

**L13: 2/- CAPTAIN COOK LANDING, TYPE L13
(Recess)**
**PLATE 1 THE 2/- Pictorial of 1935-1942 by R.J.G.
Collins, 1951**

Jenkin original wash drawing





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Introduction

With the publication of two volumes of "The Postage Stamps of New Zealand," the projected third volume dealing with the postal history and cancellations and the proposal of the Air Mail Society to issue a book to bring the story of air mails up to date, it might be thought that little remains for the research student to investigate. Actually this is far from being the case as the magnitude of New Zealand philately is such that it is improbable that all problems will ever be completely solved.

Books could still be written on such subjects as the Duty stamps and that New Zealand invention, the Meter stamp. Then there are other subjects (e.g. the second side-faces, the booklet and 1903 plates of the 1d Universal and the early postage dues) which are not fully covered in the handbooks, and which still require further investigation.

As I was responsible for the chapters on the 1935-47 pictorials in "The Postage Stamps of New Zealand," the question may be asked why the material in the present book was not incorporated in Vol. 2. Firstly, the typescript of Vol. 2 was completed nearly two years ago and, at that time, I had not finished my researches. Indeed, plates 2 and 3 of the 2/- have still to be studied. Secondly, printing costs and the need to fix some limit in the size of the handbooks demanded some condensation. The inclusion of a detailed treatment of plate 1 would have been disproportionate, particularly as a similar investigation of other values of the pictorial set would almost certainly reveal information which would supplement that already presented in the handbook. Lastly, the policy was followed in both volumes of excluding any varieties that might be considered of minor significance and hence unlikely to interest the main body of collectors for whom the books were in-

tended.

The method employed in obtaining the data for this book was as follows:

From a sheet of the last printing I was able to analyse the individual differences in the rigging of 101 of the original impressions and the 19 re-entries. The next step was to re-plate the remaining six printings and, where necessary, this was achieved by means of pairs, strips, and blocks. The most difficult stamp to place with certainty was **R10/5**. Copies which showed an individual characteristic, which did not correspond with any of the 119 reprinted stamps, were assumed to be this particular stamp but, it was not until a vertical pair was found on the paper with multiple watermark, perf. 13-14 x 13; and the top stamp identified as **R9/5**, that the problem was conclusively solved. To ensure that no mistakes were made, two complete sets of all printings were reprinted. Where stamps showed flaws it was necessary to obtain at least two copies so that only recurring varieties would be recorded. Finally, material had to be assembled to trace the stages in certain of the varieties.



Some explanation is necessary in connection with the illustrations in chapter 5. With the object of providing a really reliable guide to the characteristics of the 120 impressions various experiments were tried. Half-tone blocks from enlarged photographs were found to be unsatisfactory. Freehand drawings, made while the stamps were examined under a powerful glass, were better, but with these there was inevitably



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some deviation from the originals. Finally, a rather unusual and somewhat involved method of reproduction was applied. The 120 stamps were photographed in groups of 12 and enlarged prints were made. The lines of the rigging were then carefully drawn in by using a fine pen and Indian ink. The photographs were bleached out, the drawings were grouped, photographed, enlarged and again drawn in, and, from these drawings, line-blocks were made.

The same care was not considered necessary to depict the flaws and retouches described in chapter 7, or the re-entries of chapter 8. In both these chapters the illustrations are printed from line-blocks reproduced from freehand drawings.

Previous experience has taught me that it would be rash to claim that every variety has been described. I have some stamps which show flaws but, as I have not been able to find two copies, these may be transient. The eye can become fatigued and, although the study upon which this book is based has extended over a long period,

it is quite possible that some flaws have been overlooked.

Some justification will, no doubt, be expected for the title of this book. The 2d full-face plate 2, several values of the 2nd side-face issues, the 1 ½ d of 1900, the 1d Mt. Cook, the 1d Universal, the 4d George V plate 44, the Dunedin Exhibition set, and the early Health stamps are some of the New Zealand issues which, for various reasons, are of particular philatelic interest, but I believe that the 2s possesses so many features that it may justly be claimed as our most interesting stamp.

The touching up of every impression on plate 1 before it was put to press, the various printings, some of which were rendered necessary by the Battle of Britain, the variations in the papers, perforations, and inks, and the treatment that the plate received to remove flaws, all combine to make this a really outstanding subject for study and for the formation of a "specialised collection of one stamp.

The Design

The designs for the pictorial issue were obtained by means of a public competition. More than 1500 entries were received but some were quite unsuitable for reproduction.

A Board of Adjudication to select fourteen designs had been set up by the Postmaster-General. The members, were: -The Hon. Sir R. Heaton Rhodes, F.R.P.S.L., M.L.C., K.C.V.O., K.B.E. (Chairman), and Messrs. Johannes Andersen (Director of the Turnbull Library), R. Wallwork (Director of the Canterbury School of Art), and G. McNamara, I.S.O. (Director-General of the Post and Telegraph Department). Mr. C. W. Watts acted as Secretary.

Before starting upon the work of selection the members agreed that there should be three designs depicting New Zealand fauna, three show-

ing representative scenery, three devoted to Maori subjects, two presenting agricultural and pastoral scenes, and one each portraying an historical subject, sport, and Maori art.

The entry which, in the opinion of the Board, was the best of those presenting an historical subject showed the Landing of Captain Cook. This event had already been depicted on the 3d value of the Christchurch Exhibition set of 1906, but the members of the Board considered that this should not prejudice the acceptance of the selected entry.

The winning entry was the work of Mr. T. H. Jenkin. Incidentally it should be noted that in all previous references to this stamp, including the official booklet issued by the Post and Telegraph Department, the designer's name has been erroneously shown as Jenkins.



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Mr. Jenkin was born in Surrey, England, in 1889. His chief aim was to obtain an effective composition, made of the type of men who would naturally be tersea School of Art, where he won the King's present, i.e. Cook himself, another officer, Prize and obtained Honours in Design, and at rines, and a boat's crew."

the Royal College of Art where he was awarded the Diploma of the College and was entitled to the letters A.R.C.A. During World War I he did considerable work on mapping, reconnaissance and camouflage and was mentioned in despatches. With his wife and young family, Mr. Jenkin came to Dunedin in 1921 and at the Exhibition of 1925 he was responsible for large-scale decorations for the Australian Government Court, Wanganui, Taranaki, Marlborough, and Nelson Provincial Courts and portions of the British and New Zealand Government Courts. He also designed the Exhibition Award Medal. In

1930 he transferred to Invercargill and took up the position which he still occupies as Arts Teacher at the Southland Technical College. Mr. Jenkin's entry in 1933 was his first attempt at stamp designing.

The original sketch was a wash and pen drawing for a 2 1/2 d value but at the request of the Board, Mr. Jenkin made a line-drawing for the 2/- value.

Various attempts have been made by philatelic writers to identify the officer who appears behind Cook. In one philatelic book the identity of this figure has been given definitely as Dr Solander. Actually the design was not based upon any historical representation of the Landing, but was the artist's personal conception of this outstanding event in New Zealand history. Mr. Jenkin has stated: "I had no particular person in mind in drawing the officer behind Cook. My

From the stamp it is difficult to tell the nature of the weapon carried by the marine. Mr. Jenkin's intention, was that this should be the short barreled flintlock carried at sea and associated in most people's minds with Robinson Crusoe and Treasure Island and other sea stories of the middle 18th century. In the artist's original wash drawing his intention that the weapon should be a flintlock was clear. In the line-drawing, however, the weapon was depicted by means of a series of horizontal lines. The engraver outlined the weapon and omitted the butt.

In regard to the costumes worn by Cook and the other figures in the stamp, Mr. Jenkin remarks: -" Historical costume has always been one of my pet subjects. During my boyhood and student

days in London I spent a considerable time in the South Kensington and other museums, where authentic costumes are to be seen, and I have drawings of military and naval uniforms from the Services Museum in Whitehall. I have also Cassell's History of England (published in 1900) illustrated with reproductions of contemporaneous drawings and paintings and giving

the well-known portrait of Cook (by Dance) in the Greenwich Hospital. This shows the dark uniform coat with buttoned-back facings edged with gold lace, long waistcoat, curled and combed hair tied back and narrow neck band. Other illustrations show the close-fitting knee breeches and long silk stockings, buckled shoes and three-cornered hat edged with gold lace."



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The Die

The line-drawing was approved by the Board and was forwarded to the High Commissioner for New Zealand in London. It was handed to Messrs. De La Rue and Co., who had received the contract for the production of the 2s stamp.

The die was of polished steel measuring 74 x 49mm.

The engraver lowered the inscription to give it greater clarity, altered the shape of the figure 2, shaded the lower hills with lines and dots running lengthways, and increased the shading of the sky to the clouds.

The engraver was not satisfied with his reproduction of the head of the marine in the boat. A hole was drilled in the back of the die, the offending portion was knocked-up and burnished, and the head recut.

During the hardening process the die became damaged in four places. The flaws comprised a dot to the right of Cook's arm on the 43rd horizontal line of shading; a dot on the rigging above the head of the standing marine; a dot on the rigging above the figure 2, and a relatively extensive flaw on the rigging to the right of the foremast.

Proofs from the die were printed on soft white wove watermarked paper in deep green, olive, and olive-green. The proof in olive-green was approved.



Enlargement of the proof, showing flaws which developed when the die was hardened.



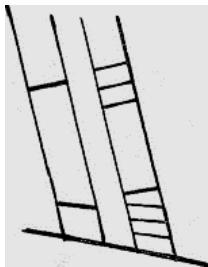
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The Transfer Roller.

Messrs. De La Rue and Co. have stated that on- "In laying down plate 1, the dot was noticed and only one die and one transfer roller were produced the engraver succeeded in removing it." for the 2/- stamp.

There are two impressions which appear lengthways on the periphery of the roller. They are on opposite faces and are numbered 1 and 2 on the side of the roller.

Shading of the rigging in transfer roller after retouching



When the attention of De La Rue and Co. was drawn to the absence of the dot to the right of Cook's arm in the original impressions on plate 1 and to the differences in the shading of the rigging in the three plates, they stated that:

It was also stated that :

"During the process of laying down plate 1, some of the lines of shading in the rigging became weakened and, when the second plate was laid down, some did not reproduce at all, particularly those between the second and third rigging lines. The damage to the impression on the roller was noticed and the roller was touched up, leaving odd blanks in the shading and weakening some of the lines."

A study of the stamps shows that this statement is not accurate. It is unlikely that a complete record of the work on the transfer roller was made and, even if it had been, it would have been lost in the fire, so that the statement would be based upon the memory of the engraver who



The transfer roller in the possession of the Post and Telegraph Department is of hardened steel. It bears the date 19/2/34.

There are two impressions which appear lengthways on the periphery of the roller. They are on opposite faces and are numbered 1 and 2 on the side of the roller.



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The work necessary to correct the flaws in plate 1 was such that it was decided to touch up the transfer roller so that if and when a second plate was required it would not be necessary to touch it up to the same extent. The transfer roller was therefore softened and the dots on the rigging above the head of the standing marine and above the figure 2 were removed. On the transfer roller these dots stood up from the surface and thus could be cut away with a burin. The extensive flaw in the rigging to the right of the foremast was removed, but this correction left blank spaces. The dot to the right of Cook's arm was not treated.

After the transfer roller had been again hardened, it was used, in its recut form, to re-enter impressions on plate 1 and to lay down plates 2 and 3.

In the impressions on plate 2 two short horizontal lines were cut by hand in the blank space between the first and second upright lines and either two or three in the space between the third and fourth upright lines. Because of the recutting of lines on this plate it is possible to identify the position in the sheet of some of these stamps. The impressions on plate 3 were not touched up and are therefore exact reproductions of the impressions on the transfer roller after the flaws had been removed. This plate developed some marked flaws.



Dot to the right of Cook's arm

Plate 1

The plate, which was made of copper, was curved to fit the cylinder in the printing machine. Because of the shape of the stamp, the impressions were laid down sideways.

At the top of the plate there was an engine-turned design to assist the printer in the adjustment of the pressure to bring out detail. This design appeared on the left-hand side of the printed sheets but was normally cut off before the sheets were despatched from the printers. The printers' record number 1298-1 appeared inverted in the middle at the right-hand side of the plate. This number was usually guillotined off the bottom of the sheets before they were despatched.

This plate also bore the number 1 which appeared on the selvedge of all issued sheets, under R10/2.

The top of the plate was bent over at right angles to fit into the printing cylinder and at the bottom there were four large holes so that the

plate could be securely affixed to the cylinder.

The impressions on the plate were in 12 rows of 10 so that the issued sheets contained 120 stamps in 10 horizontal rows of 12.

The outstanding feature of this plate is that, because of the flaws which developed when the die was hardened, each of the 120 impressions was touched up by an engraver before the plate was put to press. The touching up affected the horizontal lines of shading in the rigging to the right of the foremast, and the upper part of the rigging below the large sail. In some instances there was a recutting of the upright lines in the rigging to the right of the foremast and there is also some evidence of the touching out of the dot to the right of Cook's arm and of the dot on the rigging above the standing marine. Another feature of this plate was the attention given to it by the printers during its use and the removal of flaws and damage by burnishing, by retouching, and by the re-entering of impressions.



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Plate 1

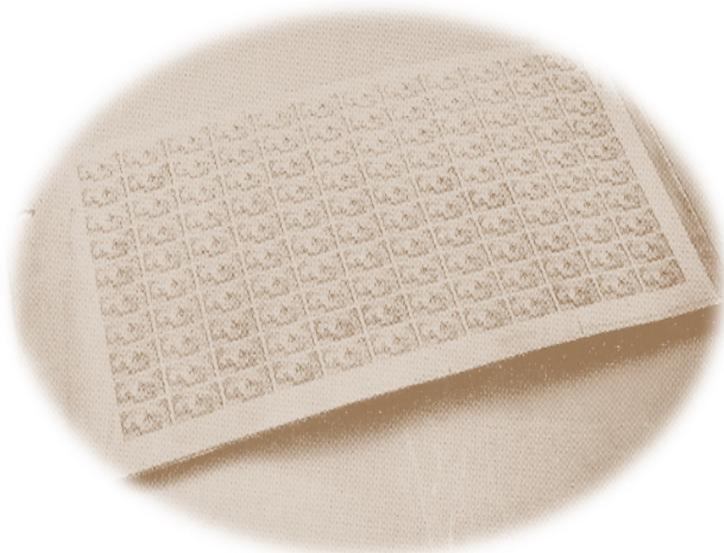


Plate 1 in its present state, flattened. The top of the plate is to the right

In its present state the plate has been flattened for convenience of permanent custody in the General Post Office, Wellington, and all the impressions on the plate, as well as those on the original die and on the transfer roller, have been defaced by means of diagonal lines.



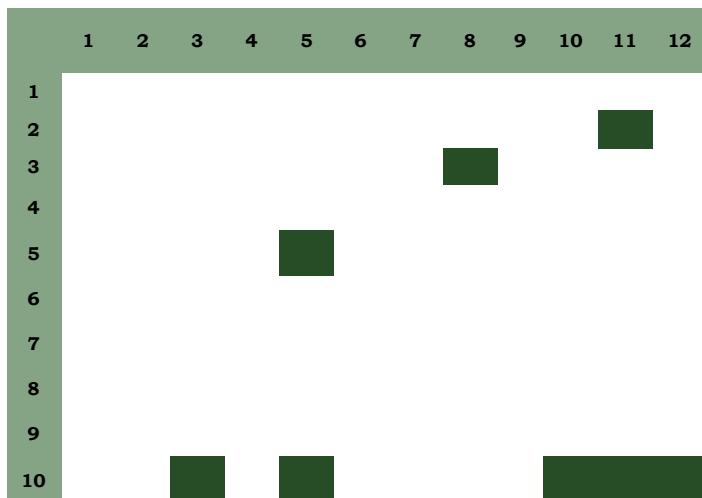
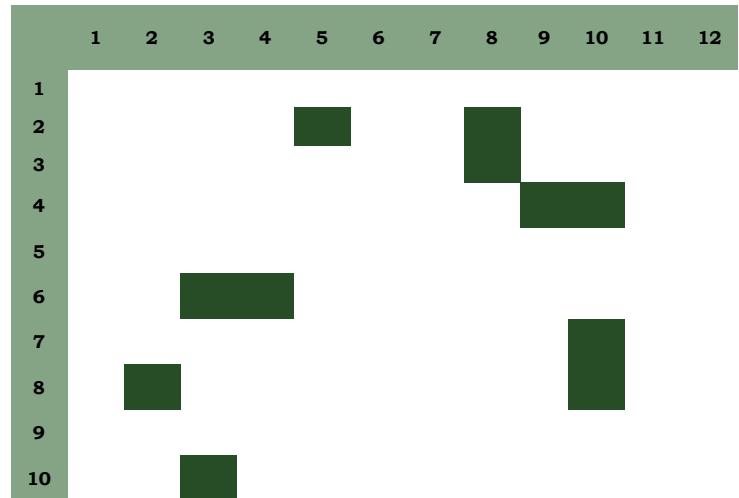
The back of the plate shows a large number of curved indentations and parallel ridging.



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Punch Holes behind Plate 1

There are punch holes behind R2/5 and R2/8; R3/8; R4/9; R4/10; R6/3; R6/4; R7/10; R8/2; R8/10; R10/3. There are rows of punch holes behind the gutters between No. 11 of R2 and R3; No. 8 of rows R2, R3, and R4; No. 12 of R4, R5, and R6; Nos. 4 and 5 of R5 and R6; No. 12 of R9 and R10. There is a row of punch holes along half the top of R8/10 and partly down the side of that impression and a row of holes under portion of R10/9, and under the whole of R10/10. There is an oblong grill of fine and close holes on the margin below R10/11.

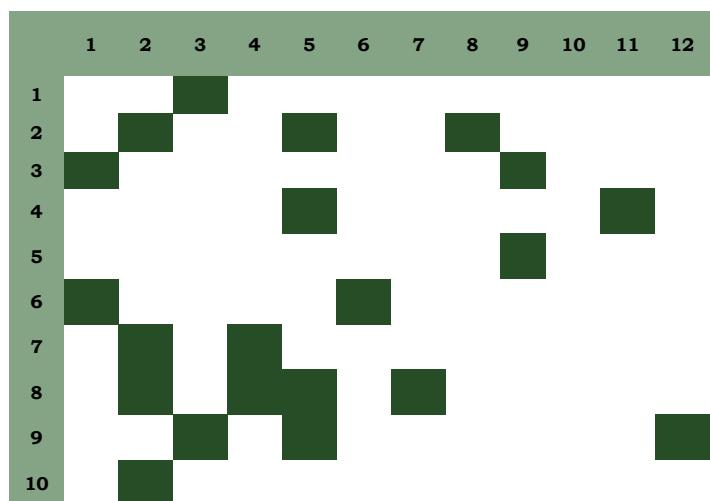


Knocking Up

R3/8 shows the most distinct evidence of a knocking up of the back of the plate, but there is also evidence of knocking up in other places, particularly behind R2/11; R5/5; R10/3; R10/5; R10/10; R10/11 and R10/12.,

Clear evidence of Engravers Slip

R1/3, R2/2, R2/5, R2/8, R3/1, R3/9, R4/5, R4/11, R5/9, R6/1, R6/6, R7/2, R7/4, R8/2, R8/4, R8/5, R8/7, R9/3, R9/5, R5/12, R10/2.





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Identification of the 120 Original Impressions.

With one exception, the recutting to the right of the foremast was extensive and, as no attempt was made to follow a standard pattern, the differences in the magnitude and in the position of the recut lines enable each of the impressions to be identified and the stamps to be "plated."

A verbal description of each impression would be difficult to write and, doubtless, even more difficult to read and to use as a guide to identification. Enlarged illustrations of the rigging have therefore been produced and these should enable any stamp, printed from an original impression, to be identified. Stamps printed from re-entered impressions will require to be checked with the illustrations and descriptions.

Experience has shown that, in plating a quantity of these stamps, it is advisable to look for certain characteristics and to sort them into groups. Then by referring to lists of such groups, the work of checking with the illustrations may be restricted.

The major flaws described later will identify some of the stamps without the necessity of further evidence. The minor flaws are useful in confirming the identification made by an examination of the rigging. In some instances, a **slip of the graver** provides a guide to quick identification. In others, the placing of the recut lines is so distinctive that there should be little trouble in recognising a particular stamp. In a few instances, however, there is sufficient resemblance between two or more stamps in the sheet to necessitate a careful examination.

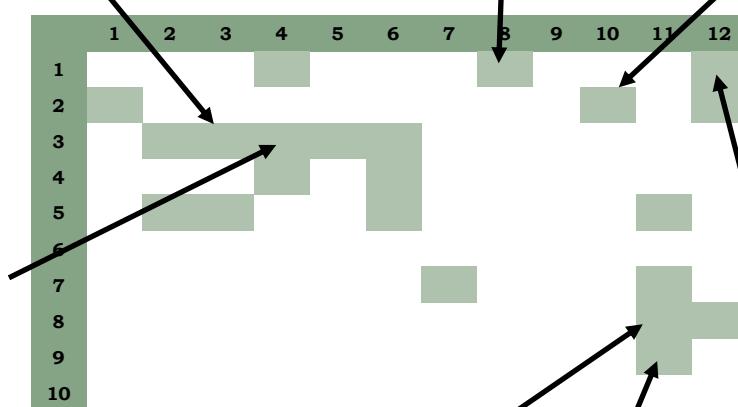
Stamps which possess individual characteristics

In **R3/3** the upright lines are thin and there is an absence of some of the shading lines of the sky. The recut horizontal lines, particularly those between the second and third upright lines, stand out because of the relative weakness of the upright lines.

R3/4 is distinctive because the first upright line of rigging, the one nearest to the foremast, was strongly recut. This stamp could be included in "the group with short horizontal lines at the bottom" but its outstanding characteristic is immediately apparent.

R1/8 is an example of a stamp which is notable for the absence rather than for the presence of any marked characteristics.

In **R2/10** a straight horizontal line runs from the first to the fourth upright lines at the bottom.



In **R8/11**, and **R9/11**, the recutting of the horizontal lines was most extensive, R9/11 in particular having numerous lines between the second and third upright lines.

R1/12 is of outstanding interest because it was printed from the only impression on the plate that received little attention from the engraver. The upright lines of the rigging to the right of the foremast are very thin and are missing in places. There are only a few thin horizontal lines. This was the bottom left-hand impression on the plate and, although R1/11 (the adjacent impression above) was retouched and R2/12 (the impression to the right) was re-entered, R1/12 escaped the notice of the printers throughout the life of the plate.



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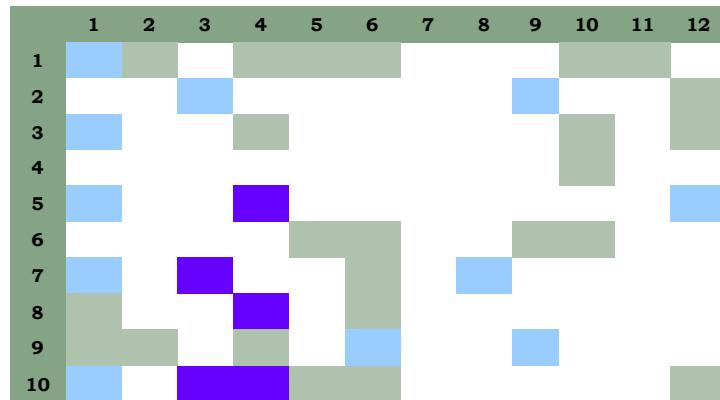
Short and breaks in upright and horizontal Lines

There are short horizontal lines, sometimes joined, at the bottom between the second and third and the third and fourth upright lines in:

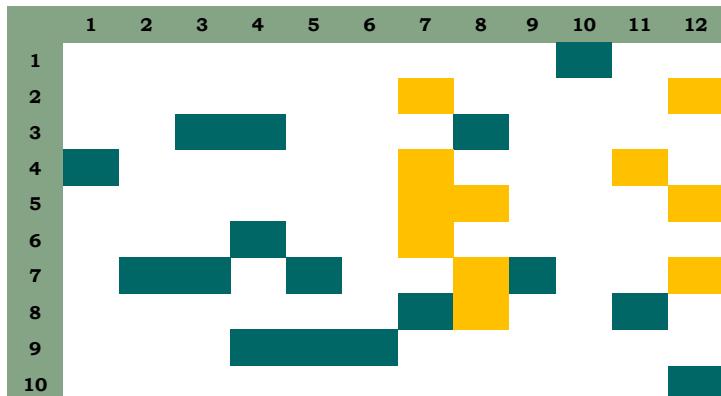
R1/2, R1/4, R1/5, R1/6, R1/10, R1/11, R2/12, R3/4, R3/10, R3/12, R4/10, R6/5, R6/6, R6/9, R6/10, R7/6, R8/1, R8/6, R9/1, R9/2, R9/4, R9/6, R10/5, R10/6, R10/12.

A break in the second upright line is found in: - **R1/1; R2/3; R2/9; R3/1; R5/1; R5/12; R7/1; R7/8; R9/6; R9/9; R10/1**

The engraver cut four horizontal lines between the first and second vertical lines, where, in the majority of the stamps, there were only three lines: - **R5/4; R7/3; R8/4; R10/3 and R10/4.**



The third horizontal line (from the bottom) between the first and second upright lines and the adjacent horizontal lines between the second and third and third and fourth upright lines are in alignment (in some instances forming a continuous line) in:- **R1/10; R3/3; R3/4; R3/8; R4/1; R6/4; R7/2; R7/3; R7/5; R7/9; R8/7; R8/11; R9/4; R9/5; R9/6; R9/7; R10/12.**



The group that may present most difficulty in identification comprises:- **R2/7; R2/12; R4/7; R4/11; R5/7; R5/8; R5/12; R6/7; R7/8; R7/12; R8/8.**

In each there are two horizontal lines between the second and third upright lines with three lines between the third and fourth upright lines. **R4/11** has a graver slip and in **R5/12** and **R7/8** there is a break in the second upright line but, for the other stamps of this group, a careful checking is required of the exact placing of the horizontal lines and of differences between the impressions.

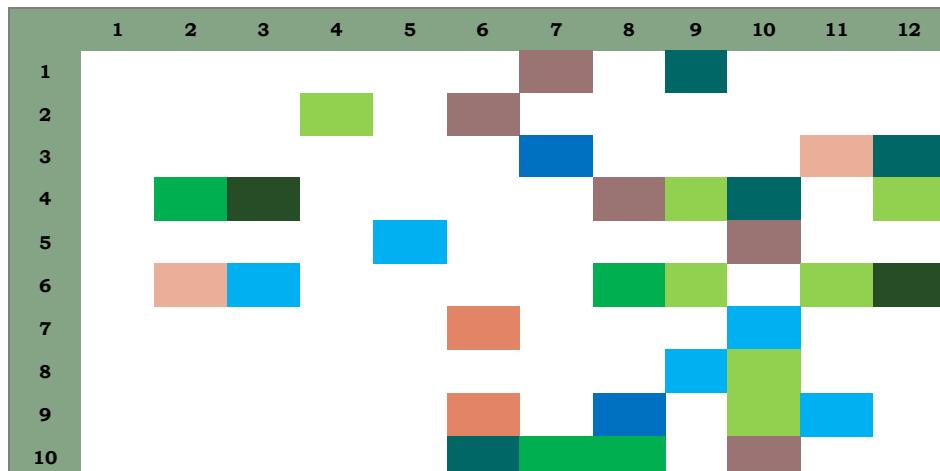


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Identification of the 120 Original Impressions.

Grouping with certain points of resemblance

	R1/9; R3/12; R4/10; R10/6 R5/5; R6/3; R7/10; R8/9; R9/10 R3/7; R9/8
	R4/2; R6/8; R10/8; R10/7 R2/4; R4/9; R4/12; R6/9; R6/11; R8/10; R10/9



	R1/7; R2/6; R4/8; R5/10; R10/10 R7/6; R9/6 R3/11; R6/2 R4/3; R6/12
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The existence of plate flaws will assist in the identification of some of these stamps but there are others where this assistance is not available. For example, **R7/6** and **R9/6** are very much alike and very minor flaws occur in the last printing only. However, **R9/6** shows a break in the second upright line and this is not found in **R7/6**.



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The Paintings, Papers, Perforations, and Shades

The first printing was made by Messrs. De La Rue and Co. at their London works in 1934.

All the papers for the 2/- were made by Messrs. Wiggins, Teape, and Alex. Pirie, Ltd., and were gummed and sized by Messrs. Samuel Jones and Co. (Export), Ltd. All printings of the 2/- stamps were made by the dry printing process, consequently the paper was dry and gummed when fed into the machine.

The first paper had a basis of esparto fibres and the mesh was vertical in relation to the watermark.

In each sheet of the 2/- stamps there were 240 NZ and star watermarks in 10 horizontal rows of 24, so that in correctly printed sheets there should be two watermarks on each stamp. In the case of the smaller-sized stamps one watermark would appear on each stamp when printed in the correct register, and hence this paper was officially described as having "registered watermark." It is also known among stamp collectors as having "single watermark," or is referred to as "watermarked NZ and star." The inscription NEW ZEALAND POSTAGE in double-lined capitals was watermarked in the selvedge at the top and bottom of the sheets and the inscription NEW ZEALAND at the sides. In some sheets of these stamps, printed out of correct register, portion of the marginal watermarks appeared on the stamps.



L13a

The first supplies, which were placed on sale on May 1, 1935, had been perforated by means of

a comb machine. The sheets were run through the machine sideways. The head contained 163 pins in the long row, while in each short row there were 26 pins. The short rows were in alignment with every 16th hole in the long row and there was one hole outside the short rows at each end. The spacing of the pins in the long row was fairly regular and the gauge varied from $13 \frac{1}{4}$ to $13 \frac{1}{2}$ the spacing of the pins in the short rows was very irregular, but the irregularity was constant throughout the short rows.

The first 10 holes in the short rows, counting from the hole nearest the long row, gauged 14, the next 8 gauged $13 \frac{1}{2}$ and the last 8, 13. Most of the sheets were run through from the right-hand side so that on the stamps the perforations gauged $13\text{-}14 \times 13 \frac{1}{2}$ but in sheets run through from the left-hand side the perforations gauged $14\text{-}13 \times 13 \frac{1}{2}$.

A small number of sheets of the first printing had the watermark inverted.

The ink used for this printing was described by the makers as cypress green. It was a deep olive-green and there was a variation in the intensity. The printers complained that the surface of the paper with registered watermark was not suitable for dry printing and that they found difficulty in bringing out the finer lines of the design. In copies with poor detail, the sky appeared to be much whiter and the shade of the ink paler.

In 1935 sheets also appeared on sale on paper with the registered watermark but with a new perforation. The head contained 167 pins in the long row, while in each short row there were 26 pins and there were two holes outside the short rows at each end. The alignment of the short rows in relation to the holes in the long row was very irregular and consequently the holes in the corners of the stamps were different in appearance from those usually found when a comb machine is employed. The gauge of the long rows varied from $13 \frac{3}{4}$ to 14, and of the short



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The Paintings, Papers, Perforations, and Shades

rows from 13 1/4 to 13 1/2 but the stamps are usually described as having perforations 13 1/2 x 14. The sheets were run sideways through this machine.



L13b

The deep olive-green ink was used and again there were variations in intensity. Some stamps appeared to have a greater percentage of yellow in the ink. There was no fixed date for the release of this printing.

There were 8000 sheets on the paper with registered watermark but there is no record of the respective figures for the two perforations. Fifty-seven sheets were damaged so that the actual number stamps issued was 953,160.

Because of the difficulty experienced by the printers in obtaining the correct registration of the watermark they recommended that paper with an "all-over" watermark should be introduced. In this paper the N Z and star watermark is arranged in multiple throughout the whole reel of paper and there are no marginal inscriptions.



L13c

The specification of the paper required that it should contain 70 per cent esparto and 30 per cent wood sulphite. The mesh was coarser than that in the paper with registered watermark and it was horizontal in relation to the watermark.

The first sheets printed on the new paper were issued in August, 1936, and the perforations had been effected by means of the comb machine with the 13-14 x 13 1/2 gauge. All the sheets were run through from the right-hand side.

Large quantities were printed on the new paper and with the 13-14 x 13 1/2 perfs. For the bulk of this issue the ink was again deep olive-green in colour but with a greater intensity variation. Some of these stamps again appeared to have a larger percentage of yellow in the ink, while in others the green was brighter.

In 1938 the printers experienced difficulty in drying the ink during cold and wet weather. In an endeavour to accelerate the drying the sheets were placed in heated chambers and this caused some distortion of the paper. Experiments were carried out and it was found that better registration of the perforations resulted from the use of the comb head with the 13 1/2 x 14 gauge.

Supplies with this perforation were placed on sale in March, 1939. Notwithstanding the interest that collectors were showing for varieties of the pictorial issue, this particular stamp seems to have been generally neglected. It was not on sale at all offices and it had been on issue for a relatively short period before the outbreak of war provided a distraction. In mint condition it is certainly one of the rarest of the pictorial stamps.

From the evidence of flaws and their development it is apparent that the ink used for the early sheets of this printing contained a greater percentage of yellow than did the ink for the later sheets, which were therefore deeper in shade and more distinctly olive.



L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

The Paintings, Papers, Perforations, and Shades

There were 18,850 sheets on the esparto paper Waterlow and Sons printed 2,100 sheets which with multiple watermark but no record is available of the exact numbers with perf. 13-14 x 13 and with perf 13 1/2 x 14. Deducting 149 sheets that were damaged and destroyed, 2,244,120 stamps were issued. Two thousand six hundred and twenty-eight half sheets were overprinted "Official."



L13d



L13e

The 2/- value was in considerable demand to cover the postage on parcels and on air mail correspondence and in addition quantities were required for use on legal documents. Early in 1941 stocks on hand in New Zealand were running short and on February 19, 1941, chief postmasters were instructed to use the 1/- value of the Centennial issue wherever possible to conserve the 2/- stamp. Two days later a cable was sent requesting that 10,500 sheets of the 2/- should be printed and despatched urgently.

This order was printed by Waterlow and Sons and as De La Rue and Co.'s perforating machines had been damaged, Waterlow and Sons also perforated these sheets.

Of the total printing some sheets were not considered satisfactory and only half sheets were despatched. The number issued was 9000 sheets (1,080,000 stamps). Two hundred half sheets were overprinted "Official."

The furnish of the paper used by "Waterlow and Sons was 45 % esparto, 20-25 % wood sulphite, and the balance rag, and it showed differences due to variations in the percentage of wood sulphite. It was still of good quality.

The ink used for the Waterlow printing was paler in tone than those used by De La Rue and Co. It varied in shade as well as in intensity and





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The Paintings, Papers, Perforations, and Shades

again some of it contained a greater percentage of yellow.

One sheet printed by Waterlow and Sons had a treble impression, two albinos and one coloured. One of the albino impressions was very much to the right while the other was to the left of the coloured impression. The albino impression to the left showed clearly in the vertical gutters between the stamps. In this sheet the coloured impression was not in any way blurred, the details of the design being clear and distinct.

The perforations were effected by means of a line machine gauging 12 1/2 and one sheet had an extra line of perfs through the top of the top row of stamps, thus resulting in the 12 stamps having double perfs.

The line machine had a single row of pins and the one machine was used for both the horizontal and vertical perforations.

Sheets printed by Waterlow and Sons were first issued in July, 1941.

In September, 1941, the plate was returned to De La Rue and Co. and they made subsequent printings until the plate was superseded by a new one.

By February, 1941, the papermakers were no longer able to obtain supplies of esparto fibres. An officer of the staff of the New Zealand High Commissioner had consultations with officials of the British Post Office and, as a result, it was agreed that the New Zealand stamps should be printed on a paper made to the specification of the paper then being used for the stamps of Great Britain. This paper is known as "Royal Cypher" grade and the furnish was: Not less than 50 % cotton rag, nor more than 40 % wood sulphite and/or esparto, not less than 10 % nor more than 15 % mineral matter. It is probable that the first mix contained little if any esparto and it is certain that later supplies contained none. The paper was poor in quality with a very distinct mesh and it resembles newsprint in appearance.



L13f

The dandy roll with multiple NZ and star used for the pre-war paper was again employed for both the 45 % and the "Royal Cypher" grade papers and the mesh was therefore horizontal in relation to the watermark.

For the first printing made by De La Rue and Co. in 1941 the plate was in the same state as it had been when used by Waterlow and Sons, but before the last printing from plate 1 flaws were retouched and sixteen impressions were re-entered.

For the first sheets printed by De La Rue on the "Royal Cypher" grade paper the ink was olive-green in colour with a distinct yellow tint. Subsequently the ink varied from deep olive-green to dark olive-green and the stamps printed from the re-entered portions of the plate appeared to be deeper in intensity than the other stamps in the sheet.

Twenty thousand sheets printed by De La Rue and Co. were sent in December, 1941, to Waterlow and Sons, who perforated them by means of the line machine gauging 12 1/2. These included printings from the plate both before and after the extensive re-entries.

The remaining supplies printed by De La Rue and Co on the "Royal Cypher" grade paper, comprising 9000 sheets, and again including printings from the two states of the plate, were perforated by De La Rue and Co. by means of a new comb machine.



L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

The Paintings, Papers, Perforations, and Shades

The long row contained 339 pins while in each of the 13 short rows there were 15 pins. The short rows were in alignment with every 28th hole in the long row and there was one hole outside the long rows at each end. The spacing of the pins in the long row was fairly regular and the gauge varied from 13 $\frac{3}{4}$ to 14. The short rows gauged 13 $\frac{1}{2}$. The sheets were run through from the bottom and the perforations on the stamps are 14 x 13 $\frac{1}{2}$. The plate had become slightly warped with the result that the impressions in the printed sheets were lower at the ends than they were in the middle. Consequently, as the long row in the perforating head was straight, the perforations if correctly placed for the stamps in the 1st and 12th vertical rows would be too low for the 6th and 7th rows. Indifferently centred copies are therefore not uncommon with both the line perf. 12 $\frac{1}{2}$ and with the comb perf 14 x 13 $\frac{1}{2}$. L13g

One sheet printed by De La Rue and Co. in deep olive-green and perforated 12 $\frac{1}{2}$ by Waterlow and Sons had double print, one albino. The coloured impression was blurred, probably due to the albino impression closing the pores of the paper and thus rendering it less absorbent of the ink in the coloured impression.

Some sheets of the De La Rue printings on the "Royal Cypher" grade paper had unusually wide margins at the bottom and the serial plate number 1298-1 therefore may be found inverted and reversed on the selvedge under the 6th and 7th stamps of the bottom row.



The De La Rue printing on the "Royal Cypher" grade paper, perf 12 $\frac{1}{2}$ appeared early in 1942, but there was no fixed date for the release of this supply. The printing from plate 1 with perf 14 x 13 $\frac{1}{2}$ was on sale in October, 1942.

(Note: where figures are quoted here of the numbers of the stamps issued, these represent the quantities received by the Custodian of Stamps. Half sheets to be overprinted "**official**" were taken from his stock and should therefore be deducted. For example, there were 9000 sheets on the esparto paper, perf 12 $\frac{1}{2}$, and two hundred half sheets were overprinted "official" so that, of the total supply of 1,080,000 stamps, 1,068,000 were available for ordinary use.)

Of the total supplies from plate 1 on the "Royal Cypher" grade paper, 10,000 sheets were lost when the ship, on which they were being carried, was torpedoed. Of the remaining 19,000 sheets there is no record of the sheets that were perf 12 $\frac{1}{2}$ or of those with perf 14 x 13 $\frac{1}{2}$ nor is it now possible to ascertain how many there were of the two perforations printed before and after the plate was re-entered. Three thousand half sheets perf 12 $\frac{1}{2}$ were overprinted "**Official**."





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)

PLATE 1, The 2/- Pictorial of 1935-1942

by R.J.G. Collins, 1951

Flaws and their Treatment with particular reference to Retouches.

Many of the flaws mentioned here are so small that in ordinary circumstances they would not merit consideration. However, it is obvious that the printers, in their desire to keep the plate in commission and to maintain a high standard of production, subjected the plate to continuous inspection. When flaws, which show on the stamps as very small dots, were so situated that they would appear on the plate as extraneous to the design, they were treated while others, which are quite large and obvious to the eye of the philatelist, were overlooked.

Because this plate had been produced from a line-engraved die, flaws, which show on the stamps in colour, would be removed by burnishing, accompanied, where the lines were relatively deep, by a knocking up of the surface. This would leave a blank or uncoloured space. Retouching would be effected by means of hand cutting with a burin and all dots or lines added in this way would appear on the stamps in colour.

For example, as the plate was made of copper, it was not difficult to remove the extraneous dot in **R1/11** by burnishing but, in the process, portions of the lines of the sky shading, which, being thin, would be only shallow depressions in the plate, were also erased. When the blank space was noticed lines were recut and, because

these were not in the same positions as they appeared in the die, the evidence of the retouching is obvious.

Small dots and fine lines could be removed by burnishing but it is also possible that the progressive reduction in the extent of such flaws or their ultimate erasure could be attributable to the wearing of the plate. The reduction in the intensity of the line in **R10/10** in the period between the early sheets and those on the paper with multiple watermark, perf. 13-14 x 13 1/2 was probably due to the cut becoming shallower as the plate was used and not, at that time, to a deliberate act on the part of the printers to remove the flaw.

Messrs. De La Rue and Co. were asked why the COOK flaw persisted throughout all printings. They stated that this flaw was "discovered neither during the preliminary printing nor whilst the plate was on the machine. The varieties in **R1/6**; **R8/2**; and **R9/2**, showed as a 'dig' and were thus more obvious faults which were noticed and removed."

Flaws, which are considered of sufficient importance to warrant recognition by most collectors, are included in the checklist. Specialists will possibly be interested in all the recurring flaws.

RE-ENTRIES.

The re-entries in this value are particularly interesting to philatelic students. They include not only examples which conform to the usual definition, that is to say varieties which show a doubling of portion of the design, but also examples where the work was perfectly executed.

They are true re-entries in that the impressions were rolled in after the plate had been put to press. Although the plate had been curved to fit the cylinder in the printing machine, Messrs. De La Rue and Co. have stated that they had no difficulty in rolling in impressions from the transfer roller.

When the original impressions were laid down on the plate, the flaw, which showed as a dot to the right of Cook's arm on the 43rd horizontal line of shading in the background, received attention before the plate was put to press. According to De La Rue and Co., the engraver removed this dot from the plate. In some instances, the evidence of this treatment is to be found in a thickening of lines of the sky touching or adjacent to Cook's arm.

If the engraver had in fact removed all traces of the dot from the original impressions, then the appearance of a

dot to the right of Cook's arm on stamps from plate 1 would be conclusive evidence of re-entry. Actually well-inked and clearly-printed copies of the stamps may be found with traces of a dot from parts of the plate which show no evidence of re-entry. Hence, in practice, the magnitude of the dot must be taken into account as evidence in assisting in the recognition of re-entries.

The first published description of these varieties was an article written by Dr D. G. Wallace and which appeared in "The New Zealand Stamp Collector," Vol. XXV, No. 2. The re-entries fall into three groups.

Before the plate was used for the printing on the paper with multiple watermark and with perf. 13 1/2 x 14, the impression printing **R10/5** was re-entered. When parts of the plate were recut before it was put to press, the rigging to the right of the foremast had been heavily recut in this impression, particularly the lower portion of the third upright line. Apparently it was considered that this might develop into a plate crack so this portion of the plate was knocked up from the back, the surface burnished and another impression rolled in. The work was carefully done, the doubling of the design showing only on the left-



L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

hand side. The vertical lines of the trunk of the tree-fern, the ribs of the third leaf from the bottom, the rigging at the left and the left-hand side of the value panel are doubled.

Because the plate was knocked up and the portion of the original impression to the right of the foremast was burnished, the characteristic horizontal lines of the rigging of this stamp in the earlier printings were partly erased and it has some resemblance to stamps from plate 3.

The second group comprises **R2/12**, and **R8/12**. In the sheets printed by Messrs. Waterlow and Sons these two stamps have the dot to the right of Cook's arm. The dot did not show in the earlier printings, but it is also found in the De La Rue printings on the "Royal Cypher" grade paper.

In **R2/12** there had been a fine line between and N and D of ZEALAND, and in **R8/12**, a small dot had appeared under the O of OCTOBER. Both flaws were similar to some which, in other impressions, had been removed and neither appears to have been of sufficient magnitude to require treatment by re-entry. It is, of course, possible that, after the printing on the paper with multiple watermark, perf. 13 1/2 x 14, had been completed, these impressions had become damaged and that it was considered advisable to correct them by re-entry. The characteristic lines of shading in the rigging in these stamps, in the sheets printed by Waterlow and Sons, are identical with those of the earlier printings. Furthermore, there is no trace of any doubling of the design. Hence, careful consideration must be given to these two stamps before they may be classed as re-entries.

In a proof sheet on the "Royal Cypher" grade paper, in the reference collection of the G.P.O., Wellington, **R2/12**, **R8/12** and **R10/5**, stand out from the other stamps in the sheet, because of the relative heavier appearance of the impressions. In **R2/12**, the dot is not very prominent, but there appears to have been a general strengthening particularly of the lines of shading in the hills. In **R8/12**, the dot is quite as prominent as it is in **R10/5**, and in stamps from

plates 2 and 3 and the strengthening shows in the lines of shading in the sky.

R4/12, **R5/12**, **R9/12**, and **R10/12**, in the final printing, all have the dot to the left of Cook's arm and the characteristic lines of shading in the rigging are still identical (in **R10/12**, almost identical) with those in the earlier printings. **R5/12**, shows a slight doubling of some of the lines of the sky shading, and **R10/12**, has a doubling of portion of the design and all these stamps are strong impression. It should be noted that these stamps, together with **R2/12**, and **R8/12**, were all printed from the impressions at the bottom of the plate.

Some of these stamps also have the characteristic lines of the rigging below the large sail, due to the touching out of another dot on the transfer roller.

It would appear that, where care was taken so that the second impression coincided with the original and where the portion of the original impression to the right of the foremast was not burnished, the characteristic horizontal shading lines would remain and the evidence of re-entry would be provided by the dot to the right of Cook's arm and by the general deepening and strengthening of the impressions. The degree of strengthening would depend upon the pressure exerted on the roller in the transfer press.

Parenthetically it should be observed that, while particulars are included here of all impressions which were strengthened by the use of the transfer roller, and while all these varieties are of interest to specialists, many collectors will be satisfied with those which show an actual doubling of portion of the design.

The third group comprises no less than sixteen stamps and these re-entries are found only in the last printing made by Messrs. De La Rue and Co. Some of these sheets were perforated 12 1/2 line by Waterlow and Sons and others 14 x 13 1/2 comb by De La Rue and Co.





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)

PLATE 1, The 2/- Pictorial of 1935-1942

by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R1	1	2	3	4	Cook Flaw							

R1/1		A small dot to the right of Cook's left hand. This is not found in the original printing but it did occur in some sheets of L13a and persisted throughout all printings												
R1/2		Two dots above the N of NEW. They are found only in L13d and were removed before printing L13e.												
R1/3		A small dot to the right of the walking stick in Cook's left hand. This occurred in L13d but was removed before L13e. The evidence of retouching is a thickening of seven short horizontal lines of shading and this retouch is found in L13e, L13f, and L13g												
R1/4		COQK FLAW - This is the best known of the flaws; a stroke near the bottom of the second O of COOK making the letter resemble a Q. This flaw persisted in all printings. There are four known other flaws on this stamp												

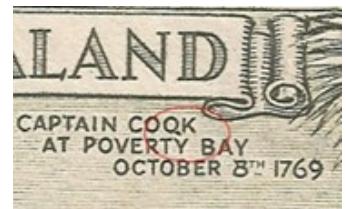
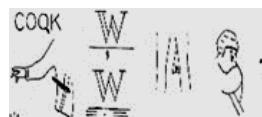
Other Flaws

A A mark shaped like a comma just beneath the line under the W of NEW;

B An oblique dash on the coat of the officer behind Cook;

C A dot on the shore between the legs of the officer

D Dots to the right of the shoulder of the sailor with oar.





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

Printings state of R1/4 and Varieties

L13d

Printing L13d is found in three states:

- (1) With the COQK flaw;
- (2) with the addition of A
- (3) with the further addition of B.

Flaw A was removed before printing L13e, the retouching showing as a break in the horizontal lines of shading and a slight thickening of two of the lines.

Flaw B, although quite large in extent, was not removed.

There are three states of **L13f** perf 12 ½ :

- (1) With the Q and **B** flaws and with **A** retouched;
- (2) With the addition of **C**;
- (3) With the further addition of **D**.

The second and third states are found in L13f. Flaw **D** was reduced before printing L13g, traces remaining of the larger dot only.

This stamp is therefore remarkable for the reason that disregarding shades, it is possible to find no less than 14 different varieties.

Campbell Paterson COQK Flaw Listings

CP Cat No	Current Cat Value \$
L13a(w)	420
L13b(z)	450
L13c(y)	225
L13d(y)	925
L13e(x)	210
L13f(x)	160
L13g(y)	390
LO13c(y)	480
LO13d(y)	830
LO13e(z)	460
LO13f(z)	700
LO13g(y)	1,100





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

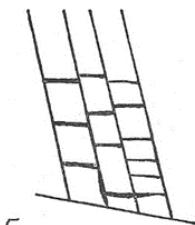


R1



**Cook
Flaw**

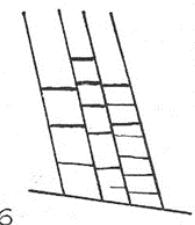
R1/5



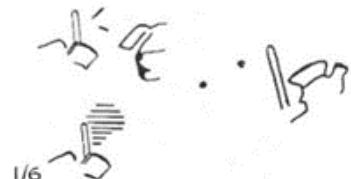
A small dot between the right hand and the head of the sailor holding the oar. This flaw showed in L13d and was reduced in size before L13e.



R1/6



A flaw corresponding in shape with lines of the peaked hat of the officer and appearing to the right of the top of the weapon carried by the marine. This is found only on stamps of printing L13c and it was removed before L13d. The retouching shows as a recutting of a number of horizontal lines of shading. It has not definitely been determined whether this flaw was due to a break in the plate and hence, that the resemblance to lines of the hat was fortuitous, or whether it was caused by the transfer roller.



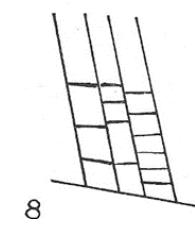
R1/7



A vertical line to the right of the E of NEW. This occurred in the original printing and persisted through all printings.



R1/8



Notes

R1/6 In the 2d value of the pictorial set there was a variety where a mark showed which corresponded in shape with the tekoteko and this was certainly caused by the transfer roller. It appeared gradually as the plate wore and, on the evidence of this variety, there would seem to be justification for the theory that the variety in the 2/- was due to a similar cause.



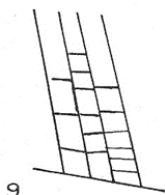
**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

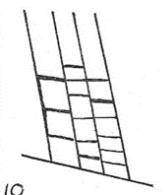
	1	2	3	4	5	6	7	8	9	10	11	12
R1												

**Cook
Flaw**

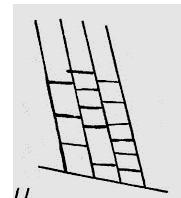
R1/9



R1/10

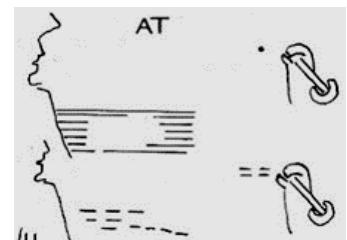


R1/11

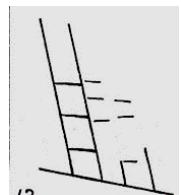


A flaw to the right of Cook's left arm was noticed before the plate was put to press and it was removed.

This left an uncoloured patch in the sky shading in printings L13a to L13d. The impression was retouched before L13e but some of the recut lines were not in the correct alignment.

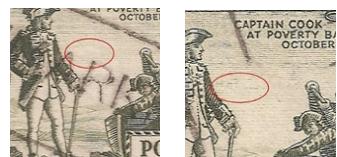


R1/12



There were three states of printing **L13f**

- (1) Without flaws;
- (2) A dot to the Left of the officer's face; and (3) Additional flaws in the form of a prominent dot on Cook's left knee and dots after the Y of BAY. The third state is found in L13g.



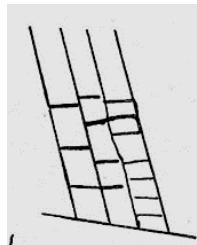


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R2	1	2	3	4								

R2/1



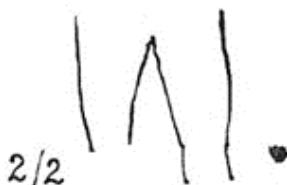
Before the plate was put to press some of the horizontal lines of shading below the W of NEW were strengthened. A small dot to the right of Cook's chin and a small dot touching the serif at the top of the N of ZEALAND appeared in printings L13d to L13g.



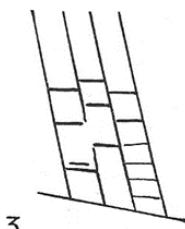
R2/2



A small dot to the right of the left knee of the officer. This was minute in L13e but developed in later printings.



R2/3

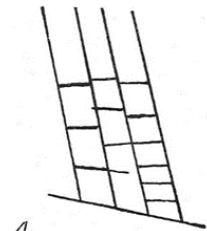


A small right-angled mark appeared in L13c to the right of the hands of the sailor holding the oar and a small dot to the left of the hands showed in L13d. Both marks were removed before printing L13e.



2/3

R2/4



Three dots to the left of the back of Cook's hat. These are found in L13f and L13g.



2/4





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PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

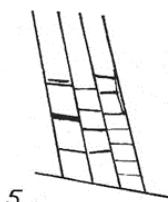


R2

A large dot near the right arm of the sailor holding the oar showed in L13c and L13d but was removed before L13e.



R2/5



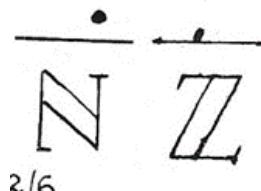
A dot to the right of the weapon held by the standing marine and a dash and a dot in the sky shading below AT appeared in L13f. The dot below AT was removed and the dash was reduced before printing L13g but new flaws showed in this printing as dots in the shading of the value panel to the left of the top of



R2/6

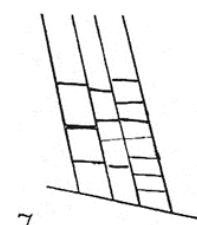


A dot outside the top frame-line and above the right-hand side of the N of NEW is found in L13d but was reduced before L13e.



In L13f and L13g there was a dash in the top frame-line above Z of ZEALAND.

R2/7



A dot under the space between the T of AT and the P of POVERTY. This is found in L13c and L13d, but it was removed before L13e. The retouching shows as a series of short



R2/8



A dot near the bottom of Cook's waistcoat. This is found in printings L13d to L13g.





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R2												

R2/9



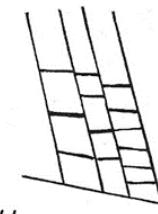
9

R2/10



10

R2/11



11

There were two states of L13f:

- (1) A V-shaped mark in the sky above and to the right of the top of the weapon carried by the marine. and
- (2) An additional flaw in the form of a smaller V-shaped mark to the right of Cook's left arm.



Re entry: The doubling shows on the left-hand side in the lower leaves of the tree-fern, the rigging lines to the left of the foremast and in the top left-hand corner of the value panel. The characteristic shading of the rigging to the right of the foremast, which identified this stamp in the earlier printings, is still apparent. The gutter between this impression and R3/11 had been punched up from the back of the plate. The development of prominent flaws was responsible for this re-entry

A small plate crack showed as a fine line running from the top of the D to the middle of the right-hand stroke of the N of ZEALAND. This is found from printings L13a to L13d.



12.

R2/12

Because the plate was knocked up and the portion of the original impression to the right of the foremast was burnished, the characteristic horizontal lines of the rigging of this stamp in the earlier printings were partly erased and it has some resemblance to stamps from plate 3. In a roof sheet on the "Royal Cypher" grade paper, in the reference collection of the G.P.O., Wellington, R2/12 stands out from the other stamps in the sheet, because of the relative heavier appearance of the impressions. The dot is not very prominent, but there appears to have been a general strengthening particularly of the lines of shading in the hills.



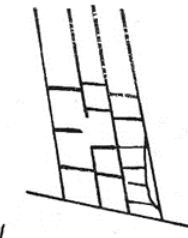


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

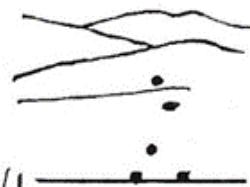
	1	2	3	4	5	6	7	8	9	10	11	12
R3	1	2	3	4								

R3/1

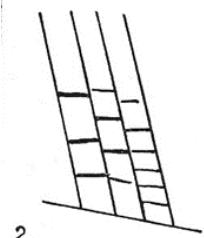


Three states are found in L13d:

(1) Without flaw; (2) With three dots on the shore between the bow of the boat and Cook's stick; and (3) Five dots. These dots were removed before L13e. Some of the lines of shading of the hills show breaks where the dots were erased.



R3/2



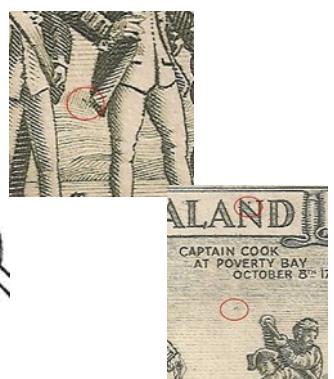
There were two states in L13c: (1) A curved flaw to the right of Cook's left shoulder, and (2) The addition of a fine line joining the head of the sailor with oar and Cook's left cuff. These marks were removed before printing L13d but there were also two states of this printing: (1) A dot to the left of the left hand of the standing marine and a dot to the right of Cook's left ankle; (2) With the addition of a V-shaped flaw to the right of Cook's left cuff. The V-shaped flaw was removed and the dot to the right of Cook's ankle was reduced before L13e, but the dot to the left of the hand of the marine persisted in all subsequent printings.



R3/3



A small Y-shaped mark just to the left of the tail of Cook's coat. This is found in printings L13c to L13g. In L13f a dot showed in the upper angle of the N of ZEALAND and there were also two small marks w the left of the sailor with oar. These marks were removed be-



R3/4



There were two states of L13c: (1) A dot to the right of Cook's left foot, and (2) With the addition of a curved line running from the left side of the panel to the foot of the T of POSTAGE. The dot was removed before L13d and the line was reduced. The retouching of the dot showed as a thickening of the shading lines. In L13f and L13g a dot showed in the upper angle of the N of ZEALAND. In view of the fact that a mark was removed from R3/3, it is of interest to note that a





**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row



R3

1 2 3 4 5 6 7 8 9 10 11 12

R3/5

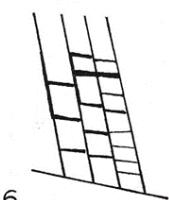


A small dot under the 7 of 1769 and two small dots to the right of the head of the sailor with oar. These showed in L13g and L13f.

1769



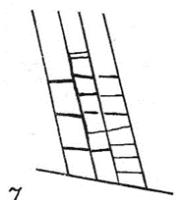
R3/6



A dash on the right of the rigging above the right-hand side of 2. This persisted from L13d to L13g.



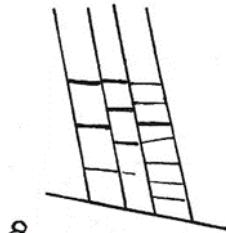
R3/7



A triangular flaw above the S of the value. This occurred in L13f.



R3/8



Re entries As seen on the stamp, the second impression is to the right of and slightly lower than the original. The left-hand frame line of the original impression shows to the left and there is also a doubling of the left-hand side of the value panel. The back of the plate was given extensive treatment behind this impression and the original lines of shading in the rigging to the right of the foremast were erased and the re-entry is similar to stamps from plate 3. A pitting in the value panel and in the rigging was the reason for this re-entry.



3/8



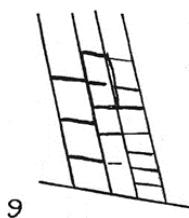


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R3												

R3/9

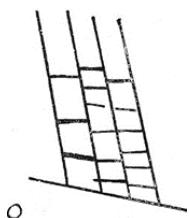


There were two states of L13d:

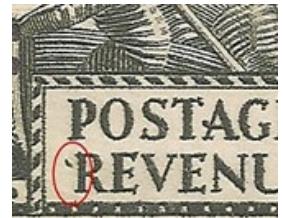
- (1) With a small dot in the sea between Cook's legs and a small dot before O of OCTOBER
- (2) (2) With the addition of a dash to the left of the hat of the sailor holding the boat. The dot between Cook's legs persisted in printings L13d to L13g,



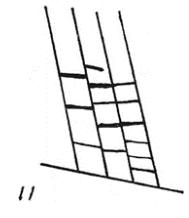
R3/10



A curved dash showed to the left of R of REVENUE in L13d but it was removed before L13e.



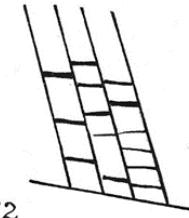
R3/11



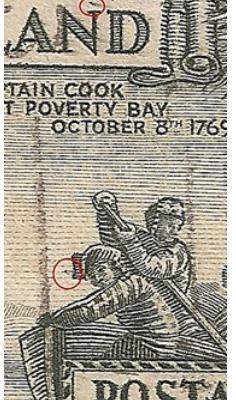
A round flaw between the rigging and the right-hand side of the mast. This persisted from L13d to L13g.



R3/12



In L13f there was a dot to the left of the head of the sailor holding the bow of the boat and another dot over the right-hand stroke of the N of ZEALAND. The dot over the N was removed before L13g.



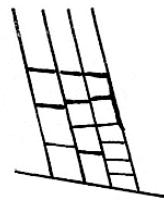


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R4	1	2	3	4								

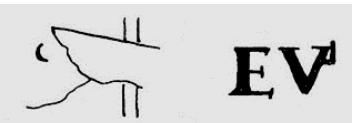
R4/1



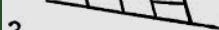
Before the plate was put to press there was a touching up of the shading lines to the right of Cook's left arm.



A curved flaw appeared to the left of the smaller serif from L13c to L13g.



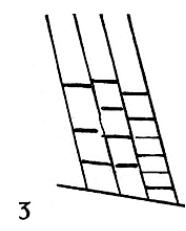
R4/2



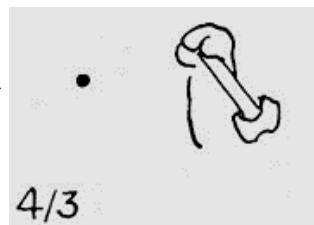
In L13d there was a vertical flaw at the top of the right-hand side of the V of REVENUE and this was reduced before printing L13e. The retouching resulted in an alteration in the shape of the top of the letters VE, the right-hand serif of the V being thin and the limb of the letter shorter and the top of the E run-



R4/3

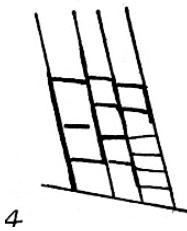


A dot to the left of the arm of the sailor with oar. This is found in L13f but was removed before L13g



4/3

R4/4



Before printing L13g this impression on the plate became damaged. There is a blurred patch to the right of the head of the standing marine, another patch over the value panel, with the shading in the right-hand top corner of this panel indefinite and a small blurred patch running from the left of the 2.



**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

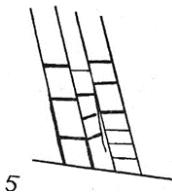
Plate 1 - Plating and Flaws by Row



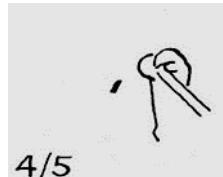
R4



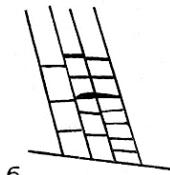
R4/5



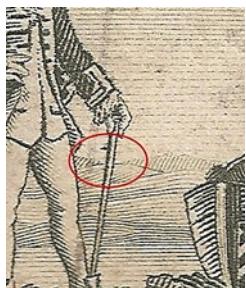
A triangular flaw near the right hand of the sailor with oar. This occurred in L13d and it was removed before L13e.



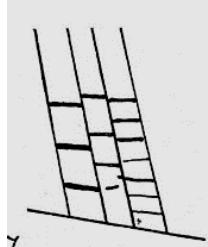
R4/6



There were two states in L13d:
(1) Without flaw, and (2) Curved mark to the left of Cook's walking stick. This flaw persisted throughout subsequent printings.

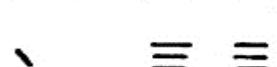


R4/7

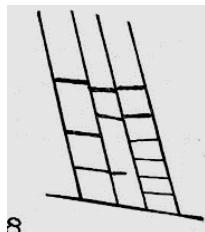


There were two flaws in L13d.
1) A dash beneath A of AT, and (2) A dot to the left of the head of the sailor holding the bow. Flaw (2) was not treated, but (1) was removed before L13e, leaving an uncoloured patch.

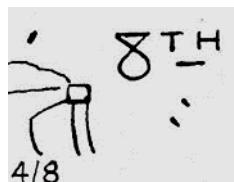
AT AT



R4/8



There were three states of L13f:
(1) without flaws; (2) a small dash above the bow of the boat and (3) With the addition of two short dashes under the H of TH. These flaws are also found in L13g.



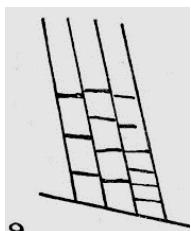


L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R4												

R4/9

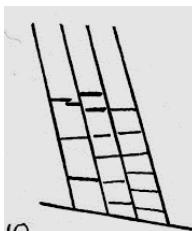


There were two states of L13c:

(1) Without flaw, and (2) a small dot and a thickening of some of the lines of shading under OC of OCTOBER. This flaw became less prominent in later printings but does not appear to have been treated. From L13d to L13f there was a dot under the D of ZEALAND and in L13f there was also a dot to the right of the head of the officer. Both flaws were removed before printing L13g.



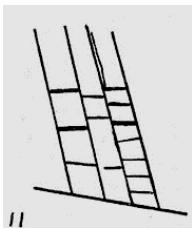
R4/10



Two dots above the top serif of the N of NEW. These are found in L13b to L13d, and the upper dot was removed before L13e.



R4/11

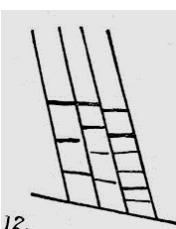


R4/12 There were two states of L13f:

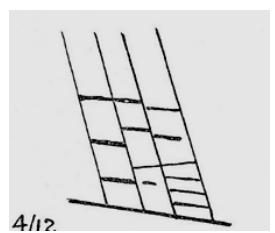
(1) A curved flaw on Cook's left cuff, and (2) With the addition of a prominent flaw in the value panel above the left-hand side of the S.

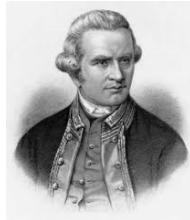


R4/12



R4/12 Re-entry: The re-entered impression was carefully placed. There was a general deepening of the lines and dots of the design. The horizontal lines of shading of the rigging still appear as in the original impression. The gutter between this impression and R5/12 had been punched up. Prominent flaws had developed and were corrected by this re-entry.



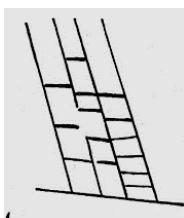


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

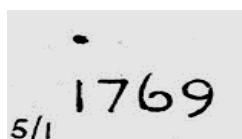
Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R5	1	2	3	4								

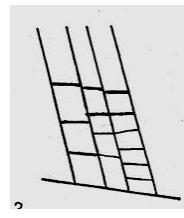
R5/1



A dot above the 1 of 1769. This occurred in L13f and L13g.



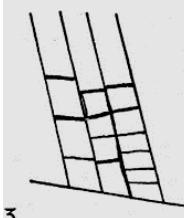
R5/2



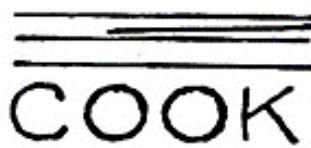
A V-shaped mark to the right of Cook's left cuff. This is found in L13c but was removed before L13d, the evidence of retouching showing as a series of short dashes.



R5/3



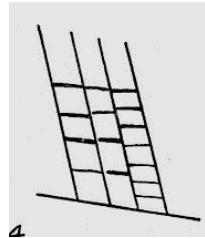
There were two states of L13d:
(1) Without flaw, and
(2) A thin line between the second and third horizontal lines of shading above COOK.



The flaw persisted in subse-

5/3

R5/4





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

1 2 3 4 5 6 7 8 9 10 11 12

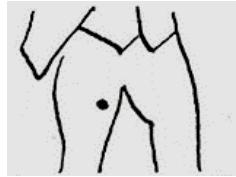
R5



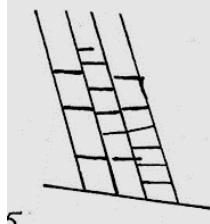
5 6 7 8

Two flaws are found in L13d:

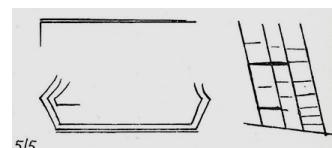
A small dot to the left of the officer's face and A dot on Cook's left leg. Both were removed before printing L13e



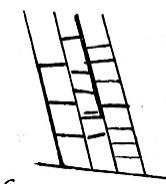
R5/5



Re entry R5/5: The re-entered impression was lower than the original. The top frame line is doubled at the left and there was also a doubling of the lower frame line below the value panel, of the tree fern, and of the top left-hand corner of the value panel. The shading of the rigging to the right of the foremast differs from that in the original impression but is not similar to stamps from Plate 3. This is explained by the fact that the re-entered impression was lower and the original lines were not all erased. The cutter between this impression and R6/5 had been punched up and there is also evidence in the plate that there had been some knocking up behind this impression. There is no obvious reason apparent from the stamps to explain this re-entry.



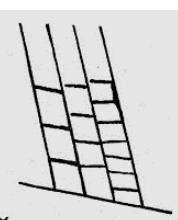
R5/6



A small dot to the right of Cook's cuff. This is found in L13d but was removed before L13e.

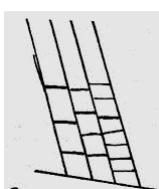


R5/7



A fine line extending downward from the left-hand side of the second A of CAPTAIN. This is found from L13e to L13g.

R5/8



AT AIN
5/8

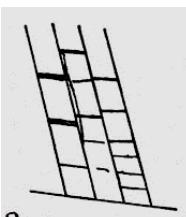


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

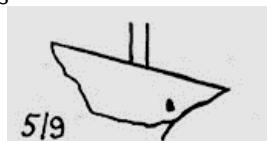
Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R5												

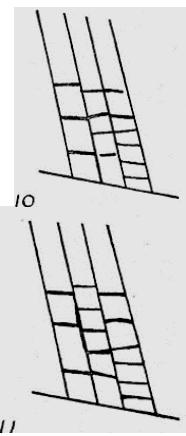
R5/9



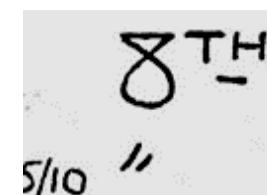
A dash on the smaller sail. This is found from L13d



R5/10



Two dashes below 8. These occurred from L13e to L13g.



R5/11

A small dot to the right of the right hand of the sailor holding oar. This is found from L13d to L13g but is only minute in L13f and L13g.



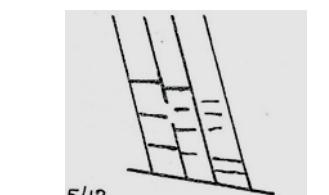
R5/12



A prominent dash over Cook's hat appeared in L13c but was removed before L13d, the evidence of re-touching showing as a thickening of the lines of shading. There were two states of L13f: (1) Without flaw, and (2) A large dot to the right of Cook's chin.



Re Entry R5/12 The re-entered impression coincided with the original and there was therefore a general deepening. There is an absence of some of the sky shading under Z and a blurring and slight doubling of some of the shading lines. The lines of shading of the rigging to the right of the foremast resemble those of the original impression. The gutter between this impression and R6/12 had been punched up. The development of a prominent flaw and the re-entering of the adjacent impression could explain this re-entry.



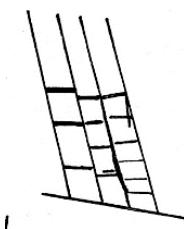


L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R6	1	2	3	4								

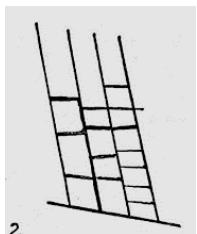
R6/1



This is interesting as it was the first impression to receive treatment after the plate had been put to press. In the first sheets printed there was a V-shaped flaw to the right of Cook's hat. An attempt was made to remove it but it was only reduced in size and the lines of shading in the immediate vicinity of the flaw were erased. The first treatment is found in printings L13a to L13d.



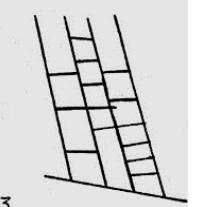
R6/2



A triangular flaw to the right of the foot of 2. This appeared in some sheets of L13f but was removed



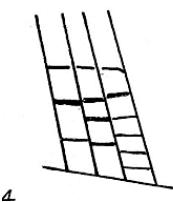
R6/3



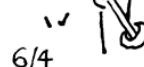
Two dots to the right of the mainmast and two small dots to the left of the right arm of the sailor with oar. These are found in L13f.



R6/4



Re Entry R6/4 The re-entered impression, as it appears on the stamp, is to the left of and lower than the original. The right-hand frame line and the right-hand portion of the top frame line of the original show clearly doubled and there is also a doubling of the left-hand frame line, of the letters of NEW ZEALAND, particularly the ND, of the panel containing these words, of several letters and of the 69 in the inscription CAPTAIN COOK AT POVERTY BAY OCTOBER 8TH 1769, of the lines of the panel and of some of the letters in the bottom right-hand corner, of the cabbage-tree and the treefern and of the left-hand side of the value panel. The shading lines of the rigging to the right of the foremast are unlike those of the original impression and more closely resemble stamps from plate 3. This is one of the major re-entries and was to correct pitting of the plate. The gutter between this impression and row 5, No. 4 had been punched up.





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)

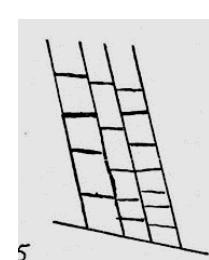
PLATE 1, The 2/- Pictorial of 1935-1942

by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row



R6

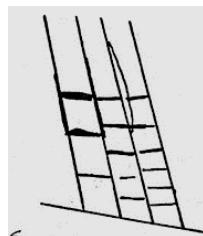


There were three states of L13d: (1) With two flaws to the right of the top of 2; (2) With the addition of a dot to the left of the arm of the sailor with oar; and (3) With the further addition of another small flaw to the right of the dot in (2).

All these marks were removed before printing L13e, the re-touching showing as a series of short horizontal dashes.



R6/5



There were three states of L13c: (1) Without flaw; (2) With a fine hair line through POSTAGE &, and (3) With the addition of a fine horizontal line running from the top of the weapon to the left-hand gutter. The lines were removed before L13d.

POSTAGE &

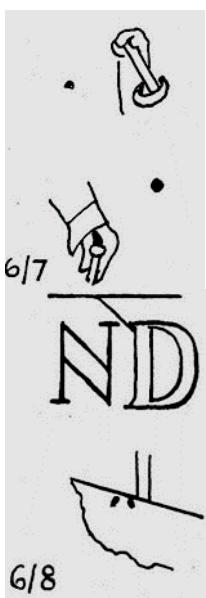
6/6



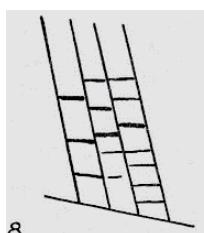
R6/6



A dot to the left of the arm of the sailor with oar appeared in L13d and was removed before L13e. There were two states of L13f: (1) Without flaw, and (2) With a dot to the right of Cook's left cuff. The flaw is also found in L13g.



R6/7



A hair line running diagonally from the top frame to the top of the D of ZEALAND. The flaw is found in L13c and was removed before printing L13d. In L13g two dots appeared on the smaller sail just to the left of the mast.



L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)

PLATE 1, The 2/- Pictorial of 1935-1942

by R.J.G. Collins, 1951

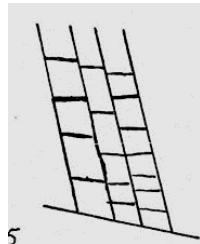
Plate 1 - Plating and Flaws by Row



R6

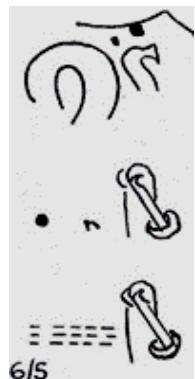


R6/5

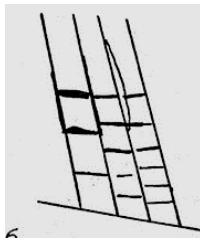


There were three states of L13d: (1) With two flaws to the right of the top of 2; (2) With the addition of a dot to the left of the arm of the sailor with oar; and (3) With the further addition of another small flaw to the right of the dot in (2).

All these marks were removed before printing L13e, the re-touching showing as a series of short horizontal dashes.



R6/6



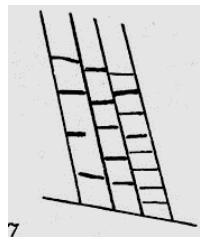
There were three states of L13c: (1) Without flaw; (2) With a fine hair line through POSTAGE &, and (3) With the addition of a fine horizontal line running from the top of the weapon to the left-hand gutter. The lines were removed before L13d.

POSTAGE &

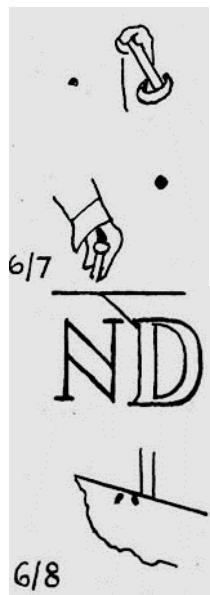
6/6



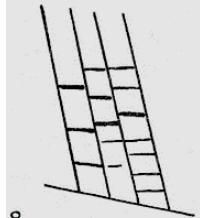
R6/7



A dot to the left of the arm of the sailor with oar appeared in L13d and was removed before L13e. There were two states of L13f: (1) Without flaw, and (2) With a dot to the right of Cook's left cuff. The flaw is also found in L13g.



R6/8



A hair line running diagonally from the top frame to the top of the D of ZEALAND. The flaw is found in L13c and was removed before printing L13d. In L13g two dots appeared on the smaller sail just to the left of the mast.

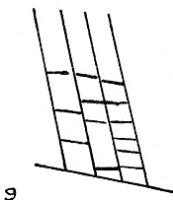


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

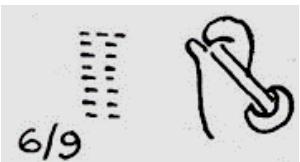
Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R6												

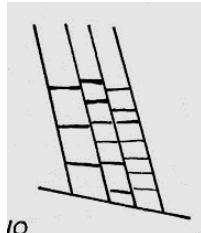
R6/9



This stamp has presented a problem that has not yet been finally solved. All copies of printing L13e that have been examined show clear evidence of retouching in the form of a series of short lines in the background below the P of POVERTY. No copy of printing L13d has been found with a flaw and it would therefore appear that the plate may have developed a pitting in this impression after printing L13d had been completed.



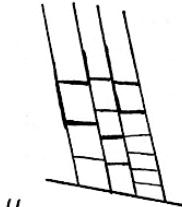
R6/10



There are two states of L13d:
(1) Without flaw, and (2) With a large dot on the right arm of the officer. This flaw persisted in subsequent printings.

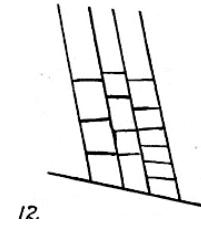


R6/11



There were two states of L13f

R6/12



(1) With a fine irregular line running up between the E and V of REVENUE and then through the S and across to the T of POSTAGE; (2) With the addition of a dot under the 6 of 1769. The fine line was removed before printing L13g.



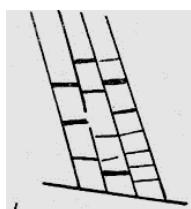


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R7	1	2	3	4								

R7/1



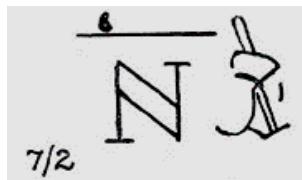
A small clot before the B of BAY. This persisted from L13d to L13g.



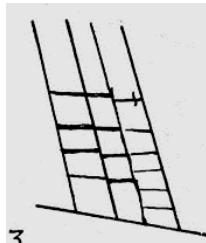
R7/2



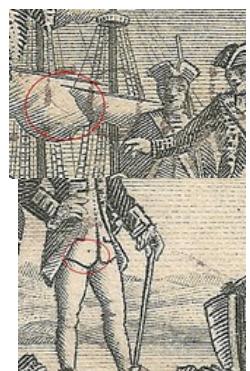
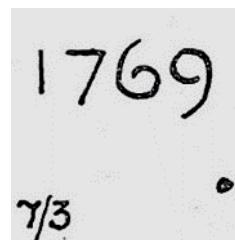
A curved mark like an inverted comma on the top frame above the left-hand side of the N of NEW appeared in printings L13a to L13d. It was reduced in size before L13e. A very small dash to the right of the forehead of the standing marine persisted from L13d to L13g.



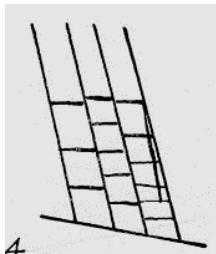
R7/3



A dot under the 9 of 1769. This is found in L13d but it was removed and in printings from L13e to L13g there was an uncoloured patch.



R7/4



A fine diagonal line appeared on the larger sail in printings L13e to L13g. There was a dot on Cook's waistcoat in printings L13f and L13g



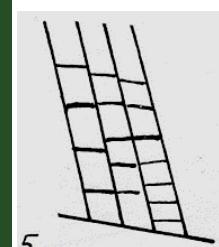


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

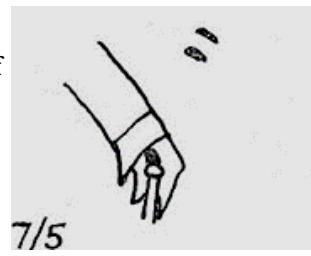
Plate 1 - Plating and Flaws by Row



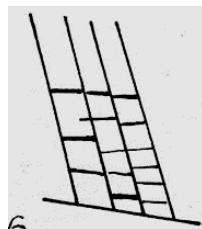
R7



Two small dashes appeared above Cook's left hand in L13f but they were removed before L13g.



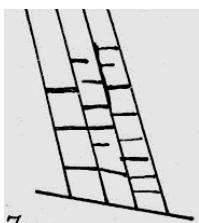
R7/5



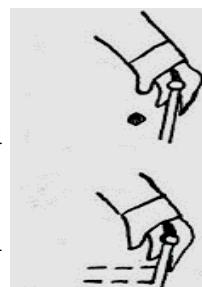
A small dot to the right of Cook's left hand showed in L13g.



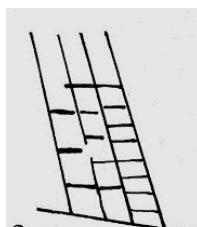
R7/6



A small dot to the left of the walking stick and just above the horizon. Although quite small this flaw, which appeared in L13d, was removed before L13e. The evidence of the re-touching is quite clear and is in the form of two lines of three dashes running from the stick to the tail of Cook's coat.



R7/7



A dot above the left-hand side of the officer's hat. This showed in L13d but was removed before L13e, the evidence of re-touching being a thickening of the lines of shading.



R7/8



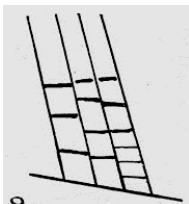


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

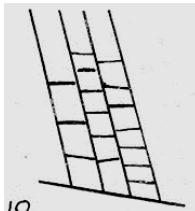
Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R7												

R7/9



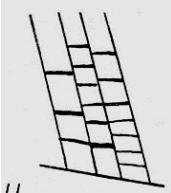
R7/10



Two dots to the left of the trunk of the cabbage tree. These appeared in L13f but were removed before L13g.



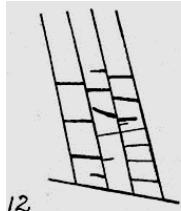
R7/11



Small dots under the 1 and 6 of 1769 appeared in L13f. The dot under the 6 was removed before L13g

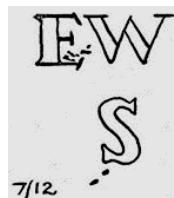
1769

R7/12



There was a line through the feet of the letters of NEW ZEALAND in printing L13c. This was removed before L13d.

NEW ZEALAND



This impression became pitted and in L13f and L13g there were numerous dots under the S in the value panel and between the E and W of NEW.



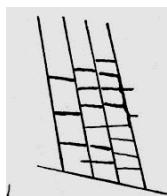
L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R8	1	2	3	4								

Coconut Flaw

R8/1

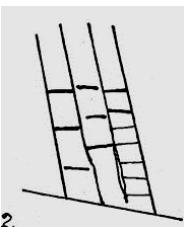


There were two states of L13d:

(1) Without flaw, and (2) a dash in the upper right-hand corner of the value panel. The flaw persisted in subsequent printings.



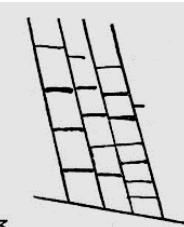
R8/2



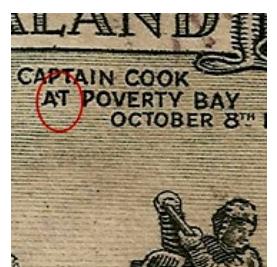
Before printing L13e, the marks were removed and there was a clear recutting of the lower leaves of the tree as well as of the horizontal lines of shading. The small leaf, third to the left from the trunk of the tree, was removed as a result of the retouching.



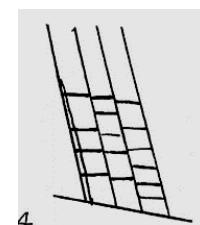
R8/3



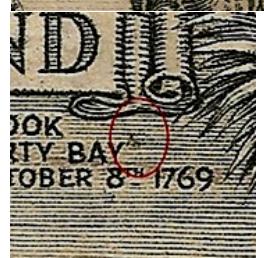
There were two states of L13d:
(1) Without flaw, and (2) With a dash between the A and T. The flaw persisted in subsequent printings.



R8/4



Two dashes after the Y of BAY. These show in L13f and L13g.





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

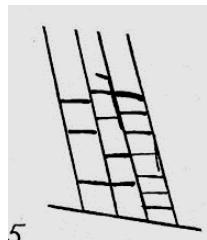
Plate 1 - Plating and Flaws by Row



R8



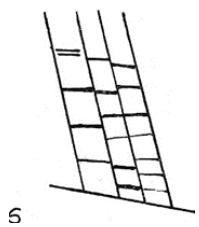
R8/5



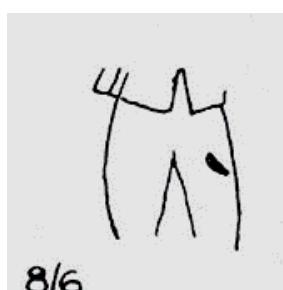
This is a **major flaw** comprising numerous extensive marks on the waistcoat and legs of the officer. It is found from printings L13e to L13g. Because so many small dots were removed it may seem curious that this flaw was overlooked. It can only be assumed that these marks, falling as they did on a detailed portion of the design, were not obvious on the plate.



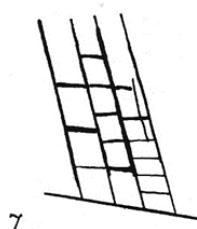
R8/6



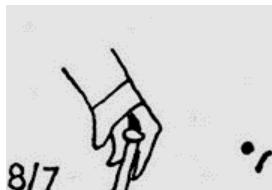
There were two states of L13d:
(1) Without flaw, and (2) with dash on the left leg of the officer. The flaw was reduced before L13e and was very minute in subsequent printings.



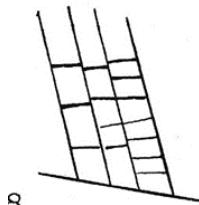
R8/7



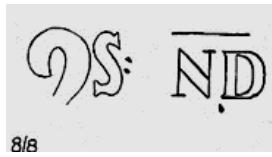
Two dots to the right of Cook's left hand. These are found in L13f and L13g.



R8/8



Two small dots appeared to the right of the S in the value panel in L13c. These were removed before L13d. A triangular flaw showed in L13f and L13g under the space between the N and D of ZEALAND.



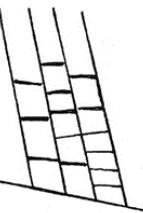


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R8												

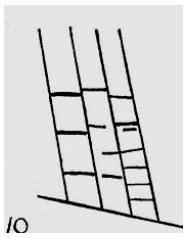
R8/9



There were two states of L13f:

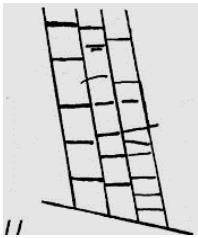
(1) Without flaw, and (2) With a prominent flaw through the R of OCTOBER. Although quite obvious on the stamp, this was not corrected and it is also found in L13g.

R8/10



Re-entry R8/10 The re-entered impression was carefully placed and there was a general deepening but no obvious evidence of doubling. The shading lines of the rigging to the right of the foremast resemble those of the original impression. Portion of the gutters at the top and at the side of this stamp had been punched up.

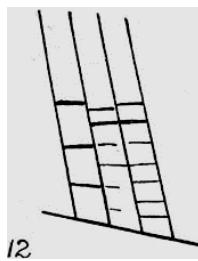
R8/11



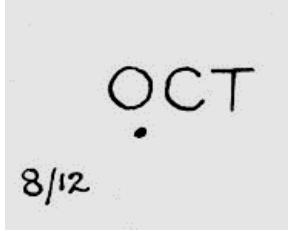
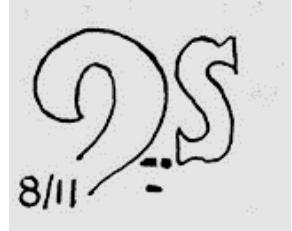
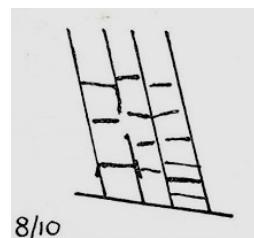
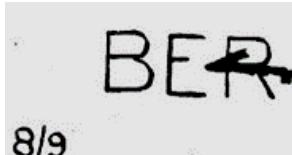
In L13e there were two dashes joining the bottom of the S to the 2 in the value panel and with a third dash under the two dashes.

In L13f and L13g the lower dash was not perceptible and the two dashes had become a thin line.

R8/12



A small dot below the O of OCTOBER. This appeared in L13d but was removed before L13e.



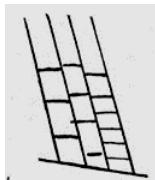


L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess) PLATE 1, The 2/- Pictorial of 1935-1942 by R.J.G. Collins, 1951

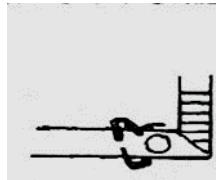
Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R9	1	2	3	4								

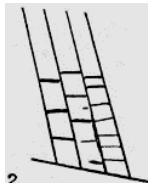
R9/1



An irregular flaw showed in the bottom right-hand corner in printings L13e to L13g.

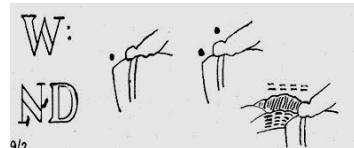


R9/2

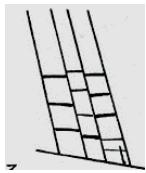


The first sheets printed showed no flaws, but three developed early in the life of the plate:
(1) Two small dots after the ,W of NEW; (2) A dash between the N and D of ZEALAND; and (3) A vertical dash at the right-hand end of the serif at the bottom of the N of ZEALAND. Flaws (1) and (2) are found from L13a to L13c but were removed before L13d. Flaw (3) is found from L13a to L13c but was removed before L13e.

Two states are found in L13d: (A) With flaw (3) and with the addition of a large dot above the gunwale of the boat; (A) With the further addition of another large dot above the bow of the boat. The dots were removed before printing L13e and, in the process, there was extensive retouching of the horizontal Lines of shading as well as of the shading of the hills. The resultant variety, which is found in printings L13e to L13g, is a major one.



R9/3

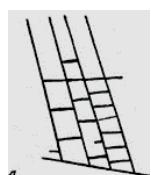


Two small dots near Cook's right shoulder. These are found in L13f but were removed before L13g.

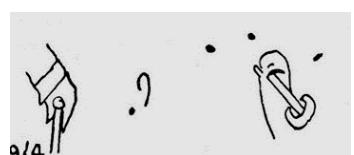


There were two states of L13c: (1) Without flaw, and (2) With a curl and dot to the right of Cook's left hand. The flaw was removed before printing L13d.

R9/4



There were also two states of L13d: (1) Without flaw, and (2) With three small dots in the sky below the space between T and P of AT POVERTY and below O and E of OCTOBER. These were reduced before printing L13e but a trace of the dot under the space between T and P is still found in L13g.



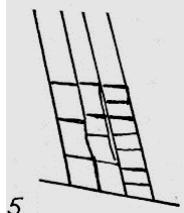


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row



1000

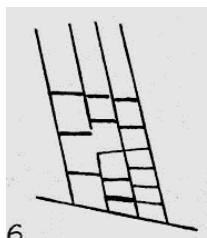


There were two states of L13d:

(1) With a small dash to the left of the 2; and (2) With the addition of a dot to the left of the foremast. The dash was removed before printing L13e but the dot persisted in subsequent printings

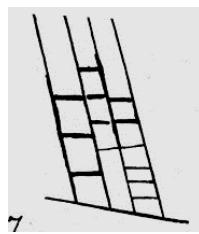


R9/6

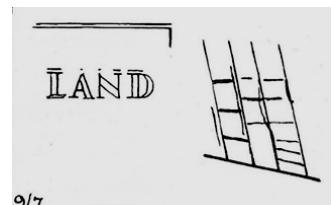


Three very small dots appeared to the right of Cook's right knee in L13g.

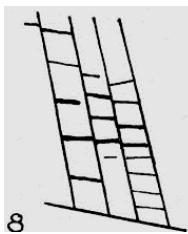
R9/7



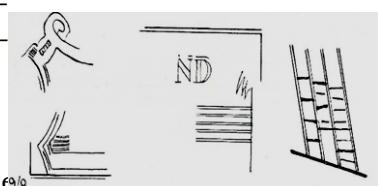
Re-entry R9/7 The re-entered impression was lower on the right-hand side than the original. The top frame line is doubled at the right. There is a doubling of the letters LAND, of the leaves of the cabbage tree and of the bottom frame line below the value panel. There is a doubling of the upright lines of the rigging to the right of the foremast but the horizontal lines are similar to those of the original impression. There was a weakening of some of the lines of shading in the background and this appears to have been the reason for the re-entry.



R9/8



R9/8 This is a major re-entry. The re-entered impression was lower on the right-hand side than the original. The top frame line is doubled at the right. There is a doubling of the letters ND, of some of the letters and figures in the inscription, of the cabbage-tree, of the lines of shading of the sky below the cabbage-tree, of the bottom frame line below the value panel, of the horizontal lines of shading of 2, of the left-hand side of the value panel and of some of the lines of rigging. The upright lines of the rigging to the right of the foremast are doubled but the horizontal lines are similar to those of the original impression.



No marked flaws have been noted in this stamp to necessitate re-entry and it is possible that this impression was treated in this manner because of the re-entering of the adjacent impression.

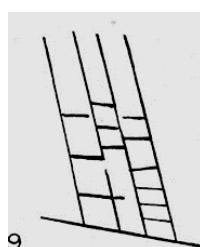


**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

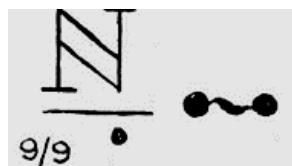
Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R9									9	10	11	12

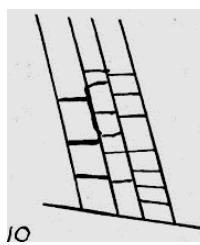
R9/9



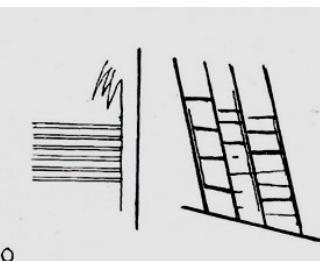
A dot appeared in the sky under the right-hand side of the N of NEW in L13d but was removed before printing L13e and subsequent printings showed an uncoloured patch. In L13e there was a curved line joining the second and third dots at the bottom of the value panel. This was removed before L13f.



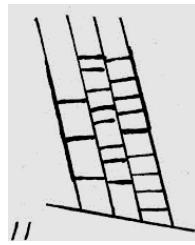
R9/10



A plate break showed as a line through the bottom of the letters UE of REVENUE in the last sheets of printing L13f.



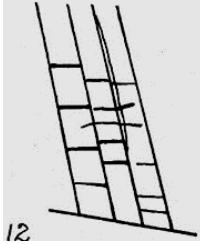
R9/11



A plate break appeared in L13f and showed as lines and dashes over REVENUE.



R9/12



Re-entry R9/12 The re-entered impression coincided with the original and there was a general deepening. The horizontal lines in the rigging to the right of the foremast are identical with those of the original impression. The gutter between this impression and R10/12 was punched up. A plate crack in the panel in the bottom right-hand corner explains this re-entry.



9/12

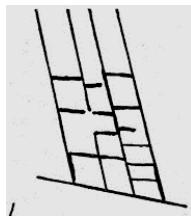


L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

	1	2	3	4	5	6	7	8	9	10	11	12
R10	1	2	3	4								

R10



In printings L13a, L13b, and L13c the rigging lines above the marine's hat were faint except for portion of the second line near the place where the die flaw was removed.

Before printing L13d was made, the impression was retouched and, in this and subsequent printings the lines are distinct.

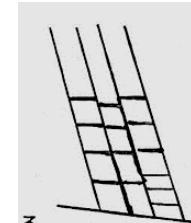
R10/2



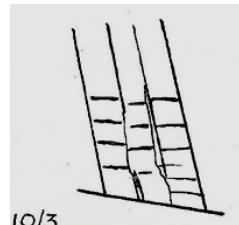
A small dot to the right of Cook's left cuff. This is found in L13f and L13g.



R10/3

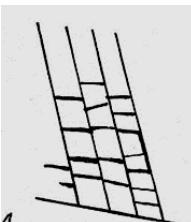


Re-entry R10/3 The re-entered impression coincided with the original and there was a general deepening. There is evidence in the plate of a knocking up from the back but the rigging to the right of the foremast was not burnished and the horizontal lines of shading resemble those of the original.

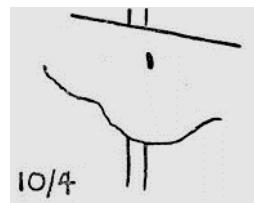


No reason is apparent from the stamps to explain this re-entry.

R10/4



A dot on the larger sail. This is found in L13d but was reduced before printing L13e.





**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row

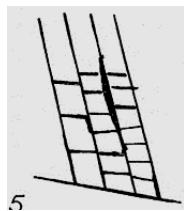
1 2 3 4 5 6 7 8 9 10 11 12

R10



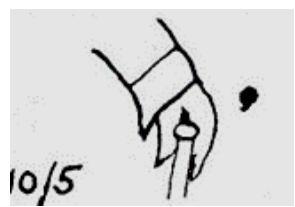
5 6 7 8

R10/5



R10/5 A dot showed to the right of Cook's left hand in L13d but was reduced in size before printing L13e.

A scratch, which showed as a diagonal line running from the left-hand side of the N to the top of the panel above the W of NEW, developed in printing L13e. It is found in L13f but was removed before L13g.



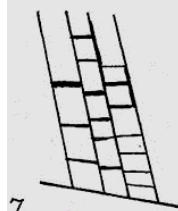
R10/6



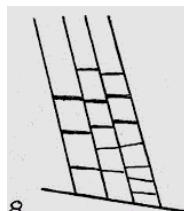
There was a dash touching the right-hand arm of the Y of BAY in printings L13f and L13g.



R10/7



R10/8





**L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951**

Plate 1 - Plating and Flaws by Row



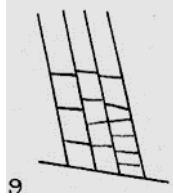
R10



9

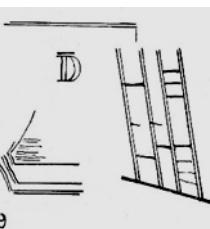
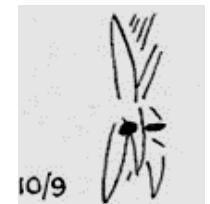


R10/9



A dot in the second from, the right of the lower leaves of the cabbage tree. This showed both in printings L13f and L13g.

R10/9 Re entry: There is a doubling of the top frame line on the right, of the letter L13d of ZEALAND, of the leaves of the cabbage-tree, of the lines of rigging, of the left-hand side of the value panel and of the bottom frame line below this panel. The horizontal lines of shading of the rigging to the right of the foremast resemble those of the original impression and a flaw in the head of the cabbage-tree still shows in the re-entered stamp. The appearance of punch holes in a part of the gutter below this impression and continuing along below No. 10 would indicate that it was probably re-entered because of the treatment of Nos. 10, 11, and 12 in the same row.





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)
PLATE 1, The 2/- Pictorial of 1935-1942
by R.J.G. Collins, 1951

Plate 1 - Plating and Flaws by Row

1 2 3 4 5 6 7 8 9 10 11 12

R10

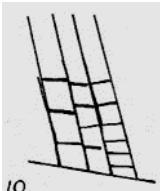


10

This is one of the most important' stamps in the sheet. In early sheets of printing L13a there was a distinct line running diagonally from the top frame-line above the W of NEW, through the ZEA of ZEALAND, and through the C of COOK. In later sheets of printing L13a as well as in sheets of L13b the line did not show through the letters ZE. In L13c it was still further reduced in extent. There is no trace of this line in printing L13d.

There were two flaws in L13d: (1) A dot above the head of the sailor with oar, and (2) A dot under the lower serif of the N of ZEALAND. Flaw (1) was removed before printing L13e and in place of the flaw there was a blank patch. Flaw (2) also showed in printings L13e and L13f. While printing L13e was taking place the surface of the plate became cracked and this crack gradually became more extensive. In some of the stamps of printing L13e it appears to be more prominent than in stamps from printing L13f. This was due to an attempt by De La Rue and Co. to reduce the extent of the crack before they resumed printing. The evidence of this treatment is shown in the plate itself. In the early state the crack in this stamp showed as an irregularly shaped patch near the bottom left-hand corner, a line through the foot of the 2 and irregular lines through RE and VE of REVENUE.

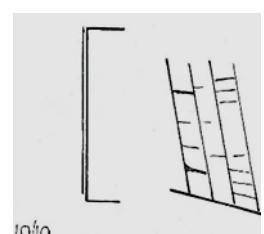
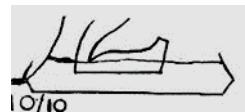
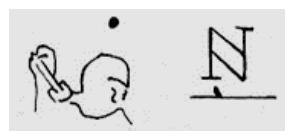
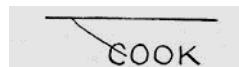
R10/10



At its maximum extent there was a line across the value panel and a curved line through REVENUE and across to the right-hand side of the panel containing this word.

R10/10 Re-entry: There is a clear doubling of the frame line at the left. The horizontal lines of shading in the rigging to the right of the foremast do not resemble those of the original impression but, because they were not all erased, they are similar to those found in stamps from plate 3.

The re-entries in R10/10, R10/11, and R10/12 were all due to the cracking of the plate and there is evidence of a knocking up of the back behind the three impressions





L13: 2/- CAPTAIN COOK LANDING, TYPE L13 (Recess)

PLATE 1, The 2/- Pictorial of 1935-1942

by R.J.G. Collins, 1951

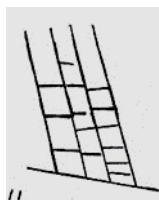
Plate 1 - Plating and Flaws by Row

1 2 3 4 5 6 7 8 9 10 11 12

R10



R10/11



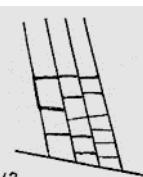
This stamp was affected by the crack in the plate and showed a development of the flaw in printing L13e as did No. 10. In the early state there was a flaw at the left-hand side opposite the toe of the 2. Later there was a curved line running from the 2 to the right-hand side of the value panel and an irregular broken line above REVENUE.

Before the plate was handed to Waterlow and Sons there had been a retouching of the lines of the sky below OCTOBER. This is apparent in printings L13e and L13f.

A curved dash on the larger sail is also found in L13e and L13f

R10/11 Re-entry: The left-hand frame line is thickened and there is a trace of doubling at the bottom. The left-hand side of the value panel is doubled as is the bottom frame line below this panel. The horizontal lines of shading in the rigging to the right of the foremast resemble those of the original impression.

R10/12



This was the third stamp to be affected by the plate crack. There was a flaw in the bottom left-hand corner of the value panel and a line joining the foot of the 2 to the right-hand side of the panel. These show in later sheets of L13e and in L13f.

R10/12 Re-entry: Some of the lines of the tree-fern and the top left-hand corner of the value panel are doubled. The horizontal lines of shading in the rigging to the right of the foremast resemble those of the original impression but are not well-defined.

