
THE SPRINGBOK



Volume 6. No. 5 September/October 1958

" THE SPRING BOOK "

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All correspondence to be addressed to the Editor, who invites correspondence for publication but does not accept responsibility for any views so published.

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 + + + + +

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THE EDITOR'S CHAIR

Our apologies are offered for the lateness in distribution of this issue due to holidays and general pressure of circumstances.

By the time this copy is in your hands the date for the Annual Exhibition will not be so far away so we remind you again that it is to be held on October 25th., a Saturday, at the Bonnington Hotel, in London and a further notice appears on another page. It is hoped that every member who can possibly do so will come along to view what is undoubtedly the finest display of Union Stamps available to the public in this country. Also, of course, it is an excellent opportunity to get to know your fellow members and it was encouraging to note the number of country members who made the trip to London last year especially for the occasion. May we look forward to seeing you? If you do come along we should appreciate your making yourself known to us even if it is only to say 'goodbye'!

We have had a lot of trouble with the Exchange Packet this summer through members overlooking to let us know holiday dates and also through members leaving their addresses on business and then forgetting the possible arrival of the packet. Please make it a matter of urgency to send the packet on within the 48 hours stipulated in the Rules. A number of members do not seem to appreciate the fact that the Certificate of Posting which is to be obtained on each occasion should bear the name and address of the member to whom the parcel is posted.

We are still in need of articles to keep the magazine in publication please, and in this connection we are grateful to Dr. Gordon Ward for his continued enthusiastic support.

So far nobody has come forward with any information regarding the query on the Harrison Essays - is this to remain a mystery?

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THE KING'S HEAD COIL STAMPS OF SOUTH AFRICA

by

E. LAUDER

Many members of the Society will remember the excellent article on the above subject by J. A. V. Peters which appeared in the first issue of "The Springbok". Arising from the publication of Mr Peters' article several members wrote to the Editor giving further information, the most useful contribution being a letter from Dr T. B. Berry which can be found in Vol. 1 No. 4 at page 77.

The main subject of contention was as to how coil joins with their vertically trimmed edges out of alignment could have occurred. Three different explanations were offered but, unfortunately, no conclusions were reached as to how the variety arose.

As it is over five years since the article was published I make no excuse for returning to the subject, particularly so when many members will not have a copy of the first number of "The Springbok" to which they can refer and furthermore the discovery of a few more examples of this variety takes us a step forward in solving the problem.

I would remind members that the $\frac{1}{2}$ d, 1d, $1\frac{1}{2}$ d and 2d coil stamps were prepared from the original sheets of 240 (four panes each of ten horizontal rows of six stamps). The procedure was to put a sheet of 240 stamps through a straight line perforator to which two extra punches were put into the perforation die in addition to the single straight line of perforations. The two extra punches were placed so as to coincide with the outer vertical edges of each of the panes, the purpose being to provide an automatic means of holding a sheet of stamps in position when trimming and cutting into panes from which to make the coils.

After perforation the sheets were trimmed on a special machine known as a circular trimming table. The operator by successive strokes of the knife removed the unwanted portions of the right and left sheet margins, the vertical gutter and all of the top and bottom sheet margins and horizontal gutter except such portions as were required to make the paste-up joins to form the coils. The effect of this was to divide the sheet into four panes, each of sixty stamps, with all the margins removed except for a quarter inch margin along the TOP.

It is when we reach this point that some difference of opinion seems to arise as to the next stage in the production of the coils. In the letter referred to Dr. Berry contends that the FIRST ISSUE of the $\frac{1}{2}$ d. in September, 1913 was produced by cutting the panes into strips BEFORE making the join to form the 1,200 stamps coil. In other words that the $\frac{1}{2}$ d. coil containing 1,200 stamps was an experimental issue prepared in a different manner to that subsequently employed. It was this first issue, therefore, according to Dr Berry, which contained the open join variety. He was kind enough to send the Editor a photograph of four

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$\frac{1}{2}$ d. coil stamps with the variety which he had in his collection and he stated in his letter that he could not find an uneven join in the 1d., $1\frac{1}{2}$ d. and 2d values. It is not surprising, therefore, that he reached the conclusions as set out in his letter, especially as H. E. Lobdell in his book, "The De La Rue Georgians of South Africa" stated (Page 48) that Mr S. G. Rich and he were unable to discover a single paste-up join in which the vertically trimmed edges of one of the stamps were not accurately aligned with and in exact prolongation of the corresponding vertically trimmed edges of its mate,

The discovery of 1d. and 2d. coil stamps with uneven joins would appear to disprove Dr Berry's theory that the variety arose from the experimental manner in which the first issue of $\frac{1}{2}$ d. coil stamps was produced. Indeed I suggest that it is open to doubt whether any issue of coil stamps was cut into trips BEFORE being joined and accordingly this cannot account for the uneven join variety. The 1d. coil referred to above is in my own collection and is illustrated while the 2d. coil is in the collection of Mr D. D. Smythe of San Francisco (see "The Springbok" Vol. 1, No. 3, Page 60).

There is one interesting feature about these uneven joins. In the case of all the recorded examples (seven to my knowledge) of the $\frac{1}{2}$ d. coil it is the right margin which is continuous and the left margin uneven. On the other hand in the case of the 1d. and 2d. coils which have been found it is the LEFT margin which is continuous and the uneven margin is on the RIGHT hand side. Whether this has any significance or not I do not know but I rather incline to the view that like the extra perforation hole it can occur on one side or the other. At any rate insufficient examples have come to light to allow of any conclusions in the matter.

We now arrive back more or less where we started but with, I think, sufficient evidence for us to conclude that the panes, each of sixty stamps, were pasted up into a long continuous web before being slit into endwise coils on a machine using rotating circular knives and capable of producing continuous coil strips of 500 or 1,200 stamps, the two sizes in which the King's Head coils appeared.

Mr Peters tells us in his article that he wrote to both Professor Lobdell and Mr Rich for an explanation of the uneven join and they put forward two alternative suggestions:

(1) That the variety was caused by the repairing of a damaged coil by hand and arose through joining two strips of unequal width.

(2) That the uneven join comes from the point at the end of a long ribbon, in coiling the stamps, where the next length was joined on.

In reply to this explanation Dr. Berry pointed out that if the uneven join was caused by the repairing of a damaged coil by hand, then in his view the join should appear as a "repair join" and not as a "paste-up" join. On the face of it this sounds reasonable enough but personally I am at a loss to understand how one can distinguish between a "repair join" and a "paste-up" join. After all if the horizontal perforations in a coil became detached through incorrect tension on the rotating circular knife machine, or even through careless handling before being issued to the Post Offices, it seems feasible that a repair would be made and what better way than by means of a "paste-up" join? If such a repair did in fact take place then one would expect to find not only the TOP margin of the pane being pasted to the stamps of the pane adjacent to it in the web but also an example of a stamp with a BOTTOM margin being pasted to the top edge of the stamps adjacent. On the other hand the simplest way to effect a repair would be to take a half

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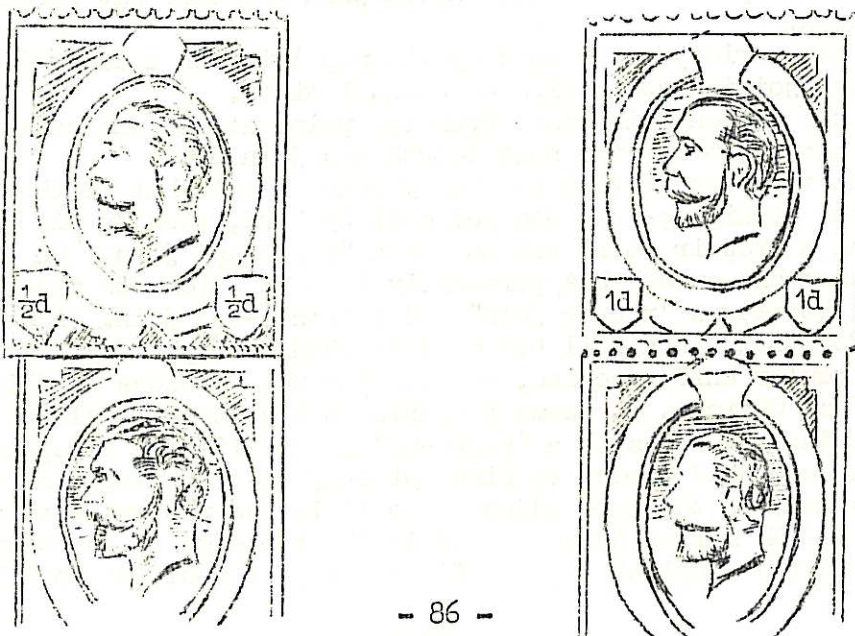
inch piece of stamp edging and paste it to the bottom of one stamp and the top of the one adjacent to it where the break took place. This is probably what Dr Berry had in mind when he referred to a "repair join" - but can he or anybody else produce an authentic example? As far as our information goes all the bottom margins were cut off so it would not be possible to effect a repair by means of a pane which had been trimmed. Dr Berry stated that he found three or four uneven joins in a small portion of a $\frac{1}{2}$ d. roll in his possession. Perhaps he would be good enough to say how many stamps there were between each uneven join. Anything less than ten stamps would seem to indicate a repair.

The suggestion that the uneven join comes from the point at the end of a long ribbon, in coiling the stamps, where the next length was joined on is certainly not substantiated by the strip in Dr Berry's possession, although the strip in question does not preclude the possibility of such a join occurring at the end of a long ribbon of stamps.

In conclusion I think that we can sum up thus:

- (1) The uneven join variety must have been caused by the joining together of two strips or panes which had already passed through the rotating circular knife machine.
- (2) The variety cannot be confined to the first experimental preparation of the $\frac{1}{2}$ d. value as it is also to be found on the 1d and 2d coils and may yet be found on the $1\frac{1}{2}$ d value.
- (3) It is not confined to the end of a long ribbon of stamps where the next length was joined on as Dr Berry has a strip to disprove this.
- (4) It could have arisen through the repair of a damaged coil by hand although there is as yet insufficient evidence to prove that this was so.

I trust that these notes will arouse renewed interest in this most interesting variety and that members will search through their collections for further examples of uneven margins on the King's Head coil stamps with a view to solving what has remained a mystery for so many years.



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THE "ABELL" CUP - 1958

The winning entry in the London Group's Annual Competition for the "Abell" Cup consisted of a lay-out of selected panes from the Advertisement Booklets of 1935 and the "JIPEX" sheets of 1936 1d values, together with explanatory notes and plating characteristics.

Sheet I explained that the advertisement booklet panes (which were being discontinued) were overprinted "JIPEX 1936" for the Johannesburg International Philatelic Exhibition. In each case the panes emanated from plates 10 and 11 of the hyphenated issues of April 1934 and January 1935.

Identification of the panes is made by the setting of the advertisement tablets adjoining each individual stamp. As a matter of interest, on the "JIPEX" sheets the marginal perforations and the wider spacing of the overprints on certain panes provides a further means of identification but these are not essential in the case of the 1d values.

The advertisement tablets comprise 20 different types, viz. 8 Government slogans (4 in English and 4 in Afrikaans) and 12 Commercial advertisements, 11 of which cater for the needs of smokers and 1 advertising - believe it or not - the needs of philatelists! Also on the first sheet of the exhibit are 2 diagrams, one showing how the original sheet of 240 stamps had the rows "Blacked out" to form 21 pane sheets and the other showing the 21 pane sheet with the numbered panes and the right hand margin as used for the "JIPEX" sheets. In the case of the advertisement booklet panes, this margin was guillotined off to conform to the size of the finished booklet. The remaining 7 sheets of the exhibit each show an advertisement booklet pane and a "JIPEX" pane from the same position on the sheets. These were selected to illustrate the different types referred to in the text e.g. the imperforate right margins and wider spacing of the overprints on the "JIPEX" sheets, etc. On each also, further interesting information regarding the panes are given, some extracts of which are quoted:-

On the "JIPEX" panes the right-hand margin is perforated through on all panes except numbers 3, 6, 9, 12, 15, 18 and 21 which are imperforate. The wider spacing of the overprint ($17\frac{1}{4}$ mm instead of $16\frac{1}{4}$ mm) occurs on panes 5, 7 and 8. The Government advertisements appear 104 times throughout the sheet and the "commercial" advertisements appear 22 times. The latter appears over the first stamp on each pane and in one instance only over the third stamp. Pane no. 1 is unique inasmuch as it is the only one which (a) contains 2 "commercial advertisements, (b) that has a "commercial advertisement above stamp number 3 and (c) has an advertisement for a philatelic firm instead of one for smokers' requisites. It is also interesting to note that on the right hand block of four (stamps 2, 3, 5 and 6) of each pane, the advertisement tablets are in the same language as the adjoining stamp and each vertical pair in the block has the same advertisement in English and in Afrikaans. The left-hand vertical pair, however, i.e. stamps 1 and 4 do not follow this rule. The frame plate variety which occurs on plates X and XI and consisting of a white bulge in the "O" of "South" at 10 o'clock, is of

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course apparent on all the panes and occurs on the English stamps whenever they occur in positions 1 and 3 or 4 and 6. As a further matter of interest, the small flaws which in many instances would enable the individual stamp with adjoining advertisement tablet to be identified, were indicated on all the panes where they exist by a small sketch of the defect, arrow-pointed to the exact position on the stamp. At least 80 of the stamps can be identified mostly by the small flaws but others by the adjacent advertisement tablets.

For much of the information incorporated in the exhibit, full acknowledgment is made to Mr R. P. Jonas whose research is already well known to members of the Society.

"Cupolda"

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A little while ago, we enquired for details regarding the 1910 2½d used first day in the possession of our members.

Mr G. Feros of East London advises that he has:

1. Dewetsdorp (OFS) 4.11.10 Single stamp, time not dicipherable.
2. Wynberg (Cape) 4.11.10 A piece of 5 stamps, three at top. two at bottom with top margin and showing centre dividing line. No time.
3. Worcester (Cape) 4.11.10 3 p.m. Single stamp
4. Worcester (Cape) 4.11.10 2 p.m. Single stamp on cover, full envelope address to - "M.E. Oliff. Attorney at Law, Worcester"
5. Port St Johns (Cape) 4.11.10 ? a.m. Single stamp on cover, full envelope addressed to "W. Brownlee, Untata" (Mr Brownlee was Chief Magistrate of Transkei).

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THE SHADES OF PRINTING FROM CYLINDER SET XI

OF THE SHIP PENNY

By Gordon Ward M.D.

There was a time (and not very long ago either) when the writer supposed that he could pick out stamps from this cylinder set without any difficulty. He knows now that he cannot. It is true enough that the pastel blue ships are very typical but there are other shades which seem to have nothing in common with them.

In an inspection of 320 dated copies, it was noted that the earliest were two copies in June 1935. The shade of these was grey-blue and carmine. Copies did not become frequent until October/December 1935, the shade being then much the same. There was then a relative fall off in the frequency of dated copies which were rare for the first half of 1936. The second half of 1936 produced the majority of dated copies, 186 out of 320. These are predominantly in the true blue pastel shade which continues until the end of the issue in January, February and March 1937. There are thus two main shades, both pastel type. The first with a grey centre and the second with one which is much more blue. These are separated by a period of all sorts of shades and a reduced volume of stamps issued.

It is largely in this period that we meet with the rarer shades. There is first an issue in which the frame is in lake shade, a much more blue variant of the usual carmine. This must be quite familiar to collectors and some, if not all of the OFFICIAL stamps were of this sort. The most surprising shade combination of cylinder set XI shows the carmine frame with a green centre. My few copies are dated in July-November 1936. If the centres were only in a vague greenish grey shade one would not be surprised, but these green centres have the additional feature that the pastel appearance is quite absent. The colour is a very deep olive green. I would not have believed that this shade belonged to Cylinder set XI if it were not for the fact that I have it in association with several well-known cylinder set XI flaws.

The carmine frame in these green stamps is rather more pink than is usual and in this respect link up with another shade picture, which causes confusion with cylinder set X. In this the frame is like that of cylinder sets VIII and IX and of some printings from X. It is just honestly pink and not carmine. The ship itself is grey without any hint of blue.

There are thus (so far as my investigations go) the following shade groups which can be easily distinguished -

- (a) Light grey ship, pink frame
- (b) Deep grey ship, lake frame.

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- (c) Grey ship, carmine frame.
- (d) Blue ship, carmine frame.
- (e) Green ship, light carmine frame.

It will be realised of course that these are only types. There are all sorts of intermediate shades.

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We are indebted to Mr J. Robertson of Jo'burg for information about some of the places featured on the new set of post-cards reported in our last issue which will no doubt be of considerable interest to members outside the Union.

Hermanus is a seaside holiday resort further south than Capetown. It is a fashionable place and the houses mostly have thatched roofs. Hotels frequently disappear in flames!

Raadsaal former Houses of Parliament for both the Z.A. Republiek and O.F.S. (there are two - one in Pretoria and one in Bloemfontein)

Golden Gate is scenery between Bethlehem (OFS) and Basutoland.

Libertas the official residence of the Prime Minister in Pretoria.

Companile the 1820' Settlers' Memorial at Port Elizabeth.

La Gratitude - an old Dutch homestead.

Coffee Bay - a delectable spot in the Transkei.

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SPECIAL NOTICE

1958 SOCIETY ANNUAL GENERAL MEETING
AND EXHIBITION

All Members are corially invited to attend the Annual General meeting of the South African Collectors Society, which will be held on Saturday 25th October 1958, at the Bonnington Hotel, Southampton Row, W.C.1. (Nearest Underground - Russell Square).

A room has been set aside for the members, for their private use, and discussions etc., as in previous years.

The exhibition this year will include a specialised display of the 1½d Gold Mine design, and the 3d Groote Schuur stamps of the obsolete definitives. In addition the composite display sent by the Society to the Paarl National Stamp Exhibition in October last year will be on view. This should not be missed, particularly as it invoked much comment in the Union.

Lunch and Tea will be available at the hotel and, as usual there will be the informal dinner party in the evening for the members and their friends desirous of staying. Accommodation is available at the hotel for those out of town members wishing to stay, although early booking is advisable as the demand is great. The London Secretary will be pleased to make these bookings upon hearing from the members concerned - Mr. W.A. Page, 138 Chastilian Road, Dartford, Kent.

During the afternoon an Auction will be held in the main hall, and the commission of 10% will be used to help defray the expenses of the day.

The following timetable is for your enjoyment and it is hoped that many new faces will be seen, together with those regulars who will renew old acquaintances and meet new ones. Please come along and meet your fellow S.A. Collectors.

TIMETABLE

Exhibition open 10. a.m. to 6. p.m.

Dealers table. 10 a.m. to 5 p.m. excluding A.G.M./Auction.

Members Room available all day.

Auction in Main Hall at 2.45 p.m. for 3.0 p.m.

A.G.M. in members room, 15 minutes after the Auction.

Dining Room. Members and Friends Informal Dinner Party. 7.30 p.m. approx.

MAKE A VERY SPECIAL NOTE OF THE DATE - NOW
SATURDAY 25TH OCTOBER - 1958.

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A PROBLEM OF CYLINDER SET XI

In the Handbook/Catalogue on page 118, there are certain varieties listed as appearing on either cylinder set X or XI. They are described as follows:-

"Vc. Bud on point of leaf. Inv. wmk. Row 6/10. pl. X or XI"

"Vd. Break in oval frame, Row 11/4. Pl. X or XI"

There is no doubt that there is a "bud" on the point of the leaf on both cylinder sets X and XI. This is bound to make one feel that the same frame cylinder must have been used for both cylinder sets. The Handbook does not say this, nor, on the other hand, does it explain how identical flaws appear on two different frame cylinders. Perhaps we are meant to assume that these are multi-positive flaws. In any case, there remains much to explain.

With regard to the "bud on point of leaf" it is to be noted that these "buds" are not quite alike. They are indeed very different in shape as the illustrations show, but it is certainly odd that they occur in exactly the same position. This must be only a strange coincidence, for the difference between them forbids the suggestion that they are of common origin. There are flaws of some moment in this same area on several stamps from other cylinder sets, e.g. cylinder set XIV shows the following -

(a) XIV. 19/5. The two upper leaves are white and unshaded.

(b) XIV. 19/6. The two upper leaves nearest the frame are joined and there is a rough red flaw under "O" of SOUTH.

(c) XIV. 19/12. A Circular bulge to the right from the left curl.

(d) XIV. 9/9. A crack through the left curl, showing also through the right leaves.

(e) XIV. 19/2. Leaves joined as in "b" above.

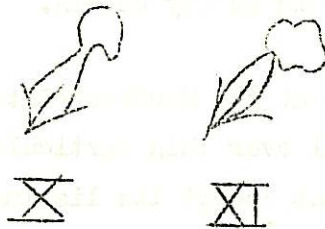
Whether any of these have any significance in connection with the "bud" flaws I would not venture to say.

With regard to the "break in oval frame" I can only say that I have this clearly enough from cylinder set X. It is a sharp oblique cut through the frame opposite the fifth line of shading above the mountain. The cut is not wide nor very easy to detect unless one is looking for it. With cylinder set XI, the case is different. I have half a dozen blocks including 11/4 and on not one of them can I find any trace of this flaw. The blocks are dated from February to November 1936.

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The only possible conclusion seems to be that others also will look in vain for this flaw on cylinder set XI. In fact none of these flaws occurs on more than one "plate".

May I venture one more comment on the Handbook varieties? A "large dent in left lower frame corner" is reported on "Pl. XI". This flaw is on 11/7 and is part of an injury or other fault which also affected the adjacent right side of 11/6. It is not really a dent - which would imply no loss of substance - but what is usually called a "cut" removing much of the outer frame line.



THE LEAF BUDS

Q U E R Y

Can any member give information about the postmark pictured below? The diameter is 25 centimetres and the colour is black.



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Further Notes On the Large 1½d Goldmine Issue

by Vexatus.

Since my request for information appeared in the May/June issue of the Springbok I have had several replies, and I am now able to add a little more information, interspersed with a great deal of conjecture.

I should like to make particular mention of Mr R.J. Lawrence, who has done a great deal of spadework in connexion with this issue. Without his advice and assistance I could have achieved nothing, and if these few notes help in clarifying this issue, the credit should surely be his.

It seems ungrateful to carp at the Handbook/Catalogue in any way, but I do not think that it is very helpful over this particular stamp, and in one or two cases is misleading. But one must accept its listing as a basis, and within this framework and from the study of my own stamps and those lent by Mr Lawrence I would like to suggest the following order.

Plate I

First printing or printings. Metallic gold and bright slate green
Inverted watermark. 1936. This printing is unmistakable, not only from the watermark, but also from the brightness of the frame colour.

Second printing or printings. The centres range from metallic through dull to almost brownish gold, and the frames from dull slate green to bluish slate, being always easily distinguishable from those of the first printing. The watermark in this, as in all the following issues is upright. Postmark dates from October 1938 to October 1940.

Late I Flaws

Besides those listed, there is the small 'ladder' on Row 15. no 5 and this sometimes be found in conjunction with a white blob in the left hand side of nine headgear framework, about half way down, which is on row 16, stamp no.6.

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Incidentally any blocks with blue sheet numbers, or stamps where the gold of the centre shows quite noticeably through the back of the stamp, may be assigned to the second printing of this plate.

Plate II

This presents a great deal of difficulty, centering mostly upon the exact meaning of the Handbook/Catalogue's 'dull gold'. I am tabulating below, three shades which belong to this plate:

- A. Centres in bright metallic gold and frames in slate green only a little less bright than those of the first printing of Plate I. This is definitely rare, and the only two dated copies seen are 17 and 24 October 1940.
- B. Frames in the same shade, but the centres in a much duller gold, though still metallic. Dates from 17 October to 20 November, 1940.
- C. Centres in buff, frames in greyish slate. Dates from 25 October to 14 December, 1940. but mostly November, 1940.

It would be easy to say that A is the first printing of Plate II given by the Handbook/Catalogue, and B the second, allotting C to Plate III, as both Mr Lawrence and I are convinced that stamps from Plate III appeared in 1940; against this view we have the earliness of the dates and the frame colour, which fits well with the H/C's 'grey green', in respect of C, and the fact that both of us have an arrow block in this shade which has been labelled 62/15 by person or persons unknown. Perhaps A and B were from the same printing, the gold ink used becoming progressively less metallic in tone owing to wartime difficulties; at any rate I am provisionally allotting all three shades to Plate II. A discussion of the flaws appears later, under Plate III.

Plate III

First printing. Light buff and pale bluish slate. November 1940 to April 1941. This appears on white and toned paper, which affects the colour of the centres.

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Second printing. Light buff and pale greenish slate. Quite plentiful, dates from January to December 1941, mostly in March 1941. Again on white and toned paper.

Third printing. Dull brownish buff and bluish slate. Much the darkest centres. April and May 1941.

Fourth printing. Yellow buff and greenish slate. Probably the most plentiful, dates mostly July 1941, occasionals going through to 1946.

Flaws - if there are centre plate flaws which would assist in separating Plates II and III we have yet to find them. Mr Lawrence has identified many frame plate flaws, too numerous to mention here, which are of value in that a stamp with one of these flaws and a metallic centre must be from Plate II. Mentioned in the H/C are the 'ladder' flaw on 3/5 and the 'broken serrated edge' on 20/4 - this latter on Plate III but not on II - why? With regard to the ladder flaw, it is of interest to note that on stamps of Plate II with metallic centres, the top of the ladder does not project above the roof line of the small shed at the right, which it does on all the other examples I have seen, including C of Plate II.

It would be interesting to hear from anyone who has an example of the 20/4 flaw; grave doubts have been expressed as to its existence. Mr Lawrence has an example which would fit this description, but this is on 19/6 (different language setting) and he has been unable to confirm that this is constant.

To sum up:- the above is a possible listing of this difficult stamp, but it is full of conjecture and probably of holes as well. I shall be more than glad if it provokes somebody with plenty of time and material at their disposal to give us an authoritative listing.

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1/2d - PLATE XII.

by

Dr. Gordon Ward

This plate of the 1/2d value is described in the Handbook/Catalogue on pages 106 and 108. It is the 29th issue of the 1/2d value, including all different combinations of plates and cylinders and the first sheets were delivered by the printers in August 1941.

It does not appear that they were issued at that date, their expected sphere of usefulness being filled by the bantam issue. The earliest date that I have seen, in about 500 dated copies, is in June '46 with the exception of a single copy in bright green with a brown centre dated May '42.

I think this may well be an error of postmark but it is not impossible that sheets should have been issued at that date, although the particular shade did not appear in general use until the end of '46. Sheets from this plate are in many different shades and are usually dated between June '46 and June '47. It is by far the commonest plate and makes up at least 60% of the copies usually available.

The diagram (see picture page) shows the position of seventy minor varieties present on this plate. These have been allotted to their stated positions by reconstructing the plate from used strips and blocks, seldom more than four stamps in each.

There may therefore be some mistakes and there are also about 20 positions on the plate which have not yet been filled. Of the marks illustrated, some are derived from the multipositive.

The following have been identified on other issues and must therefore fall into the multipositive class - 1/3, 1/5, 2/1, 2/9, 5/4, 5/6, 7/11, 9/3, 9/11, 15/11 and 16/11. Much more might be said about this plate and its many errors and shades but the 1/2d value has already had a large share of your pages and I hesitate to ask for more.

(Editor's Note. Sometimes we wonder if we should not have entitled our publication "The Halfpenny Magazine!!!" However, if this value is the one our contributors want to write about and the value our readers want to read about, who are we to say no?)

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" THE SPRINGBOK "

The "Brush-mark" flaws on the Ship Penny of
Cylinder Set XI

The most striking of these flaws are illustrated. It is hardly possible to give a true picture of them because they are not sharply outlined, but fade away into their surroundings. Perhaps one ought to apologise for inventing a new name for them, but there is no other name invented as yet and one needs to have something distinctive to show just what class of flaws is being described. Also they do often look like brush-marks. And now - what about them?

They occur mostly on the later printing with grey-blue centres and carmine frames. This means that they were not there when printings commenced. We may probably deduce that they were caused by some injury to the cylinders (they occur in red also) but I must confess that I do not know how this injury was caused, nor do I know of any similar flaws, excepting, perhaps the "line-flaws" on cylinder set XII and certain red marks on cylinder set X. Indeed, were it not for the plaintive requests of the Editor, I would not yet have presumed to write about these matters. Of the two marks illustrated, that with four brush marks is from position 19/9 and the other from 18/1. Being from late prints only they are difficult to obtain but they are quite well known. The second point about these two marks is that they are partly grey and partly white, in fact, they are very much like gelatine flaws. In 18/1 part of the hull of the ship is missing entirely. The third point is that they are so similar that one must suspect they were caused by the same agency. There are very much the same flaws on cylinder set V of the Springbok halfpenny. This cylinder set was issued in April 1937 when cylinder set XI was going out of use. There is a typical three-stroke flaw on cylinder set V - curiously enough on the stamp in position 18/1 also.

Another group of brush mark flaws occurs on several stamps of cylinder set XI and in these there is a firm but furry mark across the centre of the ship. They may be listed as follows:-

- 3/5. Crossing the stamp with extensions into the margin on both sides. The lowest yard arm is thickened. This is a SUID stamp.
- 3/7. From the lamps on the right to the edge of oval. There is a minute red dot on the sail. SUID.
- 3/9. From the middle of the ship, leftwards and over the margin. SUID. There is a red dot on "1"
- 3/11. Occasionally a very short flaw joins the mountain to the ship. SUID. This is below the stamp which has a well-marked red projection about the middle of the left margin. It is of doubtful status and is often absent.

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14/9. Very like the flaw on 3/5 but a little higher. SOUTH.
This is the 'strong dark line through ship's hull' of the Handbook, page 118.

In addition to these there are other marks which fall into the same class but are very miscellaneous in appearance, e.g. 20/8 sometimes has a large grey mark over the right curl.

Turning now to the red frame flaws, we find at least one which is very familiar. This is illustrated here (very badly) and is described in the Supplement page 48 as "red dash through 'S' of POSSEEL. Plate XI. Row 14/4". My own copies suggest that the position is really row 10/4 but there is nothing very distinctive about neighbouring stamps so that plating is not easy. Nor can I say much about the dating of this variety but it is certainly not present in early printings in either position. It seems to have been caused by a sharp dig at the cylinder with the point of a knife or something of the sort.

A second red (frame) flaw of the brush-mark sort is on 13/7 and is also from late printings. It is illustrated herewith and the key to it's identification when the flaw is absent lies on the presence of a diagonal grey flaw extending to the right and upwards from that odd projection of the upper sail.

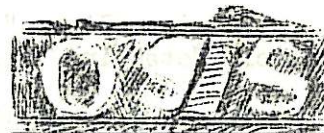
It may well be that there are other brush-mark flaws yet to be discovered but what we should all like to know at the moment is how on earth they were caused. There are, of course, plenty of other flaws on cylinder set LL which do not fall into this category.



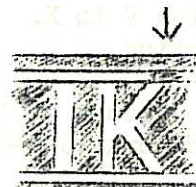
12/1



19/9



10/4



13/7

" THE SPRING BOOK "

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353. Jules Cass, 34 Crestwood Lane, Valley Stream N.Y., U.S.A.,

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253. K. Mueller, Box 158, Windhoek, S.W.A.

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New York, U.S.A.

Resignation

114. C.B. Tregurtha. Godalming.

Membership lapsed

334. D.G. Purcell. Hornchurch.

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PRESS CUTTINGS

"African Stamps", September 1958. "Union 1d Definitives", W.A. Page writes an article detailing this value in the Fauna Series.

The "O.F.S." Philatelic Magazine, July 1958. Continued listing of some AngloBoer War items by A.L. Meyburgh, with sketches of some cover markings.

"South African Philatelist" July 1958. "A Suggested Renumbering of the plates of the 2d Photo-vignette Hyphenated Rotogravure stamp" by S.J. Hagger - cover plates V to X. Records discovery of 6d Bantam W.E. without watermark, third printing.

"South African Philatelist" August 1958 Some Prisoner of War Camps in St Helena 1900-02 marking illustrated, by J.H. Rathbone.