

CAPTAIN COOK

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1947 GLO Cover To Eddystone Lighthouse

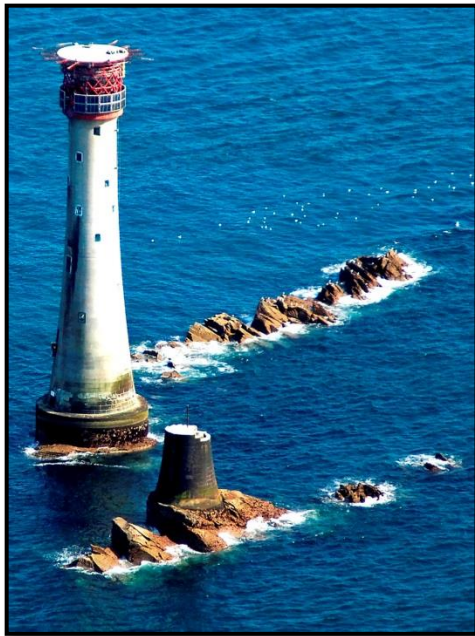
In February 2015, I wrote a piece on the usage of the 1947 Government Life stamps to frank mail sent to overseas addresses. The newsletters for the following June and July carried two further pieces on this topic by Stephen Prest. The articles would indicate that there was a reasonable awareness in the post office that these stamps were invalid for overseas use and that postage due would be charged unless the cover was also franked with a stamp valid for use. Still, as the cover below shows, the odd item would slip through without penalty.



The really nice thing about this cover is that it has been addressed to the Principal Lighthouse Keeper (PLK) of Eddystone lighthouse in the United Kingdom. Eddystone, used for the design of the 3d value of the set, is the only non-New Zealand lighthouse featured in the set and was probably chosen because of the connection to the original GLO logo.

The cover was sent from Lower Hutt on August 1, the first day of the stamp's issue and presumably was delivered to the lighthouse as it is annotated 1st September at the base of the cover.

The cover is signed by JSJ (Jim) Bowling who at the time was an Assistant Keeper (ALK) based at Eddystone. On searching the web, I came across the website of Ken Trethewey and after some research on his part was able to provide the name of the PLK, TJ Davies, at the time.



Eddystone showing the helipad above the lantern

Apparently Bowling was fairly well known in the lighthouse keeping fraternity and this cover dated from quite early in his career. He retired in the late 1970's from his final position as PLK at North Foreland lighthouse.

The following January, the cover franked with a GVI 2/6 stamp, was then posted back to the sender resulting in an interesting philatelic souvenir.

The lighthouse takes its name from the Eddystone Rocks, the reef that it is built on and is about 14km off the south coast of Cornwall. According to Wikipedia, the current structure is the fourth to be built on the reef. The original structure was completed in 1698 and lasted until the "Great Storm of 1703" which almost completely obliterated the structure along with its builder, Henry Winstanly.

The second tower designed by John Rudyard and built of wood over brick and concrete was completed in 1709. It lasted until December 2, 1755 when it caught fire and burned down. Henry Hall, one of the keepers and aged 94, was helping to fight the fire when he was showered in molten lead from the roof, some of which went down his throat. He continued to assist with fighting the fire but they were unable to quell the blaze. A rescue boat arrived later in the morning but wasn't able to land so the three keepers were thrown ropes and pulled through the water to the boat. Hall survived another six days before succumbing to his injuries. The subsequent autopsy removed a lump of lead weighing over seven ounces from his stomach cavity. I guess 94 year olds were made of fairly stern stuff 260 years ago!

The light in the third tower lit on October 16, 1759. The lighthouse was similar to the current tower and built using granite blocks and "hydraulic lime", a concrete that cured under water. This lasted until 1877 when it was dismantled due to erosion to the rocks underpinning it. The foundation can still be seen on the rocks in front of the current tower, which was completed in 1882. The tower has undergone a number of upgrades over the years and was demanned in 1982 being the first offshore lighthouse to be automated. It is now controlled from the Trinity House Operations Control Centre at Harwich in Essex.

And for all the members that are Pharologists (you know who you are), Ken can be contacted at ken.trethewey@pharology.eu

Stephen Jones



Original issue GLO stamps showing the stylised Eddystone lighthouse design that was later used for their company logo

SOCIETY PAGE

PROGRAMME

JUNE 3 POSTAL HISTORY GROUP

JUNE 11 SOCIETY MEETING **Bring & Buy Night**
Silent displays

Bring & Buy Night

Empty that "too good to sell draw" and make a fellow collector's night
And don't forget some pages of your favourite items to show as well

JUNE 18 LIBRARY NIGHT Open for all members

JULY 1 POSTAL HISTORY GROUP

JULY 9 SOCIETY MEETING **Annual Competition**
???????

JULY 16 LIBRARY NIGHT Open for all members

JULY 23 POSTCARD GROUP **Paul van Herpt**
Scouting Postcards

All meetings are held at the Philatelic Centre, 67 Mandeville St, Riccarton, and commence at 7.30 pm. (Library night closes at 10 pm)

SOCIETY ADDRESS: PO Box 9246, Tower Junction, Christchurch 8149
(website) www.cps.gen.nz
(emails) Use the "Contact" facility in the website

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The view expressed in this issue of *CAPTAIN COQK* are not necessarily those of the Christchurch (NZ) Philatelic Society (Inc) but are simply those of the respective authors

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D Day 75th Anniversary



At a 4:00am meeting June 5, 1944, Group Captain J M Stagg would deliver his forecast that could not only delay but potentially sink the plans to land in northern France. Stagg was General Dwight D. Eisenhower's (Supreme Commander of the Allied Expeditionary Forces) chief meteorologist. On June 4, Stagg recommended a delay in the landing date, June 5, due to bad weather. Late on June 4, Stagg predicted a period of fine weather would come. At the meeting, he was confident of settled weather for June 6. On this, Eisenhower made the decision to proceed. June 6, 1944 is to be D Day. 75 years later Britain, Canada, USA and France commemorate the Normandy landings which began the long awaited "second front" in World War 2.



Operation Torch
French support

In a broadcast to French peoples on October 21, 1940 Churchill said: "the morning will come". To Churchill it was when, not if. When Britain stood alone, Stalin blamed Britain and France for the war. However, on July 18, 1941 as Soviet forces were being rolled up by Germany, Stalin asked Churchill to open a second front in France. Britain didn't have the capability. On December 11, 1941 Germany declared war on USA. US top brass thought the Allies could land in France in 1942 to help Stalin.

Second Washington Conference, June 19-25, 1942, Churchill persuaded Roosevelt that it was infeasible and promoted landing in French North Africa. Casablanca Conference (end of the North Africa Campaign), January 14-24, 1943, US wanted land in France in 1943. Churchill convinced Roosevelt to invade Sicily and Italy first. It would knock Italy out of the war, stretch German resources, and tie down German troops in Italy.



US top brass felt they had been suckered. Third Washington Conference, May 12-25, 1943, US forced Britain to accept a 1944 invasion of France. On March 12, 1943, British Lieutenant-General Frederick Morgan was tasked to begin detailed planning of the return to France.

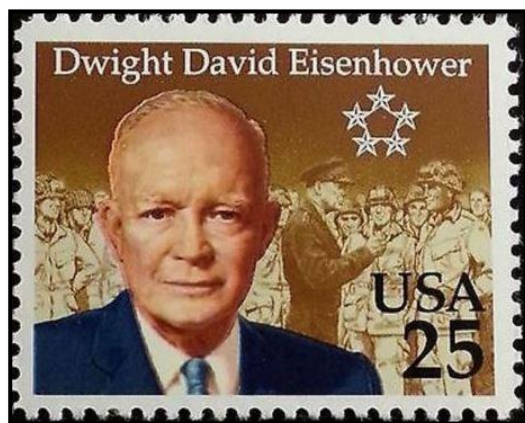


Morgan

Morgan planned for a 1944 invasion due to lack of men, materiel and landing craft. The first decision was where to land. The beaches had to be suitable for: the landing of troops, tanks and supplies; and for rapid deployment inland. It had to be close enough to be able to maintain air superiority. The choice fell to the Pas de Calais or Normandy. Normandy was chosen because it was less heavily defended, the beaches were better for landing and rapid deployment inland. Cherbourg and the Brittany ports were within striking distance. The initial plans were accepted at the First Quebec Conference, August 17-24, 1943 with May 1, 1944 as D Day.

The entire operation to the crossing of the Seine River was to be called Overlord. The actual landings were codenamed Neptune. Eisenhower was appointed overall commander on December 6, 1943 by Roosevelt. December 24, 1943 General Montgomery was appointed commander of all land forces. Operation Overlord plan proposed five phases. The Preliminary Phase, to soften German resistance in France while keeping them away from Normandy. The Preparatory Phase. The assembly of the invasion force. Disrupt communications and transport. The Assault Phase. This was the D-Day landing. The Follow Up and Build Up Phase. To expand the beachhead, obtain

airstrips and ports, and increase the forces ashore. The Further Operations Phase. This would begin at about D+14 after the capture of Cherbourg.

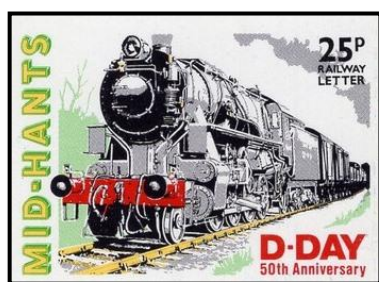


Part of Operation Fortitude South

The main effort of phase one was Operation Body Guard. Within it, Operation Fortitude South was to: make the Pas de Calais appear to be the main invasion target; mask the actual date and time of the assault; and keep German reinforcements in Pas de Calais for at least 14 days after landing.



It involved making the Germans act as if there was a real 1st US Army Group that would land in the Pas de Calais after the Normandy landings. Through turned spies giving semi-false reports, and fake signals traffic Hitler was convinced that the Pas de Calais was the target. So successful was the deception that most of the German armoured divisions available were held back until it was too late.



In the Preparatory Phase every conceivable thing required for a successful landing had to be planned, manufactured, transported, trained and assembled. Five infantry and three paratrooper divisions would make the initial landing. 39 divisions: 20 US; 14 British; 3 Canadian; 1 French; and 1 Polish; were to be landed by D+30. By June 1944 1,200,000 US and 200,000 Canadian personnel arrived in Britain.

Stockpiled was: 2.5million tons of materiel; over 1,000,000 artillery rounds; 11,500,000 fuel cans; 4,200 tanks, 3,500 artillery pieces, 14,000 trucks and 12,000 aircraft. 1,000 locomotives and 20,000 wagons had to be imported to handle the men and equipment.

Many areas used for training were cleared of civilians, who never returned home. Photos from over 3,200 low altitude photo-reconnaissance sorties built detailed maps for training and assault. Frogmen took samples of sand from the beaches and clandestinely prepared detailed harbour maps. D Day was to use 4,126 landing ships and craft. By April 1944 only 2,493 was allocated to D Day. D Day was postponed from May to June so sufficient landing craft could be re-allocated from the Pacific Theatre to Normandy.



Landing craft

The Transportation Plan was the strategic bombing of bridges, rail centres, including marshalling yards and repair shops in France. RAF Bomber Command Marshal Arthur Harris and

USAAF General Carl Spaatz fiercely resisted the "D Day sideshow". They considered their bombing campaign would win the war without the need for a costly invasion.



On March 6, 1944 they were ordered to do so and did it effectively. It crippled the German rail networks in France and played a crucial role in disrupting German logistics and reinforcements to the invasion area. Up to 19,000 French and Belgian civilians died during the interdiction with over 100,000 made homeless. On November 21, 1943 Rommel's Army Group B was moved to northern France and with it the command of the Atlantic Wall. He saw the existing

fortifications were entirely inadequate. Hundreds of new gun emplacements were built, over a million mines were laid and thousands of beach obstacles. To counter these, the landings would take place with a full moon (to give light when crossing the channel) and low tide at dawn, so the engineers could destroy the mines and obstacles for the incoming troops.



Sir Percival Hobart was tasked with adapting tanks to overcome natural (eg blue clay) and manmade obstacles when landing. The 79th Armoured Division was completely fitted with these adapted tanks, "Hobart's Funnies".

These included tanks: with flails to clear mines; petard mortar to destroy pillboxes; flame throwers; bobbin to drive over clay; fascines for ditches. Since they were landing on beaches and needed 18,000 tonnes/day in supplies, they built two harbours each the size of Dover, called Mulberry Harbours. These were towed into position on the afternoon of D Day.

On May 31, the invasion forces were sealed in their assembly areas. From there, all traffic headed south to the embarkation ports. By June 4, all the ships had been loaded and air assault units ready. Then postponement. A channel storm halted departure for 24 hours. In the evening of May 5 the ships left harbour. At 11:00pm aircraft carrying units of the British 6th Airborne Division took off.



An hour later elements of the 82nd and 101st Airborne Divisions depart. At midnight "dummy paratroops" are dropped to confuse the Germans. 350 minesweepers started to sweep mines off the invasion coast. They were not interfered with by the Germans. By 3:30am 10 channels had been cleared for the landings. 0:15am British airborne assault begins and captures its objectives. 1:00am the US airborne assault starts.



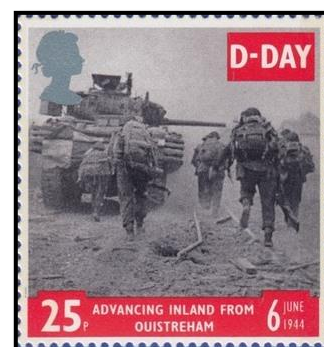
Due to the low cloud base from the storm, the paratroops are spread over a wide area. 3:00am the ships arrive off the beaches and at 3:30am troops start to embark on the landing boats. 5:30am, the start of the naval and air bombardment. At 6:30am the US forces land at Utah and Omaha beaches followed by the British landing at Sword and Gold and the Canadians at Juno at 7:30am.

It was clear by midday that the original timetable was not going to be achieved. By the end of the day, to Eisenhower, the landings still seemed precarious. The sheer weight of numbers alone doomed the Germans.



Bad weather on June 5 had the Germans unprepared. The German command system was fractured, von Rundstedt, C-in-C West, did not control the armoured reserves. He had to get Hitler's permission. Rommel was for fighting on the beaches, von Rundstedt, inland. Hitler believed any Normandy landings were a feint for the real landings at Pas de Calais. Thus the German response was slow and confused.

No one would wake Hitler. It wasn't until the afternoon that he released armoured reserves for use. Only the 21st Armoured Division was available. It stopped British forces taking Caen but couldn't defeat the British or Canadians. German units fought more tenaciously than expected. In the face of overwhelming materiel superiority, German units were ground down. The Luftwaffe and Kriegsmarine made cameo appearances.



Montgomery requested the NZ Second Division to be part of the landings. The NZ government disapproved the request. However, two Kiwis played pivotal roles.

Lawrence Hogben joined Eisenhower's meteorological team in April 1944. He was one of those that supported Stagg in delaying D Day on June 4 and giving the go ahead on June 5.

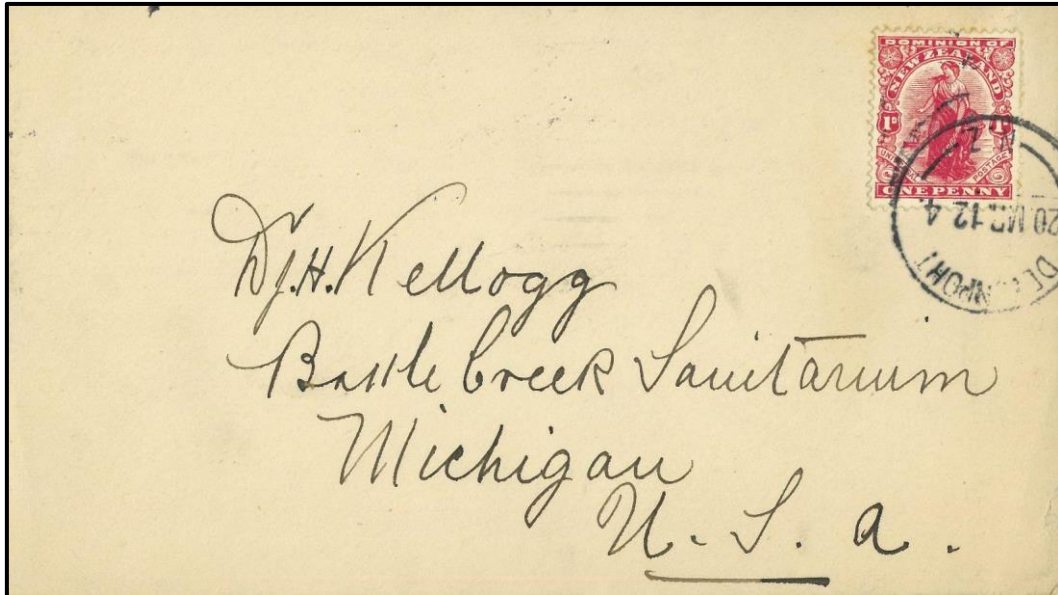
Air Marshal Sir Arthur Coningham was Air Officer Commanding-in-Chief 2nd Tactical Air Force which provided the air support for Overlord. A Spitfire from NZ 485 squadron was the first to shoot down a German bomber over the Normandy beaches.

D Day did not turn the tide. By June 1944 Germany was palpably losing the war. Nor did it draw off many divisions from the east. D Day did achieve three things. "Plans are worthless, but planning is essential", Eisenhower. D Day was a master piece of planning that dwarfed any other operation in WW2. It was as much a moral victory for Britain as it was a military one. Now Britain (and France) could avenge their humiliating defeat in 1940. US envoy to Moscow, Averell Harriman, congratulated Stalin on taking Berlin. Stalin replied: "Alexander I made it to Paris". D Day meant that Western Europe would not become communist.

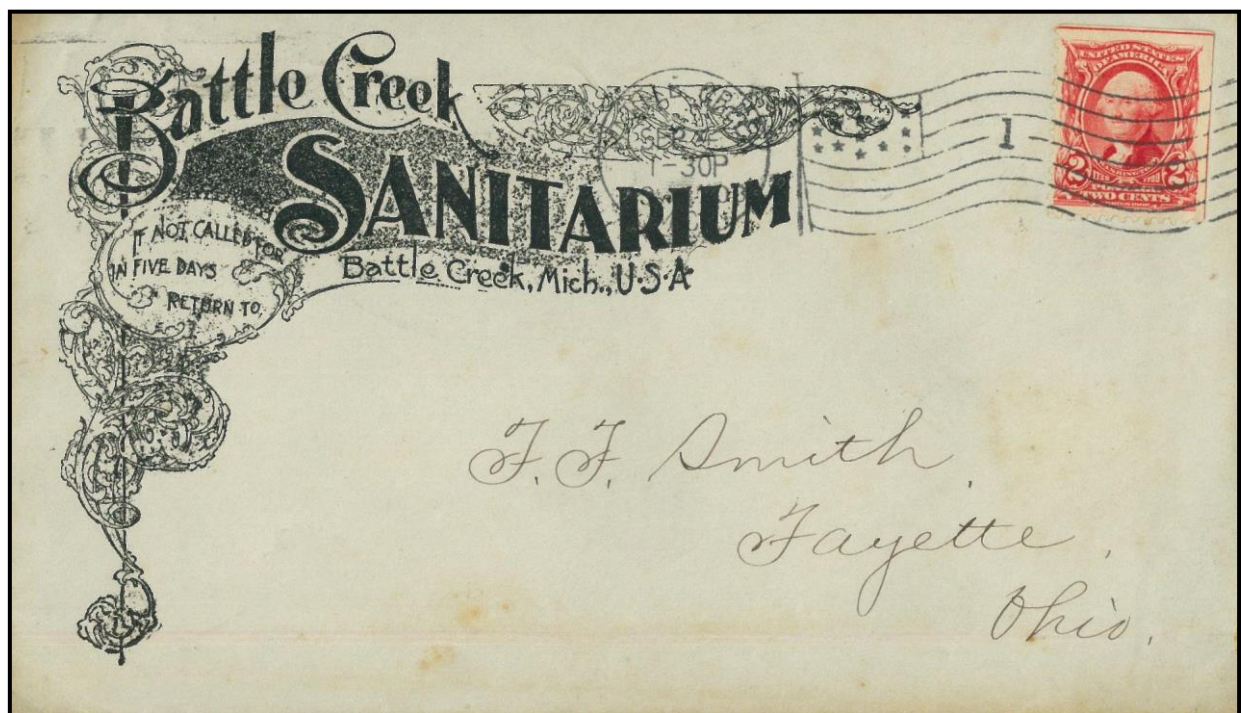
Murray Taege

1912 Kellogg & Sanitarium

One of the most popular breakfast cereals in New Zealand is Kellogg's Cornflakes so it was nice come across a New Zealand cover addressed to Dr John Harvey Kellogg at the Battle Creek Sanitarium in Michigan. Born in 1852, he grew up in Battle Creek and at 16, started working as a teacher in Hastings, Michigan. He subsequently enrolled at medical school, graduating at the age of 23 with a medical degree in 1875. The following year he became director of the Western Health Reform Institute renaming it Battle Creek Medical Surgical Sanitarium in 1877.

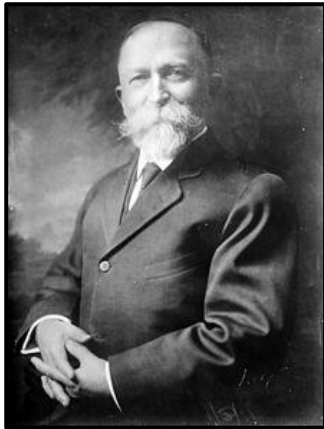


Around 1877, John Kellogg began marketing his first breakfast cereal. Originally called "Granula", it was made from a dough of wheat, oats and corn baked into a bread at high temperatures and then broken into crumbs. Unfortunately for Kellogg another cereal was being marketed under that name and in 1881, he changed the name to "Granola" which is still in use today. In 1890, John formed the Sanitas Food Company to develop and market food products.

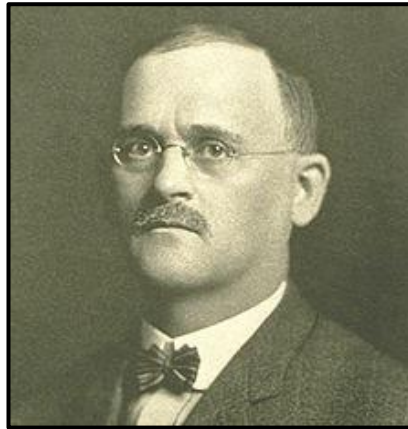


The development of the flaked cereal began in 1894 although there is considerable disagreement between John, his wife and his brother Will over who was involved in the discovery, and the role they each played. The crux of it appears to be that once the dough is

made up, it is allowed to rest for a period before being passed through rollers to produce the flakes. These are then baked into "corn flakes". A patent for "Flaked Cereals and Process of Preparing Same" was filed on May 31, 1895, and issued on April 14, 1896 to John Kellogg as Patent No. 558,393. His brother Will wasn't named in the patent.



John Harvey Kellogg



Will Keith Kellogg

Will Kellogg continued to develop and market flaked cereal. When he proposed adding sugar to the flakes, John would not agree to the change.

So, in 1906, Will started his own company, the Battle Creek Toasted Corn Flake Company. This marked the start of a decades-long feud between the brothers.

Will's Battle Creek Toasted Corn Flake Company would eventually become the Kellogg Company while John Kellogg's product is now marketed under the name Sanitarium.

Apparently, the name Sanitarium was first coined by John Kellogg. As Kellogg put it, they took the word "sanatorium", which back then was defined as a health resort for invalid soldiers. "A change of two letters transformed 'sanatorium' to 'sanitarium', and a new word was added to the English language".

Stephen Jones

+++ ==== Annual Competition ==== +++ July 9

Don't forget your entry for the Annual Competition in July

CLASS A: 16 Pages

- | | | | |
|----|---------------------------------------------------------|----|---------------|
| 1 | Postal History | 2 | Traditional |
| 3 | Postal Stationery | 4 | Aerophilately |
| 5 | Maximaphily | 6 | Revenues |
| 7 | Cinderellas | 8 | Thematic |
| 9 | Open | 10 | Postcards |
| 11 | Entries which do not fit into any of the above classes. | | |

CLASS B: 8 Pages

- 12 Adult Development - any of the above classes.

Remember too, that you can put together 8 or 16 pages of material you like and want to share with the rest of the members on the night.

Finding Limits

In these days of personalised postage and most postal authorities having web based opportunities for people to design and purchase their own stamps, an article of the NOS news website (Dutch TV news service) highlighted there are issues with such simple procedures.

We had such an issue some years back with a Free Tibet CAL stamp produced.

In the Netherlands, stamp dealer Cees van der Wel and artist Ap Kooistra had a personalised stamp produced to promote the town of Den Helder. It featured a drawn women's portrait with a tattoo across her chest stating "I Love Den Helder".

PostNL declined to process it on grounds of rule 4.5 but they were coy as to the exact reason it is reported. The promoters, however, were undaunted and just added to their design to make it acceptable. The process made the news and as a result their promotion for the town undoubtedly even got a boost. van der Wel jokingly refers to the incident as "De nipplegate van Den Helder".

You may wonder what the design has to do with the town, but when you consider that before the locks at IJmuiden and the dyke across the Zuider Zee were built all shipping from Amsterdam came out through the Zuider Zee and passed Den Helder to get out into the North Sea. Often the last of the cargo was loaded on in Den Helder so the ships could get over the bar without stranding. These days, the town hosts the main base for the Dutch Navy, so very much a seaman's town. Remember the saying about a seaman with a girl in every port

Hopefully, both illustrations will appear with offending



Before



After

Paul van Herpt



1953 Royal Visit

The 1953 Royal Visit by the recently crowned Queen Elizabeth was the first by a reigning monarch to New Zealand. It was a hugely popular event and witnessed by perhaps 75% of the population at the time. Two stamps were issued for the event and a special souvenir cover with the tour itinerary shown on the back was produced. Some enterprising collectors managed to get a set of covers postmarked at each of the towns on the day the royal couple were passing through. I have seen at least two sets, plus some odd covers addressed to The Stamp Den in Christchurch indicating further sets could be acquired.



The royal couple arrived at Auckland on December 23 and covers postmarked on this date are reasonably common. However, the above cover using stationery from their accommodation in Auckland was cancelled with a Royal Visit frank that I believe was used by the entourage to personalise correspondence from the tour. It is a very uncommon marking and I have only seen a few examples of it.



The second cover is postmarked in Bluff on January 29, the day before they departed from New Zealand for Australia. Again, covers from Bluff can be found, usually dated January 30, but this is the first I have seen with the additional "Flag Office, Royal Yacht" cachet

Stephen Jones

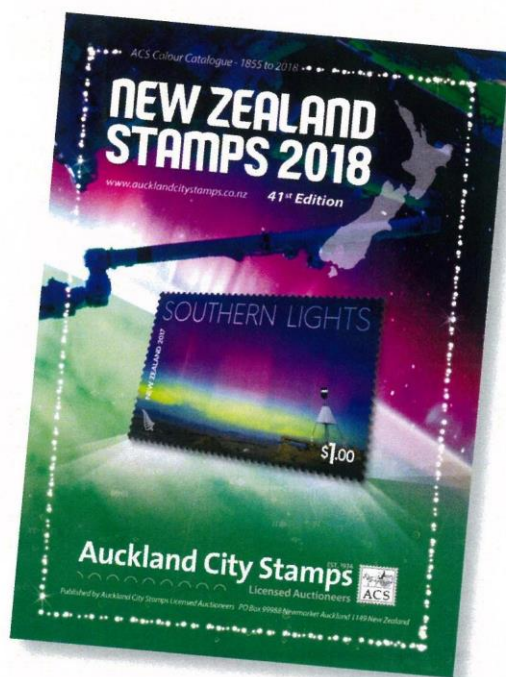
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hello@aucklandcitystamps.co.nz

www.aucklandcitystamps.co.nz

1 Ngaire Ave Newmarket | PO Box 99988 Newmarket Auckland 1149 New Zealand

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