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# THE SPRINGBOK

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Volume 6. No. 4

July/August 1958

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" THE SPRINGBOK "  
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HON. EDITOR

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All correspondence to be addressed to the Editor, who invites communications for publication but does not accept responsibility for any views so published.  
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THE EDITOR'S CHAIR

As we prepare this issue, the sun is shining, the sky is blue and all seems well with the world in this little spot called Sale. We cannot help wondering however how long this blissful state will last for there is a "flaw" which might bring this happy state to an abrupt end. Since our last issue we have received one and one only contribution to this magazine. You must be as tired as we are, of reading this desperate appeal for matter for the magazine, but there is a limit to our inventiveness and the number of items which we can "poach" from other magazines. So if you wish to put a smile back on our face, do please sit down and write your contributions now.

You will have noticed that in our last issue we included one or two simple sketches through the magazine, which we thought would appeal to our readers. As two readers wrote to commend the improvement whilst nobody wrote condemning it, we have to assume the idea is popular. This means that future articles may be accompanied by simple sketches or if designed for the Picture Page, they should be drawn to size in black ink on white paper so that electronic stencils may be used.

On March 3rd the Government Printer delivered the new 2d zebra stamp ex cylinders 116A and 116B to the Post Office Stores Department at Pretoria so that we are taking this as being the date of issue, although in fact it was probably some days later, but it seems to be the most definite date we can obtain.

On June 2nd a balloon flight took place over Johannesburg and was commemorated philatelically by souvenir postcards endorsed "First Balloon Flight over Johannesburg" and "June 2 1958/Stamped in Flight" said cards going through the ordinary post in Johannesburg afterwards. Cards were autographed by the Balloon Commander "John Boesman" on "board of Freeballoon/00-BGX/Balloon Commander." We have not seen any report of this flight elsewhere, so if any readers have more information will they tell us please?

The next issue will be shortly before our Annual Exhibition and Meeting in London at the Bonnington Hotel, Southampton Row, London, W.C.1, on Saturday October 25th and it is hoped that as many members as possible will make the annual "pilgrimage" to see the finest display of Union stamps in the country and to meet again their ever increasing circle of personal acquaintance with other members of the Society.

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LONDON GROUP

On Tuesday 20th May, 1958, the London Group held its Annual General Meeting at the "George" in the Strand, when 20 members assembled for the evening.

The minutes of the last A.G.M. were taken as read and signed by the Chairman on a unanimous vote following a proposition by Mr. R. D. Allen Snr., supported by Mr. A. J. Penn.

The Honorary Treasurer was able to report a marked improvement in the financial status of the London Group and thanks were due to all members in the way that they had helped in various ways.

When it came to the item on the Agenda - 'election of Officers and Committee', Mr. Bini proposed and was supported by Mr. Penn that the existing officers and committee be re-elected 'en-bloc.' This was carried by a unanimous vote of the meeting.

In the section of the meeting devoted to "Any Other Business" it was suggested that the Group should have some form of printed programme for the following season. This was agreed and referred to the committee to arrange.

In concluding the A.G.M. business, it was recorded that grateful thanks were due to Mr. Abell the London Group Chairman for his past help in making available a meeting place for the members.

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Immediately following the A.G.M., the Annual Competition for the Abell Cup was held and this year there were ten entries. After a paper vote, the following result was declared.

1. Mr. G. M. Whitten, with an entry of a study of the 'Jipex' and Advertisement booklet panes, superbly presented.
2. Mr. R. J. Lawrence - A study of Plate 8 of the 1d Ship - showing some of the plating characteristics.
3. Mr. R. D. Allen Snr. - The story of the First Air Mails - showing examples of the Red Cross flights of 1918.

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To round off the evening an Auction was held at which over 80 lots were offered for sale, a large percentage of which were sold under the expert hammer (Jubilee five shilling piece), of the Society Chairman, Mr. R. D. Allen, Snr.

W.A.P.

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GEORGINA ½d. DOUBLE PRINTING BY SKIPPER.

(IS THE ASSUMPTION CORRECT?)

SAC H page 32 the picture describing 2 Va, strip of five and also H. E. Lobdell's The de la rue Georgians of South Africa, page 40.

The item under (d) 1 on that page is:-

"Double print on the ½d: Conceded to be the greatest of Union rarities; known only in the top five stamps of the first vertical row of a sheet purchased at the main Johannesburg Post Office in August 1919. The usual explanation, as given by Mr. Ritchie, 'that the upper left-hand corner of a sheet had been folded over,' thus allowing the impression to come onto the next sheet, which, escaping notice, was then fully printed in its turn' may be correct. But Mr. Ritchie informs me that his copy definitely shows that the lines of his partial impression are under those of the full impression. Hence, Mr. Ritchie believes it would be 'far more reasonable to assume that two sheets of paper were accidentally fed into the press together, the upper one being slightly in advance of the lower and the two sheets being slightly skewed relative to each other. The impression overlapped the edge of the upper sheet which presumably was discarded as defective, after which it was passed by the inspectors and ultimately sold over the post office counter at Johannesburg.'

Credit for initially observing that the top four of the five ½d double prints 'appeared to be rather smudged,' rested, according to Mr. Ritchie, 'with an office boy who had occasion to purchase some stamps for his firm.' The name of the juvenile Johannesburg hero has not come down to us, as is true of many other office boys who have figured from time to time in reports of the discovery of philatelic treasures. Mr. Ritchie tells us that the young man sold the top pair to a dealer for 5/-, while the remaining pair he disposed of for 10/-, but the essential point to be noted, however, would seem to be that these stamps did not emanate from an unorthodox source. Instead they come from a remnant of a sheet offered for sale over the retail stamp counter of a regular post office in the ordinary course of a day's run of business."

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The Adhesive Postage Stamps of the Union of South Africa by J. Ritchie, page 33, substantiates most of that quoted as being said by him.

The additional point I would like to bring out being:-

".....and these were originally the top five in the first vertical row of the top left-hand pane of a sheet."

I have compared the article by G. W. Reynolds, Postage stamps of the Union of South Africa, published 1921 and the wording is similar to that used by J. Ritchie, whose book was published in 1926.

The explanation mentioned by Lobdell as having come from J. Ritchie, is in fact in the book by G. W. Reynolds, published earlier.

Can we really say that they were originally the top five in the first vertical row of the top left-hand pane of a sheet. This can, in my opinion, be assumed when one says how it was caused and the stamps must be put to that part of the sheet for that purpose. Lobdell states (a) from a remnant of a sheet, (b) by a nameless youth. We know (b) is correct and (a) is as right as we shall ever know for we do not know who the office boy was and if in fact, he was actually questioned as to what part of the stamp pane the stamps were from. We only know he removed two perpendicular pairs and after the sale of those for 15/-, he went to his desk and removed the fifth copy. We do not know how much that copy cost somebody.

Now the reason behind this. I do not agree with either of the assumptions.

The part assumption of Mr. Ritchie is reasonable as to two sheets being fed into the machine and one being slightly skewed relative to each other.

But I do know that from experience, large sheets of paper have on occasions been found with pieces missing near the edges and these have always been shaped like a large 'V'. This may have been the experience of other readers. Under the circumstances I think the top of these two sheets was the one with the piece of paper missing and that is the reason why it was apparently discarded and did not find its way to the Post Office counters.

What say you?

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THE CURRENT DEFINITIVES

by W. A. Page.

Prompted by the notes which appeared in the May/June issue, on the printings of the Fauna series of current definitives, the following notes are intended to present as complete a list and guide to identification of the various printings. The listing is based on material in the writer's collection and is not guaranteed as being complete. Little attention has been paid to shade variations of which there are many, particularly in the lower values. The many minor printing flaws have also been ignored unless they are an aid to a particular printing. Notification of any additional items not listed, would be greatly appreciated by the writer.

These stamps which have now been in use nearly four years are certainly not as popular as their predecessors, on which so much has been written, but nevertheless they are not without interest to the specialist. The forming of a collection of the various printings is essentially a 'mint' study, used stamps being of little use.

Taking value by value, it is hoped that the following notes will interest and assist fellow collectors and perhaps persuade those Union collectors to start on this issue before it is too late to obtain the earlier printings.

The 1d value, with limited use has little to offer, apart from one extremely dark shade which appeared. It has not been possible to 'date' it although it is a collectable item, and not too common.

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1d Value. Printed in sheets of 240 units (20 rows of 12).  
Cyl. 84 Sheet serial numbers in red (four units). Cylinder No. shown in  
side margin opposite row 20.  
Oct. 54. Green.  
? Deep Green.

The 1d value is perhaps the most complex of all the fourteen values, five different cylinders having been used for their production, to date.

1d Value

CYL. 12. Printed in sheets of 240 units (20 rows of 12).  
Sheet serial numbers in red (four units) Cylinder No. shown in  
side margins opposite row 20.  
Oct. 54. Brick Red (shades).  
Early 57. Paler shade. An emergency printing from the already re-  
placed cylinder, due to a shortage of large paper. It is  
this printing which contains the flaw in the top margin  
of the sheets, styled the 'Drakensberg Mountain flaw.'  
CYL. 27. Dec. 54. Separate cylinder for Coil stamps. Earlier printings  
Pale brick red, whilst those from about 1956 onwards  
are a distinct purple shade.  
CYL. 3. Aug. 55. Printed in sheets of 480 units, in two side by side  
panes of 240 units each, with a central gutter. Sheets  
are cut before issuing to Post Offices. No cylinder  
numbers shown. Sheet serial numbers in red (four units),  
but different type figures from previous printings.  
The top and bottom margins of the left pane are defaced  
with a single interrupted bar, for security measures,  
whilst those of the right-hand panes are similarly  
defaced with two interrupted bars.

In the earlier printings the side margins are of normal width, and contain the sheet serial numbers, spaced about five millimetres from the perforations. On certain sheets continuous coloured smudges appear for the full length of the left-hand margin of the left pane or the right-hand margin of the right pane. This is caused by a



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fault in the ends of the doctor blade on the printing machine, now brought into contact with the surface of the cylinder due to its increased width for the larger sheets of stamps. It does not occur on all sheets due to the side to side movement of the doctor blade in the printing operation.

In the later printings the right and left margins of the respective panes have been trimmed to remove this flaw. This action necessitated the alteration of the position of the sheet serial numbers which it will be observed, have now been moved to within about one millimetre of the perforations. Some stamps may be found on toned paper.

CYL. 105. Aug. 56. Printed in sheets of 480 units, in two side by side panes of 240 units each, with a central gutter. Sheets are cut before issuing to Post Offices. No cylinder is shown. Sheet serial numbers in red (four units). Top and bottom margins bear same characteristics as for Cyl. No. 3. The left margin of the left pane and the right margin of the right pane have been trimmed to remove doctor blade flaws.

The following features are a useful aid to distinguishing this printing from the previous one, as the flaws are not present in Cyl. 3.

Left pane. Row 16 Stamp 12 - coloured scratch extending into the margin.

Right pane. Row 20 Stamp 12 - small white patch to left of 'R' of revenue.

N.B. A useful size block to contain marginal characteristics as well as the above is a block of 12 stamps in pairs from the bottom right corner of each pane. This will also include the sheets serial numbers.

CYL. 97. May 57. Printed in sheets of 240 units (20 rows of 12). Sheet serial numbers in red (four units). No cylinder numbers shown. Top and bottom margins contain four interrupted bars cylinder produced owing to a temporary shortage of larger paper and following the break-up of cylinder 12 after bringing back into use. Also found on toned paper.

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Like the  $\frac{1}{2}$ d value with limited use there is little of great use in the  $\frac{1}{2}$ d value from a specialist point of view, apart from a shade or two.

$\frac{1}{2}$ d Value.

CYL. 36. Printed in sheets of 240 units (20 rows of 12).  
Sheet serial numbers in red (four units). Cylinder No. shown in  
Oct. 54. side margins opposite row 20.

For the sake of the record, it is as well to record that the Postal Stationery Post Card, has for its printed stamp, a similar design in the same colour. The remainder of the printing matter is in deep green.

Next to the 1d value the 2d has much to offer and in fact from a shade point of view more! Four separate cylinders have so far been used in the production of this value.

2d value.

CYL. 56. Printed in sheets of 240 units (20 rows of 12).  
Sheet serial numbers in red (four units). Cylinder No. shown  
Oct. 54. in side margin opposite row 20.

CYL. 20. Jun. 55. Deeper shade. Printed in sheets of 480 units, in two side by side panes of 240 stamps each, with a central margin. Sheets are cut before distribution to Post Offices. No cylinder Nos. are shown. Sheet serial numbers in red (four units) but in different style figures, than previous printing. The top and bottom margins of the left-hand pane are defaced with a single continuous bar, whilst those of the right-hand pane are similarly defaced with two continuous bars.

In the earlier printings the side margins are of normal width, and contain the sheet serial numbers which are spaced about eight millimetres from the perforations. On certain sheets continuous coloured appear for the full length of the left margin of the left pane and the right-hand margin of the right-hand pane. This is

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caused by a fault in the doctor blade, as described in the details in the 1d value produced from cylinder No. 3, above.

In the later printings the right and left margins of the respective panes have been trimmed to remove the doctor blade flaws. Not, however always completely successful and traces may still be found on certain sheets. Again the position of the sheet serial number has been moved to within a millimetre of the perforations.

CYL. 92. Sept. 57.

Printed in sheets of 480 units, in two side by side panes of 240 stamps each, with a central gutter. Sheets are cut before distribution to the Post Office. No cylinder Nos. are shown. Sheet serial numbers in red (four units). Top and bottom margins are defaced with interrupted bars in the same manner to those of the 1d value from cylinders Nos. 3 and 105.

CYLS. 116A - B Apl. 58.

Printed in sheets of 480 units in two panes each of 240 stamps with a central gutter. Sheets are cut before distribution to the Post Office. Cylinder Numbers now shown again but in the bottom margin of each pane, under the next to last stamp.

(Actual stamps not yet seen by the writer. Information from details given in the South African Philatelist).

Before dealing with the other values in detail it is perhaps opportune to add a few notes of a general nature on these values. All in large format the original printings appeared in October 1954, showing the sheet serial number in five figure black units. Later printings of some of the values appeared showing the now familiar four figure red numbers. The significance of the change of the type of serial number shown is merely brought about by the use of a different machine for the production of the stamps.

The first printings were carried out on a single comb machine, while the later ones were from the faster eleven comb machine. This eleven comb machine

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was used in the production of the  $\frac{1}{2}$ d to 2d values described previously.

The eleven comb machine has two perforating mechanisms available, one of which has slightly larger pins than the other. It is therefore, possible to find stamps with red sheet serial numbers with somewhat larger perforation holes than the original printings. These are quite easily distinguishable with the naked eye - the distance between the actual hole being noticeably smaller.

It is suggested that this need not necessarily indicate a separate printing, as it is presumed possible to change over the perforating mechanism during actual printing of an order for one particular value.

Now to continue in detail with the values from 3d to 10/-, all in larger format than the lower values, and produced from two cylinders.

3d Value.

CYLS. 16/107. Oct. 54. Printed in sheets of 120 units. Sheets serial numbers in five figure black style.

Jan. 55. As above, but frame in a brighter blue. Sheet serial numbers in red (four units). Large perforations.

Apl. 55. As above, but brown of the animal is more red in appearance. Sheet serial numbers in red (four units). Large perforations.

Apl. 57. As above, but animal now deeper brown. Sheet serial numbers in four red figures but in different style numerals. Small perforations.

N.B. It has been suggested that the recent appearance of the different style serial numbers has been brought about by the cleaning up of the originals. Closer examination, however, rather discounts this theory as in some cases the shape of the numerals in relation to the earlier printings is completely different.

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4d Value.

- CYLS. 53/93. Oct. 54. Printed in sheets of 120 units. Sheet serial numbers in black (five units).
- July 55. As above. Frame brighter green. Sheet serial numbers in red (four units). Perforations Large.
- ? As above. Paler shade. Sheet serial numbers in red (four units). Perforations small.
- Apr. 57 As above. Sheet serial numbers in red (four units) in a different style numerals. Small perforations.

4<sup>1</sup>d Value.

- CYLS. 76/47. Oct. 54. Printed in sheets of 120 units. Sheets serial numbers in black (five units).

Again with limited use of this value stamp there is little variation to report.

6d Value.

- CYLS. 1/121. Oct. 54. Printed in sheets of 120 units. Sheet serial numbers in black (five units).
- Dec. 55. As above. Sheet serial numbers in red (four units). Perforations large. Early in 1956 stamps were found on thin paper.
- ? As above. Sheet serial numbers in red (four units). Perforations small.

N.B. There are several different positions of the sheet serial numbers, varying from opposite rows 16/17 to rows 11/12. In this group there is a flaw in the right-hand margin in the form of a small blob at the junction of rows 11/12. Here again whether these altered positions denote a separate printing or not is uncertain.

- Early 57. As above. Sheet serial numbers in red (four units), in different style numerals. Small perforations.

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1/- Value.

CYLS. 94/104. Oct. 54. Printed in sheets of 120 units. Sheet serial numbers in black (five units).

Apl. 55. Paler shade. Sheet serial numbers in red (four units).  
Perforations large.

1/3d Value.

CYLS. 106/38. Oct. 54. Printed in sheets of 120 units. Sheet serial numbers in black (five units).

July 56. As above, but with sheet serial numbers in red (four units). Larger perforations.

1/6 Value. Oct. 54. Printed in sheets of 120 units. Sheet serial numbers in black (five units).

CYLS. 21/78.

2/6 Value. Oct. 54. Printed in sheets of 120 units in two panes of 60 stamps. Sheets serial numbers in black (five units) - one to each pane.

Early 56. As above, but with sheet serial numbers in red (four units). Large perforations.

5/- Value. Oct. 54. Printed in sheets of 120 units in two panes each of 60 stamps. Sheet serial numbers in black (five units).

CYLS. 118/4.

10/- Value.

CYLS. 44/6. Oct. 54. Printed in sheets of 120 units in two panes each of 60 stamps. Sheet serial numbers in black (five units).

Mid. 56. As above, but with sheet serial numbers in red (four units).

Late 57. As above, with reversal to black sheet serial numbers in five units. In this printing the blue of the frame is slightly lighter than the original printing of 1954, showing black serial numbers.

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Plate Cracks on the 1d Pretoria.

A. J. Brown.

At some period during their life, the second pair of plates used to print the 1d typographed stamp at Pretoria cracked badly. This is the pair known as Plate II, with two cuts in the Jubilee line under the last stamp of the sheet. Some, at least, of the damaged cliches, which were present on both frame and centre plates, were later removed and replaced. Thus printings from this pair of plates are to be found in at least two states, damaged, and repaired. Probably a third state also exists with no evidence of damage or repair, from the early printings before the cracking commenced. According to contemporary accounts, the life of these plates extended from May 1927 until October 1928, a matter of some eighteen months; no evidence seems available to indicate at what time during this period the repairs were carried out.

It appears that at least eight cliches (either frame or centre) were affected; presumably all of them were subsequently replaced, although only three are definitely reported as having been so treated. Not all of these eight positions are listed in the two volumes of the present Handbook/catalogue, but those not so included are all listed in one or other of the various earlier specialised catalogues. The following is a complete list as far as is known to the writer, with descriptions of the appearance. An attempt has been made to illustrate the cracked states of the examples seen by the writer; they are rather difficult to show satisfactorily, although obvious enough on the actual stamp. Reference is included to the particular source of information as follows: "S" = Simenhoff's Catalogue of 1930; "N" = Philatelic Society of Natal Catalogue of 1935; "St." = the Standard Catalogue of 1946; and "H/C" = the Handbook/Catalogue of 1952/55.

Cracked frame cliche(s):

- (i) Row 1/7 (E):  
(Fig. 1) Starting between the A and F of AFRICA, running down through the leaves and out to the right frame-line midway down; part of the frame-line below is also missing. (S; N; St.; H/C 34Vj). Is said to have been replaced, evidenced by stamps from this position with a crack in the Jubilee line above (S; St.)
- (ii) Row 2/? According to the Natal catalogue in a note on (i) above "also found in row 2." Not seen by the writer.

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Cracked centre cliches:

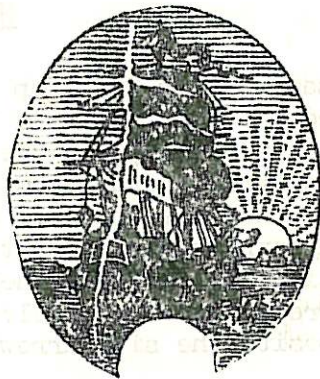
- (iii) Row 11/2 (A): Vertically through left side of ship from top to bottom, almost a straight line. (S; N; St.; H/C 34Vb.) An earlier state has been seen in which the crack is visible high up in the rigging only. Repaired state not reported.  
(Fig. 2).
- (iv) Row 16/8 (E): These three positions are one continuous crack. A positional block has not been seen; the crack is described in earlier catalogues as "forked lightning" and extending vertically through three stamps in the positions indicated. Blocks of four have been seen with what is almost certainly this variety extending over two vertically adjacent stamps which (by the language) would be rows 16 and 17, no. 8. From the illustrations (Figs. 3 and 4) it will be seen that the cracks, extending right down the right-hand side of the ship on each stamp, do resemble "forked lightning." (S; N.) An earlier state of Fig. 3 has been seen with the crack visible only in the top rigging, just under the pennant. The repaired states have not been reported.  
(Fig. 3?)
- (v) Row 17/8 (A) with what is almost certainly this variety extending over two vertically adjacent stamps which (by the language) would be rows 16 and 17, no. 8. From the illustrations (Figs. 3 and 4) it will be seen that the cracks, extending right down the right-hand side of the ship on each stamp, do resemble "forked lightning." (S; N.) An earlier state of Fig. 3 has been seen with the crack visible only in the top rigging, just under the pennant. The repaired states have not been reported.  
(Fig. 4-)
- (vi) Row 18/8 (E) these two are also part of the one crack, which starts up in the left rigging on 19/9, is visible again on the hull on the same stamp, and again in left rigging of 20/9, then running down the outline of the left side of the stern into the sea. (Crack on 19/9 listed S; N; H/C 34Vc; that on 20/9 listed N.) An earlier state of 20/9 has been seen in which only a prominent white patch in the left rigging is visible, which does not have the appearance of a crack, having quite a regular outline. Both of these cliches were replaced, that of 20/9 being undetectable, whilst that of 19/9 was replaced slightly out of alignment, resulting in the well-known variety "twisted ship" (S; N; St.: H/C 34Vd).
- (vii) Row 19/9 (E): these two are also part of the one crack, which starts up in the left rigging on 19/9, is visible again on the hull on the same stamp, and again in left rigging of 20/9, then running down the outline of the left side of the stern into the sea. (Crack on 19/9 listed S; N; H/C 34Vc; that on 20/9 listed N.) An earlier state of 20/9 has been seen in which only a prominent white patch in the left rigging is visible, which does not have the appearance of a crack, having quite a regular outline. Both of these cliches were replaced, that of 20/9 being undetectable, whilst that of 19/9 was replaced slightly out of alignment, resulting in the well-known variety "twisted ship" (S; N; St.: H/C 34Vd).  
(Fig. 5)
- (viii) Row 20/9 (A): these two are also part of the one crack, which starts up in the left rigging on 19/9, is visible again on the hull on the same stamp, and again in left rigging of 20/9, then running down the outline of the left side of the stern into the sea. (Crack on 19/9 listed S; N; H/C 34Vc; that on 20/9 listed N.) An earlier state of 20/9 has been seen in which only a prominent white patch in the left rigging is visible, which does not have the appearance of a crack, having quite a regular outline. Both of these cliches were replaced, that of 20/9 being undetectable, whilst that of 19/9 was replaced slightly out of alignment, resulting in the well-known variety "twisted ship" (S; N; St.: H/C 34Vd).  
(Fig. 6)

As a final word, it may be quite possible that other plate cracks on these plates exist, and if any reader has any suspected examples, it would be interesting to know of them. If anyone has a vertical strip of three stamps with the "forked lightning" crack showing on all three, with or without margin attached to confirm the position, it would clear up with certainty whether or not Figs. 3 and 4 do show the cracks from rows 16 and 17, no. 8.

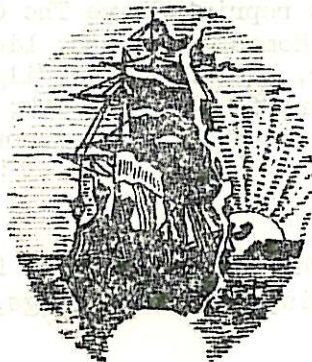




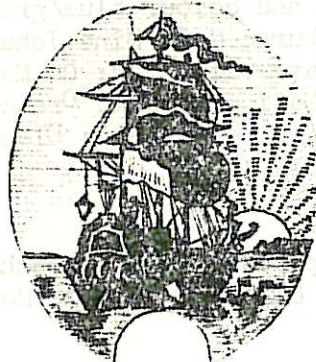
1.



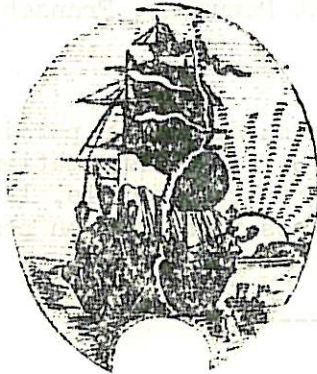
2.



3.



5.



4.



6.

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NEW ISSUE NEWS

The German Settler 2d stamp is to hand and is not unattractive in brown and violet printed interior cylinder 74 and exterior cylinder 17. The sheet of course contains 120 stamps in the usual 20 rows of six with the cylinder numbers appearing side by side under the last stamp of the last row. Arrows are solid brown and sheet numbers four red figures. A close scrutiny of a sheet does not reveal any errors and in fact it seems to be a very clean printing excepting for the odd tiny dot here and there. The sheets we have seen so far all show printing on cream paper. The eleventh row combing appears exactly halfway down the sheet opposite the side arrows. Watermark upright of course.

It is reported in the Orange Free State Philatelic Magazine of Bloemfontein June issue that a new set of 36 postcards has made its appearance, the stamp being printed in light brown and the cards printed on whiter and smoother paper. The Coat of Arms has been omitted; of the words "Post Card/The Poskaart" only the first letters are printed with capitals; the scenes are double the size of the old ones and colour blue/green. Views reprinted are The City Hall, Pietermaritzburg; Gold Mine Johannesburg; Homestead, Cape; Lioness, Kruger Park; The Falls, Waterval-Boven; On Modder River, Bloemfontein; Wilge River, Harrismith; National Park, Drakensburg; Giraffe, Kruger Park; Hermanus, Cape; The Raadsaal, Bloemfontein; Elephant, Kruger Park; Chuniespoort, North Transvaal; Near Eshowe.

Scenes printed from a fresh angle - The Old Mill, Cape; Howick Falls; Natal; Golden Gate, O.F.S; Government House Pretoria; Union Buildings, Pretoria.

New Scenes are - The Castle, Cape Town; Lion's Head, Cape Town; Du Toitskloof Pass; Table Mountain Cableway; Coffee Bar, Transkei; The Big Hole, Kimberley; Marine Drive, Cape Town; Libertas, Pretoria; Bainskloof Pass; Voortrekker Monument, Pretoria; Campanile, Port Elizabeth; Tzizikama Forest, Knysna; Camps Bay, Cape; Kruger Statue, Pretorial Huguenot Monument, Franschhoek; La Gratitude, Stellenbosch; City Hall, Pretoria.

Thanks due to the Editor of the O.F.S. magazine for permission to reproduce this information. Now can somebody supply a little information about Hermanus, The Raadsaal, Golden Gate, Coffee Bar, Libertas, Campanile, la Gratitude i.e., why they should be selected for official views to appear on post cards. There must be a story to some of them.

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" THE SPRING BOOK "-----  
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CORRESPONDENCE.

Dear Sir,

Wot!! No mint interprovincials? Neither have I. Perhaps I have not been to the right suppliers.

However, after exhaustive enquiries I have managed to locate an unused copy but this was due to the postmark not having been applied properly.

In the event of your correspondent acquiring a mint interprovincial I would be interested to know how he would deal with it and what safeguards he would require, i.e., a certificate from the Postmaster who sold the item or something similar?

London.

F. C. Abell.

Dear Sir,

I thank you for your recent letter.....There are no photographic proofs of any of our stamps as the photographs taken are of the final drawing not of the actual stamps.....Photographs of the drawings are naturally sharper than those of actual stamps and do not show the paper grain which the latter would show.

Pretoria.

M. T. O'Connor, Publicity Officer.

Can any reader tell us if South Africa has ever indulged in local posts involving private issue of stamps as for instance in the U.S.A.?

We notice that the "South African Philatelist" announces the fact that the seaman on the 2d bantam war effort stamp has been identified as Mr. Clive Peters by the Rand Daily Mail. As we brought this to the notice of our readers in October giving his rank and number and a ship in which he served, we feel that we can claim something of a scoop.

Your Editor is a member of his local philatelic society and there met another collector who had served with Signalman Peters on H.M.S. "Neptune." Moreover your Editor has acquired from this collector a card on which a pair of the stamps is mounted and autographed by Signalman Peters before being sold in aid of Red Cross funds.

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" THE SPRINGBOK "-----  
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MEMBERSHIP INFORMATION

New Members:

350. P. F. Blunt, 15 Barton Road, Canterbury, Kent.  
(Flaws and varieties especially earlier issues).

351. Miss O. K. McDougall, 67 Spencer Road, Herne Bay, Kent.

Changes of Address:

109. F. W. Perks, 12 Rosetti House, 110 Hallam St., London, W.1.

Necrology.

337. S. L. Knight, South Africa.

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PRESS CUTTINGS.

"Stamp Collecting" June 20th 1958. "Philately of the Union", "Warthog" seeks information about the red essay of the springbok with caduceus watermark as to whether it originates from Messrs. Harrison & Son.

"Stamp Collecting" July 11th 1958. "Philately of the Union." Warthog lists some of the main flaws appearing on the new printings of the 2d zebra stamp from cylinders 116A/B.

"South African Philatelist" May 1958. Announces new Publicity Officer, Mr. M. T. O'Connor. Reference to the Immelman Essays. A potted history of the career of Dr. J. H. Harvey Pirie reference his association with philately.

"South African Philatelist" June 1958. A very comprehensive listing of the flaws from the new 2d zebra printings ex cylinders 116A/B. A listing of South African philatelic Exhibition postmarks nineteen in all.

The "O.F.S." Philatelic Magazine. May 1958. Continued listing of some Boer War postmarks with sketches.

The "O.F.S." Philatelic Magazine June 1958. Announces issue of new set of 36 pictorial post-cards, Coat of Arms omitted, scenes double sized, with list of views showing 17 new views, 5 old scenes taken from new angle and 14 previous views. Boer War philately continued with sketches.