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# THE SPRINGBOK

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Volume 8 No. 3

May/June 1960

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" THE SPRINGBOK "  
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Hon. Editor

C. E. Sherwood, 105 Marford Crescent, Sale, Cheshire, G.B.

All correspondence to be addressed to the Editor, who does not accept responsibility for any views which may be published.

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Magazine available by subscription only

15/- (\$2.00) a year

Back numbers 1/- (15 cents) a copy  
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Chairman: R. D. Allen, Snr, 82c Hackford Road, London, S.W.9.

Committee: F. C. Abell, 86 Herne Hill, London, S.E.24.  
Edw. Lauder, 1 Cairnshill Road, Bearsden, Glasgow.  
W. A. Page, 138 Chastilian Road, Dartford, Kent.  
(also London Group Secretary)

THE EDITOR'S CHAIR

We hope you will be as interested and perhaps pleased as we were to be informed that this magazine had been awarded a Diploma of Bronze Medal in the literature class at the Barcelona Exhibition. And now on to UNIPEX !

It is understood that the revised edition of the Union Handbook/Catalogue is being held back to incorporate the mystery stamp to be released on Union Day, i.e. May 31st, so that it may be as up to the minute as possible for it would seem that there will not be any new issues, although there may be new printings, until February, 1961, when a completely new era in Union Philately will begin with a set in the new decimal currency. To anticipate this we read in the "South African Philatelist" that the catalogue will also be priced in the coming new currency Rands and Cents. We imagine stamp dealers must be amongst the world's currency experts !

What is your opinion of the commemorative set for Fifty Years Union of South Africa? We know it is very easy to criticise, but with the vast resources which the Union must have at its disposal we do feel that a more worthy set could have been produced for this very auspicious occasion. The designs have not any appeal for us at all. And the Railway 1/3 stamp is far too crowded so what are we to expect from the Mystery 3d stamp?

By now, many readers will have their copy of our member - Dr Gordon Ward's - study of the 1d stamp which did such sterling service featuring the Ship reputed to be that of Jan van Riebeck. We do know that the author will be most pleased to receive either direct or through these columns any comments criticisms or corrections which the many readers may have to make, so do not hesitate to speak up as it were.

By the way, several of our members will be exhibiting at UNIPEX so we take this opportunity of wishing them the best of luck - we will not mention names as we have not a complete list - modesty on their part?

If you are visiting the Exhibition in London during July, do not forget to call on Mr Page, who will be there all the time in addition to being at the special meeting on July 16th - you are sure of a welcome.

- - - - -  
The CLUB EXCHANGE PACKET is suffering from lack of contributions so if you do not receive one for some little while you will understand why this should be so. Club sheets with strong covers are available at 2/6d per dozen postage paid but please do use a decent hinge. In some sheets the stamps and the hinges are parting company when received before starting their long journey and it is fair neither to yourself nor the other members.

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AIR MAIL - TOMMY ROSE

Amongst our readers there may be some, but surely not too many, who have flown covers signed by pilot Tommy Rose. How many, we wonder have a souvenir of this pilot's Record Flight from London to the Cape starting February 9th, 1936, which took 3 days, 17 hours and 38 minutes? This is in the form of a leaflet autographed by "Tom Rose" and sold on behalf of the Cape Town Hospital Equipment Fund. In these days of jet flight, the details set down by this pilot may make interesting reading for our members so-

"MY FLIGHT DOWN AFRICA", by Tommy Rose

I landed at Cape Town as fresh as a daisy despite a series of adventures during my record flight from England, unequalled by anything in my twenty-one years' flying experience. At least three times during the past three days, I felt that all was up with me and that so far from breaking the record, I should break my neck. Over the Mediterranean, in the Sudan, and again in Rhodesia, I went through adventures I do not want to go through again. In these days of safe and easy flying, I scarcely feel inclined to tell the full story of them for fear that my friends might think that I was 'shooting a line of tripe.'

And I realised then that I could not have succeeded but for the marvellous support of my machine and engine considering the really terrible weather conditions that I encountered at various stages of the flight.

Horrific weather on Saturday evening, just about twenty-four hours before I reached Cape Town made me certain that my flight was prematurely ended. Here came the greatest adventure of the trip.

Darkness was descending. I was trying to creep into Salisbury disappointed that I was not then, as I had hoped, reaching Cape Town. A barricade of tropical storms barred my way to the town. I changed courses and tried to fly around the downpours that I saw ahead of me and to cut into Salisbury from the back.

But the storms caught me. It was an astonishing experience. My tanks, which hold 111 gallons when full, were at least two-thirds empty and so the machine was light. My Gipsy Six Engine had every chance of showing the fine climbing power it could give, but even at full throttle, I could not maintain height.

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I was literally beaten down to the ground by the force of the cloudburst. No one who does not know Rhodesia can realise the astonishing weight of water that came hammering down on me.

And this was where astonishing good luck for at least the second time of the flight made possible the achievement of a record, to say nothing of letting me get away with it.

When the machine could be held in the air no longer, an open space in the bush appeared below me. It seemed as though it had opened up at the crucial second for my sake. At full throttle still, the machine landed in the open space undamaged.

I SPENT THE NIGHT ON A RANCH

At dawn, I attempted to take off again for Salisbury, but owing to the high altitude - almost 5,000 feet - this was a matter of the greatest difficulty. Although at the outside my petrol was only one-third of the maximum, the machine was not air-borne by the time it reached the end of the stretch of smooth ground, which was about four hundred yards in length.

Then it struck the shrubs and anthills. At least twenty times the bus smacked down on anthills, until I suspected that my undercarriage was pulverised. As I flew on to Salisbury, I thought again of my bad luck on my previous flight to the Cape, when an anthill at Palapye Road broke the undercarriage of the machine I was flying then.

Eventually I just staggered over the tree tops with a couple of feet to spare. When I landed at Salisbury at about six o'clock in the morning, I found that the only damage was a split fairing. I "tanked up" again and got off by 8 a.m. The weather was still to use the only possible word, "Lousy".

These tropical deluges - I had struck the worst of the Rhodesian rains - barred my way again to Bulawayo. I could not get through, so at the end I altered course, and tried to circle round the side of the storm. I must have gone at least fifty miles out of my way, and at one time I felt that I was irrevocably lost over uninhabited country.

Again I found my petrol running lower than I liked, a trouble that has upset my schedule several times during these three tough days. I set a course for Mafeking and went down there, a fact which does not seem to have been reported anywhere and illustrates the lack of communication in Africa, particularly on a Sunday.

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Nobody seemed to see me arrive, except an Air Force pilot from whom luckily I was able to borrow twelve gallons of petrol. This enabled me to carry on to Kimberley.

I landed there at four o'clock in the afternoon, left after twenty-five minutes and had an uneventful flight through decent weather to Cape Town.

The desperate experience in Rhodesia, which I recounted followed another alarming adventure near Wadi Haifa. I had left Cairo just after midnight (on Friday morning) for Khartoum. The full moon was up and gave me just enough light to fly by.

But before dawn I grew worried. I detected an overwhelming smell of petrol in the cabin where, in order to bring my range up to about 1,650 miles an extra tank containing 75 gallons was fitted. Next I found the floor was flooded with petrol.

Owing to the extreme danger of fire an immediate landing was imperative. But it was dark and I could not see the country below me. As soon as the first light made the ground visible, I attempted to land. It was desolate, volcanic, humpbacked country.

Imagine an apparently endless series of hilly undulations of lava only three hundred yards long and you will know what the prospect was below. If I overshot the summit of one of these slopes there was no telling what might happen.

The machine was landed up the slope of a hump and, fortunately she stopped right on top. I was considerably relieved, because I knew full well that had my machine been damaged it would never have been found owing to the unusual course I had risked taking in order to clip a few miles off the route. I was at least fifty miles from the nearest hut or from water.

I am certain that my machine cast the first shade ever known in this desert region.

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DO NOT FORGET ! The Annual Exhibition and General Meeting is on Saturday, October 15th this year again at the London Central Y.M.C.A., Great Russell Street, London, W.C.1. For those who want to make a weekend of it, there is a comfortable hotel not five minutes away, and quite convenient for the West End.  
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ARROW BLOCKS IN AUCTION

December 17th, 1959 was the date of a Sale in Durban held by John H. Wicks, auctioneer, who holds regular monthly sales in South Africa. This one was rather notable for the number of arrow blocks which were offered and as these are such desirable items some details should interest all readers.

1d plate IIc bottom of sheet block of four	£5.		
1d plate V top arrow block of four	£5.		
1d plate VI left arrow block of four	£6.		
1d plate VII right arrow block of four	£7. 15.	0	
1d plate XVIII right arrow block of four	£3. 15.	0	
1d plate 4 min. sheet four arrows and right corner block	£9.		
1d plate 10 " " deep green shade	£7. 10.	0	
1d plate 12 blue green min. sheet arrow and corner blocks of four	£2. 15.	0	
1d plate 13 min. sheet four arrows and top block of four	£10.		
1d plate 16A min. sheet four arrows	£6.		
1d plate 18 min. sheet four arrows	£2. 5.	0	
1d plate IV top arrow block	£4. 10.	0	
1d plate V right arrow block	£6. 10.	0	
1d plate VI left arrow block, upright wmk.	£6.		
1d plate VI ghost arrow in right arrow block	£5. 5.	0	
1d plate VII left arrow block	£6. 5.	0	
1d plate VIIIA left arrow block	£8. 10.	0	
1d plate VIII top arrow block, upright wmk.	£6. 5.	0	
1d plate VIII bottom arrow block, invert. wmk.	£6.		
1d plate XII right arrow block	£2. 7.	6	
1d plate XIII left arrow block	£3. 15.	0	
1d plate XIV left arrow block	£3. 15.	0	
1d plate 17 sunset 4 arrow blocks and left corner	£8.		
1d "A" control block of 8 rows 4/7	£4.		
1d "B" " 4 rows 5/6	£4. 5.	0	
1d "B" " 4 rows 16/17	£3. 10.	0	
1d "D" " 4, broken mast English stamp	£2. 10.	0	
1d "E" " 4, rows 16/17	£2. 10.	0	
1d "F" " 8, rows 4/7	£2. 10.	0	
1d "E" " 4, rows 5/6, broken mast	£2. 10.	0	
1d "E" " 4, rows 5/6, <u>without</u> broken mast	£6. 10.	0	

In giving this list we have tried to pick out specific items so that comparisons can be made as to relative values if and when members are lucky enough to have the opportunity to purchase such items although our advice would be to purchase at any price - they will never be cheaper !

MULTIPOSITIVE FLAWS OF PLATES VIII, IX, R1Ob.

by 'CAECULUS'

As may be seen from the lists, quite a few flaws developed on the glass positive after the printing of plate VIII and before the printing of plate R1Ob. Plate IX material is scarce and R1Ob scarcer still so that these lists, especially the frame flaws are not necessarily complete.

Readers who are puzzled by the presence of a Row 21 are referred to the article by G. N. Gilbert in the January number of the "South African Philatelist".

It should be noted that the same multipositive was used for plates VIII, IX and R1Ob. A new one was necessarily used for the hyphenated issue and plates X and XI both derive from this new multipositive. The same vignette multipositive was used for plates VIII, IX, XI, R1Ob and B10.

FLAWS OF THE FRAME MULTIPOSITIVE

COMMON TO

PLATES VIII, IX and R1Ob

		VIII	IX	R1Ob
1 x 3	Tiny dot in panel shading L just above tip, of lowest leaf (in 11th white line up)	-	X	X
1 x 4	Spot in solid colour top R of final A	X	X	X
2 x 2	Dot in white line over 2nd S of Poss	-	X	X
2 x 3	Dot in shading close to ball of right Q.M.	X	X	X
2 x 4	Tiny dot in loop of D	X	X	X
2 x 5	Dot in top of final A	X	X	X
2 x 7	Dot in outer leaf opp. big sail	-	X	X
2 x 9	Smudge between N. & U. of Revenue.	X	X	X
3 x 1	Tiny dot in R leg of final A.	X	X	X
	Pimple on edge of label over 2nd E of Posseel	X	X	X
3 x 2	Stroke through bottom of V	-	X	X
3 x 3	Pimple on inside of outer frame opp. A of ICA	-	X	X
3 x 5	Dot in lowest leaf on left	X	X	X
	Pimple on edge of label over 1st. S. in Posseel	X	X	X
3 x 7	Tiny dot on 11th line of shading up lower L panel	X	X	W
3 x 12	Dot in top of vertical leaf under left Q.M.	X	X	X
4 x 2	Dot in lower part of panel shading top R	X	X	X
4 x 3	Dot on centre line of top leaf under OU	X	X	X
4 x 7	Dot in outer leaf opp. stern	-	X	X
	Tiny dot in stalk of right Q.M.	X	X	X
4 x 11	Slight scratch in 2nd lowest leaf R	X	X	X
4 x 12	Spot over top mast	X	X	X



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6 x 4	Dash in R margin touching frame and opp. Q.M.	-	x	x
6 x 5	Tiny dot bottom R. margin opp. E. of Postage.	-	x	x
7 x 4	Two spots in margin over 1st. A of Africa	x	x	x
7 x 7	White flaw in inner frame opp. tip of lowest leaf	x	x	x
7 x 8	Two dots in panel shading R. opp. tip of lowest leaf	x	w	x
9 x 3	Dot in downstroke of D.	x	x	x
9 x 12	Dot in bottom margin under UE - $\frac{1}{2}$ mm. down	-	x	x
10 x 7	Dot in downstroke of d	x	x	x
10 x 9	Tiny dot L margin $1\frac{1}{2}$ mm. down	x	x	x
10 x 12	Dot in solid colour R. bottom of Value Tablet	x	x	x
11 x 5	Two spots in leaves R. opp. boat	x	x	x
11 x 7	Dot in top of I of IKA	-	x	x
11 x 11	Dot in l and between I and D of SUID	x	x	x
12 x 2	Tiny dot in R leg of first A of AFRIKA	x	x	x
12 x 6	Tiny dot in white line opp. top bar of E of STE	-	x	x
12 x 8	Stroke through KA	x	x	x
12 x 9	Pimple on outside of L frame $9\frac{5}{8}$ mm. up	-	x	x
12 x 10	Spot in top margin over left leg of U of SUI	x	x	x
12 x 12	Tiny dot L. margin close to frame $8\frac{1}{2}$ mm. up	x	x	x
13 x 8	Two dots in panel shading R. over lowest leaf, and close to frame	-	x	x
13 x 12	Tiny dot in leaf adjoining left Q.M.	x	x	x
14 x 11	Tiny dot in inner curl of R. scroll	-	w	x
	Dot in top R. shading under C.	-	x	x
14 x 12	Minute dot in L. edge of leaf next right Q.M.	x	x	x
15 x 12	Tiny dot in top of left Q.M.	x	x	x
16 x 4	Dot in K of AFRIKA	-	x	x
16 x 11	Dot in top of vertical leaf at base of right Q.M.	-	x	x
17 x 11	Dot in first S of Poss.	x	-	x
18 x 8	Dot in centre leaf opp. boat	x	x	x
19 x 8	Spot in shading L. just above tip of lowest leaf	x	x	x
19 x 9	Dot in bottom leaf left	x	x	x
19 x 10	Dot in tip of 2nd inner leaf down on right	x	x	x
20 x 5	Dot in L. margin opp. top of Q.M.	x	x	x
20 x 7	Dot in panel shading L. in 14th white line up	x	x	x
20 x 12	Dot in R. margin 10 mm. up.	-	w	x

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In response to several enquiries, we would make it clear that certainly as yet none of the animal issues has appeared in booklet form and only the 1d stamp has been printed in roll or coil form. We have the feeling, though, that booklets might make their appearance again at some time in the future - we do not have any authority for this, just an impression.

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FLAWS OF THE VIGNETTE MULTIPOSITIVE

COMMON TO

PLATES VIII, IX, X, XI, R1Ob and B1O

		VIII	IX	R1Ob	X	XI	B1O
2 x 8	Dot over and R of rear flag on boat	X	X	X	X	X	X
3 x 11	Dot between tips of Y-A's 2 and 3	X	X	X	X	W	X
6 x 12	Minute dot opp. top of lantern near oval	X	X	a	a	a	a
8 x 2	Minute dot L of stern at water level of ship	X	X	w/a	w/a	w/a	-
8 x 7	Torn shrouds and hole in sail	X	X	X	X	X	X
9 x 1	Tiny dot opp. and close to tip of Y-A2	-	X	X	X	X	-
9 x 3	Minute dot in sea under T.M.	X	W	W	w/a	a	-
10 x 8	Minute black dot in shading of left panel half-way between Y-A's 3 & 4 and 7 MM from mast	X	X	W	w/a	a	-
12 x 5	Dot in flag lower left central	-	X	X	X	-	-
10 x 9	Tiny dot close to centre of stern	X	X	w/a	w/a	a	-
12 x 7	Spot over tip of 3rd pennant	-	X	X	X	X	X
14 x 1	Two spots left of crow's nest	-	X	X	X	X	-
15 x 1	Dot under and close to pennant near tip	X	X	X	X	X	-
	Minute dot opp. bottom of stern lantern near oval	X	X	X	X	X	-
15 x 11	Tiny dot R of and close to top mast	X	X	X	w/a	w/a	X
16 x 3	Dot opp. top of stern lantern near oval	X	X	X	X	X	-
16 x 12	Spot between SR4 and 5 1/3 rd way up	-	X	X	X	X	-
17 x 11	Minute dot between s-r's 3 & 4, 4 1/2 mm. up	X	X	X	-	-	-
19 x 5	Tiny dot under tip of Y-A 3	X	X	X	W	a	-
20 x 4	Dot under TM	-	X	X	X	X	X
21 x 12	Oblong dash in N.W. corner flag	-	-	X	-	-	X

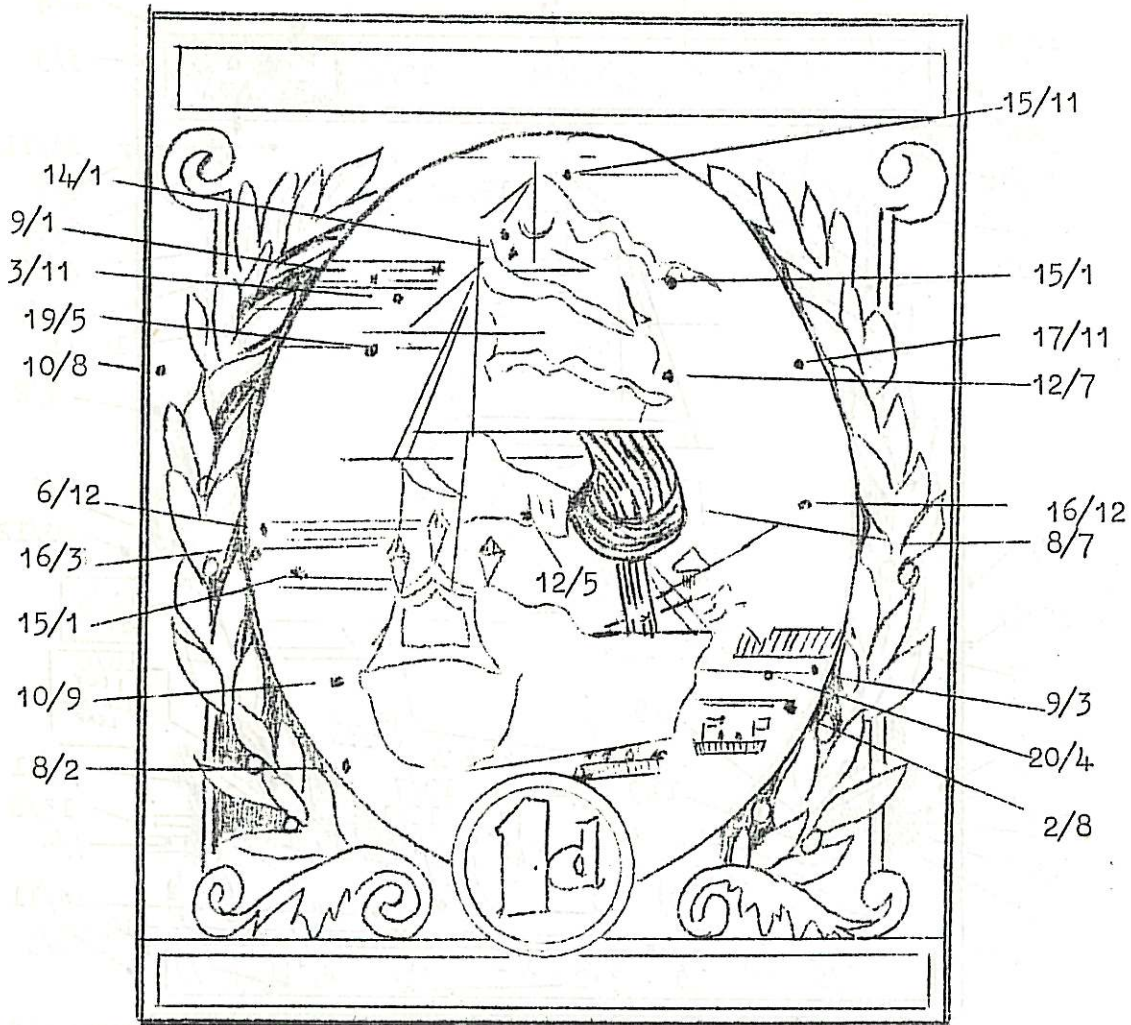
Abbreviations

TM - Table Mountain, S.R. - sunrays  
W - Weak, a - Absent Y-A - Yard arm  
Yard-arms and pennants numbered from top to bottom.

NOTE : All these vignette flaws occur in various positions on the R1Ob printings due to misalignment of the cylinders.

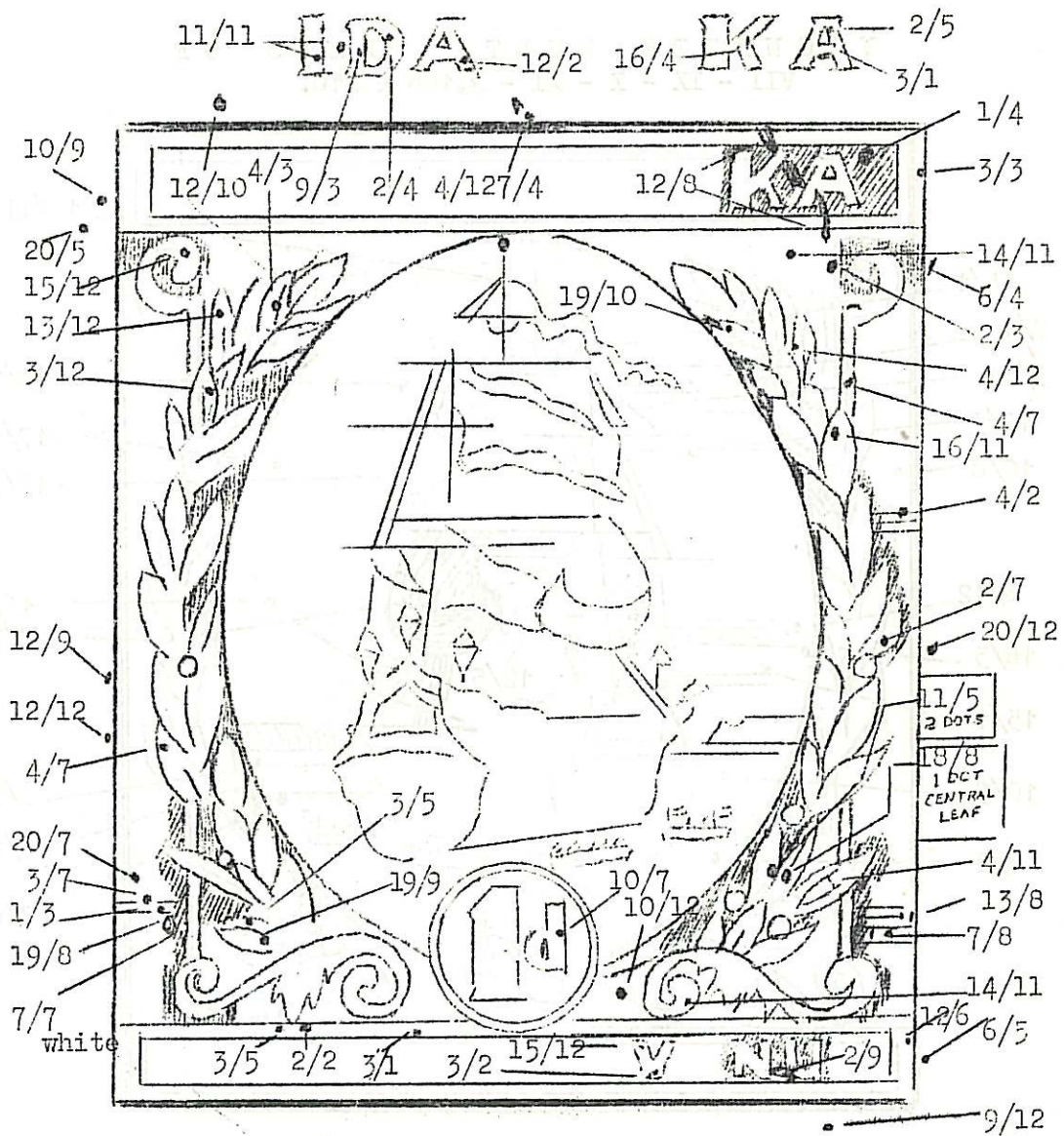
On B1O printings they all occur one row higher up.

VIGNETTE MULTI FLAWS OF  
VII - IX - X - XI - R.10b & B10.



SCALE:- 6 times natural

Flaws of 9/1, 12/5, 12/7, 14/1, 16/12 & 20/4 do not appear on Pl.VIII



FRAME MULTI FLAWS OF

VIII - IX - R1Obs

SCALE ; - 6 times natural

SPECIAL NOTICE      RE: "LONDON 1960"

Will out of town members intending to visit the Royal Festival Hall on the last day of the Exhibition - Saturday, 16th July, and wish to attend the special S.A.C.S. meeting, please apply either to Mr C. E. Sherwood or Mr W. A. Page for the special admission tickets which are now available. Would-be visitors are asked to note that this ticket will NOT admit them to the Exhibition itself but access will be available to the lounge allotted to the Society.

Make a note in your diary now - 3 p.m. to 6 p.m. - Saturday, 16th July, 1960 and whilst you have your diary, make sure the following is also recorded - Saturday, 15th October, 1960. A.G.M. and Annual Exhibition at London Central Y.M.C.A., Great Russell Street, London, W.C.1.

Watch these columns for further details.

W.A.P.

LONDON GROUP MEETING

Sixteen members were present at the "George" P.H. on Tuesday, 19th April, for Mr A. J. Brown's display of the  $\frac{1}{2}$ d Springbok. He dealt extensively with the Hyphenated series - Plates 5 - 14 and associated coils and booklets with well over 60 sheets, and there was a wealth of information to be gleaned. Unfortunately for such a display unlimited time is required and one could only consume a little of the valuable data displayed. It was intended to show the remaining plates also, but by unanimous decision it was agreed to defer these for another meeting next season. - - Watch for the date of the meeting and also the other London Group - season 1960 - 1961 meetings in these columns.

W.A.P.

"LONDON 1960"

The London Hon. Secretary, Mr W. A. Page, will be available throughout the duration of the Exhibition at the Royal Festival Hall and will be pleased to meet any "out of town" members who will be visiting the Exhibition during the week and are not able to attend the special meeting on the 16th July, 1960.

W.A.P.

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May we remind you that sketches and drawings for reproduction in the magazine should be in black ink on plain white or slightly blued paper to achieve the maximum reproduction results?

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LONDON GROUP DISPLAY

The London Group were invited to send a display to the Exhibition staged by the Brentwood Society for the 16th Annual Convention of the Association of Essex P. S. on Saturday, 23rd April. The London Hon. Secretary had the pleasure of being present at the Convention and taking the display comprising of approximately 100 sheets.

The emphasis was on variety and interest rather than "ultra-specialisation" and the sheets displayed started with a selection of Interprovincials, including two very fine examples of shipping Postmaster Marks. The Bradbury, Wilkinson definitives were represented by imprints (both perfs) and there was a representative selection of the De La Rue Georgians.

Air Mails were in token only, consisting of some of the earlier pioneer flights and a couple of crash covers, since the British Airmail Society also had a display. This it was noted, contained some interesting Aerogrammes from the Union.

The famous  $\frac{1}{2}$ d and 1d definitives showed only a few examples, but no doubt of particular interest to visitors was a sheet showing examples of stamps from plates 5 - 13 of the  $\frac{1}{2}$ d Springbok, with particular emphasis on shade variations. A brief insight into the plating of 3/- slogan booklets was also included in this section.

Lastly, and without which any S.A. Exhibition would be incomplete, were the now nationally known "Story of the Pictorial Definitives".

It was pleasing to meet again several 'out of town' members who visited the Convention, and also that London Group stalwart, D. V. Parker.

W.A.P.

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ADVISORY PANEL:

Mr A. E. Wilkinson requests that his name be withdrawn from the list with respect to the 2d rotogravure issues and added as "1d values - particularly Plates VIII, IX and R10b", so make this amendment to your list now.

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May we suggest that to save your time and energy when listing or referring to flaws it may be easier and make for more positive identification if such flaws were noted according to the Thirkell Position Finder?

THE LONDON GROUP ANNUAL GENERAL MEETING

On Tuesday, 17th May, 1960, the London Group held its Annual General Meeting at the George in the Strand, and there were 14 members present at the meeting, apologies being received from two others.

The minutes of the last A.G.M. were taken as read on a proposition from Mr R. D. Allen and supported by Mr Bini, and duly signed by the Chairman.

The Honorary Secretary reported briefly on the Seasons activities which had enhanced the Name of the Society in the Home Counties, with contributions to Exhibitions and a visit to a Society. Dealing with finances, in his role as Hon. Treasurer, he was able to report that the Group was well and truly on its feet, thanks to the generosity of some of the members with their donations.

The next item of the Agenda was the election of the Officers for the ensuing season. The London Group Chairman, Mr F. C. Abell, regretted that he would not be able to carry on in that capacity as he would be leaving the London Area shortly after the start of the next season, and also for health reasons. A vote of thanks was passed to Mr Abell for all the help that he had given to the Group since its inception, with regrets at his leaving the area.

After a nomination and a unanimous vote, Mr D. V. Parker was elected as the new London Group Chairman, which left one vacancy on the existing committee which it was proposed should be elected again. Mr R. J. Lawrence was proposed as the third member and elected unanimously. Therefore, the new committee comprises of Messrs P. D. Allen, A. J. Brown and R. J. Lawrence.

The Honorary Secretary/Treasurer was re-elected on a unanimous vote.

On the question of the forthcoming A.G.M. and Annual Exhibition, it was agreed on a proposition from the Secretary that a Special meeting be held in June to make plans, and appoint the various sub-committees, as hitherto.

Under the heading of A.O.B. the programme for next season was arranged and the full details of this appears elsewhere in this issue.

The business concluded with a short auction at which some twenty or so lots were disposed of under the capable salesmanship of Mr R. D. Allen.

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W.A.P.

The CLUB EXCHANGE PACKET is suffering from lack of contributions, so if you do not receive one for some little while you will understand why this should be so. Club sheets with strong covers are available at 2/6 per dozen postage paid, but please do use a decent hinge. In some sheets the stamps and the hinges are parting company when received before starting their long journey and it is fair neither to yourself nor the other members.

THE LONDON GROUP "ABELL" CUP COMPETITION, 1960

In all there were eight entries for this year's Abell Cup Competition of the London Group. To report that there was some keen competition is perhaps an understatement for in the voting of the 12 members present at this stage of the proceedings saw a tie for first place. On a re-vote to choose one of these two, six members each decided that one was the winner, and on yet another re-scrutiny, the two winners were found to have an equal number of votes for 2nd and 3rd places. It was then proposed by Mr Merson that each member should hold the cup for a period of six months and be declared joint winners. This was agreed by the members.

Joint Winners - P. Haigh.

Photogravure printing as illustrated by the stamps of South Africa. Well explained and illustrated from the master negative stage to final production, including screening and multi-positive flaws and perforating.

R. J. Lawrence. A study of the Multipositive flaws of the  $\frac{1}{2}$ d Rotogravure stamp.

Second - G. M. Whitten. Part of an extensive study of plating of single stamps from the 1935 Advertisement booklets.

Third - R. D. Allen. Service and Civilian Airgraphs from the original forms to the delivered photographic miniature.

This is perhaps an opportune point to remind readers that the above displays will be on view at the Annual Exhibition to be held at the London Central Y.M.C.A., Great Russell Street, W.C.1. on 15th October next. Do not forget the date !

W. A. P.

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With the commencement of plans for this year's Exhibition an appeal is now made to the out of town members to advise the London Group Secretary of any unusual or out of the way items that they would be willing to show at the exhibition. Offers in the first instance should be sent to Mr W. A. Page, 138 Chastilian Road, Dartford, Kent, giving brief details of the intended exhibit, together with the number of sheets. Early information on this is urged - and PLEASE don't leave it to "the other fellow". Thank You !

W. A. P.



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" THE SPRINGBOOK "

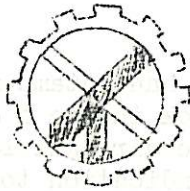
=====

C O R R E S P O N D E N C E

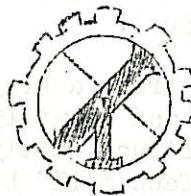
Dear Sir,

Having recently purchased a Commonwealth Catalogue, I have noted a variety which I believe has not been recorded in these pages.

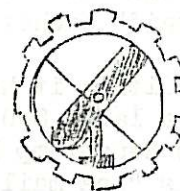
The variety occurs in the lower portion of the shield in the Academy of Science and Arts stamp. The catalogue refers to these as type I and II and on examining about 80 copies in my possession I discover that there is a third type, see sketches.



Type I



Type II



Type III

Apparently type II and III occur 47 times per sheet. There appears to be a fourth type, i.e. the lower diagonal line is beginning to disappear and only having 3 copies of this cannot be certain whether this may be caused by under inking.

I have been able to position 17 stamps.

Type I. 1/1, 2/1, 3/1, 3/2, 14/5, 19/5, 20/1, 20/6.

Type II. 1/11, 2/2, 15/3, 14/6, 20/5.

Type III. 19/3, 19/4, 20/3, 20/4.

I imagine that this flaw occurs when the carbon tissue is being washed off the cylinder prior to etching. No doubt members will have other views.

It would be interesting to know how many of each of type II and III exist per sheet.

Devizes.

R. G. Hubbard

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As we are given to understand that the revised edition of the Union Handbook/Catalogue is more limited than previously, it may be as well not to delay ordering your copy too long - it would be disastrous to find yourself without a copy !

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" THE SPRINGBOK "  
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Dear Sir,

"Insufficiently Prepaid" cachets

Since my notes concerning the above cachets were published (Volume 8, Number 2, March/April, 1960) I have acquired a cover of interest in this connection which bears a marking which is new to me and may be of interest to others. I have not had the time to search thoroughly through various magazines, but I cannot remember the mark having been recorded previously.

The cover is addressed to London and is franked 4d the stamps being cancelled at Dundee (Natal) in December 1956 and bears a blue springbok type air mail label. The cover has been endorsed back and front with an "insufficiently prepaid" cachet of my type X.

In addition it has on the front a black rubber hand stamp marking consisting of a large S 8 mm. tall and about  $1\frac{3}{4}$  mm. thick inside a circle of 27 mm. This handstamp has been struck partly over the air mail label and quite clearly means "sea mail" or "surface mail" being an indication to all postal clerks that, notwithstanding the airmail label, the letter is to be sent by surface mail in view of the insufficient postage.

Can anybody here or in South Africa say when this handstamp came into use and if it has been recorded anywhere ?

London, S.E.13.

E. G. Kinsey

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Dear Sir,

Each issue of the magazine is read by me with great interest. Mr Kinsey's article on "Insufficiently Prepaid" cachets made me look over my supply of commercially used covers and I would like to bring the following notes to your attention.

With regard to the cachets actually used, there appears to be any number of different wordings and shapes used. For instance on one of my 1953 covers, there is the wording "Insufficiently prepaid for airmail" repeated in Afrikaans. This is a four line cachet all in capital letters.

As addendum to Mr Kinsey's listings under (III) OTHER MARKINGS I might add a cover from Jo'burg to New York in 1934 with the cachet "Insufficiently paid for Air Mail/beyond London."

On a 1951 cover there appears a cachet, all in capital letters "Contents contrary to regulations/Inhoud in stryd met regulasies". This cachet is covered

up with another one referring to insufficient postage. Obviously it had been applied in error and I wonder whether it was - or still is - intended for air-letters with enclosures ?

Mr Kinsey mentions the unfortunate policy of the South African Postal Authorities to punish writers of letters intended for airmail transmission, but insufficiently prepaid for this method by forwarding this mail - unbeknown to the sender - by surface mail. This creates a severe hardship particularly in the case of business correspondence. Between South Africa and the U.S.A. the difference in transmittal time is about 4 to 5 weeks. The method followed by postal authorities in this country, i.e. to return mail to the sender for additional postage is more humane.

As to when this policy of forwarding insufficiently pre-paid letters by surface mail was adopted, it would appear that it became a definite policy after 1952. The latest envelope in my collection evidencing transmission by airmail in spite of insufficient postage and collection of postage due in New York is post-marked Durban August 20, 1952.

Jamaica 32, N.Y., U.S.A.

Werner K. Elias

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FOR THE RECORD

Fiftieth Anniversary of Founding of Union of South Africa, 2/5/60.

- |     |                |  |
|-----|----------------|--|
| 4d  | Commemorative. | Union flag and first few notes of "Die Stem".<br>Flag colours on blue background.<br>Cylinders 16/95. Five black sheet numbers.              |
| 6d  | "              | Coat-of-Arms of Union and those of the four provinces.<br>Emerald-green. Cyls. 24/88/52.<br>N.B. A three colour printing. 5 black sheet nos. |
| 1/- | "              | Wagon-wheel symbolising perseverance and progress.<br>Blue on yellow background.<br>Cylinders 100/29. Four red sheet numbers.                |
| 1/6 | "              | The official Union Festival emblem. Blue.<br>Cylinders 34/44. Four red sheet numbers.  |

Centenary of the Railways in South Africa 2/5/60.

- |     |                |  |
|-----|----------------|--|
| 1/3 | Commemorative. | Old and new types of locomotives. Blue.<br>Cylinders 57/9. Four red sheet numbers. |
|-----|----------------|--|

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" THE SPRING BOOK "  
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MEMBERSHIP INFORMATION

New Member:

384. D. van Niekerk, P.O. Box 2603, Cape Town, South Africa.

Member Rejoining:

241. E. S. Jones, 36 Marsh Road, Rhyl. Flint. N.Wales.

Membership Lapsed:

366. G. W. Farnham, Dunstable.

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NEW POSTMARKS

From the Robertson Stamp Co., we learn that a permanent post office has been opened at the Voortrekker Monument, Pretoria whilst the Rand Easter Show was provided with a new round postmark instead of the oval one used formerly.

Mr S. L. Crozet provides the following -

New Post Offices. Beckedan in Transvaal; High Views in Cape; Hlalemtini in Cape; Gardener's Nek in Cape.

Post Office Reopened. Stockpoort in Transvaal and Hermanusdorings also in Transvaal.

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LONDON GROUP 1960 - 1961 SEASON

20th September, 1960. Retiring Chairman's Display, F. C. Abell  
18th October, 1960. ½d Springboks Park II, A. J. Brown.  
15th November, 1960. 1½d Gold Mines - Joint display by Messrs R. J. Lawrence and D. V. Parker.  
20th December, 1960. Seasonable Evening - Displays of Anything.  
17th January, 1961. Six Sheets or 1/-.  
17th February, 1961. Mobile P.O. Marks, R. D. Allen, Snr.  
Advertisement Booklets, G. M. Whitten.  
21st March, 1961. Auction.  
18th April, 1961. Animal Series Stamps, Displays and Discussions by ALL members.  
16th May, 1961. A.G.M. - Abell Cup Competition - Auction.