

CAPTAIN COQK

NEWSLETTER OF THE
CHRISTCHURCH (NZ) PHILATELIC SOCIETY, INC

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July, 2021

1928 The "Presidente Sarmiento" World Voyage



See page 82 for detail

SOCIETY NEWS

June Meeting;

The evening consisted of the annual Society Competitions. Unlike previous years where the entries were judged on the night, no judging was done at all, but all who had material up were invited to speak to their material. Women's Suffrage, the round Kiwi stamps, Union Steamship Co mail forwarding services to their shipping crews, roses (two frames) and sheep dogs were topics shown, with various interesting anecdotes being given by their respective owners made for a stimulating evening.

Seminar Series;

We are looking at organising a seminar series entitled "***So you've inherited a stamp collection, what now?***" for 3 nights later in the year. It is obviously aimed at trying to interest people into the hobby. The evenings will be on the 4th Wednesdays in the months of August to October and we hope that CPS members will come and help support these nights.

The culmination will be a one frame exhibition on the Saturday afternoon of the National Philatelic Literature Exhibition on 20 November which we invite CPS members to partake in also. It does not need to be a new exhibit but can be one that you have mounted previously and still have intact. It will not be judged; it is to show the general public a range of things to help foster some interest.

National Philatelic Literature Exhibition;

The 20th November will be a busy day at the Philatelic Centre, the regular dealers fair in the morning, followed by the seminar one frame display in the afternoon, while in the library the National Philatelic Literature Exhibition will be set up. Add to that, the meeting room upstairs will host the NZ Philatelic Federation's regular meeting followed by their AGM for which there will be visitor from various parts of NZ.

It will be a full day of philatelic activity so pencil in the date now and come and take part.

More details will appear in this column as the day gets planned in more detail.

Paul van Herpt



From the front cover A fantastic philatelic souvenir from a world voyage by the Argentine Navy training ship "Presidente Sarmiento". It is a photograph of the ship with stamps and postmarks of all the ports visited during that voyage, including Zanzibar, Durban and Capetown, Colombo, Singapore, Tandjong, Fremantle, Jervis Bay and Sydney, Wellington, Papeete, and also of ports in Costa Rica, Brazil, Canal Zone, Panama, Guatemala, Cuba, USA, United Kingdom, France, Portugal, and Spain.

The frigate "Presidente Sarmiento" was the first training ship of the Argentine Navy. The ship has 3 masts and 35 sails and was built in Liverpool, arriving in Argentina in 1898, before setting off on its maiden voyage the following year. The ship sailed around the world 39 times for the purpose of training young navy cadets. Decommissioned in 1938, it was permanently docked in Buenos Aires before becoming a museum in 1964 to showcase its sailing history.

Stephen Jones

SOCIETY PAGE

PROGRAMME

JULY 5 POSTAL HISTORY GROUP

JULY 13 SOCIETY MEETING **Member's Night**
The letters C, P, and S

Member's Night

Letters C, P & S

A chance for you to use your imagination come with a good story,
like a fisherman's tale and illustrate it with something philatelic.

JULY 20 LIBRARY NIGHT Open for all members

AUGUST 2 POSTAL HISTORY GROUP

AUGUST 10 SOCIETY MEETING **Member's Night**
Annual Sale/Member's silent displays

AUGUST 17 LIBRARY NIGHT Open for all members

SEPTEMBER 6 POSTAL HISTORY GROUP

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

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The annual subscription is \$60.00 which includes a digital copy of Captain Coqk. A \$10 discount may be deducted if paid by 31st March. Where husband and wife are members but require only one CAPTAIN COQK newsletter to be sent a combined subscription of \$90.00 is charged with a \$15.00 discount allowed. From 2021 there is an additional charge (for NZ members) of \$20.00 for receiving printed copies of Captain Coqk or \$30.00 if you want a printed copy with our personalised stamps. For overseas members, the additional charges are Australia \$35.00 and Rest of the World \$40.00 plus another \$10.00 if you want the personalised stamp used for postage.

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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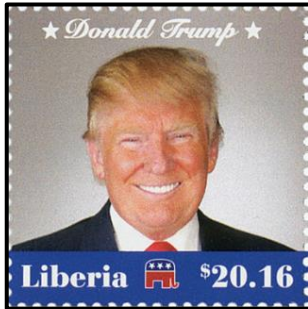
What's In A Name: Legitimacy

When one looks at stamp, there is an implicit assumption that the political authority behind the name is both legitimate and competent, irrespective of the type of authority. Political authorities use authoritative and patriotic symbolism in the content of stamps to support or enhance their legitimacy and competency. Legitimacy and competency are one of the greatest thematic in philately.



Parliament, symbol of NZ political legitimacy

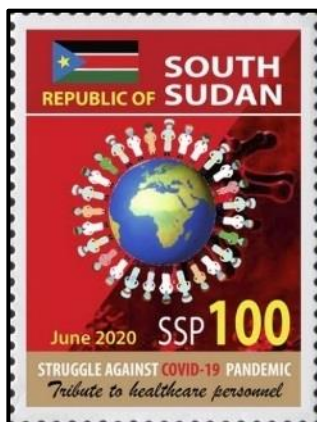
In a stable political environment, there seems little disagreement on what is a legitimate and competent government. However, defining political legitimacy and competency has occasioned screeds of academic writing, especially so is when legitimacy and competency is seriously challenged internally or externally.



In a mild form, Donald Trump's challenge to the legitimacy of Joe Biden's victory in the USA 2020 presidential elections, caused an amount of social discord. A serious challenge to legitimacy and competency can lead to conflict.

The challenge to legitimacy can lead to a civil war. There is much debate among scholars as to when a civil disturbance becomes a civil war. The current consensus (of sorts) is that it must involve at least 1,000 deaths arising from the conflict, there must be deaths on both sides and one of the combatants must be the governing political authority.

With this criterion, there have been over 110 civil wars since 1945. The average length of a civil war has increased from 18 months to over 4 years. This is largely due to the impact of the superpower involvement in civil wars since the Spanish Civil War 1936-1939. Civil wars have occurred since the first recorded civil war in the Egyptian First Intermediate Period, 2181-2055BC. It is estimated that 25 million people have died in civil wars since 1945. The majority of the estimated 80 million people in refugee camps in 2020 are due to civil war



Only a few civil wars have resulted in separate issues of stamps with a new name. There have been issues with a new name that are treated as bogus by stamp authorities.

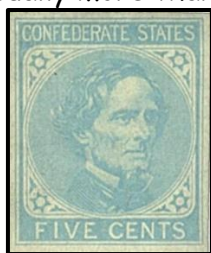
Successful civil wars have resulted in new names or the re-emerging of old names. For some countries, their name has become synonymous with civil war

South Sudan gained independence in 2011, after two civil wars, 1955-72 & 1983-2005. It has been in a civil war from 2012-2020

Civil wars can generally be divided into "separatist" or "national". A "separatist" civil war is where a region of an existing country/empire wants to become independent from the rest of the country/empire. Separatist civil wars can be divided into: "regional", within an independent

country; or "wars of independence", within an empire. A "national" civil war is where the aim is to change the governing political authority of a country.

Regional separatism has many motivations: ethnic; religious; historic; political. Within these motivations lies grievances, fears, perceptions over physical safety, economic resources and benefits, and political representation and alienation. None are mutually exclusive and there is usually more than one factor when separatist civil disturbance become a civil war.



Confederate States
1862 during the
USA Civil War
1861-1865



Antioquia an autonomous
state within Colombia. It
arose out of the 1851 civil
war and ended with the
1860-62 civil war



Republic of Biafra, a separatist
state from Nigeria,
1967-1970

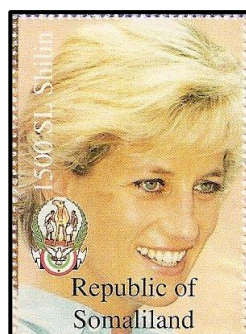


USSR attempted to set
up a breakaway Soviet
Azerbaijan in 1945 out
of Persia

The predominant motivation tends to be ethnic. This is due to borders being agreed upon without wit to the ethnicity or religious affiliation of the population. In overseas empires, as in contiguous empires, borders often split ethnic groups into different countries or empires.



Republic of Kosovo, 1990-, semi-
recognized ethnic Albanian part
of Serbia, Kosovo (civil) war.



In a perverse way, this bogus issue
for the Republic of Somaliland
(British Somalia) recognizes its break
from Somalia in 1991 during Somalia's
civil war.



Republic of South Ossetia,
Russian part of Georgia that has
fought 2 civil wars 1991-92 &
2008

Wars of independence are not generally seen as civil wars. They are a form of separatist civil war where the aim is to secure their own freedom (independence) within a defined geo-political area from an external political authority. A war of independence, as opposed to external liberation, is when the indigenous peoples attempt to secure their own freedom, although there may be an amount of external support involved. Wars of independence have been seen as part of the disintegration of overseas and contiguous empires.



North Vietnam
1946 against
France



Indonesia 1946
against the
Netherlands



Philippine
Revolutionary Govt
1898-Spain/US



Syrian Arab
Kingdom 1920,
against France



India National Army
1943



Irish Free State 1922 was the outcome of the Irish war of independence against Great Britain 1919-21



Hejaz 1917 was the Arab war of independence against the Ottoman Empire led by TE Lawrence (of Arabia).



Ukraine 1918 in its war of independence against Bolshevik Russia 1918-21

They all represent a war of independence against colonial powers. The India National Army was a proxy war of independence against Britain, fighting against British forces at Imphal and Kohima, India, 1944 and Burma 1944-1945

The other type of war commonly associated as a civil war is the national civil war. They mostly occur either when a military coup or revolution fails to be accepted by a large enough portion of the population or is not initially militarily/politically strong enough to gain at least the obedience of the opposition.



Nationalist issue 1937 Spanish civil war



General Deniken issue Russian civil war.



Communist Northeast China 1946, Chinese civil war



Turkey in Asia 1922. Turkey in Asia was fighting both a war of liberation against the Entente armies and a national civil war against the Ottoman Emperor

In many civil wars external assistance is sought and given to either or both sides. The difficulty lies in, to what extent of external assistance given to either side turns a civil war into an external war by proxy. In modern times, this can first be seen in the Russian wars with the Ottoman Empire in the Balkans. The civil wars against Ottoman rule in the Balkans succeeded due to both: indirect Russian support, Montenegro, and Serbia; or with direct Russian and other European power's support as with Romania and Greece. Fear of Ottoman victory in the Bosnia-Herzegovinian and Bulgarian civil wars, 1875-1877, led to the Russian-Ottoman War, 1877-78.

The Russian civil war, 1918-1922, was the beginning of the Communist vs Western proxy war, which after World War 2 became the "Cold War". Most of the civil wars up to the Afghan civil war of 1979-1992, were proxy Cold War wars. Since 1992, the Moslem world has had many civil wars, which were/are a proxy Sunni vs Shia war. Lately, the rise of Russia was seen in a renewal of proxy "Cold Wars", especially on Russia's periphery.



Greek independence was secured with the support of the Great Powers. Centenary of the Battle of Navarino



Afghan-Soviet War 1979-1989 was a civil war and a proxy "Cold War" war.

As stated in an earlier article, the emergence of a country is mostly dependent on its ability to defend itself either internally or with the help of an external power. This is also true in a civil war. In the Russian civil war, only Poland and the Baltic states successfully emerged from the civil war due to the external support they received. Ukraine and the Caucasian republics, however, did not and succumbed to the Bolsheviks. German and Italian support of Franco's Spanish Nationalists was key to the latter's victory in the Spanish Civil War.



Lithuania 1918 and Georgia 1919. Legitimacy of both was considered suspect due to their German support in WW1. Lithuania received foreign (mostly German) support, Georgia did not.



ND Croatia only existed with German support & was in a proxy civil war with Serbia/Yugoslavia

Legitimacy, like all intangible values, is in the eye of the beholder. There are currently over 10 non-United Nations semi or non-recognised states. Taiwan (Republic of China) is the most powerful of this group. The People's Republic of China claims sole legitimate right to represent all of China. Russia does not recognise Kosovo but recognises the breakaway states of Donbas (Ukraine) and South Ossetia (Georgia). North Korea and South Korea each claim sole right to represent Korea, in the longest running civil war in modern times. Israel is not recognised by 28 UN states. France and Germany had plans to incorporate Belgium into their own countries 1830-1918 and voiced them more than once.



Britain guaranteed Belgium's borders against French/ German plans



Montenegro Government in Exile 1916. Nicholas I was deposed in 1918 when the Kingdom of Serbs, Croats, and Slovenes (note no Montenegro in the title) was created. Nicholas I supported Montenegrin nationalism and produced Cinderella stamps claiming legitimacy.



Countries will try to legitimise their invasion/occupation of another country. Governments-in-exile are established to proclaim their continued legitimacy as representatives of those countries and counter any claim made by the invaders/occupiers.

Murray Taeye



1893 Auckland Islands - The Sequel

As a member of The Postal History Society of NZ I get to read the Society's copy of CAPTAIN COQK. I particularly enjoy Stephen Jones' explorations of stories behind often unremarkable philatelic items. The 1890 stationery postcard of which he wrote in the April issue begged further examination. I knew that the Government steamer *Hinemoa* was employed in serving New Zealand's remote islands and inaccessible lighthouses.



SS Hinemoa - a painting by Frank Barnes

The postcard bears a Bluff squared circle cancellation dated November 22, 1893. Using the Papers Past website I checked to see which ships had sailed from Bluff on that date and in the Otago Daily Times we read that *Hinemoa* sailed from that port bound for Auckland, Snares and outlying islands, confirming Stephen's theory.

The author of the postcard tells Miss Browne that the ship is scheduled to return to Dunedin on December 13 after putting stores on the Islands for shipwrecked sailors. I next checked Papers Past to see if *Hinemoa* had filed a report of its voyage on its return but was puzzled to find the ship leaving Wellington on December 14 bound for Lyttelton. I looked further and discovered a report of the arrival of *Hinemoa* at Dunedin on December 5 with 11 shipwreck survivors of the *Spirit of the Dawn*.



Antipodes Island near the wreck site

The *Spirit* was sailing from Burma to Chile with a cargo of rice when it was wrecked in dense fog on the Antipodes Island on September 4. Five members of the crew, including the master were drowned. The men spent 87 days on the island, most of it camped beneath an overhanging bluff. They used the ship's sails to patch their scanty clothes and for a flag which they raised on the highest part of the island. This is what attracted *Hinemoa* to the island and the rescue of the crew.

The Otago Witness of December 7 provides a detailed account of the discovery:

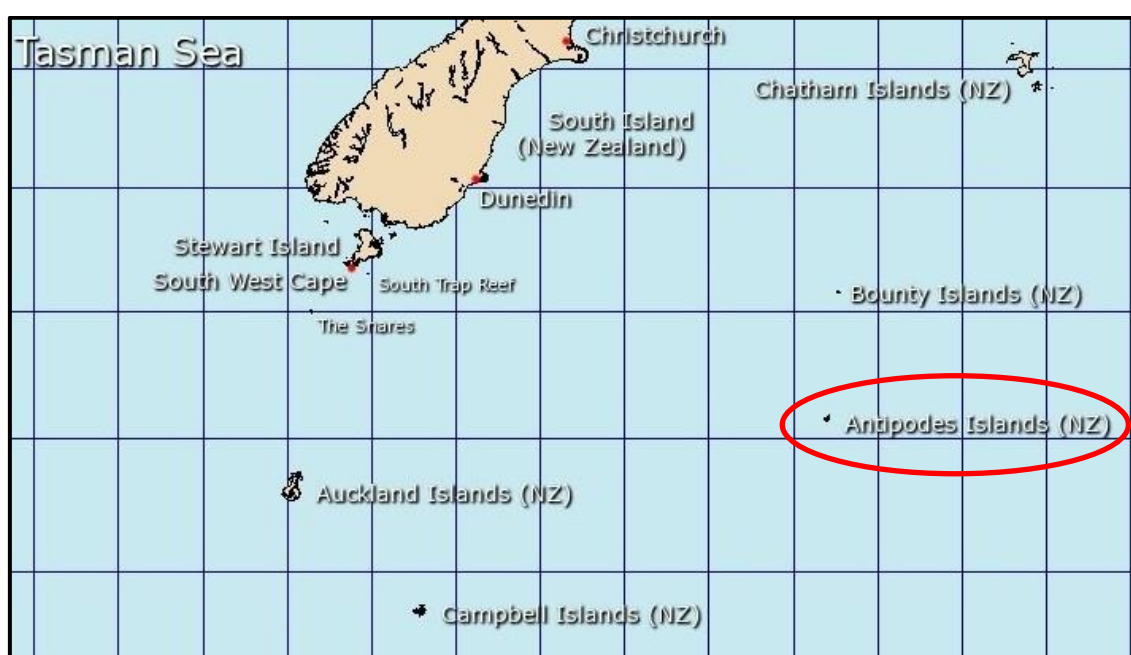
The periodical visit of the ss Hinemoa to the Antipodes Islands on the 30th of November last produced a great source of joy to some castaways who had been living on the island for nearly three months. On getting near the island Captain Fairchild observed a flagstaff erected on a high knob on the south-west end, and on getting nearer a flag was hoisted, which indicated plainly that someone was there. On getting to the north-east end of the island, where the Government depot is erected containing provisions for shipwrecked seamen, Captain Fairchild expected to find someone there, but after blowing the whistle no one made their appearance. As soon as the vessel was anchored, he went ashore and found that no one had visited the depot since his previous visit in May last. He at once despatched the second officer to the end of the island about two miles distant, where the flagstaff was erected, to learn who was there. After having done this, he lifted anchor and commenced to steam around the island to see if any wreckage could be discovered. On getting round to the south side of the island a flagstaff was observed on a low terrace a little way back from the shore, and some men could be observed walking about on the rocks. A boat was lowered and sent ashore. A pitiful sight was beheld. Eleven men, some of whom had very little clothing, were found standing on the rocks - some with pieces of raw penguin flesh in their hands, which they had been eating. The first salutation from them when the boat landed was "God bless you! We have been here 88 days." The whole of that time they had been living on the raw flesh of mutton birds, penguins, penguins' eggs, the roots of a plant and of a small creeping plant resembling celery in both appearance and taste.

Antipodes Island is described as being very mountainous and the castaways found it too difficult to search for the supply depot which would have provided them with their needs. The unidentified member of *Hinemoa's* crew writing to "Dearest D" could never have imagined the adventure that lay ahead when he popped his postcard in the mail at Bluff!

Miles Dillon

Many thanks to Miles for this fascinating follow up to my article in the April Captain Cook. The article drew the most comments from any that have been published since I took over as editor, with most providing details of the unreadable (to me) text at the end of the message.

The full text of the sentence reads: "We're having good fun, but you will get my diary" with the last line reading: "we touch somewhere every day".



And yes, I realise he wasn't sending a milk bar to the addressee.

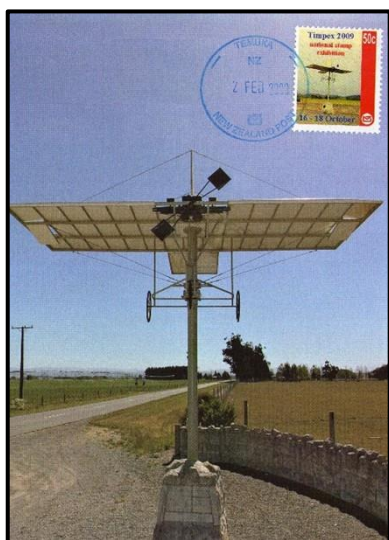
Stephen Jones

New Zealand Flown Covers

In mid-2020, New Zealand had emerged from level 4 lockdown to curtail the spread of coronavirus, then went into level 3, etc. with some easing of the lockdown conditions made. This included several shops and businesses reopening but many folks were still asked to stay and work from home wherever possible.

One aspect of daily life in New Zealand was the dramatic reduction of domestic and international flights. Whilst Air New Zealand does not have as large a fleet of aircraft, as do some other airlines, it was sad to see them parked at airports. Whilst there, they were unable to carry passengers and mail to/from other countries. This saw New Zealand Post's mail delivery services greatly impacted and will take some time before airmails return to normal. Just over 100 years ago New Zealand's first airmail flights occurred, and this article looks at some of the more interesting flights and associated flown covers.

Pioneers and Early Flights



Pearse's monument

New Zealand's Richard Pearse is often overlooked as being the first person in the world to fly. He flew several months before the Wright Brothers over a South Canterbury farm at Waitohi, not too far from the Timaru. Visitors today may enjoy the very attractive monument just off the East Coast's main highway, which rotates with the wind.



Richard Pearse



Pearse's monument plane

Pearse's March 31, 1903 flight was recognised by New Zealand Post in 1990 as an 80c stamp in the New Zealand Achievers series, and again as another 80c stamp in the 1999 Millennium series.

The monument was used by the organising committee of Timpex 2009, a New Zealand national stamp exhibition, as a fundraising customised advertising stamp as may be seen on a fundraising maximum card.



Illustrated *Sporting Life* cover

On December 6, 1919, the Canterbury (NZ) Aviation Co. Ltd. conducted a special publicity mail drop. The flight, piloted by JC Mercer, took off from Sockburn aerodrome and flew over Christchurch.

It was intended to publicise the film *Sporting Life*, illustrated envelopes were printed and contained a printed letter advertising the film.

New Zealand's first mail carrying flights occurred on December 16, 1919, when George Bolt flew a Boeing seaplane between Auckland and Dargaville and return



1974 3c Boeing sea plane stamp

First airmail flight cover Dargaville to Auckland December 19, 1919

Perhaps one of the best-known air mail services of the 1920s operated between Christchurch, Ashburton, and Timaru from January 31, 1921 until April 7, 1921. The fee for this service was 6d in addition to the postage rate of 2d per letter, and such mail was endorsed PER AERIAL MAIL, or similar.



First day of Timaru to Christchurch airmail service



Last day of Timaru to Christchurch airmail service

A special flight from Helensville to Auckland, piloted by George Bolt took place on May 31, 1922. This conveyed official letters from the Hon JG Coates MP. Letters, endorsed *Per Seaplane* in red ink, bore the official frank of the Minister of Public Works, or the Postmaster General as well as the Helensville May 30, 22 circular datestamp.



A very scarce Helensville to Auckland 31 May 1922 flown cover



Unofficial first Trans-Tasman crossing mail, 1928

On January 12, 1928 Sir Charles Kingsford Smith and his crew crossed the Tasman Sea by aircraft for the first time and carried a few unofficial covers. One of which is a delightful hand painted (in red and black ink) cover, including the *Southern Cross* aircraft and the signatures of co-pilot P G Taylor & radio operator John Stannage. It was cancelled on January 12 in Newton prior to departure and on January 15 in New Plymouth after arrival

Following this successful flight several more occurred, and a great number of philatelic souvenirs were created by the novelty of Trans-Tasman air travel.

This of course started many to collect flight covers and today the likes of the 1934 Trans-Tasman Kingsford Smith and Charles Ulm signed flight covers are still commonly found.

In 1931 New Zealand issued three air mail stamps with 3d, 4d and 7d denominations. Later, 5d (made by surcharging 7d stamps) and 7d Trans-Tasman air mail stamps were produced. Whilst November 10, 1931 is the accepted day of issue of these three stamps, one enterprising stamp dealer managed to persuade a local Timaru post office to sell him these stamps on the day before! Several November 9, 1931 flown FDCs are known, such as the illustrated airmail cover to London. This was the start of regular airmail services from New Zealand to the rest of the world.



A November 9, 1931 flown FDC to London



Opening day Mt. Cook aerodrome flown cover

Interconnecting Domestic Flights



Union Airways inaugural Wellington to Auckland flight cover



NAC Viscount flown Auckland to Christchurch cover

As commercial aviation developed in New Zealand more towns were connected to the major centres as their local aerodrome was opened and included display flights as for example that at Mount Cook in 1936. By the mid-1930s air transport in New Zealand was becoming more common. Various airlines started to carry passengers and mail on routes that linked towns and cities throughout the country. As passenger demands increased, airlines introduced new aircraft on the main trunk services, and commemorative covers were flown on the first flights on these sectors.

Supersonic Mail

In 1969 the Anglo-French Concorde made its maiden flight. After a while Concorde entered commercial air services with both British Airways and Air France. Most scheduled services were across the Atlantic, connecting the likes of New York to London and Rio de Janeiro to Paris.

New Zealand was never on the scheduled list of destinations, however, several Concorde did race our airports as part of worldwide charter flights. Some arrived at Auckland and some at

Christchurch. Whilst here their passengers enjoyed the hospitality and sights of the country and locals had a chance to inspect these magnificent aircraft, up close.



As may be seen New Zealand, thanks to Air France, enjoyed supersonic mail on a 1994 Concorde flight. On a similar, British Airways, Concorde flight on April 12, 1989 part of the Concorde's tail was lost when cruising at supersonic speed whilst enroute to Sydney from Christchurch!

French Concorde flown cover

Balloon Mail

Hot air balloons travel at a much more sedate pace than do Concorde's, and in fact some do not travel very far at all! During the latter part of 1965, a Bernina sponsored hot air balloon made several demonstration flights. The first was at Moera where the balloon burst, and as a result the flight was abandoned. The event at Moera was not the only one that featured a pictorial hot air balloon postmark.



Bernina balloon post 16 October 1965

Additional, successful, flights took place a few days later at Auckland and Christchurch, landing respectively at Hamilton and Ashburton, along with accompanying Bernina balloon postcards.

Microlight Mail



Temuka to Timaru final day microlight flown cover 30 August 1985

From August 16 to 30, 1985 an experimental microlight service was operated by *The Timaru Herald* a daily newspaper serving South Canterbury. The world's first micro flight service connected several nearby towns to their news service. The newspaper produced sheets of vignettes which were attached to mail and bore current letter rate postage for the initial (16th), second (23rd) and final (30th) flights.

Continued August

David Smitham

1949 New Zealand America Fiordland Expedition

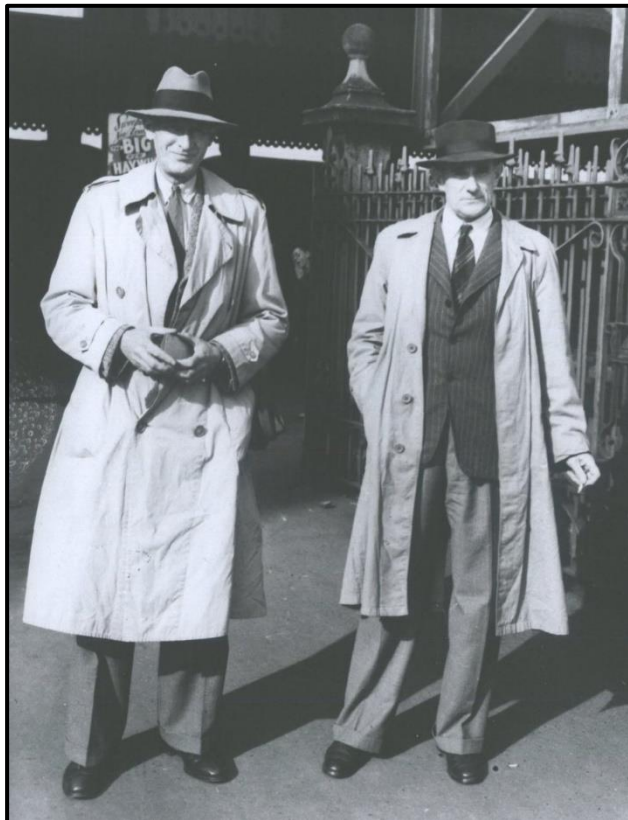
Continued from June

Subsequent reports in the ODT were sporadic and it seems that the good weather didn't hold out for long and the party had to become accustomed to typical rainy Fiordland weather. Apparently, some members passed their entire day in their sleeping bag and a popular pastime was letter writing. On more than one occasion the camp on the Stillwater River had been flooded with water up to one metre deep running through the site forcing the members there to climb into trees to keep out of the water.

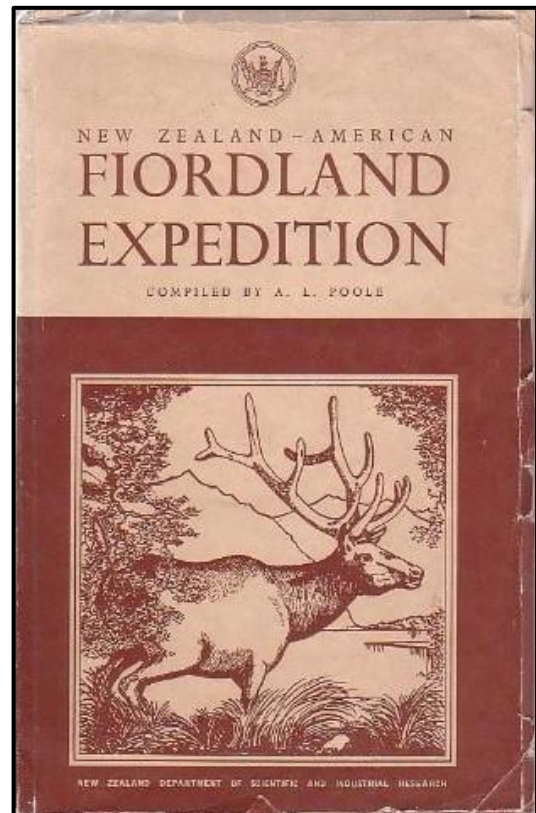
The party relied on communication by radio, and this too had had to be hoisted up and tied into a tree. By April, the party reported that only one day in seven had been free of rain. A report indicates another camp was setup in Georges Sound north of Caswell Sound.

By the middle of February, the scientific members of the expedition had arrived to begin their exploration of the area and by late mid April it had largely been completed. A piece in the ODT on April 4 reported the expedition's work, in the words of the leader Dr OJ Murie, president of the American Wilderness Society, "is going very well."

A wealth of information had been obtained and they hoped to offer something interesting and worthwhile on Fiordland life. The knowledge gained in the field would be studied and correlated" in Wellington after their return.



Howard (left) on his departure from New Zealand



Poole's account of the expedition

A tangible result, and valuable from the public's point of view, was a photographic record not only of the expedition, but of the scenery and bird and animal life made by Mr KV Bigwood, of the information section of the Prime Minister's Department.

A film was also made for the National Film Unit by Mr Roger Mirams, a Wellington cameraman. Another member, A Poole, wrote an account of the expedition that was published by the DSIR.

Stephen Jones

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Eight recent sales from the web site:



Heslop E13



H.P.S. Menu proof



Jefferys forgery



Wide spaced overprint (CP N42b).



Upright coil number.



One stamp with inverted watermark.



Double print of black (also misplaced to the right).



4d KEVII
Inverted watermark.

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