

# The South African Philatelist

*All about stamps*



THE JOURNAL OF THE PHILATELIC FEDERATION OF SOUTH AFRICA SINCE 1932

volume 95:1. 952

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**THE BLUE TRAIN**  
A WINDOW TO THE SOUL OF SOUTH AFRICA

Postcard: The Blue Train near Pretoria', used 1977



Genuine 'Sticky Stuff'?



The Schlesinger Air Race



Union Customs Duties



**East Rand 100**  
**Stamp Show**  
under the auspices of the  
Philatelic Federation of South Africa

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# The South African Philatelist

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The Journal of the Philatelic Federation of South Africa  
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- o Large Silver Egoli 2001,
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### THE EDITORIAL BOARD

Alan Rose: roses@wol.co.za

Moirá Bleazard: bleazard@telkomsa.net

Robin Messenger: messenger.robin@gmail.com

Janice Botes *Production Editor*: janice@gdb.co.za

David Wigston: speedbird.imperial@gmail.com

Peter van der Molen RDPSA, FRPSL: molens@pixie.co.za

### EDITORIAL CONSULTANTS

Alex Visser : alex.visser@up.ac.za

Chris Mobsby RDPSA, FRPSL: mobsbyc@mweb.co.za

Michael Wigmore RDPSA: dcrocker@lando.co.za

Gerhard Kamffer RDPSA: kamffer@netactive.co.za

### FEDERATION SECRETARY

Jill Redmond RDPSA: pfsasec@mweb.co.za

Tel: +27 (0) 11 917 5304

### PRODUCTION & LAYOUT

Janice Botes: janice@gdb.co.za

Tel: +27 (0) 11 454 5940

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## JANICE COMPLETES HER 90<sup>TH</sup> SOUTH AFRICAN PHILATELIST



From L to R: David Wigston, Robin Messenger, Alan Rose, Moira Bleazard, Peter van der Molen and Janice Botes.

Janice Botes is employed by the PFSA as the SAP Production Editor, where she 'sets' all material submitted by contributors for review with the Editorial Board. In addition, she negotiates with authors on amendments required, handles all advertising matters together with soliciting prizes and promotional materials, covering also liaison with printers and despatching of journals. Janice has now completed her 15th year in that function and has put together ninety issues of the SAP, starting with issue number 863 of April 2004 and has now completed the present one, number 952 of February 2018, without missing a single issue over that period.

Her colleagues on the Editorial Board congratulate Janice on this achievement and are extremely proud to have her on the SAP team. We now all look forward to Janice completing her 'centenary' with the October 2020 issue.

Peter van der Molen RDPSA, FRPSL  
Chairman, SAP Standing Committee  
and the SAP Editorial Board.

**The SA Philatelist**  
Publication closing dates for **FINAL** submission of Advertising Material to avoid late delivery.  
**ARTICLES should be submitted in the month prior:**

- **April 2019** - Vol. 95: 2. 953 : **06/03/2019**
- **June 2019** - Vol. 95: 3. 954 : **07/05/2019**
- **August 2019** - Vol. 95: 4. 955 : **09/07/2019**
- **October 2019** - Vol. 95: 5. 956 : **10/09/2019**
- **December 2019** - Vol. 95: 6. 957 : **08/11/2019**
- **February '20** - Vol. 96: 1. 958 : **06/01/2020**
- **April 2020** - Vol. 96: 2. 959 : **09/03/2020**

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**Enquiries** regarding subscriptions and membership can be referred to Jill Redmond RDPSA at [pfsasec@mweb.co.za](mailto:pfsasec@mweb.co.za)  
Tel: +27 (0)11 917 5304

**Contributions and letters** for the publication must be forwarded to the Editorial Board of *The SA Philatelist*, PO Box 131600, Benoryn, 1504. South Africa or email: [saphilatelist@iafrica.com](mailto:saphilatelist@iafrica.com)

**Subscription & circulation:** Annual subscription rate for 2019 in South Africa is R324.00. For SADC countries, the subscription is R600.00 per year. International overseas, the subscription is R800.00 per year.

These prices all include postage via airmail. Should you have enquiries or wish to subscribe, please communicate with the Membership Secretary/Subscriptions Manager: email: [pfsasec@mweb.co.za](mailto:pfsasec@mweb.co.za)

**Publication:** This journal is published by **The Philatelic Federation of South Africa**. The Secretary is Jill Redmond RDPSA. P O Box 9248, Cinda Park 1463. email: [pfsasec@mweb.co.za](mailto:pfsasec@mweb.co.za) Tel: +27 (0) 11 917 5304

**Advertising:** Rates available from the Advertising Manager, Box 131600, Benoryn, 1504 or email

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# East Rand 100 Stamp Show

under the auspices of the  
Philatelic Federation of South Africa

**VENUE:** The Lakes Hotel. 1 Country Lane, Lakefield. Benoni.

**DATE :** September 4<sup>th</sup> to 7<sup>th</sup> 2019.

**CHAIRMAN OF THE ORGANISING COMMITTEE:** Ian Matheson RDPSA



**East Rand 100** - this is the name of the exhibition, as it is the centenary of East Rand Society.

The venue will be The Lakes Conference Centre, 1 Country Lane, Lakefield, Benoni. The hall is 650 square metres in area, adequate for over 300 frames.

Facilities have also been arranged to accommodate the dealer stands, jury room, Congress, facilities for specialist society meetings, a snack area and Palmares at the same venue. The hotel has a fine restaurant too. Accommodation is available at the Conference Centre / Hotel or at numerous Bed and Breakfast sites within walking distance or a short drive from the exhibition.

The show will run from Wednesday 4 September to Saturday 7 September 2019. Tuesday 3 September has been booked for erection of frames and mounting. Judging will take place while the exhibits are on display, now a common practice at international shows. The exhibits will be taken down and frames dismantled on Saturday evening and Sunday.

Congress is scheduled for Friday 6 September, and the Palmares for Saturday 7 September. The show will not close early on Saturday, because, unlike last year, we do not need the same room for the Palmares.

The dates are earlier than the traditional October dates to avoid the high conference season.



Further information can be obtained from Jimmy Mitchell [jimmy.hcmitchell@gmail.com](mailto:jimmy.hcmitchell@gmail.com) or Ian Matheson [ian@cdi.biz](mailto:ian@cdi.biz).

## The Founding Fathers of the 'Royal'

STOCKHOLMIA 2019 celebrates the 150<sup>th</sup> Anniversary of the founding of The Royal Philatelic Society London (RPSL). The exhibition takes place in Stockholm, Sweden.



[www.stockholmia2019.se](http://www.stockholmia2019.se)

On each day of the exhibition, one of the Founding Fathers of the RPSL will be celebrated starting with **Sir Daniel Cooper** (1821-1892) on Vernissage Day, 28 May.

After a long career in business in New South Wales, Sir Daniel returned to England where he began a stamp collection in 1862. When the Society was formed on 10 April 1869, Sir Daniel became its first President. He also presented the very first paper titled *Earliest Sydney Stamps and Proofs of the Sydney Views*. He was also the first collector to show the famous Hawaiian 'missionaries' in England. In 1877, he sold his collection to Philippe von Ferrari for £3,000.

The 29<sup>th</sup> May is devoted to **James Ludovic Lindsay**, Earl of Crawford (1847-1913). He began a serious collection of stamps in 1899 working closely with Stanley Gibbons Limited. He enjoyed adding artist's drawings, essays and proofs to illustrate the development of a stamp issue. The Earl sought the King's permission to use the word Royal in the Society's name in 1906. He also assembled a huge philatelic library which was later bequeathed to the British Library.

On the third day the focus is on **Frederick Adolphus Philbrick** (1835-1910). He began collecting stamps in the late 1850s and it was Philbrick who proposed the formation of the Society in 1869. He served as the Society's second President, opening his home for meetings. In 1883, he instituted the tradition of having an annual dinner. In 1882, his extensive worldwide collection was sold to Ferrari for £8,000.

**Dr Charles William Viner** (1812-1908) is particularly remembered on 31 May.

He started collecting stamps in 1859 and compiled some of the earliest catalogue listings. He frequently sent off as much as £5 to postmasters all over the world asking them to mail him the latest issues. In the 1860s, he edited a number of philatelic magazines. It was Viner who proposed that the Society should publish monographs on the stamps of all countries.

**Thomas Keay Tapling** (1855-1891) is widely remembered today as he bequeathed his enormous collection to the British Library where parts of it are available for inspection. He studied law but had to take over the very profitable family business in 1882. From then on, he was a wealthy man and had enough free time to indulge in his stamp hobby. In 1890, he chaired the committee that organised the celebration of the 50<sup>th</sup> Anniversary of the postage stamp. Tapling will be celebrated on 1 June 2019.

On the last day of the exhibition, **Marcellus Purnell Castle** (1849-1917) will be in the limelight. He hardly ever missed a Society meeting for the last 40 years of his life. In January 1892, Castle produced the first issue of *The London Philatelist*, the magazine that he then edited until his death in 1917.

It is only fitting to remember all these pioneers when the RPSL is now celebrating its sesquicentennial.

PostNord, the Danish-Swedish Postal Service, will be using seven different commemorative handstamps during the exhibition. The designs are the work of Bengt Bengtsson FRPSL who over the years has designed more than 50 handstamps for mostly philatelic events in Sweden. More information about the designs and pictures of the handstamps can be found at the website. 



# Phun with postmarks

by Alex Visser RDPSA, Pretoria Philatelic Society

Email: alex.visser@up.ac.za

## Who did it?

Post offices are not immune to criminality, and this has been true for a long time. Stolen or misplaced date stamps were reported in the Union Post Office Circulars (UPOC) up to the time South Africa became a Republic when they were renamed Republic Post Office Circulars (RPOC). Putzel in the Encyclopaedia Volume 1 mentioned these 'lost' date stamps in the historical introduction. Date stamps in the wrong hands could hold an important implication as was described in the *Phun* column in the December 2018 *SAP*.

It is an interesting challenge to try and identify which of the recorded date stamps were the ones that were 'lost'. Examples of the *phun* for a selected few offices are provided in this column. The listing in Putzel started in 1923, and the last one was in 1980. It is unlikely that date stamps had stopped being lost, as I remember a discussion a few years ago with the Regional Postmaster in Vryburg where he supported the use of self-inking date stamps. These were not often lost in comparison with the steel date stamps that were stolen for scrap iron.

**Hondeklip Bay** (UPOC 281 of 12.11.1923) Date stamp and seal stolen, no date given, but it should be before this UPOC date. The single circle date stamp with 'C.G.H' at base (Fig.1) was recorded used until 12.12.1913. The next date stamp, a 31mm circle with English name has only been recorded dated on 11.1940 (illustration too poor to reproduce). This is most likely the replacement date stamp. The stolen date stamp could be either the single circle or as yet unrecorded date stamp. The seal has not yet been recorded. Who can help?

Fig.1: Single circle Cape date stamp used until 12.12.1913.



## Driefontein Station

(UPOC 772 of 10.4.1933)

Date stamp had disappeared, thought to have been stolen. This office is located near Germiston, and had three date stamps before the office was transferred to the station. The Station had two date stamps, shown as Figs.2a and b. Fig.2a

has been recorded used until 18.3.1931 and Fig.2b seen used from 13.11.1935. It is thus likely that Fig.2a was the date stamp that disappeared and Fig.2b became the replacement. It is unlikely that the replacement was produced immediately, and either a skeleton type relief canceller or SA Railways cachet was used in the intervening period.

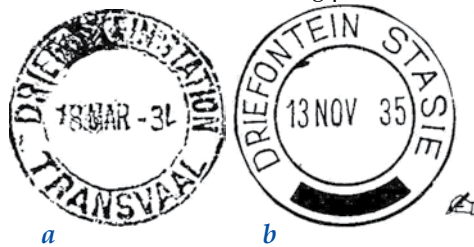


Fig.2: Driefontein Station date stamps (a) used until 18.3.1931 and (b) used from 13.11.1935.

**Transvaal TPO North** (UPOC 822 of 26.3.1934)

The Travelling Post Office (TPO) was the name given to a special type of van which was attached to a main line train. Its purpose was for mail matter to be sorted en route to expedite delivery. All matter processed received a date stamp of the particular TPO which served as transit mark. The stamps on mail matter accepted by staff at intermediate stations were cancelled, and thus cancelled stamps loose or on cover are relatively scarce. The Transvaal TPO North operated between De Aar and Johannesburg from 1919 to 1950. There were 12 date stamps with counter numbers from 1 to 10.

The UPOC reported that Transvaal TPO North date stamp number 8 (Fig.3) was reported missing. Since it was used for a relatively short period it is an elusive item. In this case there is no doubt about the date stamp that was lost as there was only one with number 8.

Fig.3: Transvaal TPO North date stamp lost in 1934.



**Durban** (RPOC dated 4.8.1980)

It was reported that a steel date stamp engraved Durban 62 and a pair of lead sealing pliers engraved Brondal were missing. The time sequence of Durban date stamps with number 62 that

encompass the RPOC date are shown in Figs.4a and b. The one in Fig.4a was seen used 1.7.1960 and the other date stamp was seen used from 2.3.1990. This is a large time gap and suggests that the Fig.4a was the one that was lost. For each of the two date stamps only the one date was recorded. One often hears the comment that it is not interesting to study postmarks of larger offices as they are plentiful. I contend that there are a number of date stamps from larger offices, such as this example, that are scarcer than smaller offices.

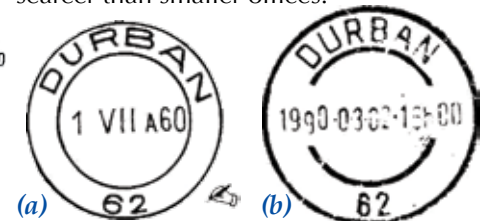


Fig.4: Durban date stamps with (a) having been lost and (b) being a later replacement.

## Supplement to the Dutch connection (SAP August 2018, p. 111)

It is well-known that the moment information is distributed in print there will be further updates. I am indebted to a Dutch correspondent who pointed out additional information.

Two post offices were omitted from the previous list, namely Utrecht (named after Dutch town, opened 1868(?) in the Transvaal Republic) and Delft (1992 in Cape Town). I had only used exact names, but with poetic license one could include New Arnhem (near Ermelo in Transvaal, 1.9.1903 to 1.7.1915).

Besides the place names, there are also two Dutch provinces that were used to name towns, namely Limburg (opened 3.4.1923) and Overysel (opened 27.6.1938, initially as Overyzel), both in the vicinity of Potgietersrus, now Mokopane (since 2007).

Skelms is oral, ook in die poskantoor stelsel. En dit was nog altyd so. Datumstempels is vroeër jare gebruik om geld in die posspaarbank boekie te krediteer. Dit kan nie meer gebeur nie want die boekiestelsel is gestaak. Deesdae word die verlore stempels gebruik vir skrotyster. Dit is nogal 'n uitdaging om te bepaal watter stempels die verlore was. Heelwat vroeë het in hierdie rubriek na vore gekom en miskien kan lesers help met die onopgeloste vroeë.

# The ABC of stamps

by David Wigston, East Rand Philatelic Society



In this month's ABC we deviate from our normal format to look at some of the abbreviations used in stamp collecting. To the average collector these abbreviations are probably puzzling and baffling. They feature in cancellations and cachets, which were described in the December 2018 issue, making this column an extension of the previous one.



Fig. 1

## C.T.O. Cancelled-To-Order

A cancelled-to-order cover is one where the stamp(s) have a postmark applied by a post office clerk, on request, and the item is handed directly back to the collector or dealer. The important point is that the item has not travelled through the post. While this does result in almost perfect cancellations, the practice is frowned upon. C.T.O. stamps have little commercial value. It is easy to recognise a C.T.O. cover when there is no address plus a perfect cancellation (Fig.1). A C.T.O. cover is usually also a F.D.C. – note the differences in the cancellations with that of Fig.2 which has passed through the post.



Fig. 2

to consult a catalogue to verify the date of issue.

## F.P.O. Field Post Office

This is a post office set up in the field during time of war or military manoeuvres. The US refers to A.P.O. (Army Post Office), the A.F.P.O. (Air Force Post Office) and F.P.O. (Fleet Post Office). Canada uses M.P.O. (Military Post Office). As these post offices move around during war time, no place names are indicated in the cancellation, merely a number (Fig.4). These post offices often worked under the most rudimentary conditions. Figure 5 shows an A.P.O. during the Korean War. Identifying the location of an F.P.O. at a specific time is a challenge. However, catalogues are available in which the identity

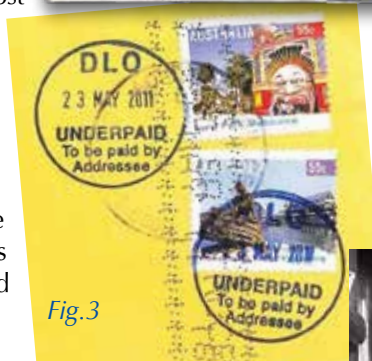


Fig. 3



Fig. 6



Fig. 7

## D.L.O. Dead Letter Office

When mail cannot be delivered, it is returned to the sender. If there happens to be no return address, then the mail is sent to the Dead Letter Office where the item is opened in an attempt to find a return address. A cachet is applied to the cover (Fig.3). If the item cannot be returned, contents of any value are auctioned while the correspondence is destroyed. Annually, about 20-million undeliverable items in the UK end up in Belfast, while in the US, some 90-million undeliverable items accumulate in Atlanta.



Fig. 4



Fig. 8

and location of the F.P.O. can be traced.

## T.P.O. Travelling Post Office

Refers to a mobile post office, usually a train but

can also be a bus or van. Mail handled in a travelling post office usually receives a postmark marked T.P.O. together with the names of two towns on the route. Sometimes the word UP and DOWN (Fig.6) were used to show the direction of travel. Variations can be found, such as the use of DAY or NIGHT MAIL, or NORTH or SOUTH (Fig.7), in the postmark. In the US the inscription R.P.O. (Railway Post Office) was used. The Post Office made use of a dedicated coach, where mail collected at the various stations en route was cancelled and sorted (Fig.8).



Fig. 5



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Fax +41 (0)22 727 0778  
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## THAILAND 2018 WORLD STAMP EXHIBITION

Report by the SA Commissioner, Vernon Mitchell, Port Elizabeth Philatelic Society

The Thailand 2018 World Stamp Exhibition under the patronage of FIP and auspices of FIAP was held in Bangkok from 28 November to 3 December 2018.

The venue was The Royal Paragon Hall at the Siam Paragon Centre. This exhibition was the sixth FIP World Stamp Exhibition to be held in Thailand; the first one was in 1983.

On 28 November, Pansak Siriruch-atapong, Vice Minister for Digital Economy and Society and the Event Chairman, presided over the opening ceremony. Speeches were also made by Dr. Prakob Jirakitti, President of the Philatelic Association of Thailand, under the patronage of HRH Princess Maha Chakri Sirindhorn and Mrs Samorn Therdthampibul, Managing Director of the Thailand Post Co. Ltd. For the event Thailand Post launched five specially designed tourism stamps to promote 'must see' attractions in five provinces.

A total of 2,647 frames of the World's finest Philatelic collections were on display including the private collection of HRH Princess Maha Chakri Sirindhorn from Thailand and HRH Sultan of Selangor from Malaysia, as the highlight of the World Stamp Exhibition. Just over 603 exhibits were brought and mounted by 72 Commissioners. The exhibits in 14 classes were judged by 62 Jurors and 33 Large Gold and 110 Gold Medals were awarded. The South African exhibitors achieved the following results:

- Ian Matheson: *Entertainment Tax in South Africa*. 5 frames. 91 pts. Gold & SP.
- Gerhard Kamffer: *The Road to Democracy in SA up to 1994*. 8 frames. 90 pts. Gold.



- Patrick Flanagan: *The Double Head Stamps of Rhodesia 1910-1913*. 5 frames. 88 pts. Large Vermeil.
- Emil Minnaar: *Airmails of Rhodesias & Nyasaland until 1946*. 8 frames. 86 pts. Large Vermeil.
- Avi Barit : Lesotho: *The 1981 Lesotho Bird Definitive Set*. 5 frames. 62 pts. Bronze.
- Gila Orkin: *Namibia The Overprints of the 2000s & their origin*. 1 frame. 72 pts.

Howard Green represented South Africa on the jury and at the FIAP meetings and on 1 December 2018, FIAP members met and elected the following members:

- Mr Bernard Beston (Australia) as FIP President.
- Mr Prakob Chirakiti (Thailand) as FIP Vice President.
- Mr Richard Tan (Singapore) as FIP Director.

Then a dinner reception was held as an invitation to *China 2019 World Stamp Exhibition in Wuhan, China* which takes place from 11 - 17 June 2019.

The Palmares Banquet, was hosted on 2 December in the Rajthevee Grand Ballroom at the Asia Hotel. The final event was held at the Exhibition Centre where HRH Princess Maha Chakri Sirindhorn presented the top awards to the winners.

The exhibition was well attended and a huge success. I would like to thank the Thailand Organising Committee and everyone involved with the exhibition for their warm welcome, hospitality and efficient assistance throughout my stay and congratulate them on an outstanding exhibition.

I was privileged to represent South Africa as Commissioner to the Thailand 2018 World Stamp Exhibition and would like to thank the Philatelic Federation of South Africa for nominating me.

My sincerest thanks to Howard Green for all his assistance and support throughout the exhibition.

On a personal note, I would like to express my sincere thanks and gratitude to Emil Minnaar for his guidance, support and leadership that he afforded me.



# Stamps that make you SMILE

by Volker Janssen, Fish Hoek PS and the Royal Philatelic Society of Cape Town

## Episode 50

Errors on Stamps...

### 'WRONG SWAN'



This 60 sene stamp of Samoa was issued in May 1986 for the International Stamp Show 'AMERIPEX'. It was announced by the postal administration that it showed the U.S.S. *Swan*, a minesweeper of the U.S.Navy of the *Albatros* type, built in 1919 which served in the Pacific Ocean, near Samoa, in 1942 during World War II. The ship on the stamp has the same name but is definitely the wrong one because it was built long after the war. (The original '*Swan*' is shown below the stamp.)

## The 2018 Annual Inter-Club Stamp Quiz

On the evening of Wednesday, 21 November 2018, four teams squared up against each other in the Annual Inter-Club Stamp quiz organised by Clive Carr of the Philatelic Society of Johannesburg.

The four participants were East Rand, Sandton, Wits and Philatelic Society of Johannesburg. The quiz master, Robin Messenger, promised that the questions were not difficult - the contestants agreed to differ on that point. Terry Lydall was the arbitrator, conciliator, judge and jury.

**There were four categories:** the first set of questions related to varieties found in Union stamps, which floored most of the contestants who were not Union



Gary Pienaar, Ian Matheson, Ted Roberts, Quiz Master - Robin Messenger, Clive Carr, Ray Hackworth and Terry Lydall.

collectors. The second set of questions related to the identification of the first stamps issued by certain countries.

The third set was the naming of the currencies used by certain countries on their stamps. The last set called for the previous names of six countries. Much fun was had by all regarding what qualified as a correct answer being hotly contested between the four teams. The quiz was won by PS of J, followed by Wits, with Sandton and East Rand bringing up the rear. A generous spread of eats provided by PS of J, followed after the competition.



Jim Findlay, Rudiger von Varendorff, David Chandler, Dennis Tessoroff, Chris Carey Charles Kuhn (obscured).

## THE CHINESE NEW YEAR

by MARITZBURG PHILATELIC SOCIETY

2019 - the Year of the Pig - the Chinese New Year starts on 5 February, so it is not too late to wish all readers a Happy and Prosperous New Year!

This is the Chinese Year of the Earth Pig starting in February and lasting until 24 January 2020. 'Pig' is the twelfth in the twelve year cycle of Chinese Zodiac Signs. The years of the pig include 1923; '35; '47; '59; '71; '83; '95; 2007 and now 2019.

Jersey were quick off the mark and *The Year of the Pig* is the subject of Jersey Post's first stamp issue of 2019, released on Friday 4 January. Illustrated by Wang Huming in Beijing, China, the issue comprises a single stamp and a Miniature Sheet and forms the fourth part in Jersey Post's series celebrating the Lunar New Year, preceded by Year of the Dog (2018), Year of the Rooster (2017) and Year of the Monkey



The 2019 Lunar New Year stamp from Jersey Postal Service celebrates the Year of the Earth Pig.

(2016). In Chinese culture, pigs represent good luck and fortune and are thought to attract wealth. People born in the year of the pig are friendly and popular although they can also be glib and judgemental.

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## THE UNION OF SOUTH AFRICA: CUSTOMS DUTY/DOUANE STAMPS

by Dr Gerhard Kamffer RDPSA, Pretoria Philatelic Society



### Part 1: Stamps used over the period 1910 - 1961

Customs duty stamps were introduced to enable overseas business concerns to prepay the customs duty on packets containing printed advertising matter (with the exclusion of catalogues and price lists), and can be regarded as revenue stamps.

It all started when the four colonies (Cape, Natal, Transvaal and the Orange River Colony) combined into a customs union and established a uniform tariff in 1905. It was then announced by the Postmaster General of the Cape in 1906 that various categories of printed matter coming into South Africa, through the post, were made subject to a duty.

The focus of this article will be on the stamps used for this purpose after the formation of Union in 1910. The aim is to introduce these types of stamps to collectors, and illustrate a selection and their usage. Customs Duty stamps can be regarded as revenue stamps and should be included in any such Union collection.

Duty was charged on the net weight in terms of the Customs Tariff, for example "Under 1 oz. - 1/2d, From 1 oz. to 3 oz. - 1d, From 5 oz. to 8 oz.- 3d, Thereafter to the nearest penny based on the actual weight". The senders of such packets could, if they so desired, assess the duty at the rate mentioned and prepay by affixing to the packets postage stamps of the Union overprinted 'Customs Duty' or 'Douane' to be obtained at the Office of the High Commissioner in London and later also from the SA Consul General in New York. The stamps were initially produced by overprinting selected values from the different former colonies with the words 'CUSTOMS DUTY' (Fig.1). After 1913 the Union's postage stamps were overprinted 'CUSTOMS DUTY' and since 1931 'DOUANE'. After April 1930 and right up to 1961 all the Union's stamps with the exception of the re-issue of the 1/2d, were printed by the rotary process at the Government Printer in Pretoria. These stamps were



Fig.1: Handstamp in two lines.(Group 1: Hagger).



Fig.2: Handstamp on the 6d ORC revenue stamp.

available at the offices of the Union's High Commissioners in London and New York and other consulates abroad.

The first article on this topic was published in 1956 in *The SA Philatelist* by L.J. Dodd and T.B. Berry entitled 'The Customs Duty Stamps of the Union of South Africa'. This was followed in 1991 by an article authored by S.J. Hagger RDPSA and also published in *The SA Philatelist* in May/June 1991: 'The Customs Duty Handstamps and Overprints of the Union' in which he classified the Union Customs Duty stamps into four groups:

#### Group 1: Handstamped 'Customs Duty' in two lines, in violet.

This handstamp was introduced circa 1908. J.P. Wharton-Hood according to Drysdall suggests that it is possible that a metal and a rubber handstamp was used on the Transvaal stamps, the rubber handstamp giving a slightly smudged impression. These stamps were also used during the Union period. The latest recorded date according to Drysdall is the 1d duty used in 1911 (Fig.3).

**Group 2: Overprinted 'Customs Duty' in two lines, in black or red.** These were overprinted on the stamps of the Cape of Good Hope, Natal, Orange River Colony and Transvaal bearing the head of King Edward VII as well as on the King George V issue of the Union (Figs.4 & 5).



Fig.3: Handstamp in black used on a Natal 1d stamp in combination with an overprinted 1d stamp of the Cape probably used during the Interprovincial period. (Source: Collection Neil Cronje, Bloemfontein)

#### Group 3: Overprinted in black 'DOUANE' on the London Pictorials and recess issues (Fig.6).

According to the daybook records of the Government Printer the last issue that was overprinted with this format was the 1/2d in June 1949. These were overprinted



Fig.4: Examples of overprinted stamps of the Cape, Natal and the Cape used during the Interprovincial period.

'DOUANE' on a flat bed machine from old forms and 999 sheets x 240 stamps were delivered on 2 June 1949 (Fig.7a&b).

#### Group 4: Overprinted in black 'DOUANE' with the stereo process with no stop (Fig.8).

The first stamps that were overprinted with the stereo process were the 1/2d, 1d, 2d, 6d and 1/- values in December 1950 according to the daybook records of the Government



Fig.5: Selection of overprinted King's Head stamps.



Fig.6: Douane type of overprint on the London pictorials and recess issues.

Printer. In terms of Job no. 8316, the following quantities were supplied by the Postmaster General and overprinted DOUANE from the New Process Blocks on a flat bed machine: 1/2d 1,000 sheets x 240, 1d – 1,000 sheets x 240, 2d – 1,000 sheets x 240, 6d – 1,000 sheets x 240 and 1/- 1,000 sheets x 120. The date of delivery was 4 December 1950. These overprints can be summarised in Table 1, as illustrated in Fig.9 overleaf.

Hagger also suggested at that stage that collectors of Union 'Cinderellas' should combine their efforts and knowledge to produce a companion volume to the 1986 edition of the *Union Handbook Catalogue*.

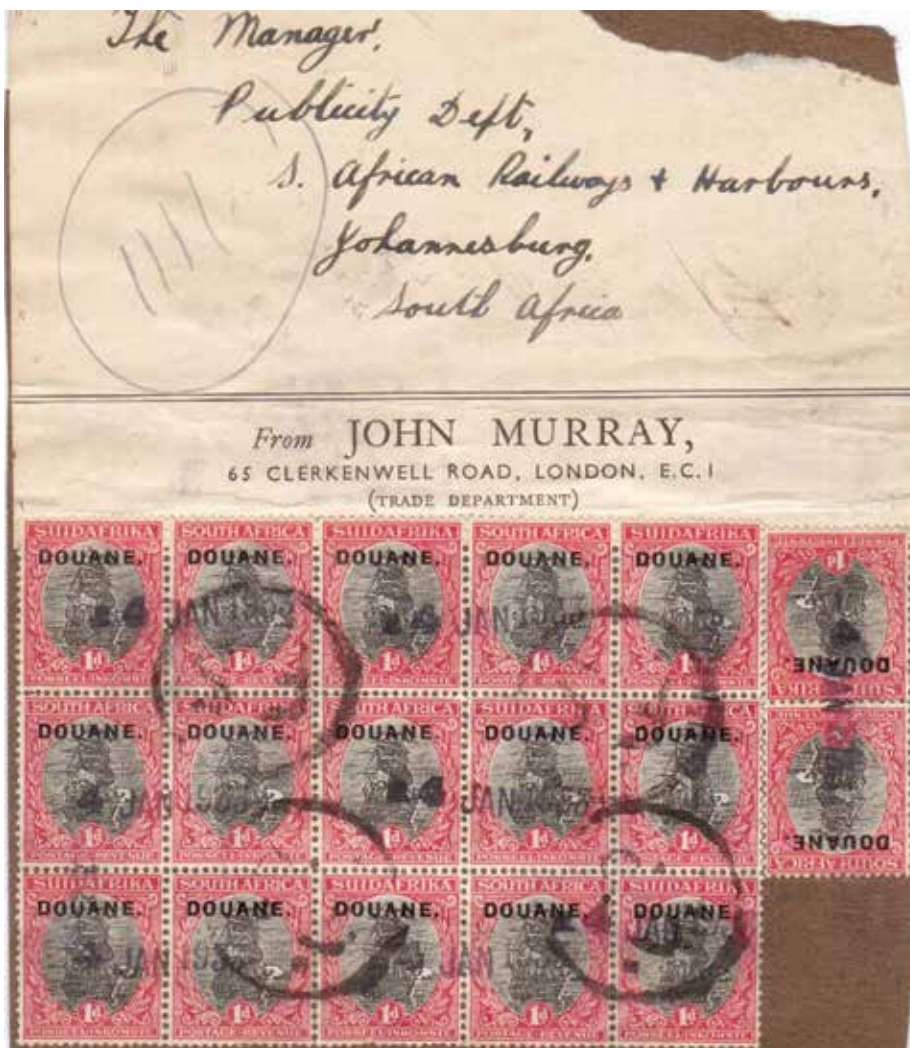


Fig.7A: The last Union postage stamps overprinted 'DOUANE' by the Government Printer in the old format in June 1949.

Table 1: Summary of Customs Duty overprints on stamps of the Colonies: 1908 - 1913

Date	1d	2d	3d	4d	6d	1s
<b>Cape of Good Hope</b>						
6.7.08		2 400			1 200	2 340
9.7.08		660			480	60
24.9.08		6 960			1 200	
24.10.08	2 880					
27.5.09	2 400	4 800				
6.9.09	2 400	4 800				
18.3.10	7 200	4 800				
26.1.11	9 600	9 600				
23.3.11	14 400				4 800	
<b>Total</b>	<b>38 880</b>	<b>34 020</b>			<b>7 680</b>	<b>2 400</b>
<b>Natal</b>						
13.7.11		24 000		2 400		
<b>Orange River Colony</b>						
13.7.11	9 600		4 800			
<b>Transvaal</b>						
23.3.11		9 600		4 800		
11.1.12	12 000	19 200			4 800	
10.6.12				2 400		
11.9.12			6 000	2 880		
19.9.12			4 800	4 800		
6.2.13		15 000		4 800	1 800	
14.5.13		18 000				
16.9.13	4 800		9 600	7 200	2 400	
<b>Total</b>	<b>16 800</b>	<b>61 800</b>	<b>20 400</b>	<b>26 880</b>	<b>9 000</b>	

Source: Alan Drysdall, *Transvaal Revenue and Telegraph Stamps*, pp. 101-103.

As a starting point he proposed his article as a rough draft. Since then nothing has been done to compile such a handbook or catalogue. It should also be noted that in 1986 at the Johannesburg 100 National Stamp Exhibition, J.P. Wharton-Hood exhibited his Union Customs Duty collection for which he got a Silver-Bronze.

In the same 1991 issue of *The SA Philatelist*,

Table 2:

Stamp value	Overprint on Cylinder no.	Job no	Date of overprint
1/2d Springbok	11B	2210	June 1949
1/2d Springbok	11B		Dec 1950
1d	14 76	8316	Dec 1950
2d	6927 50	8316	Dec 1950
6d	6 6930	8316	Dec 1950
1/-	6926/ 6935	8316	Dec 1950
1/2d Springbok	70 31	17398	Unknown
1/2d Springbok	70 31	1953	Unknown
1/2d Springbok	70 31	103403	Aug 1954
1/2d Springbok	70 31	11047	Oct 1954
1d	48 54		1954
1/2d Springbok	70 31	11047	Oct 1954
1d	48 54	11047	Oct 1954
1/2d Warthog	84	126565	June 1955
1d	12	127072	July 1955
1d	12	127072	July 1955

Source: Daybook Records, Post Office Archives, Silverton, Pretoria.



Fig.7B The last Union postage stamps overprinted 'DOUANE' by the Government Printer in the old format June 1949. (Source: Post Office Archives, Silverton, Pretoria)

Hugh Amooore RDPSA published an article: 'Notes and a bibliography: Customs Duty on printed matter' where he indicated the rates of duty on advertising matter from 1906 up to 14 February 1961 when the rates were converted to the decimal currency. He also indicated that the two ways in which the duty was collected - either by means of overprinted stamps or by means of a postmark or cachet - were of direct interest to collectors and philatelists. In 1996 the author published an article in *The SA Philatelist* : 'Die Etikette en Handstempels van die 'Customs Duty' seëls 1908 - 1913'.

Dr Alan Drysdall RDPSA included a chapter called 'Customs Duty Stamps' in his book *Transvaal Revenue and Telegraph Stamps*. Here he summarised, from data abstracted from De La Rue's daybooks, the postage stamps of the Cape, Natal, Orange River Colony and Transvaal overprinted 'CUSTOMS DUTY' in black or red.

He concluded that it was evident from the data summarised in Table 1 that the first customs duty stamps used throughout the Union were Cape stamps which had been overprinted during the period 1908-1911. Drysdall further concluded that from March 1911 Cape stamps were supplemented by the overprinted Transvaal stamps (2d and 4d duties) and in July of the same year by the stamps of Natal and the Orange River Colony (ORC). For the first time a 3d duty was included. As can be seen from the data (see Table 1) only Transvaal stamps were overprinted during 1912 and 1913. These overprinted stamps filled the gap until the

first King's Heads of the Union were overprinted. Drysdall also made mention of a constant variety regarding the 'S' that occurred in the overprints. The variety shows the final 'S' in 'CUSTOMS' cut diagonally rather than horizontally. In this case the 's' in the first row of the sheets are in a different font. The 1/- value of the Kings Head issue will be used to illustrate this interesting variety (Fig.10 A & B).

Table 2 gives an indication of the frequency and number of overprints for the different values. Throughout the Union period the 1/- value is the most difficult value for collectors to find. For example, in the period from June 1949 to July 1955 only 1,000 sheets x 120 stamps (120,000 stamps) of the 1/- value were printed by the Government Printer out of a total of 2,519,400 individual stamps of all the values printed. For this period (1949 - 1955) the 1/- value comprised less than 5% of all the values printed (Fig.11).

For a complete listing of all the Customs Duty/Douane stamps of the Union collectors should either consult the list compiled by Hagger (SAP May/June 1991) or use the latest Barefoot revenue stamp catalogue.

The collecting of the Customs Duty stamps of the Union of South is a fascinating aspect of Union philately that has not been explored to the fullest. This article will hopefully encourage potential collectors of Union revenue stamps to be on the lookout for these interesting stamps.



Fig.8: First union Customs Duty stamps overprinted with the stereo process in December 1950. (Source: Post Office Archives, Silverton, Pretoria).

GROUP 2 (Hagger)			
CUSTOMS DUTY	CUSTOMS DUTY	CUSTOMS DUTY	CUSTOMS DUTY
'S' VARIETY	NORMAL 'S'	'S' VARIETY	NORMAL 'S'
TYPE 1 (Black Ink)		TYPE 2 (Red Ink)	
GROUP 3 (Hagger)		GROUP 4 (Hagger)	
<b>DOUANE.</b>		<b>DOUANE</b>	
TYPE 3		TYPE 4	

Fig.9:Types of overprints used from 1910 to 1961.



Fig.10A: Detail from the block of four stamps (shown on next page) illustrating the 'S' in the first row that is in a different font. This constant variety shows the 'S' in 'CUSTOMS' cut diagonally rather than horizontally. (Source: Ex- Kamffer collection).



Fig.10B: Block of four stamps - enlarged examples shown on previous page. (Source: Kamffer Collection).

**Sources:**

- Amoores, H. *Customs Duty on Printed Matter*, The SA Philatelist, May/June 1991.
- Dodd L.J. and Berry T.B. *The Customs Duty Stamps of the Union of South Africa* The South African Philatelist, April 1956.

- Hagger, S.J. *The Customs Duty Handstamps and Overprints of the Union*, The SA Philatelist, May/June 1991.
- Barefoot J. *British Commonwealth Revenues*, Ninth Edition, London, 2012.
- Kamffer, Gerhard. *Die Etikette en Handstempels van die 'Customs Duty' Seëls 1908 - 1913* in The SA Philatelist, 72:5, October 1996.
- Palazzo, Giovanni. *Customs Duty stamps: some comments and new varieties*, The Springbok, 62: 2, May 2014.
- *The SA Philatelist* issues: October 1949, March 1951, September 1951, July 1953, January 1954, July 1954, October 1954, April 1956, July 1956, February 1957 and June 1957.
- South Africa Post Office Archives, Silverton, Pretoria.

The author is also thankful to Jan van Beukering from Bloemfontein for making his extracts of the overprints available for this article as illustrated in Fig.9.



Fig.11: The 1/- postage stamp overprinted with the three types of fonts. Example at the bottom from the Post Office Archives, Silverton, Pretoria.



SOPHIATOWN'S FORCED REMOVAL, SUPERB 'HISTORY CLASS' ITEMS



"Clearing" Sophiatown: trucks loading the belongings of families, under supervision

**"You never change things by fighting the existing reality. To change something, build a new model that makes the existing model obsolete."**

- Buckminster Fuller, inventor/designer & philosopher

**Macro rationale:** South Africa faces a steep decline in members of 'Organised Philately' & in the creativity of existing management structures. *Suggested change:* A proposed introduction of a brand new 'History Class' has been sidelined by 2019s National OrgCom, reasoning it could be accommodated in the 'No rules' segment of the exhibition. The rationale for the introduction of this new class is the existence of Township history writer groups in Gauteng whose exhibits could generate a convergence in collecting cultures & increased media attention, especially if these writers/collectors would be permitted to generate their own rules for the judging of their/our History Class exhibits.

Personal view penned by Paul van Zeyl t/a Rand Stamps (& SAPDAExCo) in the interest of growing a collecting culture & related organised/semi-organised interest groups in South Africa; Please discuss locally & e-mail comments to paulvz@mweb.co.za





# Segmental Colour Bars in the Protea Definitive Series

by Dr Vic Sorour, Witwatersrand Philatelic Society

Stamps in the Protea Definitive Series were printed by either photogravure or lithography. Stamps produced by photogravure have four Segmental Colour Bars (SCBs) on the left margin (LM) of Pane B between the top margin (TM) and the left arrow (LA) (Fig.1).

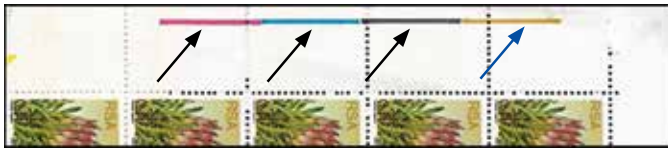


Fig.1: SCB on the left margin of Pane B, 1c Protea, Issue 1.

SCBs have several common features:

- They are on the LH margin of Pane B between the TM and the LA.
- They are 20 mm from the left margin of the stamp.
- There are always four different coloured bars. The lower 3 are magenta, cyan and black, in that order from the bottom up. This is the reverse order to the cylinder numbers on the Control Blocks (Fig.2).

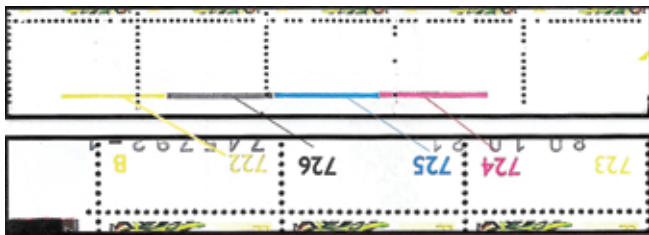


Fig.2: The relationship between the SCBs and the cylinder numbers. The lower piece, the control block has been rotated 180 degrees to show that the SCBs are in the same order but reversed.

- The top SCB is a different colour in each value and corresponds to the 722 cylinder colour and the pane letter.
- There is no SCB for the yellow colour, but there is a yellow colour bar on the right margin of Pane A opposite rows 1 to 5 (Fig.3).



Fig.3: The yellow colour bar on the right margin (RM) of Pane A.

The SCBs are printed by their respective cylinders and act as a visual guide to the alignment of the cylinders. Three states can be identified (1).

### State A

Value	Issue	Date
3c	Issue 1	10 August 1976
1c	Issue 1	9 September 1976

### Features of State A

- The SCBs are 25 mm in length.
- They extend from row 1 to 4. There is no SCB on the LM opposite row 5. Fig.1.
- The top end of the 722 SCB is broken. Fig.5.

### State B

SCBs can be found in all the remaining issues of the Protea series printed by photogravure. There are only two exceptions and they form State C.

### Features of State B

- All the SCBs are 30 mm in length.
- As a result of this increased length, a large part of the magenta SCB is on the LM opposite row 5. Fig.4.
- The top end of the 722 SCB is square (Fig.5).



Fig.4: State B SCB. Part of the magenta SCB is on Row 5.

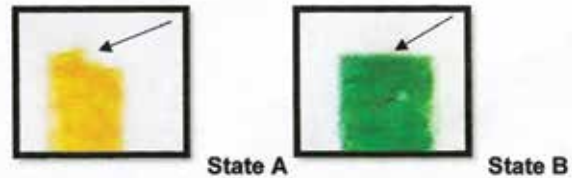


Fig.5: The top of Cylinder 722 SCB, broken in State A. Normal in State B.

### State C

Value	Issue	Print
3c	Issue 2	1-5
1c	Issue 2	1

### Features of State C

The SCB of cylinder 722 increases in length to 30 mm. The other SCBs do not change in length or position, as a result:

- there is no magenta SCB in the LM opposite row 5. Fig.6
- there is an overlap between the 722 SCB and the black SCB below (Fig.7).

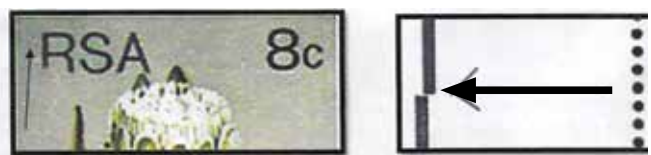


Fig.6: State C SCB



Fig.7: State A + B. No overlap.

State C. Overlap



An example of a shift of Cylinder 722 to the right. The 'RSA' is shifted right and the corresponding SCB is also shifted right.

### Reference:

1. Sorour, V. 2018. *Proteas. The Concise Edition.* (Available from the Author).





**NEW SOUTH AFRICAN STAMP ISSUES - 2018 - Part III** by Robin Messenger,  
South African Stamp Study Circle



**26 November 2018 - THE BIG 5 - Booklet**

**Denominations:** 5 x Airmail Postcard Rate (R8.50)

**Designer:** Rachel-Mari Ackermann from photographs by Ross Couper.

**Printer:** Southern Colour Print, Dunedin, New Zealand

**Process:** Offset lithography

**Stamp size:** 24 x 30mm

**Quantity:** 300,000 booklets

**Booklet size (opened):** 150 x 60, comprising two horizontal strips of five stamps depicting: lion, elephant, leopard, rhino and buffalo, in that order.

**Cylinder numbers:** None

**Gum:** self adhesive

**Perforation:** Kiss-cut simulated of approximate gauge 13 x 12.5. There is a 6mm gutter, in the centre of which is a roulette (the fold), between stamps 3 (leopard) and 4 (rhino) of the strip. Top and bottom margins of the booklet pane are imperforate.

**Phosphor:** 1.5mm yellow-green phosphor bands at right and bottom margins of each stamp

**Printing sheet size:** 501 x 740mm comprising 36 booklets arranged in 12 rows of three.

**First Day Cover:** No. 8.116 of standard size (190 x 101mm) of which 1,000 were produced.

**Canceller:** No. 8.111 – 'SKUKUZA · 2018.11.26'

**26 November 2018 - THE BIG 5 - Postcard Set**

**Denominations:** 6 x Airmail Postcard Rate (R8.50)

**Designer:** Rachel-Mari Ackermann from photographs by Ross Couper. Five cards depict each of the Big 5 animals with the corresponding stamp image in the booklet designs on the address side. The sixth card shown above, illustrates all five animals with the stamp image in the lion design.

**Printer:** Southern Colour Print, Dunedin, New Zealand

**Process:** Offset lithography.

**Postcard size:** 170 x 116mm

**Quantity:** 1,000 sets of six postcards

**Phosphor:** 1.5mm yellow-green phosphor bands at right and bottom margins of each stamp image on the address side of each card

**Printing sheet size:** not yet seen

**Acknowledgement:**

The above information was collated from SAPO's Philatelic e-mail newsletter *WHAT'S NEWS*, dated December 2018, and from Newsletter 387 of the RSA Stamp Study Group, produced by Jan de Jong together with personal observations.



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**STOCKHOLMIA 2019**  
29 MAY - 2 JUNE

# TRANSKEI - an introduction

by the TBVC Study Group - compiled by Heinz Wirz <wirz@global.co.za>



## The first definitive stamps of Transkei

The first definitive stamp series of the Transkei depict its people undertaking traditional activities and developments in infrastructure, agriculture, industry and constitutional matters. It consists of seventeen stamp values ranging from 1c to R2. It is interesting to note that the highest South African definitive stamp value at that time was R1. Thirty five first definitive reprints were issued by the Transkei Department of Posts and Telecommunications during the seven year duration of the first definitive issue from 26 October 1976 till 30 November 1983.

No first day cover, only a collector's sheet (1.2), was issued. The stamps and collector's sheet were made available locally by order from Intersapa (on behalf of the Transkei Department of Posts and Telecommunications) or direct to the public at the Umtata main post office

### Transkei's commemorative canceller number 2 for Transkei's first definitive stamp series

A single circle postmark with 1<sup>ST</sup> DEFINITIVE SERIES on the curve within the circle at the top and the post office name UMTATA similarly at the base. The date is horizontally situated in the centre. The canceller number (2) is placed centrally between the date and post office name.

The study of Transkei's first definitive issue is an exciting venture as one discovers the evolution of a suitable template for future stamp issues and an appreciation of the trying times for the stamp printing section of

Size: 26mm



Original Art work.



Hardened plastic hand canceller head

drying before continuing with the next two colours. The Transkei first definitive 50c stamp, with its seven colours, required four printing runs! The ageing Grover external perforators with their ageing two row perforating heads producing 'drunken perforations' were replaced with two new Walter Kroll external perforators in 1975 and a third one being commissioned in 1976. Things were looking up. The Giori's time consuming internal rotatory perforator was disengaged from the printing press in August 1977 to speed up printing and the perforation of these sheets was done on external perforators.

Crunch time occurred again with the rise in standard postage from 4c to 5c in April 1979 requiring further 5c stamp reprints as well as having Venda's inauguration and first definitive stamps ready for use by 13 September 1979. This resulted in overloaded external perforators necessitating the Giori internal rotatory perforator to be re-engaged in April 1979 until March 1981. Furthermore, the Government Printer was requested to facilitate stamp separation from pane imperforate margins and widely spaced perforation holes. This required wider pin-perforating heads, for full marginal perforation and the implementation of a narrower perforation gauge. The continued rate-limiting perforation backlog was reduced with the adjoining of two single row Comb perforating heads to act as a two row perforating unit in March 1983.

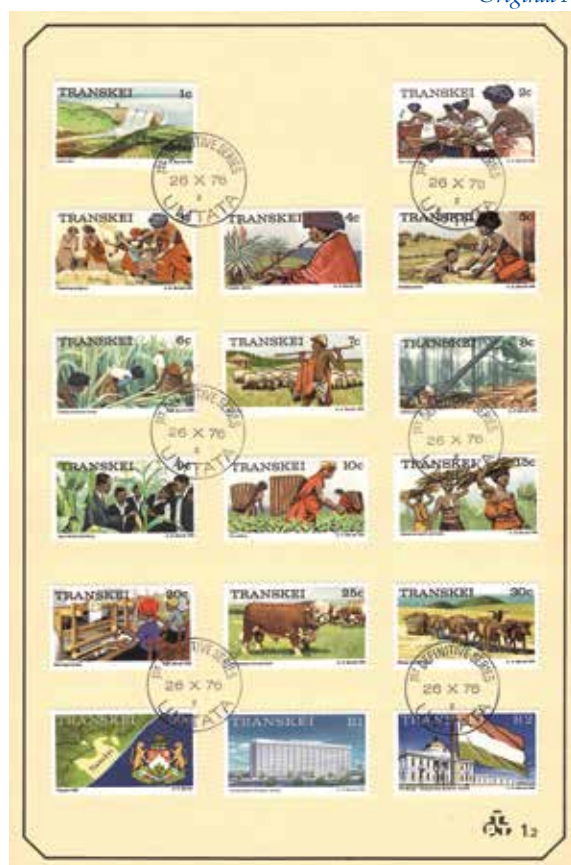
Transkei's first definitive issue has evidence of the implementation of many of the above features with the margins of the panes, being the printer's playground, changing many times till the ideal aesthetic looking final product became the standard for the future homeland definitive issues. The use of different comb perforating heads are also evident. The Transkei 4c stamp issue can be regarded as the black sheep of the series due to a number of unique 'aberrations'. More importantly, however, the 4c issues should be regarded as a historical record of developments at the Government Printer for a number of reasons, viz.

1. The evolution of pane dating and in relation to the change of the TPT logo

the South African Government Printer with its limited capacity and ageing machinery. The need for stamps for Transkei by 26 October 1976 came at a time when the South African second definitive, with all its problematic intaglio and photogravure printing issues on the headache Giori printing press had been cut short. This required the commencement of printing the South African third definitive stamps (Protea issue) for issue by 27 May 1977 and also to have Bophuthatswana's inauguration and first definitive ready by 6 December of 1977!

The Transkei stamps were all printed lithographically as the photogravure Giori printing press, with its all in one synchronised continuous paper roll printing and slow internal rotatory perforation being occupied with the printing of half of the new

Protea series stamp values and many of the other South African stamps. In addition two new two colour lithographic Roland printing presses had come on board which allowed perforation to be done separately, not restricting printing. A limiting factor



Transkei's first definitive collector's sheet 1.2

philatelic counter.<sup>2</sup>

### Collector's Sheet: 1.2

Printer: Could not be identified

Quantity ordered: Unknown

and subsequent insertion of summation figures on the pane margins.

2. Different Comb perforating head use with new perforation formats for the progressive facilitation of stamp separation from the stamp pane (frequently referred to as a sheet).

**1. The evolution of the dating of panes and in relation to the change of the TPT logo and marginal summation figures.**

The first printing of all the stamp values of Transkei's first definitive are undated (released date - 26 October 1976) with the positive TPT logo image printed within three white circles and all placed within a black frame. This boxed logo was part of the black printing plate. The first four reprints continued to be undated - date format version 0.

**Undated - Date version 0**



Stamp value - reprint #	Date	PCB#
1c - R2 All 1 <sup>st</sup> printings	1976-10-26	022-118
1c - 1	?	145-149
2c - 1	1977-09-12	150-155
3c - 1	?	156-161
4c - 1	?	167-172

In date version 1 a single date appears on the top left margin and is only found on 4c (reprint 2) and 5c (reprint 1) sheets. Unique to the 4c series (reprint 3) is date version 2 - a vertical format dual date squeezed below the TPT logo block. The top date (1976-10-26) is the release date of the first printing. The bottom date (1979-11-15) being the date of release of the second reprint. The final 4c reprint date version 6 (reprint 4) has a more aesthetically appealing dual date written horizontally beneath the new negatively printed TPT logo. The new logo format commenced in April 1980 and started with date version 3.

The 4c standard postage rate was increased to 5c on 1 April 1979 explaining why no further 4c stamp reprints were required hence no top right-sided dual date printings exists (date version 7 & 8). The need for an increased number of 5c and subsequently 8c stamp reprints arose, as a result of the increased standard postage rate to 5c from 1 April 1979 to 31 March 1982 and to 8c from 1 April 1982 to 31 March 1983 as well as the increased international rate to 10c (1 April 1979). Some of these reprints have further unique date formats that are required to complete the evolution of the varying date versions and their positioning in relation to the TPT logo and the introduction of new printed values being stamp row and column summation values commencing with date version 4. All these changes are shown and described in the charts below.

Also included are tables containing the stamp printings, their release date and plate control block numbers for the different date formats.

**Date version 1**

Single date - top left margin

Stamp value - reprint #	Date	PCB# *
4c - 2	1978-03-01	188-193
5c - 1	1978-08-21	162-166

\* PCB# - plate colour block number



**Date version 2**

Vertical left-hand margin dual date



Stamp value
4c - 3
Date
1979-11-15
PCB#
325-329

**Date version 3**

Horizontal left-hand margin dual date with new TPT logo format



Stamp value	Date	PCB#
5c - 2	1980-04-05	353-357
10c - 1	1980-08-11	374-379
30c - 1	1980-08-13	380-384
5c - 3	1980-10-13	401-405
20c - 1	1980-10-15	406-411

**Date version 4**

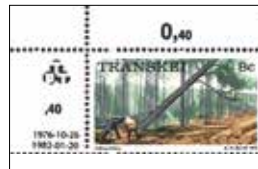
Separated dual date by stamp row summation value



Stamp value	Date	PCB#
5c - 4	1981-09-30	462-466
15c - 1	1981-10-16	467-471
25c - 1	1981-10-26	472-476
50c - 1	1981-11-13	477-483

**Date version 5**

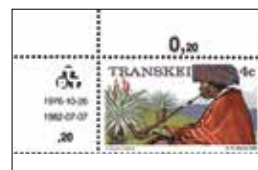
Row summation value between TPT and dual date



Stamp value
8c - 1
Date
1982-01-20
PCB#
490-495

**Date version 6**

Dual date & TPT logo now above the summation value



Stamp value	Date	PCB#
2c - 2	1982-07-05	544-549
3c - 2	1982-07-06	550-555
4c - 4	1982-07-07	556-561
6c - 1	1982-07-08	562-567
8c - 2	1982-07-12	574-579
9c - 1	1982-07-13	580-584
10c - 2	1982-07-14	585-590
15c - 2	1982-07-15	591-596
20c - 2	1982-07-16	597-602
25c - 2	1982-07-19	603-607
30c - 2	1982-07-20	608-612

With the change from a left-sided 5 stamp control strip to a four stamp control block on the top right, two new date format versions exist. In the first

four reprints of this format, date version 7, the stamp summation values are no longer present. The date order of these four reprints also differed in that the initial printing date now appears second with the reprint date on top! The summation values only reappeared in the final date format, date version 8. Note also the revised format of the dual date order with the first printing release date once again appearing on top.

**Date version 7**

Incorrect date ordering top margin right-sided dual date and no stamp columns summation values



Stamp value	Date	PCB#
1c - 2	1983-03-28	633-637
9c - 2	1983-03-31	638-642
10c - 3	1983-04-07	643-648
30c - 3	1983-04-11	649-653

**Date version 8**

Corrected right-sided dual date ordering and recurrence of stamp column summation values.



Stamp value	Date	PCB#
2c - 3	1983-11-16	690-695
5c - 5	1983-11-23	696-700
50c - 3	1983-11-30	701-707

A number of people have asked the question why the control block numbers are not strictly sequential. Careful perusal of the progression of Plate Control Block numbers for each date format indicates their chronological progression with gaps occurring at the end of the various date formats and occasionally within a date format group where a date jump occurs or with a missing sequential stamp value. Take for example date version 6 where the sequential printing of the stamp value excludes the 7c stamp value, as it was never reprinted, yet PCB numbers 568-573 were reserved for it, as is the case for the two highest stamp values, viz. R1 & R2 with the 50c value reprints only being printed at a later date with newly assigned PCB numbers (PCB#).

*To be continued : 2. The evolution of the perforation of the Transkei first definitive issues...*

# THE 1997 AND 1998 BLUE TRAIN ISSUES

by David Sinclair, Royal Philatelic Society of Cape Town



## Serendipity

Some time ago I had the pleasure of subscribing to the Australian magazine *Stamp News*. To my surprise, the free gift enclosed one month was a mint miniature sheet issued by South Africa showing one of the Blue Train stamps.

Somehow this set-off a closer detailed examination of the stamp. This article sketches the Blue Train issues, presents details of the differences, and publishes interesting discoveries. Am I correct in calling this 'serendipity'?

## The First Issue

The sheetlet, (Fig.1) containing pairs of the five Blue Train stamps, was issued in South Africa on 1 August 1997. However, there remains some doubt about the date of issue. A.J.C. Borgstein of the Railway Thematic Group published an excellent article in the August 1997 *The SA Philatelist* entitled 'Blue Train under the magnifier' in which he details the design problems of the issue, and quotes an overseas collector saying 'the pretty Blue Train miniature sheet was sold by Philatelic Services during Pacific 97 in San Francisco (held from 29 May to 8 June 1997)'.

If this were so, the date on each of the five first day covers issued by Philatelic Services is fictitious. However, Dr Franco Frescura, has commented that this was not so as the stamps had not been printed in time for the *Pacific 97* exhibition. There the matter rests (Feb 2019).

The two main errors occurring on the sheetlet are:

1. (3RD Row) HUCHINSON, for HUTCHINSON
2. (5TH Row) NORTHERN TRANSVAAL, instead of NORTHERN PROVINCE

It has been reported (Borgstein, 2004: 252) that there was a second printing of the first issue in February 1998. The blue in the stamps of this second printing "tends to a more violet shade".



Fig.1: Issued in South Africa on 1 August 1997



Fig.2: Issued 8 October 1997



Fig.3: Issued 1 November 1997

## Corporate Sheets: the Second and Third issues

Two corporate sheets were issued, each containing one Blue Train stamp. The security perforations used for the sheetlet were not used for the corporate sheets.

A) The Cape Stamp Show sheetlet. Issued 8 October 1997 (Fig.2)

B) The Eastgate Universal Stamps and Coins sheetlet Issued 1 November 1997 (Fig.3)

The incorrect spelling of Hutchinson as Huchinson is perpetuated on the Eastgate corporate sheet.

## The Fourth issue: The Blue Train Booklet

A booklet, featuring the five Blue Train stamps, was issued on 2 November 1998. The pane of 10 stamps (the designs are each repeated) is shown in Fig.4 and the booklet cover in Fig.5.

The previous errors

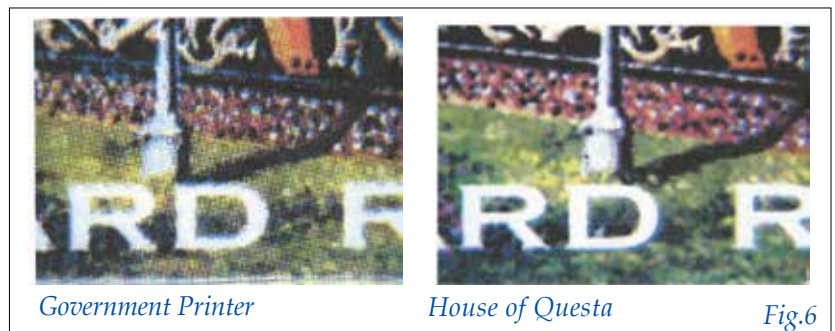


Figs.4 and 5: the booklet pane and cover

have been corrected. The stamps are printed on non-phosphorised paper, and 5mm yellow green phosphor bands have been added along the right-hand side of stamps. The colours are generally brighter, particularly noticeable on the green shades. (e.g. Table Mountain shaded green as against the original sheetlet shade of brown.)

The printing process was different.

The earlier stamps had been litho-printed by the Government Printer, the booklet stamps were printed by the House of Questa. The following table gives the key printing differences.



Printing note:			
First three issues	Government Printers	Litho	Approx 2750-3000 dots/square inch
Booklet (4th issue)	House of Questa	Super Litho	Approx. 4000 dots/square inch

The first three issues have a distinctly coarser appearance

Blue Train Summation:-	Issued	Dated on stamp SE corner	Phosphor	Security Perfs	HUCHINSON	HUTCHINSON	Northern Transvaal	Northern Province	Litho (Govt. Printer)	Super Litho (Questa)
Original P.O. Issue	Issue 1	01-Aug-97	1997	Phos. Paper	YES	YES	YES		YES	
Harmers Corporate	Issue 2	08-Oct-97	1997	Phos paper	NO				YES	
Eastgate Corporate	Issue 3	01-Nov-97	1997	Phos paper	NO	YES			YES	
Booklet Issue	Issue 4	02-Nov-98	1998	1 Band on RHS	NO		YES	YES		YES

The chart above is a useful aid for the collector interested in this issue.

**What is new and apparently unpublished up to now (Feb 2019) is the following:**

- 1) The Harmers corporate sheet is the ONLY SOURCE of the Beaufort West Stamp printed WITHOUT SECURITY PERFS and WITHOUT PHOSPHOR LINES.
- 2) The Eastgate corporate sheet is the ONLY SOURCE of the incorrect Hutchinson spelling (Row 3 of the original issue) having STANDARD PERFORATIONS (i.e. WITHOUT SECURITY PERFS)
- 3) The Booklet stamps exhibit five design differences from the original issues (see Fig.7)

**Conclusion**

The differences between the various Blue Train issues have not been studied extensively in the past. This article, therefore, shows these differences carefully and thus is a source of new knowledge. Collectors looking for completeness of this issue will have to include the two corporate mini sheets, an area of study usually neglected.



Sheetlet 1997  
first row (top row)  
*Waterpole ends directly above 'R D' of POSTCARD*



Booklet 1998  
first row (top row)  
*Waterpole ends directly above 'D' of POSTCARD*



Sheetlet 1997  
2nd row  
*Train has five carriages*



Booklet 1998  
2nd row  
*Train has four carriages*



Sheetlet 1997  
3rd row  
*Mountain ends before last 'A' of AFRICA*



Booklet 1998  
3rd row  
*End of Mountain passes through last 'A' of AFRICA, giving the appearance of a line through the 'A'*



Sheetlet 1997  
4th row  
*'O' of Postcard clear*



Booklet 1998  
4th row  
*A white line crosses the 'O' of Postcard and then extends to the 'S'*



Sheetlet 1997  
5th row  
*'R' of Rate is normal*



Booklet 1998  
5th row  
*'R' of Rate appears to be thickened at left*

#### References

- Borgstein, A.J.C., (1997) *Blue Train Issue Under the Magnifier*, The SA Philatelist, August 1997, pp 113-116
- Borgstein, A.J.C., (2004) *South African Railway Thematic Covers: 1910-2003*, published by the author, pp 250 -256



Fig.7: Other differences between sheetlet stamps and booklet sheet listed

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# STICKING STUFF \* by H C J (Monus) Flemming Philatelic Society of Johannesburg

## A Critical View Of Philatelic Exhibition Classes and Rules



The Colnect web-page says you can join 44 collectors of paper napkins. People collect what they want, can join others and create rules to govern activities. You can control those decisions but not their outcomes. So that rules suited only to some are for others a matter of stay away. I read the FIP environment as suited only to some.

The problem is not with the FIP rules. People who want to be in that arena must be catered for. The problem is that we lack decent catering for the others e.g the second hand treatment of no-rules exhibits and one-page exhibits. *The SA Philatelist August 2018 proposal* of a new class to cater for Cinderellas is an admission of the need to move beyond the strictures of FIP. Two knowledgeable philatelists were prepared to move, however their proposal will yield nothing.

Getting organised outside commercial interests did not come to collecting, only to competitions. That leaves 99% philatelic activity in the cold. The few from the 1% who intend to participate in internationals realise that they will get nowhere unless they comply with FIP regulations and unwritten preferences to the last letter - although the regulations state that they are only for 'guidance' and only in an exhibition sanctioned by the FIP. However, the influence of the internationalists has created a sense that any exhibit that does not try to be FIP compliant must be dismissed as so-so. Such an exhibit lives with an absence of a measure for displaying or competing, and lacks impetus to improve the standard of the exhibit. The dominance of FIP is negative. Its exclusivity should be consciously countered.

Discouragement is compounded by the fact that stamp collectors now do a similar thing but not the same thing - everyone collects a different thing in a different way. A collector of Zambia has zero interest in an exhibit of Latvian stamps or in a new acquisition. Circumscribed knowledge works through to those who become jury members where I am unconvinced there is not enough knowledge when it comes to judging 'rarity', 'difficulty in collecting' and 'research', in every exhibit. Who can judge both the last twenty years of Peru and the molluscs of Japan? I therefore suggest that, except for those who want FIP judging to apply to their exhibits, we need assessments that end closer to the understanding - of the non-trained.

Without direct bearing on the Centurion 2018 'stampshow', there are realities of human nature. If you do not understand the exhibit fully you concentrate on compliance

issues. The risk becomes that regulations are applied for their own sake. The risk is that too much credit is given for what is understood. Not excluding the reputation of the exhibitor, credit goes to demonstrable differences in e.g. design, paper etc. Ours is probably the only hobby that bypasses striving for perfection by perceiving 'uniqueness' and giving credit to e.g. defective printing, mess and misperforations - but we insist on perfection on the gum side that is not displayed! The further risk is that subjectivity in applying rules can and does unfairly disappoint exhibitors.

'local stamps, private delivery services, parcel company and carrier stamps, shipping company stamps'. These are nothing but Cinderellas.

On the other hand one may, of course, ask why not a new class? I admit insufficient knowledge about the FIP rules but the essential answer is the need for, and the reality of, a slow but very clear pattern opening up.

The latest internet version of FIP classes appeared after Bucharest 2008. It recognises about 11 classes with more to come, with



1927 sticker number P. 376: Instruction to postal staff. Surely philatelic and not cinderella?

### WHY CLASSES AT ALL?

I have a vague suspicion that 'traditional' as a class came to be recognised at the moment when the first different class was recognised. The splitting-off of classes in effect served as an excuse for deviating from the purity of traditional collecting. Is the development of coil stamps (frame 118 at the Centurion National ) so different from the production of Downey heads that a separate class for 'modern' needs to be introduced?

The August proposal does not address the primary question: What is the reason for creating classes at all? This is now 2019. I do not think that the FIP offers a cohesive, principled system. The restrictions of classes persists for their own distinctiveness. There is yet to be an explanation of the illogical inclusion of revenue stamps - admittedly they often have perforations. What justification exists for social philately? Is it that all the (very ordinary) items have the same author? Do we need a class for ships' mail because aerophilately has crept in, or balloon mail, or Christmas mail? The FIP general principles for 'traditional philately' (article 3.1.3) include as philatelic material:

sub-div class'. There is little to commend in all this classes-business except for two aspects. It shows an honest but hesitant deviation from 'traditional' and an opening up to what are not 'stamps'. Secondly it seeks better equity in points scoring. Both can be achieved without 'classes', as 'classes' come at the price of requiring definitions and sometimes debatable decisions.

### DEFINITIONS

The definitions of the Cinderella class has weaknesses. In the August proposal:

1 - The proposed definition of a Cinderella is something that looks like a stamp but is not a stamp. We have banana shaped stamps which are not cinderellas.

2 - The 'is not a stamp' component is reasoned according to incompatible precepts of stamp collectors but it is actually the law that determines. By international law a government is recognized once it has 'effective control' over a territory. The Rhodesian courts held that the Smith government had such control in Rhodesia and could therefore issue stamps under U.P.U. arrangements. The British court



1935 sticker on window envelope. Were the instructions postal?

disagreed holding that the control would not last. Those Rhodesian stamps are therefore cinderellas. An expat judge held that the RSA homelands could not issue stamps; The House of Lords held that authority came from RSA legislation and that therefore a homeland government was in no worse position than an authorised company. So France had a Vichy government and a German occupation-government in two distinct areas. Gibbons would not admit...

3 - Local stamps. Because of e.g. a postal strike or other practical reasons the N.Z. Government may authorise Mary's Post to handle intra-Auckland mails. Maybe our administration should conspicuously mark intra-Centurion post so that it goes directly to Waterkloof distribution office and not first to the national distribution point in Germiston.

4 - Some Swiss airmail stamps were local posts in that they were only sold and only valid on a specific route and only for a few days. They are catalogued as regular stamps.

5 - Railway Stamps. The August riposte states that railway stamps "though issued by rail companies and not postal administrations are now generally (acceptably to FIP) shown in the class for 'traditional' entries". In the Union of South Africa the railways administration was as much part

of the government as the postal administration, both being authorised to carry post. Currently, in various countries, no stamps are issued by the government, an authorised private company runs the postal service... Cinderellas?

6 - Some stickers can logically not be

cinderellas. Doubt lives only in the assumptions of the observer. An airmail label is an instruction to staff and an aid in the first postal sorting. Similarly an instruction as to how the item is to be handled is implicit in express labels, registration labels, certified post labels. They are philatelic but the airmail label not.

Definitions generally bring problems as defining a larger issue from two ends inherently has the risk of a missed or duplicated area. Some material becomes neither philatelic nor cinderella. Each definition of a class is invariably both a relaxation of 'traditional', and a sibling competing with sister definitions. A second quirk of definitions follows from the suggestion in the August proposal, perhaps to escape the Mobsby comment, that juries must apply the definitions flexibly. Acting sensibly instead of technically is desirable in all situations. However, if you have a rule it must be applied consistently and with enough firmness so that the intending exhibitor knows where he stands with respect to the jury and relative to competitors. As it is an exhibitor too often comes away with a sense of unfairness through applying a rule because of wrong (or correct) classification. A final comment



Newspaper wrapper. The address to Mrs Pienaar, Rietfontein, Pk. Arundel incorporates 'soporpos'. Is the 1cent label a stamp?

is that the whole classification idea has, in the eyes of the 99% of collectors who have not undergone special training, become unhelpful in their pursuits and first attempts at exhibiting.

Such problems and the modern shape of collecting was in evidence at the 2018 Centurion Stampshow.

The main numbers were:

Open Class	18
Postal history	6
Postcards	6
Thematic	2
Topical	0 (should have been 1)
Traditional	10

I ignore revenues because they are not evidence of what happens amongst stamp collectors. I also ignore the one page exhibits because I cannot exclude inaccuracy of the exhibition publication. (e.g. frame 93 might be topical; frame 94 'postal history'; and frame 95 aerophilately). Further it is not disclosed why the jury accepted two exhibits under 'FDC and cinderellas' as a legitimate class, nor what point scoring they applied. (The exhibit that was awarded a well-deserved Vermeil could have been postal history if the title was something like 'The post utilised for raising awareness of wartime needs.' (?)

In my layman's eyes the Centurion 'traditional class' class may have been flattered. E.g. Basutoland (overprints only) and the history of King Edward VII, I in fact selected topics that determined their contents, and the Nyasa Company exhibit could logically be postal history. (Frames 46, 57 and 67). Even without such adjustments the exhibition demonstrates a move away from chronological parades of stamps (only or mainly), and there is a clear component of 'wishing to tell an informative story'.

**WHAT MATERIAL MAY YOU INCLUDE**

Why, if a map or photo are forbidden are they suddenly 'philatelic' once you announce that you are a collector of clippings and pamphlets? There is no logical reason as to why material is sometimes excluded in one instance, but it is perfectly admissible in another class? Exclusions hamper the said desire to make the story interesting and impressive. Inclusions that are detracting because of their nature or relationship to the heading chosen for the exhibit, or quantity can be adequately dealt with under a points-heading such as 'presentation'. You do not need a rule to exclude a stamp depicting a ship from a theme on Boeing aeroplanes. It should be possible to include a photo if the ship that returned the wreck of the



*1/2d ORC stamp and reverse of 1d Natal stamp (with number 000,00). Both perfinned 'N.G.R.' for Natal Government Railways. Are they 'railway stamps'?*

first transatlantic Boeing? The categorical approach to 'classes' is not the best or only way.

**WHAT HEADINGS CAN GET CREDIT?**

The Centurion exhibition inspires reference to another feature of the FIP regulations that is problematical in modern times. Postal Rate is in a sense not history of the post but a partially illustrated writing on the history of the law. Is it not more proper in 'open class'? Secondly, the FIP rules allow some nice points for 'research'. The question is: 'What research?'; reading government gazettes, clicking the internet? Should anyone get credit for research on the Union of South Africa 1d Ship after so many books, articles and previous exhibits? Is the message: 'do not exhibit what has been shown because you will not get points for 'research' or does the jury play ignorant in order to help him who is second about 'researching' postal rates or 1d ships? Or had no access to old publications?

**UNDERSTANDING THE HEADINGS and POINTS**

You must know that you are on the wrong track if the non-internationalist, perhaps living in Prieska, needs to be taught what 'treatment' means. 'Importance,' relative to something is potentially worth many points. In the end, non-FIP exhibiting allows only 5 points for the many hours of measuring and adjusting. In examination terms you

will fail (40%), pass strongly (60%), or get a high distinction (80%). Marking out of 5 never allows for 50% of 71%. It is difficult to devise a rougher tool for measurement than marking out of five.

Determining achievable points in the August proposals is, as in any point system, necessarily rather arbitrary. Moreover, specifics of any determination are in actual application problematic in 2019s wide collecting field with so many angles of approach and so many variables.

**CONCLUDING REMARKS AND PROPOSAL FOR SOCIETIES.**

The fact must be faced that the field is too extensive and too diverse to cater for needs using the current FIP Regulations. Secondly, a system that avoids specifics can help to get rid of illogical clichés.

Why does traditional collecting, which rejects what is not issued for postal use, accept proofs, designs and photos? Why is a signature on an item philatelically relevant? An excellent exhibit of revenues on white paper cannot be seen clearly, but, if Havid mounts are black, why can you not exhibit on blue paper? Why, a (hotly denied) de-valuing of vertical pairs? Let us rather look at what the collector wanted to

do and what he has achieved. Do not limit the pleasure to those with cheque books, equating price with rarity.

Realising that any proposal will be contentious, I suggest trying at society level to get all exhibits on a uniform understandable and enjoyable level:

- 1 - How well did the exhibitor succeed philatelically in doing what he set out to do including completeness and relevance of material **40**
- 2 - Appearance of the exhibit and originality in approach **30**
- 3 - Quality of the material **15**
- 4 - Difficulty in collecting and/or difficulty to complete **15**
- TOTAL = **100**
- 5 - Discretionary bonus for rarity and new facts, normally zero, maximum **10**

*\* Thought to be jargon used by Post Office clerks: In RSA post offices a stamp is a sticker. (The more colourful sticking stuff is really for dealers' and thematic collectors).*



*Demonetised stamps commercially used. Do they remain 'stamps' or were they Cinderellas when used?*

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# THE 1936 SCHLESINGER AIR RACE

by André du Plessis, Pretoria PS and David Wigston, East Rand PS



Today the event would be labelled as a publicity stunt to generate media coverage. However, what started out as a public relations exercise to promote the Empire Exhibition of 1936 to celebrate the golden jubilee of Johannesburg was, by the end, labelled a 'fiasco and a tragedy' by the press (Fig.1).

While the Schlesinger Race might have been inspired by the London - Melbourne Race, it was also unfairly compared with that event. From the outset there was disapproval of the race: the Race did nothing to encourage the development of British aircraft like the the Melbourne Race. It "would prove nothing, but might give a very false impression either of British supremacy or of British inferiority". These were prophetic words indeed with only one entrant making it to the finishing line. Schlesinger, an American citizen, was irritated by the media criticism regarding the limitation of entrants to British aircraft. "He had very strong and good reasons for confining it to British aeroplanes" (*Flight*, 1 October 1936: 342). He wanted to support air travel as a means of linking the British Empire and promoting 'air-mindedness'.

As with the London-Melbourne Air Race, the Royal Aero Club agreed to organise the London-Johannesburg Air Race and set up the rules. Some were onerous, such as being at

Portsmouth five days before the start, while others proved ironic like the £25 entry fee which would be refunded on arrival in Johannesburg within five days. Only one competitor qualified for the refund...

The Race was divided into two classes; one a handicap race determined by a complex formula and the other a pure speed race with the prize money suitably allocated.

It was scheduled to start on 15 September 1936 at Hatfield, London; the day on which the Empire Exhibition opened in Johannesburg. This was postponed in August to 29 September so that competitors could take advantage of the full moon for night flying and the start moved to Portsmouth. The planned route is shown in Fig.2. Flying through Africa in the 1930s was not for the faint-hearted. Navigation aids were rudimentary, if they existed, and maps were far from reliable. Tommy Rose, who had previously broken the England-Cape Town record earlier in 1936, when asked about the nature of the route east of Nyasaland (Malawi) commented: "This is a very naughty bit of country, and is said to be full of tsetse fly, not too good for a forced landing. Unless one has a safe two hundred miles

of space,

*in range, on any leg across Africa, one is likely to be causing the nervous system a lot of trouble sooner or later. Taking a heavily laden machine [with fuel] off high altitude aerodromes is always a matter of extreme difficulty. ... it is better not to try and pull the machine off until one can see the whites of the eyes of the ants on the far boundary fence".*

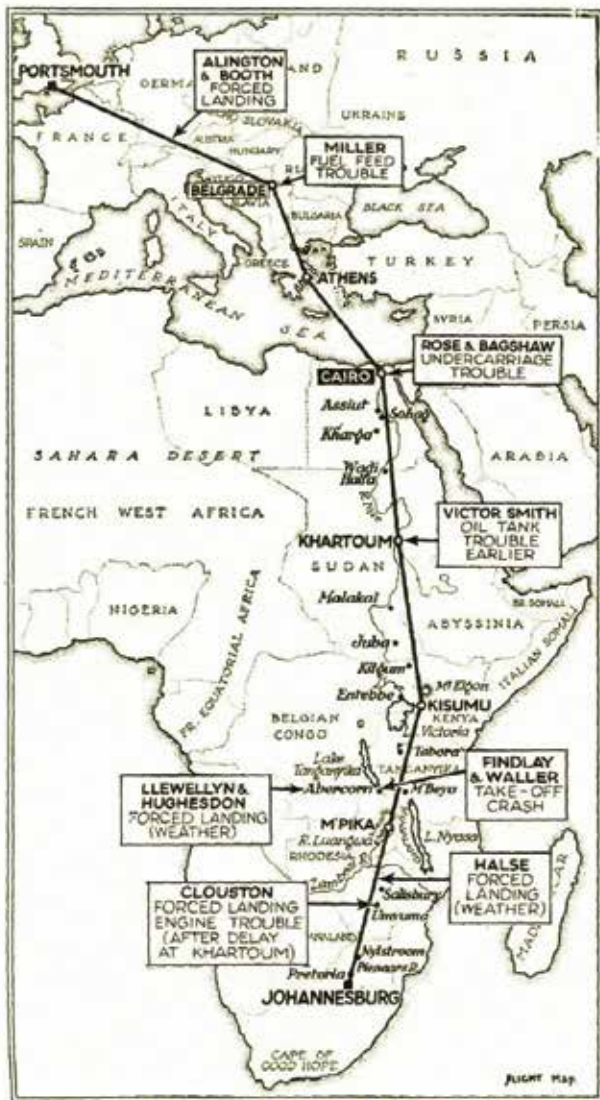
**DAY ONE:** Tuesday, 29 September 1936. The first aircraft was flagged away at 06:15, with the others following at one minute intervals (Fig.3). By lunch time of the first day, two competitors were already out of the Race. Miller (competitor 1) (Fig.4B), short of fuel, had to make a forced landing 48km short of Belgrade. With no telephone to summon help, the locals provided 50 litres of questionable quality petrol which took four hours to load. In the process, Miller saw three competitors pass over head, but was unable to attract their attention to his plight. Once refuelled, he was able to complete the journey to Belgrade in less than ten minutes. Miller decided to abandon the race at this point because of



Fig.1: Report on the Schlesinger Air Race from the Manchester Guardian.

Race Number	Pilot	Aircraft	
1	Capt. A.M. Miller	Percival Mew Gull	Retired; Belgrade, with fuel feed problems
2	Capt. S.S. Halse	Percival Mew Gull	Out of the race; Southern Rhodesia, crash landing
3	Victor Smith	Miles Sparrowhawk	Retired, Khartoum with oil leaks
4	Flt. Lt. Tommy Rose Bagshaw	B.A. 4 Double Eagle	Out of the race; Cairo, with collapsed undercarriage
5	Lt. Misri Chand Lt. P. Randolph	Percival Mew Gull	Disqualified, aircraft not ready
6	C.W.A. Scott Giles Guthrie	Percival Mew Gull	Winners
7	D.W. Llewellyn C.F. Hughesdon	Percival Mew Gull	Out of the race; Abercorn, with crash landing
8	F/O A.E. Clouston F.E. Tasker	Miles Hawk VI	Out of the race; Umvuma, with crash landing
9	H. Buckingham	D.H. 92 Dolphin	Disqualified, did not arrive in time
10	C.G.M. Alington Lt. P.H.Booth, R.N.	B.A. Eagle	Out of the race; Bavaria, with broken undercarriage
11	Flt. Lt. H.R.A. Edwards Squad. Ldr. B.S. Thynne	Miles Peregrine	Withdrawn, aircraft not ready
12	John E. Carberry	Percival Vega Gull	Disqualified, did not arrive in time
13	Maxwell H. Findlay Kenneth Waller	Airspeed Envoy	Out of the race; Abercorn, crashed on take-off with fatally injuries
14	Tom Campbell Black	Percival Mew Gull	Fatally injured in ground collision with another aircraft before the start of the Race

Table 1: The entries and their race numbers.



The unhappy tale of retirements at a glance. The fact that some retirements took place off the line does not mean that the competitors were off their course; alternative courses were selected by various pilots.

Fig.2 Original route map published in *Flight*, 8 October 1936, p. 393.

damage to the engine caused by the poor quality fuel he received, plus a concern over uncertain fuel consumption. Although Miller signed the covers he carried, there is no indication these actually went through the post (Fig.4A).

According to the clock, Alington and Booth (competitor 10) were overdue at Belgrade and with no news this resulted in much anxiety. It was getting dark, had started to rain and the cloud level was low. The Commandant of Belgrade airport ordered all airfields in Yugoslavia to be lit. Anti-aircraft searchlights were brought into use in the hope of penetrating the thick cloud cover just in case Alington and Booth were circling above Belgrade. It was only two hours later that news arrived that they had landed at Regensburg, Bavaria, damaging the undercarriage, thus preventing any further participation.

On arrival at Cairo, Halse (competitor 2) (Fig.7A), an instructor at the Johannesburg Aero Club, had only a slim 9½ minutes lead over Clouston (Fig.11C)

and Tasker (competitor 8). This lead increased significantly when Clouston and Tasker were later delayed at Khartoum in order to repair a bearing. By nightfall, Rose (Fig.5B) and Bagshaw (competitor 4) were also out of the race. They had to make several unplanned landings because of airlocks in the fuel system which cost them time. All stops were counted as flying time. Worse was to happen on arrival at Cairo when the undercarriage of their aircraft collapsed ending their chances in the race. Having ended the race in Cairo, his cover (Fig.5A) has a South African meter mark applied, suggesting it was posted on his arrival in SA. But covers, with a cachet showing the Race logo, were also posted in Cairo (Fig.5C).

**DAY TWO:** Wednesday, 30 September 1936, which started at 06:15, saw Halse (Fig.7A) leading the pack. He appeared to be on a runaway victory, completing the race inside a record time of 36 hours. When Halse was already leaving Kisumu at 08:00, Guthrie and Scott as well as Llewellyn and Hugheson had only left Khartoum with little hope of catching up. Then the news came that Halse had crashed short of Salisbury. He could not find the airfield because of smoke from veld fires. For Halse, who had now been in the air for 31 hours and was suffering from chronic fatigue, it was difficult for him to distinguish between bush fires and the airfield's landing markers. As the daylight was fading he had little option but to land in what appeared to be a suitable field at Bomboshawa. The field had recently been ploughed and soil clogged the aircraft's wheels causing it to flip over (Fig. 6). Halse emerged with a dislocated shoulder and he was out of the race. Some sources say he hit an ant hill (termite hill?) in the twilight and suffered a fractured arm. Fig.7B illustrates an item of crash mail salvaged from Halse's aircraft.

This mishap put Scott and Guthrie in the lead. They decided to stop at Abercorn, Northern Rhodesia (Zambia) arriving at 19:15, and taking a seven hour rest. Llewellyn and Hugheson were lagging well behind, passing over Entebbe at 14:15, while Findlay and Waller only departed from Entebbe at 05:41, at the end of day two. Both were now in the race for second and third positions.

Meanwhile, at Rand Airport a crowd of some 55,000 strong arrived in 15,000 cars, anxiously awaiting the arrival of the race favourite, Halse, enthusiasm generated by the media (Fig.7C). The crowd waited in vain until late into the night, as Halse was already out of



Fig.3: The starting line-up at Portsmouth

the race. When the news broke of Halse's accident, public interest in the Race waned rapidly.

**DAY THREE:** Thursday, 31 September 1936. As Scott and Guthrie (competitor 6) (Fig.8) were the first to arrive at Rand Airport, Germiston, at 11:34, they were the winners of the speed section of the race. They achieved a time of two days, four hours and fifty-seven minutes, covering 9,900 km at an average speed of 187 km/h. They were met by Mr Pirow,



Fig.4A: Stampless cover with inverted airmail label applied with a rubber stamp and Portsmouth Air Port cachet, dated 29 September 1936. Allister Miller retired at Belgrade with a fuel problem. Only five covers are recorded from Miller's flight.

Minister of Defence; I.W. Schlesinger, as well as Sir Pierre van Ryneveld and Quintin Brand, pioneers of the African Route (Fig.9).

At this time, there were still several competitors in the race, but not for long. There was no report of Llewellyn and Hughesdon (competitor 7) after they left Entebbe. Then the news came that they too were out of the race having crashed on the shores of Lake Tanganyika – neither was hurt. They were trying to find Abercorn in poor visibility caused by the smoke from veld fires – the same problem experienced by Halse. Eventually, with their fuel level dangerously low, they had to land somewhere, damaging their Vega Gull beyond repair.

Smith (competitor 3) (Fig.10C), travelling in an open cockpit, was held up in Salonica with what appeared to be a serious oil leak. Eventually he discovered the problem was a return valve and there was no oil leak. Having lost so much time, on arrival at Khartoum, he realised that he could not finish the Race within the five day deadline and retired. Smith carried the most covers of all the entrants, two examples are shown in Figs.10A and 10B, posted on his eventual arrival in George.

Clouston (Fig.11C) and Tasker (competitor 8) were detained at Khartoum, waiting for the arrival of a new piston. Then a shortage of fuel required them to make an emergency landing at Mtoko, south of Entebbe. They decided to continue despite bad weather and eventually, when overdue in Germiston on Saturday (Day Five) their aircraft was found 193 km south

Fig.4B: Captain Allister Miller (1892 – 1951), founder of Union Airways in 1929, which became SAA.



of Salisbury following an emergency landing. Covers carried by Clouston are illustrated in Figs.11A and 11B.

Findlay and Waller (competitor 13) also encountered the same visibility problem as Llewellyn and Hughesdon at Abercorn, but did manage to find the airfield and land. Now being second, and the only competitor left in the race, they were anxious to continue, regardless of local advice to wait out a change in the direction of the wind. As the wind direction had

shifted, Findlay and Waller had to take-off up-hill. At an altitude of over 1,800m, their Airspeed Envoy lacked power to gain height quickly and the aircraft struck trees at the end of the runway. Findlay and A.H. Morgan, the radio operator, were fatally injured. Waller, and Derek Peachy, a passenger, only received minor injuries. It was ironic that Findlay and Waller's Airspeed Envoy was one of few aircraft to have radio and blind-flying navigational instruments.

On hearing of the incident, Schlesinger wired London to say that, if no competitor arrived within the time limit, the balance of the prize money be given to the dependents of Findlay and Morgan. As it was, there were no competitors left in the race

As an event to promote the 1936 Empire exhibition in Johannesburg and Empire air-communication it was nothing more than a damp squib remembered more for the disasters and mishaps than for the achievements. C.G. Grey, the editor of *The Aeroplane*, critical of the event from the beginning, concluded by saying "the race was a flop, so far as encouraging the design of British aeroplanes was concerned". No one really worried about the race except for the keen adventurous pilots who entered for it. It was a missed opportunity to develop British aircraft. If mail-carrying aircraft could be based on the aircraft in the race, then the delivery time from the



Fig.5A: Cover to Vereeniging with a faint bilingual South African 1d meter mark applied by Machine M113, a Universal 'Midget' introduced in 1927. According to the International Postage Meter Stamp Catalog, a meter mark without a circular franking showing the town are nearly always an illegal use of decertified meters. Was this the case here? The cover is endorsed on the reverse 'By Air Mail. Tom Rose, Portsmouth-Joburg Sept 29 1936', with a Vereeniging back stamp, Oct 13.



Fig.5B: Tommy Rose (1895 – 1968) who went on to be a test pilot for Miles Aircraft.



Fig.5C: Posted at Cairo, where Tommy Rose withdrew from the Race because of undercarriage problems.

UK to South Africa could have been cut from five to two or three days. What the 69-year old Mr Schlesinger had hoped would contribute to the Empire Exhibition and promote his new interests was not to be.

#### FLIGHT COVERS FROM THE RACE

Covers carried on the various flights form an important record of the event. In the May 1938 *SA Philatelist* it was reported that Miss van Heerden of the Pretoria Philatelic Society had made arrangements for ten covers to document the Race. Nine were to be carried by each pilot while the tenth was sent by ordinary post as a control, which arrived 12 October 1936. Only three of the nine covers supposedly carried by the pilots were ever received.



Fig.6: Police & officials examine the righted wreckage of Halse's Mew Gull

Table 2.

Race No.	Pilot	No of Covers	Comments
1	Miller	5	
2	Halse	24	Not autographed; at Salisbury an additional stamp was added
3	Smith	39	Finally arrived - George, 9 October 1936; all covers signed & postmarked George 9 Oct 1936
4	Rose	100	25 signed and inscribed
6	Scott	100	25 covers signed on the back together with co-pilot Guthrie. All 100 covers reported as missing
7	Llewellyn	Not recorded	
8	Clouston	45	Covers recovered from wreckage and returned to UK; reposted Aldershot, Hants, 14 March 1937, arriving 7 April 1937
10	Alington	Not recorded	
13	Findlay	Not recorded	

### ISADORE WILLIAM SCHLESINGER 1871 – 1949

Born on 15 September 1871 in Lemes, in Slovakia, he was the second of ten children. As the saw mill owned by his father could not support the family, they emigrated to New York. As a boy Schlesinger sold hairclips and newspapers to augment the family income. By 18 he was an insurance salesman. In 1894, at 23, Schlesinger relocated to South Africa as a salesman for Pepsin Gum (a combination of pepsin powder and chicle – an aid to digestion). This was soon abandoned when he joined the Equitable Insurance Company, which was more profitable, earning Schlesinger over £1000 a month in commission. By 1904 he had started his own insurance company, the African Life Assurance Society.

Schlesinger, at 5'2" in height, quickly expanded his business interests, moving into entertainment. In 1913 he started building a number of theatres and sponsoring performances. Cinema soon followed, first with the importation and distribution of films followed by film production. He was the first to produce news reels, known as the African Mirror. In 1927 he ventured into broadcasting when he set up the African Broadcasting Company which he eventually sold to the government as the SABC. At the height of his business career, Schlesinger controlled over 70 companies in nearly every sector of the economy.

Schlesinger remained an American citizen until his death in 1947. His son, John Schlesinger, inherited the business empire, which he continued to grow well into the 1960s.

*I.W. Schlesinger*





Fig.7B: Cover carried by Halse, salvaged from his Percival Mew Gull Baragwaneth which crash landed 20 miles from Salisbury. Originally postmarked Bristol, 22 Sep.1936, then Salisbury, 3 Oct.1936 & Jeppesstown, 7 Oct.1936; a result of being redirected from Jhb to Pta. Probably carried Salisbury - Johannesburg by train. He carried 24 covers, of which four have the De Havilland cachet.



Fig.7A: Captain Stan Halse



Fig.7C: Enthusiasm for Halse's possible win reflected in a placard for The Star.



Fig.8: Scott & Guthrie, winners and the only Competitor to finish the Schlesinger Race.



Fig.9: Scott & Guthrie in front of their Percival Vega Gull for cameras on arrival at Rand Airport



Fig.10B: Cover posted at George by Victor Smith, with a cachet showing the Race trophy; presumably an arrival mark in the bottom left-hand corner, with an indistinct strike. The green cachet 'England - South Africa Air Race' was applied at Portsmouth aerodrome before the race. Smith carried a total of 35 covers



Fig.10A: Cover carried by Victor Smith, with an indistinct cancellation, which could be GEORGE (it compares with the cancellation in Fig.12B) and posted by Smith on arrival. After retiring at Khartoum, Smith continued on to George in easy stages.



Fig.10C: Victor Smith (1931 - 2001)



Fig.11B: Cover carried by Clouston, with a Portsmouth date stamp (28 Sep 1936) with a violet Imperial Airways cachet. He crashed in Southern Rhodesia and then travelled by car to Bulawayo where he got a ride in another aircraft to Johannesburg. Clouston carried 45 covers on his flight.



Fig.11A: Cover addressed to Mr. L. Wyndham, a prominent South African aerophilatelist, dated a week after the race ended. The inscription at the bottom left-hand corner refers to Clouston and Tasker's Competition number (8) and the registration of their Miles Hawk VI.



Fig.11C: Arthur Clouston

The recorded number of covers carried, as reported in the May 1938 SA Philatelist, is given in Table 2.

### References

- A London-Johannesburg Race. 1939. *Flight*, 4 June: 601.
- AIR: The Race to Africa. 1995. *Motor Sport*, Oct: 1114 - 1115.
- An Empire Air Race. 1936. *Flight*, 4 June: 390.
- Argyll Etkin. n.d. African Air Mails continued ... [O]. <https://stampauctionnetwork.com/ag/ag412.cfm> Accessed: 23 Feb. 2018.
- Next Week's Big Race. 1936. *Flight*, 24 Sep: 306 - 308.
- One Out of Nine. *Flight*, 8 Oct.: 352 - 355.
- Over the Route. 1936. *Flight*, 24 Sep: a - d.
- Portsmouth Paragraphs. 1936. *Flight*, 1 Oct: 341 - 344.
- The London-Johannesburg Race. 1936. *Flight*, 3 Sep: 251.
- The Schlesinger African Air Race. 1936. *Flight*, 18 June: 649.

**BELLVILLE PHILATELIC SOCIETY**

Monthly meeting, 2<sup>nd</sup> Wednesday. Auditorium of the Bellville Library, Charl van Aswegen Rd, Bellville. Meetings start at 19h00 to 21h00 and consist of club cup competitions, workshops and fun evenings with specific themes. Members from other societies are regularly invited. *Chairperson:* Werner Barnard; [wernerb@axxess.co.za](mailto:wernerb@axxess.co.za)  
*Secretary:* Reanie de Villiers; 082 567 0353; [philately@netpoint.co.za](mailto:philately@netpoint.co.za)  
*Website:* <http://bellvillephilatelic.tripod.com>  
*Contact the Secretary for further Programme details.*

**THE ROYAL PHILATELIC SOCIETY OF CAPE TOWN**

Meetings are held every 2<sup>nd</sup> and 4<sup>th</sup> Monday of the month at 8.00pm at the Athenaeum, Camp Ground Road, Newlands. Visitors are always welcome.



*Contacts:* Mary Rogers  
0729461767 or 021 5582662  
*President:* Victor Millard 0828028882 or 021 6714613 (*Secretary*);  
Email: [royalphilct@gmail.com](mailto:royalphilct@gmail.com)  
**Website:** <https://www.rpsct.org/>

**STELLENBOSCH FILATELISTEVERENIGING**

*Meeting* – 1<sup>st</sup> Tuesday of the month at 19:00.  
*Plek:* Biblioteek, La Clémence aftreeoord, Webers-valleiweg /Road, Stellenbosch. Ons hou uitstallings, ontvang gassprekers, ervaar praatjies/demonstrasies, monthly newsletters with news on local philatelic activities, Show, Tell and Ask sessions covering all aspects of the hobby of stamp collecting. Besoekers altyd welkom. Visitors always welcome. Join us. Kom saam of kontak [stellenboschstamp@gmail.com](mailto:stellenboschstamp@gmail.com)



**PAARLSE FILATELISTE**  
Sedert 1951

Die Paarlse Filatelite vergader elke maand op die tweede Donderdag van die maand om 19h30. *Filatelite, seëlversamelaars en besoekers is baie welkom. Vergaderings is baie informeel en daar word lekker gekuier en daar is altyd iets te leer (en te ete). Vir meer inligting oor die program en vergaderplek kontak gerus vir:* Gawie Hugo; 083 956 2410  
[gawiehugo@gmail.com](mailto:gawiehugo@gmail.com) of  
Riaan Crafford; 022 4824005  
[n/u.craffies@telkomsa.net](mailto:n/u.craffies@telkomsa.net)



**FISH HOEK PHILATELIC SOCIETY**

Founded in 1954 and still promoting philately in the 'Deep South' of the Cape Peninsula. Circa 20 – 30 members and often a few guests gather once a month. FHPS reaches a wider audience on the internet since launching their website. Please have a look and maybe get ideas or inspiration for your own society. *The society meets every first Tuesday* at 19h30 at Civic Centre, Minor Hall, Recreation Road, Fish Hoek. *President:* Dave Young, email: [davesueyoung@gmail.com](mailto:davesueyoung@gmail.com)  
*Secretary:* Volker Janssen.



**Website:** [www.fhps.infoFHPS](http://www.fhps.infoFHPS)

**GEORGE PHILATELIC SOCIETY**

The Society meets every 2<sup>nd</sup> Thursday of the month, in the Minor Hall, Presbyterian Church, 8 Caledon St. *President:* Nick Zerbst 0836255804, *Secretary:* Rob Sinclair-Black 044 8746337. email: [robrita@mweb.co.za](mailto:robrita@mweb.co.za)

**PORT ELIZABETH PHILATELIC SOCIETY**

The society meets monthly at 19:00 on first non-holiday Monday at the Bible Society House, 31 Cotswold Ave, Cotswold. For more information contact either Francois Friend (President, 082 554 8900, [francois@softchem.co.za](mailto:francois@softchem.co.za)); David Brown (Vice president, 041 360 4025) or Rodney Maclachlan (Secretary / Treasurer, 072 619 5409).



FOUNDED 30 APRIL 1909  
**EAST LONDON PHILATELIC SOCIETY**

The Heritage Room, 1st Floor, Berea Gardens 70 Jarvis Road, Berea  
**Meetings :** Every 4th Thursday of the month. Time: 19h30  
**President :** David Preston  
0827742090. Email: [prestee@telkomsa.net](mailto:prestee@telkomsa.net)  
*Secretary:* Carlos Da Fonseca 082 334 7603



**CASPIP**

CAPE SOCIETY FOR PALESTINE-ISRAEL PHILATELY  
Meets on the third Wednesday of the month, 20h00, excluding Jewish & Public holidays. Contact for details: Aubrey Katzeff: [akatzef@mweb.co.za](mailto:akatzef@mweb.co.za), +27 (21) 4615134 the President of CASPIP

**\* PLEASE NOTE:** **Back Issues** of *The South African Philatelist* are limited. Requests for any issue should be made in writing to *The SA Philatelist*, P.O. Box 131600, Benoryn, 1504. An electronic PDF file may be requested should a printed copy of the journal not be available.

*Study Groups*

**EUROCIRCLE STAMP STUDY**

Meetings in the Captain's Table at Woodmead - last Wednesday of each month at 20h00 (except December).

**TBVC STUDY GROUP**

*Contact:* Chairperson Jan de Jong [djhome606@gmail.com](mailto:djhome606@gmail.com) Secretary Eugene du Plooy [eugeneduplooy@gmail.com](mailto:eugeneduplooy@gmail.com)  
Meeting 1<sup>st</sup> Saturday of the month at 09:00am for 09:15am at the Greek Orthodox Church Pretoria Stamp Fair. Corner Lynnwood Rd & Roper St, Hillcrest, Pretoria - right opposite the entrance to the University of Pretoria

**RSA SEËLSTUDIEGROEP**

Vergader elke 2<sup>de</sup> Woensdag, 10vm van elke onewe maand (Januarie, Maart, Mei, Julie ens) by Filateliedienste in Silverton. *Kontak:* [djhome606@gmail.com](mailto:djhome606@gmail.com) Doen uitstekende studie en navorsing en publiseer 'n gereelde maandelikse nuusbrieff,

**SOUTH AFRICAN STAMP STUDY CIRCLE**

*Meetings:* First Saturday of month at 13h00 at the Thornhill Manor Retirement Village Hall, Modderfontein. *Contact:* Secretary, Keith Perrow 083 379 2626, email: [keith.perrow232@gmail.com](mailto:keith.perrow232@gmail.com)

**RHODESIAN STAMP STUDY**

The Rhodesian Study Circle holds regular member meetings and events across the world. Visitors are welcome to attend. For more information on meetings, visit <http://www.rhodesianstudycircle.org.uk/engage/meetings> or Contact us (<http://www.rhodesianstudycircle.org.uk/about-us/contact-us/>)

**PINELANDS STAMP CIRCLE**

Meet on the last Wednesday of every month (except December) at 19h30 - Activities Hall of Pinelands Library, Howard Centre, Western Cape. The Circle caters for all interested in stamp collecting - from beginner to more experienced philatelists. Programmes for meetings include displays of stamps, talks by visiting speakers and members' 'Show and Tell' exhibits. The Circle operates an Exchange Circuit and holds auctions from time to time. Visitors are always welcome!  
*Contact:* Marilyn Crawford at 021689 5050 or email: [m.tristan.crawford@gmail.com](mailto:m.tristan.crawford@gmail.com)



**Durbanville Stamp Fair THE CAPE STAMP FAIR**

Please note: new name & new venue. Bellville Valley DRC Hall, c/o Postma & St Andrews Streets, from 9am - 12:30pm. Public parking & entrance is in St Andrews Street. All welcome, free entrance & parking, refreshments available. Large contingent of dealers in attendance to sell, buy, evaluate and advise on all aspects of philately, including stamps, envelopes, covers, post cards, correspondences, postal history, revenues, documents & non-fiction books of a historical nature, plus coins, banknotes & medals, etc.  
Stamp Fair dates for rest of 2019: (all on 1<sup>st</sup> Saturday monthly)  
2 Mar, 6 Apr, 4 May, 1 June, 6 July \*\*, 3 Aug, 7 Sept, 5 Oct, 2 Nov, 7 Dec. \*\**The Stamp Fair on 6 July returns to the old venue (Bergsig DRC Hall) as Bellville Valley unavailable in July 2019.* Auctions for 2019 continue to be at the Bergsig DRC Hall c/o Boland Way & Protea Way, Durbanville. Auction dates 2019: 16 Mar, 18 May, 20 July, 21 Sept, 16 Nov. *Contact:* Ken Joseph [ken@philatelicfriends.com](mailto:ken@philatelicfriends.com)

**International Exhibitions**

**SINGPEX 2019**

36th Asian International Stamp Exhibition, at Suntec Singapore.  
Date: 31 July to 4 Aug 2019  
South African Commissioner: [Joof van der Merwe jnc1@vodamail.co.za](mailto:jnc1@vodamail.co.za)



**LONDON 2020**

INTERNATIONAL STAMP EXHIBITION  
Date: 2 to 9 MAY 2020  
South African Commissioner: Patrick Flanagan. [patf@fgprop.com](mailto:patf@fgprop.com)





Venue: Country Club Johannesburg, Napier St, Auckland Park. For info contact the President: Herbie Schaffler RDPSA 082 722 7604.

**Dates for Society Meetings 2019 always on a Wednesday at 20h00**

- 13 February '19 Workshop on Thematics and Postcards
- 13 March '19 One-to-Five Page Exhibits
- 10 April '19 First Competitive Evening
- 8 May '19 One-Frame Evening

**EUROCIRCLE STAMP STUDY**

For 2018 the meetings - Bishops at Woodmead. The second meeting of each month, except December, is held on the last Wednesday of the month. This is effectively a study group.

**EDENVALE PHILATELIC SOCIETY**

Meets first Saturday monthly at Thornhill Manor Retirement Village Hall, Modderfontein at 1pm. Meetings consist of club competitions, workshops, themed events and many other fun activities. Membership is varied and mainly consists of general stamp collectors. Light refreshments are served. All are welcome - from the novice to more advanced collectors. Our Facebook page allows club activities to continue 24/7; search for Edenvale Philatelic Society. All welcome. Contact: Colin Bousfield 082 309 8656

**EAST RAND PHILATELIC SOCIETY**

Meets at the Victorian Secret coffee shop, corner Russel / Woburn Ave, Benoni, 14h00 last Saturday each month. Exhibits, talks and workshops by members and invited guests. Items of interest, quiz, general networking. Free entrance, refreshments and safe parking. President: Jimmy Mitchell; jimmy.hcmitchell@gmail.com Secretary: Paul Hammerton. hampaul@ananzi.co.za



**PHILATELIC SOCIETY OF JOHANNESBURG**



President: Clive Carr, Tel: 011 789 6357 Meetings: 19h30, Third Wednesday of the month, at Blairgowrie Recreation Centre, Park Lane, Blairgowrie. P.O Box 131037, Bryanston 2021, South Africa.

**2019 meeting programme**

- 20 Feb : AGM & invited exhibits
- 20 Mar : Open - all categories & postal stationery
- 17 April : Anything relating to the letters 'M &/or N'
- 15 May : British Commonwealth.
- 29 May : 5th Wed - TBD
- 19 Jun : Mini Exhibits, 1 to 16 pages
- 17 Jul : Foreign, the art of philately & philately as art
- 31 Jul : 5th Wed, Society auction

**SANDTON PHILATELIC SOCIETY**

Meets on the first Monday monthly (Feb to Dec) Venue: Blairgowrie Recreation Centre, Park Lane (off Susman Avenue), Blairgowrie. Time: 7:30 for 8:00 PM. The society has an active exchange packet circuit and members with a wide range of philatelic interests. Visitors are welcome. For further information contact: Chris Carey 083 6622150 / 011 6732229 / ccarey@icon.co.za

**WEST RAND PHILATELIC SOCIETY**

Meets 3<sup>rd</sup> Wednesday monthly at 19h30 at Panorma Sports Grounds, Cornelius St, Weltevreden Park. PO Box 198 Florida Hills 1716. Contact: Andries Nel, 083 269 9374. Chairman or Secretary Ian Walker. Tel: 011 4721161. email: iwalker@vodamail.co.za

**PRETORIA PHILATELIC SOCIETY**

Meets on the first Monday evening of the month at 19:30 at Statech Centre, St. Albans College, Clearwater Street, Lynwood Glen. Monthly newsletter, active exchange section and loads of expertise on traditional philately and postmarks. Day meeting meets every first Thursday of the month following the first Monday in Glen Carpendale's shop, Kilner Park Galleries, 6 Wilkinson Street, Kilner Park, Pretoria. Stamp displays, talks and socialising. President: André du Plessis. andredupfs@gmail.com 083 399 1755 Vice-President: Alex Visser. alex.visser@up.ac.za

**AFRIKAANSE FILATELIEVERENIGING VAN PRETORIA**

Vergader elke 3de Saterdag van die maand om 10:00 by Glen Carpendale se Seëlwinkel in Kilnerpark. Baie aktiewe groep wat gereeld bywoon. Nuusbrief 'Die Posduif' verskyn maandeliks. Voorsitter is Petra Heath en Sekretaris is Herman van Niekerk. Kontak: arnot@telkomsa.net

**POLOKWANE PHILATELIC SOCIETY**

Meets last Tuesday of every month Contact: Peter Gutsche, Box 11933, Bendor Park 0713. Tel 083 276 1124. email: pmgutsche@mweb.co.za

**THEMATICS SA PRETORIA CHAPTER**

Meeting 1<sup>st</sup> Saturday monthly at the Greek Orthodox Church Pretoria Stamp Fair @ 10:00 for 10:15. Vibrant & active group of attendees - loads of expertise and lots of topical discussions. Group Leader: Helena Snyman Helena.snyman@gauteng.gov.za

**OFS PHILATELIC SOCIETY**

Society meets every 4<sup>th</sup> Friday monthly, (except December), at 19h15 at the museum of the Boer Republics in Memorium Road, Bloemfontein. President: Dr Neil Cronjé and Vice president: Garry Osthoff email: OsthoffG@ufs.ac.za

**MASHONALAND PHILATELIC SOCIETY HARARE ZIMBABWE**

Meetings: 9am, 3<sup>rd</sup> Saturday monthly at the Orchid Society Hall, Mukuvisi Woodlands, Hillside Rd (off Glenara Ave South), Harare. Stamp displays, talks, advice, auctions, swopping and socialising. Contact: Mike Fox, tallyho@mango.zw landline 495408; cellphone 0772 376994

**ZIMBABWE - BULAWAYO**

Royal Philatelic Society of Zimbabwe meets the second Saturday of each month (Except December) - 2:00pm for 2:30pm, at the National Natural History Museum, Park Road, Suburbs, Bulawayo. email: phil.soc.zim@gmail.com

**DIE POSBOOM FILATELIE VERENIGING**

Tweede Maandag van elke maand om 7nm Posbus10647, Danabaai, 6510. St Peter's Kersaal, Marsh Straat, Mosselbaai. Jaarlikse Algemene Vergadering: November.



President: Japie de Vos 082 767 5004 / 044 695 0705 epos: sanjari@mweb.co.za Sekretaris: Gerrie Conradie 082 952 6700 Tel / Faks 044 698 1074. epos: gajcon@gmail.com

**THE PHILATELIC SOCIETY OF KWA-ZULU NATAL**

Meetings are held at the Classic Motorcycle Club, 137 Tara Road, Bluff, Durban at 10h00 on the 2nd Saturday of the month. Contacts: Zbigniew Kawecki, (President) 082 968 6888 Ted Brown, (Vice-President) 083 284 6554 Trevor Harris, (Secretary) 082 377 8465 email zeptepi@3i.co.za Kraft von Aulock (Treasurer) 031 2629162

'Stamp Exhibitions' with a theme of what to do and what not to do to achieve success... 'All are welcome'



**HIGHWAY PHILATELIC SOCIETY DURBAN**

HPS, Durban, meets at the German Club, 7 Barnham Rd, off Essex Terrace, Westville. 09h00 - 11h30 every third Saturday of the month. Open invitation to other Philatelic Societies and interested visitors - from beginners to seasoned collectors. Youth encouraged to attend. 'Theme' Exhibits & 'Show-and-tell' Frames by Members, Instructive talks and general networking. Free entrance. Teas/coffees available. Safe parking. German Restaurant open for lunch. The Committee encourages past and new visitors to join us and get involved in this wonderful social hobby of Kings. President: Ian McMurray, ianjarvismcm@gmail.com Secretary: Bronwen Edwards, edwards@worldonline.co.za Membership: Barry Litsey, litsey@netsolutions.co.za



Established in 1924

**MARITZBURG PHILATELIC SOCIETY**

**VENUES:**

1. Ordinary Stamp Club meeting every third Monday at 16h00 St Mathew's Parish Hall, 115 Hesketh Drive, Hayfields Pietermaritzburg
  2. Thematics Group meeting every third Saturday at 09h00 8a Sanders Road Scottsville 3201, Pietermaritzburg
- The Executive Committee meets on the first Saturday of every month at 11h00.

President: Dave Wyllie - Club President/ Competitions and Speaker. Treasurer: Heather Wyllie. Secretary: Aubrey Bowles. 082 316 3308. burncree45@telkomsa.net aubrey.bowles45@gmail.com

- Ron Buchell - Deputy Treasurer,
- Janet Kimmince - Membership Secretary,
- Gordon Bennett - Stamp Book Circuit Officer,
- Graham Bruce - Librarian,
- Joyce Hulse - Assistant Librarian,
- Val de Jager - Catering Officer

Publicity and Monthly Newsletter, information on Society activities can be obtained from Aubrey Bowles. 📧



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