

CAPTAIN COQK

NEWSLETTER OF THE
CHRISTCHURCH (NZ) PHILATELIC SOCIETY, INC

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First Day Cover Varieties

Just as stamps are found with missing colours or offsets on the reverse, the covers below show the same errors can be found in first day covers with printed cachets. The 1965 cachet is normally found as a multicoloured cachet but with this example, only the red part of the cachet overlay has been printed.



This cover used for the 1948 Health issue has a very clear offset of the cachet on the reverse.



Stephen Jones

SOCIETY NEWS

July Meeting

I would like to welcome two new members: Harold Howard and Larry Skiba.

Thank, you to those who entered the Club competition entries, the following were judged:

Alastair Watson **Brown Trout New Zealand 7½c Stamp 1967,1968** - Large Silver

Fred Saunders **James Cook Explorer of the Pacific** - Large Vermeil

Murray Willocks **Perforations of the 1960 Pictorials** -Large gold

The CPS had a 'traditional' night on July 12 with a good attendance, despite the 'bad weather', to hear Dr John Martin speak on his 1935 Pictorial issues that includes a sub -study of the 3/- value and an amazing range of postal history- something for all attendees to enjoy. A splendid night for everyone.



John Martin at the CPS meeting 12 July 2022

Saturday Stamp Fairs continue to be popular with good attendance and we are pleased to welcome back Paul Wales to the region. A new Stamp & Book shop will be opened soon by Neville King in the Warrington shopping complex, which means we will have three dealers plus several part-time ones in town, not as many as the '80's but still an improvement.

The annual Postcard Society meeting will be held in Christchurch, during September, see the website for registration and program details.

We are pleased to report that Allan Tunnicliffe is home from hospital and improving. We send him our best wishes and to Murray Clark who also has been struck down with the dreaded bug as well. So the rest of you take care, please keep warm and safe enjoy the sorting out of your recent acquisitions and we look forward to seeing you at the next meeting, when local stamp collector, dealer, and exhibitor, Steven McLachlan will be speaking on Submarines.

Steven began collecting began at age seven in Gore. By fourteen years of age, he ran a part time business there called Southern Stamps. Transferring to Christchurch in 1972 Steven worked with Laurie Franks and then opened his own business in 1980. Known as Shades Stamp Shop it became a regular stop for many local and visiting stamp enthusiasts.

Sue Claridge
(cont page 93)

SOCIETY PAGE

PROGRAMME

AUGUST 1 POSTAL HISTORY GROUP Open for all members

AUGUST 9 SOCIETY MEETING **Steven McLachlan**
Submarines

Steven McLachlan

Our local stamp dealer will be giving a talk on submarine stamps and mail from a thematic perspective followed by a short talk on Christchurch Stamp Dealers

AUGUST 16 LIBRARY NIGHT Open for all members

SEPTEMBER 5 POSTAL HISTORY GROUP Open for all members

SEPTEMBER 13 SOCIETY MEETING **Herb Cowley**
NZ POWs in Italy & Germany

SEPTEMBER 20 LIBRARY NIGHT Open for all members

SEPTEMBER 27 POSTCARD GROUP Open for all members
Banks Peninsula

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

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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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The German Unification Breastplates

On January 1, 1871, the new Constitution of the German Confederation, the German Empire (Kaiserreich), came into force. On 18 January, the Day of the founding of the German Empire, Prussian King William I was proclaimed German Emperor in the Hall of Mirrors at the Palace of Versailles, just outside of Paris. The German Second Reich was born on the ashes of the French Second Empire.

For the first year of its existence, the German Empire continued to use stamps of the North German Confederation. On January 1, 1872, the first stamps of the new German Empire were issued. These became to be popularly called "Kleiner Brustschild" (small breastplate). On June 1, this issue was superseded by the "Grosser Brustschild" (large breastplate). 2022 marks the 150th anniversary of the "Brustschilds" (breastplates).



"Kleiner" and "Grosser" Brustschild

The Kleiner Brustschild has the Aachen crown (cross to the left), the imperial eagle after the Prussian fashion, and the Prussian eagle in the breastplate. The Aachen Crown was the most



important part of the old German Imperial regalia. It was made for the coronation of Otto I as Holy Roman Emperor in 962. Excepting for a brief interregnum 1254-1273, the Holy Roman emperors since Otto I were all German.



Since 1440, the title of emperor was held by the Habsburgs, the "Austrians". Since 1800 the Imperial Regalia had been permanently resident in Vienna. Although it represented the first German reich, it also represented Habsburg Austria, whom they had defeated 4 years earlier.

Prussia was the largest of the German states in area and population, as well as being the most powerful (thus forcing through the unification). Many Germans did not have allegiance to Prussia. The redesigned Brustschild had the new Imperial German crown, ribbons, the Hohenzollern eagle with the Hohenzollern coat of arms in the breastplate.

In 1871 a new Imperial Crown was made to reflect the new empire. It was called the "vierbügelkrone" (the four-bracket crown). The eagle and breastplate reflected the Hohenzollern dynasty rather than Prussia.



Imperial coat of arms with a new imperial crown



Hohenzollern breastplate

As with the Thurn & Taxis issues, the brustschilds were issued in two currencies. The "Groschen" was issued for the northern German states (north of the Main River) and the "Kreuzer" was issued for the southern German states. On July 9, 1873 the German Empire

officially adopted the Gold Mark (simply called the mark). The groschen and kreuzer were allowed to circulate initially alongside the mark, but they were quickly taken out of circulation.

This is the culmination of over 50 years of effort to unify the German states economically. In 1818 Prussia established a customs union (Zollverein) within its expanded realm. From 1819, small German states joined. In 1828, central and southern German states formed their own customs union.



1875 Imperial Eagle, first issue to use the mark

By 1830 some states were members of different customs unions.

In 1838 the different customs unions merged and by 1852 the last German states had joined.

However, their economic policies still differed which affected each state's economic development. The unification allowed the state economies to be unified, which enabled Germany to become the dominant industrial power in Europe by 1900.



BASF letter 22 June 1895, German industry had outstripped Britain's due to unification



Very small Principality of Halberstadt

The brustschields indicate that their basis was Prussian not German. Less than 80 years earlier there was no concept of a "Germany" i.e., no German national identity.

Up to the Napoleonic reforms, Germany was called the "Kleinstaaterei" (small state-erys). There was an estimated 294 to 348 states. These ranged from large states, to medium, small, and miniscule secular and ecclesiastical principalities, and free imperial cities. Some were little larger than a single small town

Napoleon had two major impacts on Germany. First: after the Treaty of Lunéville, 9 February 1801, Napoleon forced the Imperial Deputation on 25 February 1803 to pass the Imperial law that brought about the territorial restructuring of the Holy Roman Empire.



Halberstadt was mediatised (taken over) by Prussia



Centenary of Monument to the Battle of the Nations, The Battle of the Nations (Leipzig) 1813, encouraged "German" patriotism

Through secularisation and mediatisation (the taking over of a small state by a larger state) the 348 German states were reduced to 39. The Congress of Vienna, 1814-1815, (the settling of European affairs after Napoleon's defeat) did not reverse this. The second was the introduction of a "German" nationalism, which had not previously existed. It planted the seed of a concept of a "Germany".



Congress of Vienna

The Congress of Vienna established the German Confederation. Given the past role of the Habsburgs, Austria was given the titular presidency of the confederation. This did not consider Prussia's influence among the German states. The Austrian-Prussian rivalry was to dominate the development of German nationalism.

The Revolutions of 1848, started in France on February 22, 1848. They spread quickly across Europe.

In March 1848 they impacted the German Confederation. Many of the revolutionaries in Germany pressured their states to establish a united democratic Germany. This resulted in the Frankfurt Parliament (National Assembly). It was the first freely elected parliament for all of Germany, including the German-populated areas of the Austrian Empire. Elected on May 1, 1848, it continued until May 31, 1849.

On March 27, 1849, it passed a constitution and offered the title of Kaiser (Emperor) to the Prussian king Frederick William IV. He refused. The Frankfurt Parliament had chosen the "kleindeutsch" (a Germany without Austria) solution.



150th anniversary of the Frankfurt constitution



Frederick William IV

After the Frankfurt Parliament was crushed, Frederick William IV established the Erfurt Union (March 20 - April 29, 1850) which would have eliminated Austrian influence among the German states. Austria and the majority of the German states wanted to re-establish the German Confederation.

On November 29, 1850, under Russian pressure, Prussia was forced to agree to its re-establishment with Austrian leadership

Three events occurred in quick succession which changed the course of German history. Helmuth von Moltke became chief of the Prussian General Staff in 1857, and Albrecht von Roon became Prussian Minister of War in 1859.

They reformed the Prussian army and its command structure. This caused a constitutional crisis in Prussia over the control of the military budget. Otto von Bismarck was appointed Minister-President of Prussia on September 23, 1862 to resolve the crisis. He did, in favour of the military. Bismarck's diplomatic triumphs after the Crimean War and Italian unification, and Prussia's military reforms, made Prussia the leading German state.



Austro-Prussian occupation

Bismarck aimed at Prussian hegemony in Germany. This necessitated the "kleindeutsch" solution. Bismarck's gift lay in manipulating (not creating) political events and using force (iron and blood) to bring favourable outcomes for Prussia. This can be seen in the three events which lead to the German unification. In the Schleswig-Holstein question, Bismarck ran roughshod over the German Confederation, persuaded Austria to join them which ended in Austrian-Prussian victory in the Second Schleswig War 1864.

In the administration of Schleswig-Holstein, Bismarck manipulated the Prussian Austrian Gastein Convention to implement the kleindeutsche solution.

It resulted in a Prussian victory in the Austro-Prussian war 1866. The German victory ended the German Confederation and Prussia established the North German Confederation.



North German Confederation

The states south of the Main River (Baden, Hesse, Württemberg, and Bavaria) were forced to sign separate treaties



Baden military mail from the Austro-Prussian War 1866

requiring them to pay indemnities and to form alliances with Prussia. Austria was out of Germany.



Prussian military mail during Franco-Prussian War 1870

Bismarck understood a war with France would bring the final unification of Germany under Prussian leadership. He then manipulated France into declaring war in 1870. Bismarck knew this would cause the southern German states to side with Prussia, much to the surprise of France. It was the first war in which all German states participated together.

After the largely Prussian victory, on November 15, 1870, Baden and Hesse joined the North German Confederation to become a new German Confederation. Bavaria joined on November 23 and Württemberg on the 27th. This established the Kaiserreich.



1889
Brustschild



Germania



Union of North & South



Wilhelm II - Reich's
founding commemoration



Germany 1924

Germania outlived the Kaiserreich (ended on November 9, 1918), with the final Germania issue in 1922. The Reichsadler (state eagle) changed with the new German republic (commonly but incorrectly called the Weimar Republic). The eagle was stripped of the symbols of the Hohenzollern/Prussian monarchy (crown, collar, and breastplate with the Hohenzollern arms). The reichsadler largely remains unchanged.

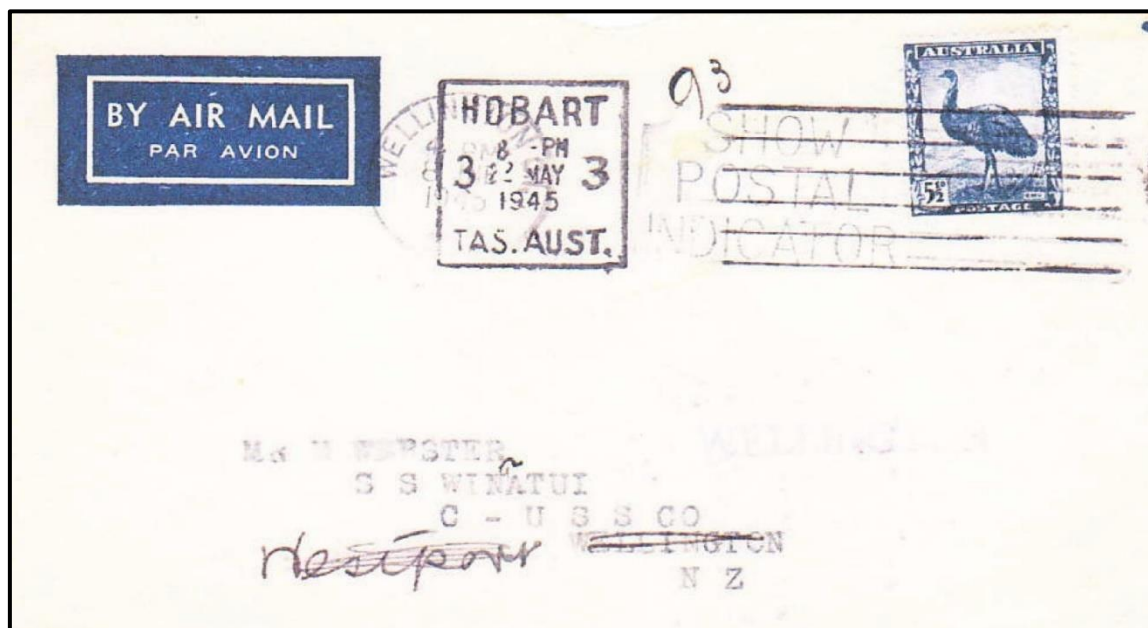


Germany 1989

Murray Taege

The Story In A Cover Addressed To The SS Wingatui

Some years ago, while looking through dealer's stock I came across an airmail cover (Fig 1) addressed to a crew member, Mr M Webster, SS Wingatui (G entered by hand), C - USS Co., Wellington.



This cover was posted at Hobart Australia date stamped Hobart Tas. Aust 8-PM 22 May 1945.



Union Steam Ship Co (USS Co.) markings on back indicate it was received at USS Co. Headquarters, Wellington 28 May 1945, USS Co. Branch Wellington 28 May 1945.

It was readdressed by hand to Westport and posted at Wellington, slogan post mark Show Postal Indicator Wellington NZ 4 PM 8 Jun 1945. Received at USS Co Branch Westport 9 Jun 1945 and returned to Wellington, received at USS Co. Headquarters Wellington 14 Jun 1945.

Knowing the *Wingatui* was used to carry coal between Westport and Wellington and was in and out of these posts every 5 to 6 days in the 1940s. Why was this mail not delivered to the *Wingatui* between May 28 and June 14, 1945 in either Wellington or Westport?

The *Wingatui* was built in North Germany and launched in 1914, the ship was designed to handle light cargos and was named *Antwerpen* by her owners. For the first five years of her life the

Antwerpen was used to trade in the relatively sheltered waters of the Baltic Sea. She must have had guaranteed cargos as she only carried 700 ton of ballast.

In 1919, she was seized by the British Shipping Controller as part of war reparations imposed on Germany under the June 28, 1919 Treaty of Versailles that ended the First World War.

On December 9, 1920, she was purchased from the Shipping Controller by the USS Co. and named *Kairanga* but in July 1921 this was changed to *Wingatui* when the Union Co. reorganised its ships names so that these beginning with "K" were allocated to single deck cargo ships and these having "W" names went to 'tween deck ships.

The *Wingatui* arrived at Wellington on April 16, 1921 and was used on the New Zealand's East Coast trade. In 1939 *Wingatui* was 25 years old and notorious as the slowest and most unhandy ship in the USS Co's fleet. She may of at that age have been retired but with war imminent and all tonnage was needed, newer tonnage had taken over the East Coast trade and *Wingatui* was switched to the role of moving coal from Westport to Wellington.



Wingatui place name

Wingatui is a small settlement almost 15kms southwest of Dunedin known for its railway station, Wingatui is one of the principal stops on the Taieri Gorge railway and the Wingatui racecourse. 2013 census had a population of 1557 people.

Where did the name Wingatui come from?

A letter to the Editor in The Otago Daily Times, published April 5, 1893 contained a lengthy explanation as to the origins of the name. According to the "Wingatui" legend, a Mr Stevenson winged a tui when he "went shooting in the bush" and having captured it he then and there "made up his mind" that if ever he possessed a landed estate, he would call it "Wing-a-tui". A slight variation had when Mr Stevenson came to settle in the district (Taieri), the tuis being very plentiful, he attempted to shoot them, and not being a very good marksman, he was only able to wing them - hence came the name.

In the words of the letter writer, a Mr Vincent Pyke, the local Māori explanation says the place (where formerly a forest grew) was known as "Wehenga-tui" - a dividing or separating of tui birds. For if Wehenga-tui was the Māori name the process by which it became Wingatui is

easily explainable. The Māori language was sadly mutilated by the early settlers. Wehenga-tui was first shortened to Wentatui, and then by the exchange of a vowel become Wingatui.

Wise's New Zealand Guide. Wingatui is a locality in Taieri County about 18 kilometres southwest from Dunedin. It was named by WB Stevenson, a pioneer resident there about 1858. Sometime previously he had been shooting near Portobello and accidentally winged a tui. His fiancé tended the bird and he agreed that their first home should be called Wing-a-tui.

SS Wingatui Voyage Wellington to Westport

On the morning of Friday May 25, 1945, *Wingatui* now 31 years old had finished discharging coal at the Coal Berth adjacent to the Wellington Railway Yards. The ship was made ready for sea and lines were cast off at 1.16pm with slow astern rung down on the engine telegraph. Captain B.F. Fisher who had turned 51, ten days before, ordered full astern, then full ahead two minutes later at 1.20pm.

Captain Fisher had been in command of *Wingatui* for eight months and she was his fifth ship as Master. Steaming at 6.5 knots *Wingatui* passed Pencarrow Head at 2.18pm, then Karori Rock at 3.30pm. The Chief Officer HG Robertson recorded in the bridge log book at 8pm **"Slight seas. Fine and clear"**. *Wingatui* was light ship making 8.4 knots, Stephens Island was rounded at 9.45pm.

At 8am next morning, Saturday May 26 the weather was deteriorating, and Chief Officer Robertson wrote in the log **"Rough head sea and moderate swell. Overcast and squally. Passing showers."** By 4pm *Wingatui* was caught in a heavy south-westerly swell **"Unable to lay on course for Westport. Lying-to as close to wind as possible"**. Speed was 2.4 knots. At 8pm Captain Fisher stood *Wingatui* out to sea as the south-westerly gale intensified.

At 5.30am Sunday May 27, the Master brought her around to the south-east and stood back inshore to pick up the land, with the intention of finding shelter. By 11.15am., in poor visibility and having sighted nothing, he deemed it prudent to turn away, back out to sea. With the wind, abeam and in a **"very high breaking sea"** *Wingatui* was now rolling heavily and refused to come further up into the wind. By 8.30pm she was lying a little higher into the wind and by 10.50 pm. She was heading south and in the direction of Westport. The Master retired below leaving the Third Mate on watch.

At 12.20am Monday, the Second Mate now had the watch, called Captain Fisher back on the bridge, as the short moderation in the weather ended and the gale returned in force. *Wingatui* would not hold her southerly course, falling off broadside to the seas and rolling heavily. Captain Fisher saw no alternative but to wear the ship around, which he did at 12.30am. heading her west by north. At 7.15am he calculated her to be 148 miles from Westport. 24 hours later his estimates put her 227 miles away, the following day 295 miles away.

Conditions were still the same **"South-westerly gale, fierce squalls, hands securing and lashing lifeboats"**. *Wingatui* had been carried north-west by the storm, some 154 miles at an average drift of 3.2 knots. At 6pm Captain Fisher decided to head to New Plymouth as the weather had eased enough to hold a southerly course, but she would not do it and she began wallowing in the troughs of the sea.

By 2am Thursday May 31, the wind and seas had increased again, blowing *Wingatui* to leeward out into the Tasman Sea. Chief Officer Roberson wrote in the log **"Unable to make heading on account of wind and sea. Vessel lying-to, head to west"**. At about that time the ship's antique radio transmitter failed due to the violent movement of the ship.

The next day, one week out from Wellington, half of *Wingatui's* coal bunkers had been used lifting the ship higher out of the water. At 7.20am. Captain Fisher estimated the ship was 268

miles from Westport and 176 miles from New Plymouth. Conditions were as atrocious as before, with no sign of easing, and no prospect of the ship making ground to the South. The master decided his only option was to turn her to the North and make for Auckland the nearest port. The light at Cape Reinga was sighted at 12.37pm and in the Log Book "Westport" was crossed out and replaced with "Auckland" was *Wingatui's* new destination. The weather for the run down to Auckland was much improved and *Wingatui* was alongside at Auckland with "Finished with Engine" rung down at 7.23pm on Saturday June 2.

Bunkering commenced at 8am the following day and was finished by 3.15pm. The next day was King's Birthday and a public holiday. On Tuesday, two firemen had resigned from the ship and replacements had to be found.

There was also some urgent paperwork Captain Fisher had to attend to. The Union Company's Auckland Branch Manager had told him to prepare a report explaining his unscheduled arrival in Auckland for bunkers when *Wingatui* should have been in Westport. Captain Fisher duly completed this task, and his letter was dispatched by the Auckland Branch Office to the Union Company's Head Office in Wellington the same day.

Later that day at 4.20pm, *Wingatui* finally got away resuming her voyage to Westport. All was going well but by late afternoon Thursday June 7, after rounding East Cape *Wingatui* was in a **"Very rough head sea. Overcast and squally. Speed halved to 4 knots"**. Friday's Log Book entries read **"High seas, very heavy south-westerly swell. Frequent hard squalls with rain"**. **"Not making course. Lying as close to the wind as possible"** The next three days were no better; speed was 2.75 to 3.4 knots **"Vessel laying-to, head off-shore"**. Crew had to be sent into the holds to salvage timber and gear dislodged by *Wingatui's* ceaseless violent movement. Number 3 Hold was found to be making water from ballast water leaking through fractured bilge suction pipes. The steam condenser in the engine room was playing up.

At 11am on Tuesday June 12, a week out from Auckland Cape Kidnappers was sighted abeam. Wind and seas had not moderated. Captain Fisher decided to put into Napier and had *Wingatui* alongside at 4.37pm. Bunkering and pumping out No 3 Hold commenced immediately. *Wingatui* sat alongside at Napier for four days until the afternoon of Saturday 16th June. A number of her crew had decided they wished to voyage no more in her and replacements had to be sought. Eventually Captain Fisher was able to get under way from Napier at 4.30pm.

The trip south to Wellington took another four days, she had to be stopped for three hours on Sunday afternoon while repairs were carried out on her condenser. Familiar entries were made in the Bridge Log Book **"Vessel unable to make course, lying-to on south-east by east"**. By Wednesday 20th June the weather had begun to ease **"Moderate sea and heavy southerly swell, fine and clear"**. Cape Palliser was passed during the mid-afternoon. Baring Head at 7.30pm., Pencarrow Light at 8.34pm and just after 10pm *Wingatui* was alongside at Clyde Quay Wharf in Wellington Harbour.

Her circumnavigation of the North Island had taken 26 days.

Wingatui did not leave port for another six days to resume her voyage to Westport. She needed bunkering, repairs to her engine, repairs to the leaking pipes and replacing timbers in Number Three Hold, and a new crew.

Captain Fisher's report had preceded him to Wellington. On Thursday 21st June, he was summoned to the Head Office of the Union Steam Ship Company for an interview and discussion with Captain VG Webb, the Union Steam Ship Company's Chief Marine Superintendent. Captain Fisher may have expected some understanding after having brought *Wingatui* through such bad weather. But senior managers like Captain Webb were not employed by the Union Co. to be sympathetic towards masters who failed to get the Company's ships and their paying cargos into and out of port on time. Captain Fisher returned to the *Wingatui* having been told his

report has not been accepted, and the company was very displeased, and the matter would not finish here.

Wingatui cleared Wellington Harbour on the evening of Tuesday June 26, bound for Westport. She met with a moderate following sea and was alongside Westport 36 hours later. Loading of coal started immediately and was completed at 12.20pm. Friday June 29. Half an hour later all lines were let go and *Wingatui* got underway, the river bar being cleared at 1.20pm. Seas were slight with a moderate north-westerly swell and the coal berth at Wellington was reached at 6.44am. Sunday July 1. A round trip normally taking five days had occupied 37 days.

Next morning Captain Fisher was back in the office of the Chief Marine Superintendent, he was dismissed from the *Wingatui* forthwith and informed by Captain Webb that the Company would not be appointing him to any further sea command. Unless some shore position could be found for him, 51 year old Captain Fisher was "to be retired from the company's service" with effect from July 1, 1945.

Stunned as he must have been Captain Fisher had no recourse by which to appeal his dismissal. In those times, there was no such thing as the Employment Relations Authority or lodging a personal grievance case. He had worked for the Union Company for not quite 23 years and was known as a conscientious and capable seafarer. Captain Fisher was put in charge of an elderly vessel that, in the gale headwinds and seas commonplace on the New Zealand coast, was incapable of holding a designated course and whose engine was incapable of producing forward momentum.

The Chief Marine Superintendent faulted Captain Fisher on four specific grounds:

1/ *Why he was not able to navigate the Wingatui to shelter.*

Captain Webb took the view that *Wingatui* should have been brought to shelter in Tasman Bay or Golden Bay on May 27. Captain Fisher had stood in towards land at 5.30am but less than six hours later had turned back out to sea because of poor visibility.

These reasons were labelled an excuse by Captain Webb "His decision to head seawards under the existing conditions was a serious error of judgment which I am inclined to think was influenced by pusillanimity" noted the Chief Marine Superintendent in his June 26 memorandum to the Company's General Manager (pusillanimity: a lack of courage or determination). Captain Webb also noted that other ships nearby and on passage to Westport in ballast had no difficulty and reported winds and seas to be considerably less.

2/ *Why Captain Fisher proceeded via the East Coast after departing Auckland*

Captain Fisher told Captain Webb that his decision in this respect was because further south-westerly gales had been forecast at the time and a passage down the east coast of the North Island might have been more favourable compared to the west side of the island. Again, Captain Webb did not accept this, citing *Kaimiro* having made the journey from Auckland to Westport via the West Coast in 75.5 hours.

3/ *Captain Fishers request for 140 tons of bunker coal at Napier.*

Captain Webb took issue with Captain Fisher not having ordered coal while in Auckland, in accordance with company procedure. He could not just arrive in port and expect bunkers to be supplied, without having given prior notice.

Captain Fisher replied that he had expected, while in Auckland to have sufficient coal to make Wellington but the delays caused by bad weather and consequent loss of ballast had added to *Wingatui's* problems. Another excuse "There is no doubt that additional weight (from coaling) would be of value" reads Captain Webb's memorandum, "but I pointed out to (Captain Fisher) that the request should have been made in Auckland".

This hardly seems a sackable offence.

4/ Captain Fisher's failure to keep the Union Company advised of the progress of his vessel.

In the same June 26, 1945 memorandum, the Chief Marine Superintendent states that "Captain Fisher was not able to give us a satisfactory explanation as to why - until he was requested to do so by us - he did not keep us advised of the progress made by his vessel". The breakdown of the *Wingatui's* radio was not seen as a contributing factor.

"I consider that (Captain Fisher) does not possess the necessary ability, courage and sense of responsibility required by a shipmaster" wrote Captain Webb, "and I have not sufficient confidence in him to recommend that he again be given a command".

Captain Fisher was transferred to the Union Company's shore staff at Wellington on July 1, 1945 and worked for the next 14 years as Assistant to the Local Wharf Superintendent.

Masters employed by the Union Steam Ship Company were expected to use their skills to defeat the elements and get their ships into port or at least into shelter nearby. Failure to do so was career-ending. The *Wingatui's* Chief Officer Mr. HG Robertson who went on to command of the *Wahine* 23 years later was schooled in this same era of seamanship and found out what the consequences were to upset your employer.

It is assumed this cover was delivered when *Wingatui* was in Wellington between June 21 and 26, 1945.

John Kersel

References:

New Zealand Marine News, Vol. 56, No. 4, 2009.

USS Co. records, Wellington City Archive

Cont from page 82

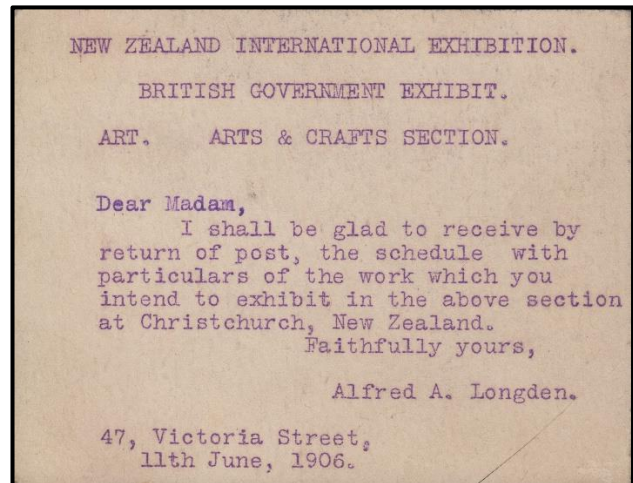
The President, as the appointed NZPF Lower South Island delegate, travelled to Timaru in mid-June to attend the society's AGM and give a short talk and some displays at the conclusion of their meeting. There was a good attendance with two new members, and it was a real pleasure to get to the meeting as well as offering a belated birthday wish to Ray Bennett on reaching his 90th year, I said to him 'I look forward to coming down for your 100th year celebration! I would encourage local members to try and attend a Timaru meeting when you travel south - most enjoyable.



1906 Christchurch Exhibition, UK Exhibitors

The exhibition held in Christchurch in 1906 has been well documented and the stamps familiar to all collectors of New Zealand stamps. The Exhibition attracted visitors from all over New Zealand and from overseas as well and was used as a show case of all things New Zealand. The displays weren't limited to just New Zealand stand holders with courts for representatives from Great Britain and Ireland, Canada, Fiji and three Australian States.

There was also significant display of artwork, both local and from overseas. The Official Exhibition record, records over 990 pieces of art, comprising of oil and water colour paintings, sculptures, and drawings from the UK alone. Big Exhibitions such as this don't happen overnight and there would have been a significant amount of correspondence generated with organising the event. Printed stationery from the Exhibition organisers is very scarce, as is letterheaded paper and incoming mail to the organising committee. And that's just mail sent within New Zealand.



Consequently, I was very pleased to come across the above item from the UK relating to requests for items to be included as part of the British Government Exhibit in the Arts and Crafts section at the Exhibition.



Arts and Crafts Section - Christchurch Library website

It appears to be a form message sent in response to enquiries from people who wish to provide suitable items for display.

Unfortunately, it is not used but I feel that it indicates there must have been a lot of interest in the UK about the exhibition, sufficient to make up these form reply cards.

This is the first Non New Zealand postal item that I have come across relating to the 1906 Exhibition.

Stephen Jones

See following link for the complete Official Record of the Exhibition:

[Official record of the New Zealand International Exhibition of Arts and Industries held at Christchurch, 1906-7 : a descriptive and historical account \(christchurchcitylibraries.com\)](http://christchurchcitylibraries.com)

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Tuesday August 16th 2022 at 9:00am (NZ).

VIEWING OF LOTS:

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2. Photocopies of lots can be sent to clients requesting them (does not include large collections).

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We also do not charge a credit card surcharge.

15% GST is charged on lots sold to New Zealand Bidders.

RESERVES:

The Reserves on all lots is 70% of the estimate shown in the catalogue.

LAYBY:

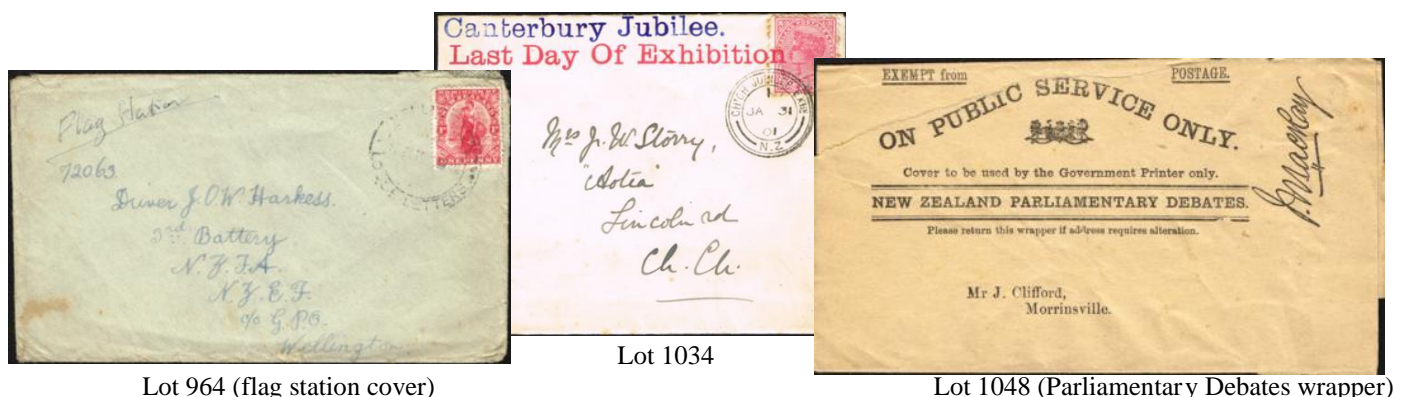
We can offer payment for accounts greater than \$500 to be split into thirds (one equal charge per month). Please contact us if you wish to have your invoice split.

EXCHANGE RATES:

The New Zealand dollar rate of exchange has dropped.

Currently, one NZ\$ is approximately now equal to AUS\$0.89; USD\$0.62; UK£0.50 and 0.58€.

Best regards and happy bidding, *Paul Wales* and *Elaine Bruce*.



Lot 964 (flag station cover)

Lot 1034

Lot 1048 (Parliamentary Debates wrapper)