event (FAM-22) itself rather than a proof of timetable.

FAM-22 first flight covers exist in 'two directions' (from USA to West Africa and vice versa) and are also known from and to intermediate stops on the route Miami-Leopoldville. This includes Lagos in Nigeria, which could connect to Khartoum (Sudan) which was one of the stops from South Africa to Cairo, Egypt. As far as I know, no FFC's from FAM-22 are known linked to a (new) postal connection with South Africa, which would suggest that South Africa was not linked to FAM-22 during late 1941 and early 1942 (before March 1942). The FFC's may have contributed to the fact that many philatelists use the acronym 'FAM-22' for any Transatlantic mail that was carried from West Africa to Miami during the war. In my opinion, FAM-22 should only be used for mail of the very early stage of this connection.

#	Date
1	20-12-1941 (philatelic 1 st flight)
2	15-1-1942
3	20-2-1942
4	12-4-1942
5	5-5-1942
6	28-5-1942
7	not confirmed
8	6-7-1942
9	5-8-1942
10	30-8-1942
11	22-9-1942
12	17-10-1942

Table 1: departures dates from New York of the 12 FAM-22 flights.



Figure 2 - FAM-22 First Flight Cover from Lagos (Nigeria) via Belem (Natal) and Miami (Florida) to New York. FFC's for FAM-22 exist in both directions and from and to a number of places. Picture taken from the internet.

Current knowledge about the subject.

As mentioned before, qualifications such as FAM-18 and FAM-22 do not really help in understanding South African transatlantic airmail. In order to both understand and describe covers more correctly, it is advised not to use them (refs 6 & 7) and to learn how transatlantic stages fit in a chain as a whole.

Also bear in mind that FAM-18 and FAM-22 are airmail **contracts** rather than timetables.

One important question with FAM-22 is, in my opinion, what happened after the last flight in October 1942? Most likely, the airmail service continued as part of existing airmail services at the time. Already in 1963, Capt. Stern described the Leopoldville connection as an 'extension' (ref 3).

Transatlantic airmail was carried through a variety of Panam routes throughout the war. Apart from Panam's commercial service over the Atlantic, Panam operated also a Natal (Brazil) to Fisherman's Lake 'shuttle' service (1942-1943) and an Africa-Orient service, also known as the 'Cannonball' (late 1942 – 1944). The latter as a whole is beyond the scope of this article; however the first is relevant. David Crotty

concluded that this shuttle operation became so massive, that the Leopoldville connection became obsolete (ref 4).

This strongly suggests that *early* 1942 South African airmail from and to the USA was carried via Leopoldville, but later in 1942 this airmail was increasingly carried over the Natal-Fisherman's Lake shuttle. The connection to Miami in effect, became a branch of FAM-18 (ref 5). Because the original FAM-22 contract had ended in October 1942, Leopoldville was no longer a stop on any of Panam's transatlantic routes until late 1944 (ref 6 & 7). All South African airmail to the USA would have been carried via Khartoum, Lagos & Fisherman's Lake to the USA since mid-October 1942.

Getting 1942 South African airmail from and to Leopoldville & West Africa. Having clarified the picture about the 1942 transatlantic airmail to the USA, the question remains how South African airmail would be conveyed – by air – to either Leopoldville (early 1942) or West Africa (late 1942). Here, the already mentioned Cannonball Run becomes relevant again.

All end-& transit points for transatlantic routes certainly were connected to South Africa, but unfortunately, South African airmail covers rarely have any transit markings on them, other than US markings in the case of registered mail. And also, airmail was censored either in South Africa or the USA but not in between.

In 1942 there were roughly three east-to-west trans-Africa air routes:

- 1) Sabena (Leopoldville – Capetown), landplanes
- 2) Panam African Services (Cairo – Khartoum – Lagos – Accra – Fisherman's Lake)
- 3) BOAC Trans Africa (Cairo - Khartoum – Lagos – Accra - Takoradi)

1 - The Sabena airmail service to Leopoldville, Belgian Congo. For the first feeder service, the Belgian



airliner Sabena and South African Airways (SAA) started a joint service from Capetown to Leopoldville and vice versa, with a number of stops in between. This was established late January 1942 as a weekly service, and from August 1942 as a fortnightly service. In general, only a surprisingly small amount of airmail is known from South Africa to the Belgian Congo (figure 3). The airmail rate was 4d per ½ oz.

Figure 3 - Airmail cover from Johannesburg (14-8-1942) via Elisabethville (back stamp 20-8-1942) to Leopoldville (back stamp 1-9-1942). Transferring airmail via Leopoldville to the USA proved uneconomical, which also resulted in airmail covers to Belgian Congo from 1942, though these are difficult to find. Collection of the author.



To my knowledge, only very few transatlantic airmail covers from the USA show any proof that they *actually* went via Leopoldville to South Africa. I'm aware of two examples: one example is a cover from New York (28-1-1942) to Capetown, with a Leopoldville transit of 28-2-1942 (figure 4) and another cover also from New York (dated 11-1-1942) with a Leopoldville transit, again from 28-2-1942. These transit dates may be consistent with the dates for the *third* FAM-22 flight. To my knowledge, only airmail *from* the USA to South Africa is known via Leopoldville, *not* vice versa.

Figure 4— Cover sent from New York (28-1-1942) via Leopoldville (back stamp 28-2-1942) to Capetown. These dates are consistent with those for the 3rd FAM-22 Transatlantic flight. Picture taken from the internet.

Getting airmail from South Africa to Leopoldville took a comparatively long and curved route which was offered only weekly or fortnightly. Using this route may have proved uneconomical. My suggestion (and expectation) is that we may only see 'South Africa via Leopoldville and vice versa' covers only from (early) 1942.

2 - The BOAC & Panam West Africa service from/to Khartoum. Getting South African airmail to West Africa via Khartoum either with Panam or BOAC, was probably very efficient. Not only was Khartoum 'already' on the route from Capetown to Cairo, it was also a major transit hub at the time for both BOAC and Panam.

The PAA African Service was operated as part of the so called 'Cannonball Run' air connection to the Orient. Large volumes of mail was carried over this route. The stage in Africa was from West Africa (Fisherman's Lake and/or Lagos) via Khartoum to Cairo and vice versa. Although well studied (ref 8), it is not known, or more accurately we can't be certain, whether South African airmail was carried by Panam via this route. In my opinion however, it's very likely, because both Panam stages in Africa were in fact (or eventually became) parts of the same Cannonball Run.

For BOAC on the other hand, it's also easy to assume that South African airmail, carried by BOAC to Khartoum, was also carried further by BOAC, to West Africa. But again: we can't be certain. Any South African airmail via Khartoum to the USA, was carried either by BOAC or Panam.



Figure 5 - Cover sent from Johannesburg (2-5-1942) to Modesto (California, USA). The cover has no back stamps, as was usual for non-registered mail. The cover was censored in Khartoum (Sudan), instead of South Africa, proving its transit via Sudan to West Africa and the USA. Collection of the author.

Pictured here, from my collection, is a civil cover that went via Khartoum, Sudan (figure 5). This cover was censored in Khartoum, probably because it slipped through the South African censor, where it normally would have been censored.

I acquired it recently and it's the first and only example of a wartime transatlantic proving cover via Khartoum to the USA.

The 4/0 airmail rate to the USA. In the literature, one can find different dates when this postage rate came into use, but thanks to Oscar van der Vliet, I managed to find the *exact* date: March 1st, 1942. In the Government Gazette #3035, Vol. CXVIII, 10-4-1942, one can find the notice shown here.

Please note, the postage rate was valid for both the *entire* South and North America, including Canada.

DEPARTMENT OF POSTS AND TELEGRAPHS.

The following Government Notices are published for general information:—

★ No. 608.] [10 April 1942.

It is notified for general information that, with effect from the 1st March, 1942, the following postage rates have been approved for the transmission, by air mail, of letters and post cards posted in the Union:—

North and South America.

Letters: 4s. per ½ oz.

Postcards (single): 2s. each.

Figure 6



Figure 7 - Earliest known transatlantic registered cover from Johannesburg (4-3-1942) to New York (back stamp 27-3-1942). The 4/0 airmail rate came into effect on March 1st 1942. With some patience, early 1942 transatlantic covers (before October 1942) can be found, however covers from March 1942 are very hard to find. In my collection, I have (only) three, including this one. Correct rate of 4/0 + 4d.

This seems to be just another update of postage rates, but there is more to it. The postage rate is twice that of the 1939/1940 transatlantic airmail rate, but why? My suggestion is that, contrary to the joint Panam/Imperial (later BOAC) 1939 contract, Panam was now the sole transatlantic carrier and therefore could set a high (and additional) rate. Also, Panam might have included also the Khartoum – West Africa leg in the extra charge here. Currently, the earliest known transatlantic cover from South Africa to the USA with the 4/0 rate is from March 4th 1942 (figure 7).

Another interesting fact is that this March 1st rate was the first of many others to come ‘via West Africa’ or ‘via Panam’ postage rates. When, in 1944, airmail to the USA via London was possible again, mail users

could choose between two rates & routes. Airmail via London (BOAC) would be cheaper, but slightly slower; airmail via West Africa (Panam) would be more expensive but slightly faster. This ‘dual’ airmail service ended on 1-7-1953, when the unified airmail rate of 2/3 to the USA was introduced.

Flight times for the transatlantic service. For a postage rate of 4/0 one would expect a quick service, right? Not quite so. Remember, flying transatlantic during wartime was a real challenge. We know that – during 1942 – the net flight time was around 60 hours from West Africa to New York, but this was not the time a cover took over the same distance.

I’ve been studying the real time to travel, using data from registered air *and* surface mail to the USA in 1942. The shortest transit I found was 16 days, the longest 37 days, but most airmail took between 25 and 29 days in order to travel between Johannesburg and Miami. More data is needed to be more accurate.

But was it faster than surface mail? Yes it was: surface mail took roughly between 35 and 65 days between South Africa and the USA during 1942, with a greater variance than airmail.

Destinations, Most Transatlantic airmail went to the USA during WW2. Based on items in my collection, this figure is at least 95%. The 4/0 rate was also valid for the rest of North & South America, and – of course – airmail exist from this period, most of it went to Canada. Two examples are pictured here: a cover to Canada and a cover to Trinidad (figures 8 & 9).



Figure 8 - Cover sent from Capetown (22-9-1942) by Panam's Transatlantic route via New York to Montréal, Canada. It is back stamped with a private receiver from the Sun Life Assurance Company, dated 23-10-1942). Collection of the author.



Figure 9 - Cover from Johannesburg (12-5-1942) to Forest Reserve, Trinidad (back stamp 4-6-1942). This cover was sent by Panam's Transatlantic route via Miami. Most likely, this cover was offloaded in Port of Spain (Trinidad), one of the transit points of the transatlantic service to Miami. Collection Johan Diesveld (with permission).

End of the 4/0 rate. The 4/0 rate for airmail *via* West Africa to the USA was lowered to 3/6 on August 28th, 1944. On the same date, airmail from South Af-

rica to the USA via London was possible again on August 28th, 1944 at the new rate of 2/6. One could consider this as the continuation of the pre-war North Atlantic airmail that had been suspended since June 10th, 1940.

In order to indicate the correct intention, airmail via West Africa needed to be endorsed 'via West Africa'. In many cases, we can also find endorsements of many kinds reading 'via Pan American' or 'Panam'. Airmail that was not endorsed, was considered to travel via London.

This choice of two airmail services from South Africa to the USA, continued until July 1st, 1953, when a unified airmail rate came into effect and the London transit was dropped, since Panam's mid-Atlantic service had become much faster.

What about Marseilles and the Horseshoe? Important in understanding South African transatlantic mail includes the question how airmail routes via Marseilles and the Horseshoe fit in.



Figure 10 - Airmail cover (June 1941) sent by airmail from Marseilles to Casablanca and thence by Surface via South Africa to Guadeloupe. Collection of the author.

Airmail via routes via Marseilles existed in 1941 & 1942, but not as 'through' routes from and to South Africa. It would theoretically be possible to send South African airmail via west Africa and Marseille and further into Europe. However, this was not the practice. London would be the main destination, but the UK was at war, and France was partially occupied, so mail was then to be transmitted via Lisbon. All mail from to London was sent by surface, since this was safer, more economical and nearly as fast as airmail via complicated bypasses.

There is one route that is relevant in this respect however: foreign airmail from France via Casablanca and thence by surface to its destination. An unusual example is shown below (figure 10). This cover was sent in June 1941 by air from Marseilles to Casablanca (Maroc) and then by surface via South Africa to Point à Pitre in Guadeloupe (Caribbean).

The Horseshoe route shares the leg from South Africa to Khartoum (and vice versa) with transatlantic airmail, but is not the same. Horseshoe is name given to the shape of the route on the map from Johannesburg via Egypt to Australasia vice versa. This route was flown in stages during World War 2 because airmail could not be transmitted via continental Europe to London because of the war.

Conclusions

1. Transatlantic airmail from South Africa was possible on March 1st, 1942 at a rate of 4/0. This rate applied to all destinations in both North and South America.
2. Limited amounts of South African transatlantic airmail was transmitted via Leopoldville and mainly during the first half of 1942. As the importance and capacity of Panam's transatlantic airmail grew during 1942, South African transatlantic airmail was increasingly transmitted via Khartoum (Sudan).

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THE LAST FLIGHT OF THE 'MALUTI'

Nicholas Arrow

I visited East Rand 100, where the SAPF annual meeting and exhibition took place in 2019. I was lucky enough there to be befriended by Tom Dooley, who gave me a guided tour of the local mining area, ending with a visit to the SAA Museum. Tom described himself as the “Mr Fixit” of the organising Committee, and I suspect he knows everyone, as, seemingly out of nowhere, he wangled a personal tour of part of the Museum with one of the curators.

The SAA Museum is on part of the site of the original Rand Airport, at Palmietfontein. This had been the principal airport of Johannesburg until that mantle was passed to the much larger Johannesburg International Airport, formerly known as Jan Smuts Airport and now as O R Tambo Airport. However, Rand Airport is still in use.

On the 23rd March 1976, SAA's first Boeing 747SP (the “Maluti”) undertook its delivery flight non-stop from Seattle to Cape Town, a total distance of 10,310 miles, which was then a record. When they retired the plane, SAA donated it to the SAA Museum, where it is on display.



©Peter Dooley

How it got there is not without interest. It was flown there on the 7th October 2006 from O R Tambo airport, quite early in the morning. The first picture shows the underside of the Maluti as it was making a precautionary reconnaissance over the runway, for reasons which will become apparent later.

Although the distance between the airports is less than 10 miles, it would be normal for the plane to raise the undercarriage, only lowering it on the final approach, yet on this occasion the plane has its undercarriage down.

Why? Because, due to an electrical fault, the light which should come on to tell the pilot that the undercarriage had locked into position was simply not working - there was no way that he could tell if the undercarriage, once retracted, was locked in. He therefore decided to obviate any possible risk by not retracting the landing gear after take-off, leaving it down in its locked position, a decision which had the full approval of the CAA official who was on board, in the cockpit, to oversee the entire process and ensure that all possible safety aspects related to this particular operation were adhered to.

And land he did, entirely satisfactorily.

So why the need for a preliminary “flypast”? The width of Rand airport runway was (and still is) a mere 15m and the width of the undercarriage of a B747 is - 15m! The pilot had absolutely NO margin for error! This would have been a considerable test of skill for a pilot at the best of times, but matters were slightly complicated. The runway runs west/east, and there was a slight northerly breeze blowing. Consequently,



©Peter Dooley

the approach had to be made from the west in a straight line, but with the plane pointing slightly into the breeze. At the very last moment, a split second before touchdown, the pilot flicked the rudder straight, and it landed. The photograph above shows the precise moment of touchdown, with full flaps down, air brakes up, the smoke from the tyres and the dust being kicked up by the engines, along with the general haze behind a plane when it lands. It also shows, in particular, the acutely narrow runway, with absolutely no room for error if the pilot was even a fraction wide one side or the other. The pilot who achieved this remarkable and totally successful landing was one of SAA senior Captains, Dennis Spence.

This photograph of the landing is unique - despite there being numerous photographers at the scene, only one was able to take this shot.

The main runway at Rand Airport is straight but undulating, running roughly west to east. The west point of the runway is in a slight hollow, and the runway then rises up, probably no more than 6-10 feet or so, to run level up to the terminal buildings. The part of the SAA Museum where the planes are exhibited is at the end of the runway. Everyone was waiting to take pictures of the plane at this part of the airport.

One photographer who was there on that morning in 2006 was also a member of the party that entertained me on this trip, Peter Dooley, who took the photograph. He had been personally invited by a member of the Museum into another Boeing Jumbo at the SAA museum, a B747-200 known as the "Lebombo". There is an escape hatch above the cockpit in the Boeing Jumbos, and the Museum member opened the cockpit and the hatch, which gave Peter a substantial height advantage, as well as a view looking almost directly down the runway, enabling him to get this unique shot, with a clear view of the wheels on the touchdown zone. He was the envy (perhaps the understatement of the year!) of hundreds of other photographers who were either too low or positioned in the airport terminal building and control tower from where the actual touchdown point was not at all visible!

I feel enormously privileged to have been given a copy of this fantastic picture, along with permission to use it for this article.

See www.BarlogPhoto.com or www.Shop-PeterDooley.com - for those interested in seeing just how good a photograph can be, it is well worth taking a look!

OBITUARY

Sadly, after a busy and selfless life, Richard Barnett, has left us. Richard was a long-serving member of the Rhodesian Study Circle (RSC) both as a regular at London meetings and Conference, and formally as a RSC Secretary for some time.

Richard was born and grew up in Hardington, Northamptonshire (walking distance from Mr Stacey Wise's Rush Mills, where the paper for the Penny Black was made). With his 'firm and direct' mother, he waited to see if his father would come back from the war, where was serving in the RAF. From his mother, he learnt '*if you see a job that needs doing, don't wait to be asked*'. As a teenager Richard cycled a good deal and in fact won many various races and broke records. He left school and was sacked from an early office job at the Northampton cobblers, Church's, for challenging his boss. The making of Richard was joining the RAF, as his father had done. There he learnt a trade and was posted to Aden. From Aden he visited his brother in the Rhodesian Air Force in Gwelo and developed a long love affair with Southern Africa.

Richard then moved to Hatfield Heath, outside London, married Diane and had a good-sized family. He worked in the Civil Service and started to help his community... a great deal, as was testified.

Richard was actively involved with the local Cricket Club, the National Grid Social Club, the RSC, the Bishop's Stortford and Chelmsford philatelic societies, the National Trust and much community care work...and this was when he was not travelling. He and Diane visited an enormous number of countries.

The home connection with nearby Bishop Stortford led to a strong interest in Cecil Rhodes and Richard's was the first display to go on at the RSC Diamond Jubilee, Cape Town 31st October 2008 – with his subject of "Cecil John Rhodes - The Early Years." Richard produced Memoir 24 in the RSC Handbook series: *The Registration and labels 1913 – 1925 of the BSAC and Southern Rhodesia 1892 – 1980* ... no mean effort.

Military mail, Airmails, Rhodes and Registered Mail were perhaps his main areas of collecting but he always tried to contribute and would always put together a highly polished and interesting display for any London meeting. (*He also displayed at the November conference*)

Richard would get irritated with any inefficiency he observed and could be prickly about it: a number of instances may be recalled. However, on a good day, and the majority were, Richard was a great member, enjoyed a good laugh and was lovely to be with. His kindness towards others does not go unrecognised. He was a very kind and constant friend.

The London RSC meetings, in my time as organiser, have had some very good philatelists as regulars and active members. Richard was one of the most consistent. On a sunny day in the late summer of 2019, over 170 people crowded into a pretty church in Hatfield Heath to say goodbye to him and I considered myself privileged to be there, representing his Rhodesian Study Circle friendship.

Mark Thomas (October 2019 on behalf of the Rhodesian Study Circle)

Richard was a SACS member for 13 years and regularly attended the November conference. This is a slightly edited version of an obituary that appears in The Rhodesian Study Circle Journal.

LETTERS TO THE EDITOR

Cover shown by Nick Arrow in the last Springbok

Tony

I would like to make a suggestion to Nicholas' 2nd cover on page 127/128 of Springbok 348.

It appears to me that the cover didn't fly the stage London – South (West) Africa at all. This would explain a lot, including the absence of the Windhoek Airport cancel.

In the top left corner, one can see the typical London 'jusqa'a' marking, indicating that the airmail for this particular cover was completed. What I don't know, but however suspect, is that the airmail was only paid up to London. This kind of cover (so called 'combimail') can also be found for pre-war airmail from South Africa to the USA or – for example – also for wartime horseshoe mail from Iraq/India/Burma via South Africa to the USA.

The stationery itself appears to be a souvenir envelope and the addressee – L.A. Wyndham (care of Schreeve Esq.) – was a well known aerophilatelist who not only wrote a book on S.A. Airmails, but also produced many first flight covers, of which this is one of those.

Regards

Wilbert Davids

Voortrekker Centenary Covers

Dear Tony

I just returned from a family visit to South Africa. As has become my custom during my SA stays I visited the Heritage Library at the Voortrekker Monument. They put me in touch with several collectors of the 1938 Voortrekker Commemorative covers. With the help of these contacts I have been able to develop the attached table (see adjacent page). I believe it represents the most complete listing of these unique covers. I believe this information should be of interest to your readers. Also if any reader is aware of covers with town cancels not included in my list I would greatly appreciate it if they would let me know so that I can add them to the list.

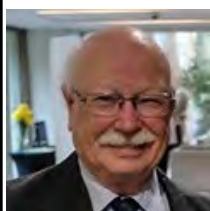
As an avid collector of these covers I would also be interested in purchasing or trading (I have an extensive range of duplicates) for the few covers still missing in my collection: They are:

Philadelphia, Dullstroom, Reddersburg, Boksburg North, Jagersdrift Station, Harrismith, Lady-smith, Utrecht. They are all quite rare and difficult to find.

Kindest regards,

Siegfried Mayr

OBITUARY



Gary Brown passed away on Saturday, 14th September at home in Melbourne, Australia.

Gary was a well-known philatelist all over the world, a former President of the Royal Philatelic Society Victoria who had recently been elected for another term as the Australian Philatelic Federation International Officer, having been a philatelic exhibitor since the 1980s and a collector all his life. He was an FIP juror in Traditional and Postal History with a number of international qualified exhibits that have included Aden Postal History, for which he won the Grand Prix d'Honneur at Sharjah 2012. He collected British Commonwealth for 35 years, and then moved on to Natal, South African telegrams and the states of Northern Africa before getting into cricket on stamps. His membership of the South African Collectors' Society started in 2005.

Gary ran his family's business in making "Platypus brand" cricket balls and that's why he collected Cricket as a theme on stamps as well as an Open Philately Exhibit.

He was currently Chairman of the FIP Literature Commission, International Officer of the Australian Philatelic Federation, President of the Royal Philatelic Society Victoria, and Editor of the APF News, the Magazine of the Australian Philatelic Federation, amongst other tasks.

Chris Oliver

Voortrekker Centenary Trek - Aug - Dec 1938

Pretoria Trek			Blood River Trek		
Origin	Date	Origin	Date	Origin	Date
Cape Town-25604	08-Aug	Kroonstad-995	30-Oct	Vegkop-2713	01-Nov
Weenen-?***	04-Aug	Edenville-121	31-Oct	Lindley-351	02-Nov
Philadelphia-?	09-Aug	Vegkop-3348	01-Nov	Senekal-263	03-Nov
Stellenbosch-1915	09-Aug	Heilbron-217	02-Nov	Paul Roux-95	04-Nov
Paarl-1098	10-Aug	Kopjes-89	03-Nov	Bethlehem-279	07-Nov
Wellington-773	11-Aug	Vredefort-74	04-Nov	Kestell-113	07-Nov
Breerivierstasie-29	12-Aug	Parys-347	05-Nov	Harrismith-5	08-Nov
Worcester-2122	13-Aug	Potchefstroom-1402	12-Nov	Retiefklip-1085	09-Nov
Robertson-612	16-Aug	Ventersdorp-234	15-Nov	Bergville-115	10-Nov
Montagu-306	17-Aug	Lichtenburg-288	19-Nov	Winterton-114	12-Nov
Bonnievale-80	18-Aug	Zeerust-417	22-Nov	Estcourt-75	15-Nov
Swellendam-1428	22-Aug	Groot Marico-211	23-Nov	Mooi River-?	16-Nov
Zuurbraak-74	22-Aug	Zwartuggens-139	25-Nov	Howick-?	17-Nov
Heidelberg(Cape)-743	23-Aug	Rustenburg-553	26-Nov	Kranskop-?***	31-Oct
Riversdale-585	24-Aug	Magaliesburg-154	30-Nov	Pietermaritzburg-1290	21-Nov
Albertina-133	25-Aug	Krugersdorp-499	01-Dec	Durban-603	23-Nov
Mossel Bay/Baai-844	26-Aug	Roodepoort-106	02-Dec	Wentworth-47	26-Nov
Hartenbos-266	30-Aug	Germiston-222	05-Dec	New Hanover-59	28-Nov
Groot Brakrivier-203	31-Aug	Alberton-12	06-Dec	Greytown-49	29-Nov
George-1116	02-Sep	Benoni-235	06-Dec	Muden-84	30-Nov
Oudtshoorn-?	05-Sep	Brakpan-124	07-Dec	Weenen-437	03-Dec
De Rust- 189	05-Sep	Vereeniging-155	07-Dec	Bloukrans-821	03-Dec
Dullstroom-?***	05-Sep	Heidelberg(Tvl)-235	08-Dec	Colenso-77	05-Dec
Port Elizabeth-?*	08-Sep	Jameson Park-?***	08-Dec	Ladysmith-7	06-Dec
Willowmore-591	12-Sep	Elandslaagte-?***	08-Dec	Danskraal-1385	07-Dec
Uitenhage-?***	10-Sep	Boksburg North/Noord-26	09-Dec	Waschbank-?***	09-Dec
Aberdeen-331	15-Sep	Boksburg-14	09-Dec	Dundee-86	10-Dec
Graaff-Reinet-3011	20-Sep	Springs-303	09-Dec	Utrecht-34	12-Dec
Pearston-146	22-Sep	Johannesburg-1813	10-Dec	Blood River	14/16 Dec
Somerset East/Oos-173	24-Sep	Jeppesdorp-52	10-Dec	47 Blood River	16/12/47
Slagtersnek-25861	26-Sep	Jagersdrift Station-?***	12-Dec		
Cradock-573	01-Oct	Pretoria-?***	13-Dec		
Hofmeyr-230	04-Oct	Burger Kamp	14/17-Dec		
Bulhoek-11330	10-Oct	Voortrekker Mnmt	13/17-Dec		
Steynsburg-2148	11-Oct				
Burghersdorp-476	12-Oct				
Aliwal North/Noord-682	13-Oct				
Rouxville-278	14-Oct				
Smithfield-405	17-Oct				
Wepener-72	18-Oct				
Dewetsdorp-381	19-Oct				
Thaba 'Nchu-149	20-Oct				
Bloemfontein-3100	23-Oct				
Brandfort-409	24-Oct				
Reddersburg-?	25-Oct				
Winburg-1630	26-Oct				
Ventersburg-179	27-Oct				

SWA Origin

Windhoek 18-Oct

Updated: September 19, 2019

Contact: siegmayr@yahoo.com

* HJ Klopper viewed the PE mayor as Afrikaner unfriendly, so PE covers were not carried by the wagons - no machine cancel

** Sidetrek - with machine cancel**

*** No machine cancel

Cover numbers from Hasso Reisener's definitive text

AN EXCITING NEW FIND

Nicholas Arrow

One of the Traps for the Unwary in stamp collecting is to make assertion of claims that a certain state of affairs exists. Years ago, when I was a member of the Germany & Colonies PS, the Secretary related how he had exhibited in a competition and his exhibit had contained examples of the three coil strips of the first definitive issue of the new West Germany. On the very next frame to his was a frame where the displayer had stated that only **two** values were known in coil format! Most embarrassing.

So one does not say that such and such an item is the **only** example existing, but one simply states that it is the only example of its type **yet recorded**, which gets one out of a potentially embarrassing situation.

There is also the perceived accuracy of authority, particularly when it is repeated (or at the least not gain-said) in other authoritative textbooks.

I have just acquired a cover which, until I saw it, I had not believed existed.

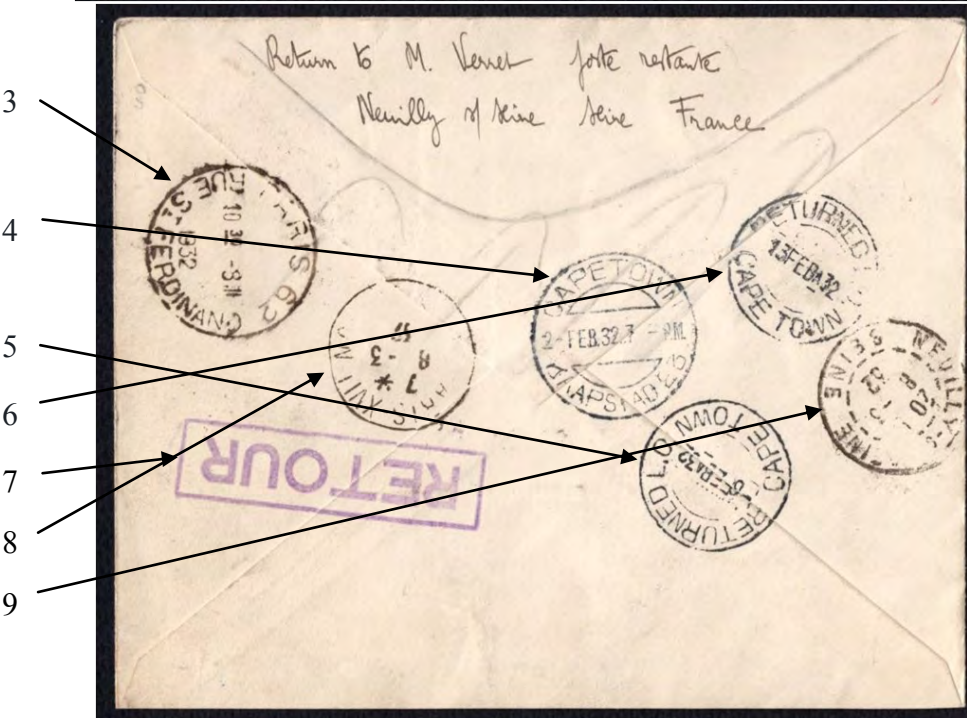


It is a cover, marked for carriage by air, from Brindisi to Cape Town on the first of the new scheduled service of Imperial Airways - see manuscript flight markings at the very top (note 1). It was posted at, apparently, 9am on the 19 1 1932 at the Rue St Germain post office no 62 (note 2). It was taken from that Post Office at 10.30am (note 3) and, presumably, was then added to the mail received in Paris from Croydon on the 20th January. It was then sent on the 7.30pm train to Brindisi.

The next mark is the usual (and very clear) postmark of Cape Town of the 2nd February (note 4).

In Cape Town it was sent to the RLO, and there are markings of the 6th Feb (note 5), (probably on its being received) and (note 6) 13th Feb (probably on it being sent on its way as it had not been claimed - see the boxed marks on the front and back, note 7) and sent back to M Verret. It arrived at Paris on the 8 3 32 (Paris XVII mark) at ?7am? (note 8) and was finally received at Neuilly Sur Seine on the same day at 8pm (note 9).

I am grateful to Peter Wingent, for advising that it was returned to England from



Cape Town on board the Union-Castle steamer *Armadale Castle*, which sailed from Table Bay on 19 February, and arrived Southampton at 06.00 on 7 March.

Baldwin makes no reference at all to “contract” or “treaty” mail, although he does refer to mail from Ireland or North Europe. Wyndham, writing in about 1936, says that transit mail was received in London “from Ireland, America, Belgium, Holland, Norway, Sweden and Switzerland”, and in Brindisi “from Malta, and Rome”. Neither Stern (c1972) nor Burrell (1986) attempt to particularise the source of any mail from any destination.

So the impression has grown that no mail from France was carried, a fiction which this cover emphatically overturns. If one piece can be found, how many other examples of French mail may be out there somewhere!

I suspect that the item belongs somewhere in the category that our German friends refer to as “vorläuferpost”, which translates (I think) as “preliminary mail”, which would have been unofficially carried before any treaty for the carriage of such mail had been created between the various postal authorities.

Our friend Capt Smye was never far behind bright ideas of how to get odd items of mail onto various new services, and he seems to have missed a trick here - at least I think he did - or did he.....?

HELP WANTED

Can anyone help Nicholas Arrow with this cover?



It was posted at APO 5, almost certainly in South Africa, on the 25th November 1944. There are backstamps proving that it arrived in Miami on the 2nd December 1944, and in New York on the 12th December. There is also an informal “Dec 4 1944” s/l marking on the back. It was marked as subject to an American surcharge, as it was sent by Registered Post, which, in South Africa, would involve a fee of 4d, hence the charge of 10c Postage Due. It was franked

3/6, which was the correct postage at the time for mail to be transported across the Atlantic by the very ad hoc Southern Atlantic service - indeed, this provided for this cover at any rate a superbly fast service bearing in mind the hostilities.

The only question is why is it so very tatty? It would seem extremely improbable that it was involved in some sort of air or train crash, bearing in mind the time limits.

Or is it just a case of Mrs Smith getting this in the mail, having to pay 10c postage due, removing the contents (which must have been important to be registered) and scrunching the envelope up, leaving it for some idiot like me to buy several years ahead?

PS I didn't pay much for it and the stamps are good anyway!



HELP WANTED

I have acquired a registered letter from Benoni to Johannesburg which has a distinct "n" in purple on it and a manuscript 387 below it.

This is probable an internal registration account mark but I have never seen this before. Can anyone enlighten me regarding the mark, please?

Thank you
Chris Oliver

OBITUARY



Robert I. Johnson RDP, FRPSL died in October 2019. He was born in Bristol and lived most of his life there until moving to Derby, about five years ago, to be nearer to his family. In recent years he had fought against arthritis and cancer.

Robert was a solicitor and notary public who completed his career as senior partner in Osborne Clarke, solicitors of Bristol. He was a family man, a bon-viveur and an avid allotment holder, in addition to his many and varied philatelic interests. He will be remembered for his support of the Stuart Rossiter Trust, in advising on its foundation, organisation and encouragement of philatelic authors.

A noted postal historian and philatelist, Robert assembled many exemplary collections including Humorous Postcards, Charge Marks, Portugal, Equatorial Africa and Cape of Good Hope. It was his love of the last of these that encouraged him to join the South African Collectors' Society in 2006.

I first met Robert, and his wife Ann, at the Society of Postal Historians where he was President and later Chairman. He had, I learned later, also been the Secretary of the organisation and, eventually, he was elected an Honorary Life Fellow.

Robert was a good comrade and seemed larger than life in many facets of his career.

Chris Oliver

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BACK to BASICS (Part 3)

THE UNHYPHENATED 1d SHIP (part 2)

Tony Howgrave-Graham

We finished last time with Issue 6 so will now look at Issues 7 to 9 but before doing this I'm delighted to say Eddie Bridges spotted the request for scans of Issue 4b as he knew the owner. This turns out to be Moody Tidwell, a long time American member. He has kindly consented to them being shown here. The top half arrow (*Fig.1*) shows the red arrow and a small part of the black and contains the Issue 4 cylinder variety "black dot left of the sterncastle" on row 2/7. The lower half arrow (*Fig.2*) also shows the large cylinder V.36 variety "stroke over "U" of Suid" on row 20/6 so there's no doubt that they are Issue 4. The red arrows are quite surprising in that they are quite unlike the arrows of Issues 1 to 6 but are similar to those of 7a, if less smudgy. This would suggest they are quite late (late 1931 or even 1932). Both have the watermark inverted and are well worth a look as you won't see them again unless you are incredibly lucky and discover a fourth example!



Figure 1



Figure 2



Figure 3



Figure 4

worth a look as you won't see them again unless you are incredibly lucky and discover a fourth example!



Figure 5a



Figures 5b and c

Issue 7 was reportedly issued in June 1931 with the vignette still produced from the same multipositives as Issue 1 to 6 but the frames produced from new ones with the features shown in figure 1 of the last article. That the vignettes are from the same multipositives is shown by mp V8 "the top yardarm extending



Figure 5d



Figure 6a



Figures 6b and c



Figure 6d

to the left" on row 20/7 (*Fig.3 from Is.5 and Fig.4 from Is.7 on the preceding page*). All the stamps from Issue 7 have the watermark inverted. The first printing had small red arrows in the centre of all 4 margins (*Figs.5a,b,c,d on the preceding page*). The second printing, stated to be issued in July 1932, had large red arrows etched over the small ones (*Figs.6a,b,c,d on the preceding page*). As the etching was deep to obliterate the earlier ones they nearly always have a rather blotched appearance. The cylinder varieties are mostly well shown in the handbook and blurring of the vignettes or frames can be found in varying intensity. Joined papers can be found as can totally missing vignettes. Partial (dry) printing of the frames (*Fig.7*) make a very attractive addition to a collection, here affecting, to varying degrees, rows 4 to 9. They come with a letter of provenance stating they were purchased as a single sheet in Pretoria on 7 July 1933. I suspect the dry printing ran right across the sheet but that the rest has been broken down as I've seen a number of pairs offered in auction.

The second coil issue (SAHB R11) appeared in January 1932 and had been prepared from the same mul-



Figure 7

tipositives as Issue 7. Rows 9 and 10 were used to form the new rows 21&22. There is no easy way to differentiate vertical pairs or strips from the sheet stamps and control strips of 22 are very scarce. There are some features which can help, however. Row 21 has a paler frame than the rest and row 22 is a quite markedly darker stamp (*Fig.8*) and the gutter between rows 21&22 is a little wider. Another characteristic of the issue in general is the presence of pale patches in the frames (*Fig.9*) thought to be caused by the doctor blade wipe. They are not constant, however, and very variable.

We now come to the first of the redrawn 1d's,



Figure 8



Figure 9

SG43d. They are easy to differentiate from the previous issues by the wider spacing of the shading in the side panels plus other recorded differences. They are undoubtedly scarcer than their predecessors but the catalogue seems to exaggerate the difference valuing them 8 to 10 times higher! Issues 1 to 7 were produced between May 1930 and July 1932, Issues 8&9 between August 1932 and May 1934 and the first hyphenated 1d was in April 1934. The handbook, in fact, values the arrow blocks of Issue 7a at half as much again as Issue 8. Issue 8 was a large one and the arrows (*Fig.10a,b,c,d*) are characteristic. Stamps exist with the watermark either upright or inverted. The frames are mainly rose in colour and the centres grey-black. The cylinder varieties are well illustrated elsewhere and the "high diver" on row 5/7 is a good one but the only one I'll show is V5 "St Elmo's light" (*Fig.11*) because it's different in being an 11th row flaw caused by a dent in the ink roller. It thus appears on the English stamp on row 6/3 and the same position on the Afrikaans stamp on 17/3.

Issue 9 was a smaller one. The arrows are more splayed than in Issue 8 (*Fig.12a,b,c,d*). The first printing (given as March 1934) was small and in a grey-black and rose shade similar to Issue 8 (*Fig.13 overleaf*) and always have the watermark inverted. The next printing has the vignettes in the so called "steel-blue" shade (*Fig.12*) and always have the watermark upright. I'm not sure how anyone can really describe the shade as steel-blue as it's nothing like, for example, the 1863 Cape 4d (SG19c) which is a lovely metallic shade. It's basically grey-black with a bluish tinge. Strangely the date given for the issue of this shade is May 1934 which is later than the April 1934 given for the first issue of the hyphenated 1d. Again the cylinder varieties are well described in the handbook and the more major varieties are joined paper (*Fig.14 overleaf*) and missing vignettes.



Figures 10b, and 10c



Figure 10d

The coil stamps from this issue (SAHB R12) are the scarcest of all the roll stamps with, according to the handbook, only two proving strips known. They are mostly easily recognised by their shade

which is a mauve-rose frame and paler grey-black centres than other 1d stamps. They were issued in sheet form in 20 rows of 12 and stamps from the



Figure 11

Figures 12a, 12b, and 12c below



Figure 12d below



Figure 13

Figure 17 (below)



Figure 14



Figure 15



Figure 16

sheets are more plentiful than the rolls. As the sheet was 22 rows of 12 successive sheets would start two rows differently. A red cross appeared in the left margin between rows 18 and 19 (*Fig.15*). The other way of determining the issue is by

identifying cylinder flaws such as with the break in the oval under "RI" of AFRIKA on row 19/11 (*Figs 16 &17*). It's nice to think the vertical column is a coil strip but impossible to prove. Despite the scarcity there must have been more than one printing as transpositions are known, probably a result of having no marginal arrows to help with setting.

So that concludes the unhyphenated 1d ship and I would request members provide our new editor with lots of articles or else you'll be subjected to a similar series on the unhyphenated ½d Springboks!

SOUTH WEST CORNER Railway and Censor Posts Tony Howgrave-Graham



Figure 1

Otto Peetoom's article on the railways in the last SWA corner was very welcome. Railway Letters are an interesting sideline. For those interested in railways Hagen and Naylor's book is excellent and although it relates to South Africa the regulations were the same for South West. Railway letters from the occupation period are rare. The only one I've seen is from Seeheim on 18 Dec 1922 (*Fig.1*), just 13 days before the Mandate period starts. At this time the station didn't have any of the SAR&H cancellers that appeared later. It is franked 4d (2d postage and 2d railway fee). Does anyone have examples of other pre-1923 covers? The next example shown is from Windhoek 14 Dec 1923 (*Fig.2 on the facing page*). It is also franked 4d and cancelled with the Windhuk Rail cds which is thought to be a conversion from the German Windhuk "c" canceller.

Both these items have the small black on white T110 label which was replaced by red on white labels later in 1924. These come in three types.



Figure 2

The next cover shown is from Ham River (Fig.3) 18 Jan 1929 and shows the first type. It is franked 3d (the postage now reduced to 1d and 2d rail fee). It is reportedly the only known example of this cancel. Does anyone have another? It is the example shown in Uwe Albert's book which is again excellent and collates all the known railway marks of South West Africa.

It makes for a good collecting area which I can recommend. Covers are not that easy to come by, especially non-philatelic ones. These are quite prolific in the early '30's with many addressed to a Mr A Lichtenstein and again from the late 1970's. Without them, however, we would be without knowledge of many of the cancellers available. The rail fee for these letters didn't rise above 2d until the 1950's but by 1982 was R1.10 which is over 13 times the 8c standard postage rate! The system was abandoned in 1993.

Another area in which people have expressed interest is censorship during the occupation period (1915-19). The "opened by" censor labels make a good part of such a collection and the rare number to look for is "109" (Fig.4). This, according to Uwe Albert (and his booklets on censorship are well worth getting) was only in use from 23 July to 2 October 1919. It moved around and the censor put a small number (1 to 4) in brackets in pencil on the label. They are known from "1" Grootfontein, "2" Tsumeb, "3" Outjo and "4" Otjiwarongo. The example shown is from Tsumeb and the "2" in brackets is just visible.

Tony Howgrave-Graham



Figure 3

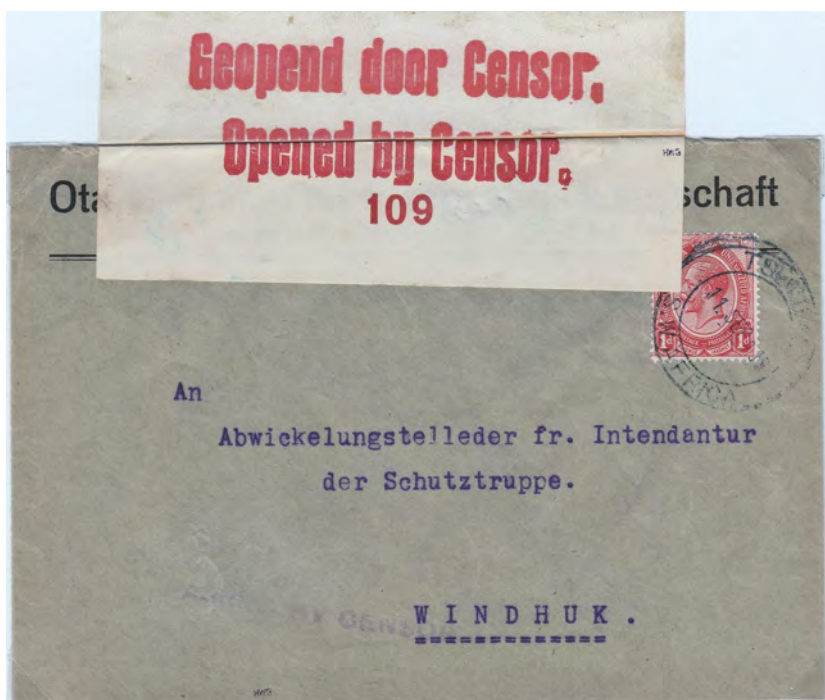


Figure 4

INTERESTING SOUTH WEST AFRICA COVERS

Mike Tonking RDPSA

In 1929 a certain *A.I. Broughton* of Pretoria received two registered covers, both in the same handwriting sent from the SWA post offices of Otue and Otjiwarumendu, two of the more unusual post offices in South West Africa. One wonders if he was a postal history collector as it seems likely that the covers were sent for philatelic purposes. Another Marienel cover cancelled 24.6.1929 (Fig. 1), also to *A.I. Broughton*, would suggest his philatelic interest. The Otue cover (Fig 2) is dated 15.4.1929 and only a day later the Otjiwarumendu cover (Fig 3) was posted. Since the post offices were more than 300km apart it seems unlikely that he posted them himself. Some journey in 1929. It is more likely in both cases that he posted the covers in an envelope asking the postmaster to post them back to him

In both cases the correct 4d. registration fee was charged and the normal rate of 1 d/oz was correctly applied to the Otue cover however the Otjiwarumendu cover had a 3d. stamp for the foreign rate. Did the postal official make a mistake?

Of interest are the registration marks, firstly the Otue cover has a rubber stamp ROTUE and No. 193 added in manuscript, whilst the Otjiwarumendu reads "REGISTERED OTJIW ARAMENDU NO 132 in blue manuscript. The Otue cover is cancelled with an altered German canceller dated 15.4.1929 (Putzel B2) and backstamped KALKFELD with another converted German canceller dated 16.4,1929 (Putzel B20) as well as WINDHOEK R.L.S (registered letter service) dated 18.4.1929 with an altered German canceller (Putzel B140c). Otue is a very small farm store situated on the Otue railway siding.

The Otjiwarumendu cover (on the facing page) is cancelled 16.4.1929 (Putzel Bloc) and backstamped WINDHOEK R.L.S 17.4.1929 with an altered German canceller (Putzel B 14 oc). It is reported that this post office was open in 1917 then closed and was reopened 15.4.1929 closing on 30.4.1931.

Covers from this post office are rare and I have only seen two other covers (Figs. 4 and 5) posted to *W.J. Giovavanetti* who was a prominent member of the Pretoria Philatelic Society and died in 1950. Both covers are cancelled OTJIWARUMENDU 2.5.1930 and unusually S.W.A does not appear on the canceller. The first cover (Fig. 5) was registered with two SW A 4d. Perforated triangular stamps and the second with the same date was unregistered with four 1d. SWA overprinted stamps. It seems likely that these were philatelicly prepared and sent to the postmaster to post back to Pretoria to secure the postmark.

All the above shows that philately was alive and well some eighty years ago.



Fig. 1 Registered cover to A.J.Broughton cancelled 24.6.1929 MARIENAL (Putzel B5)

Fig. 2 Registered cover to A.J. Broughton cancelled OTUE 15.4.29 with altered German canceller (Putzel B2) and backstamped KALKFELD 16.4.29 Putzel :B20) and R.L.S. WINDHOEK 18.4.29 (Putzel B 14 oc)

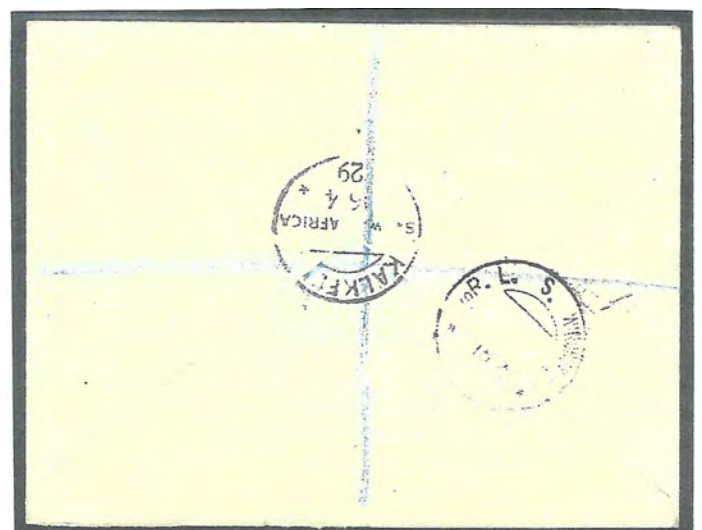
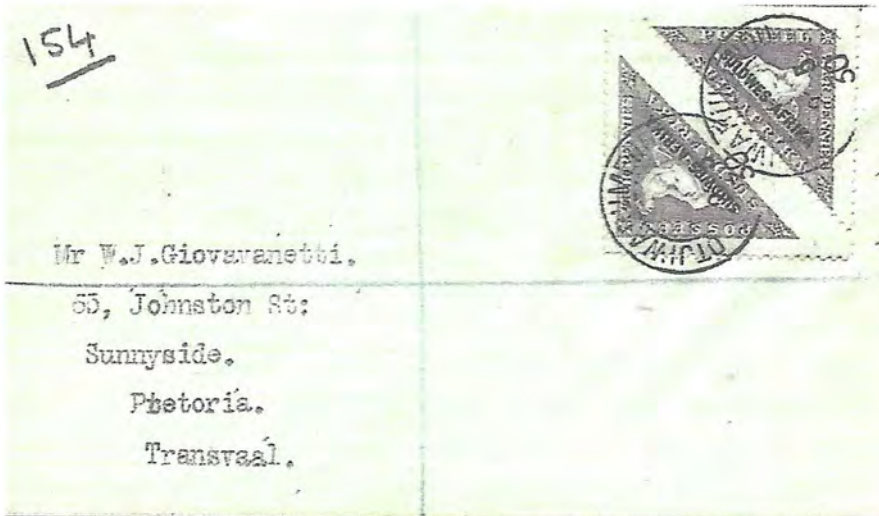


Fig 3. Registered cover to AJ. Broughton cancelled OTJIW ARUMENDU 16.4.29 with altered German canceller (Putzel Bloc) and backstamped . R.L.S. WINDHOEK 17.4.29 (putzel B 14 Oc) (reduced to 70%)



Fig. 4 Registered cover to W.I. Giovavanetti cancelled 2.5.30 without S. W.A. on canceller not listed by Putzel and no registration cachet just number 154

Fig. 5 (below) Ordinary cover to W.J. Giovavanetti cancelled 2.5.30 also without S. W.A. on the canceller.



LETTER TO THE EDITOR

Dear Tony

Tony Howgrave-Graham raised a query with me which maybe of interest to members who collect SWA.

He has a Type 1 £ stamp (*shown here courtesy of Tony H-G*) with four tiny dots in the shape of a square after the last 'a' in Africa and could find no reference to it in the literature.

It is characteristic of the overprint Type 1 found on row 20/2 from requisition 396 which printed all values on 31.10.22 although they were issued on different dates.

The four dots resulted in a spacer slug which was very slightly raised during printing.

I have examples on the 2d.,4d.,6., 1/- and 5/- . It shows up best on the pale yellow of the 1/- value a copy of which I attach.

Kind regards,

Mike. (Mike Tonking RDPSA)



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