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EDITORIAL.

Elsewhere in this issue, you may read about the peregrinations of our editor-in-chief, Paul van Reyen, who decided that France is a nice country to spend one's retirement years. Actually, after Paul wrote that story, new problems befell him. The upshot for the ASNP is, that Paul again cannot exercise his editorship for the next little while. The two previous Journal issues were edited by our Vice-president, Larry Rehm, and the ASNP membership should be grateful for Larry's rescue activities. However, we are now facing a somewhat different situation. For one, the stock of articles that we had is exhausted. This is not quite true; some were packed into a box nine months ago. We don't know which box, and neither is there an opportunity for opening all these boxes. Also, it is not clear at this moment, when Paul will be able to take up his editorship again, if ever. Your Newsletter editor has now stepped into the fray, and has taken up the editorship for the Journal as well. This is supposed to be for the next two issues (this one plus the March issue). Altogether this is an unhealthy situation, because when one person has too much of a work load, the quality will inevitably suffer – not to mention the workload of our word processing spouse.

For the moment, we are it. Our first official deed is now, to call upon the membership to send in contributions, articles or ideas to fill the future issues of our "Netherlands Philately".

The lead article is again from the philately of Surinam. Perhaps this is a good time to explain why, in recent years, so many articles about Surinam stamps have been published in this Journal. There are two reasons for this. It started with a trio of members (P.v.R., C.S. and F.R.) having a high personal interest in the philately of Surinam. It is therefore natural to share all this exciting knowledge with the membership. The second reason flows from the first. Given that we now have an extensive documentation on Surinam stamps (including many new facts), why not take that accumulation of Surinam articles and make

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SURINAM # 284: The Type I, 1 Cent overprint on the 7 1/2 ct sugar cane stamp.

by Cees A. Slofstra, Frans H.A. Rummens and Paul E. van Reyen.

Introduction.

The title stamp is a much written about one, certainly so in the annals of the ASNP. Harold MacDonald started it all with his article in "Netherlands Philately", vol 4, page 60 (June '79). This article dealt with the Type II exclusively. According to the NVPH "speciale", Type II is defined as having a distance of 1 3/4 mm between the "1" and "Cent" of the overprint. This kind of typology goes by the sheet; stamps on the 10x10 sheets are either all Type II or all Type I, the latter defined as having a larger distance of 2 1/2 mm between the "1" and the "Cent". MacDonald then went on to define five sub-types A through E, referring to how the vertical black bar had been built from type.

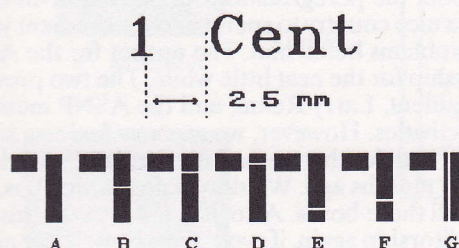


Figure 1: Type I overprints, with sub types.

MacDonald then analyzed in what positions the various sub-types were occurring. Apart from one tiny correction later on, the results of MacDonald's work on the Type II still stand. No one has ever come forward with a Type II sheet where the sub-types were differently positioned.

The logical extension was to analyze type I sheets similarly. Working with parts of sheets only, Rummens and Van Reyen gave a partial analysis of Type I, as reported in "Netherlands Philately", vol 8, p. 34-35 (Aug. 1983). One new sub-type (F) was discovered, and sub-type C (which is the inverse of F) was absent, although it must be added that 25 positions had to be left blank. A disturbing feature emerged, in that the only complete Type I sheet available at that time (property of the Netherlands Postal Museum) apparently exhibited only three split bars, whereas Rummens and Van Reyen had already found ten split bars amongst the 75 positions they worked with. To be true, the three positions on the Post Museum's sheet (B on pos. 97 and E on pos. 68 and 77) were also found by Rummens and Van Reyen on their material, and with the same sub-typology to boot. On the other hand, repeated re-study of the Postal Museum's sheet failed to show any of the other sub-types; apparently all other positions on that sheet had a single bar i.e. type A. This apparent conflict was rather disturbing, and a call went out for more material or information.

One member, Eric Bridges, wrote (in N.P., vol 8, p. 68) to say that he had a complete sheet of this Type I #284, and that the inking was so heavy that the position 68 two-part bar was the only one that showed a definite break. Mr. Bridges did note, however, that at various positions it appeared that there

had been a break, only to see it fill up with excess ink. Figure 2a shows a lateral displacement, as seen prominently in position 97, whereas 2b shows a typical ink bar across, resulting in bulges on both sides. Such bulges appeared in positions 28, 38, 48, 57, 58 and 68; these were some of the same positions noted by Rummens and Van Reyen.

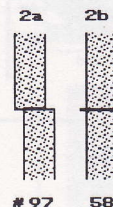


Figure 2a-2b: Two traces of bar-in-two settings.

It is perhaps enlightening at this point, to clarify what we were really after. After all, it seems to be so esoteric to quibble whether at a given position the two-part bars can be "seen" as such or not, depending on whether the separating line filled up with ink. Let us immediately say, that catalogue value has nothing to do with it. It is true, that the "NVPH speciale" lists a 'bar in two parts' for Type I at Dfl. 23.50, as compared to the same variety at Dfl. 1.75 for Type II. No, the real point is, that as long as there are study results that are partly in conflict with each other, one has to keep the option open of there having been more than one Type I setting. Remember, this is a local overprint, the need or purpose of which was never explained. "By God and in Surinam everything is possible" is a well-known and century-old saying in Surinam itself. One must really be prepared for such far-fetched possibilities of only a few positions, or ultimately only one single position having been reset during the printing procedure.

A re-examination.

For several years following, little happened. It almost seemed as if the earth had swallowed up all Type I sheets. But then, all of a sudden, sheets and parts of sheets were found almost all over the globe. Below a summary is given of the available material:

- (i) Complete sheet in Postal Museum, as discussed above.
- (ii) 75 stamps in blocks and singles, but still from one sheet, as discussed above.
- (iii) Two large blocks (P.v.R.), together a left half sheet.
- (iv) Five large blocks, a through e, (P.v.R.), four of which were in the left half, and the fifth a block of 4x5, assigned to the positions 6 - 9, 46 - 49.
- (v) Complete sheet (C.S.)
- (vi) Block of four of positions 48, 49, 58, 59 (C.S.)
- (vii) Complete sheet (F.R.)
- (viii) Group of six blocks, a through f, (F.R.), three of which could be placed as belonging in the left half of the 10x10 layout, and the remaining blocks belonging entirely in the lower-right quadrant.
- (ix) Complete sheet (C.S.)
- (x) Complete sheet, cancelled to order 28-IV-55 (F.R.)

Upon close examination with a 10x loupe and/or 30x hand microscopes, traces of split bars were found in several locations, just as reported by Eric Bridges. In fact, his sketches can be extended as shown below in figures 2c through 2j.

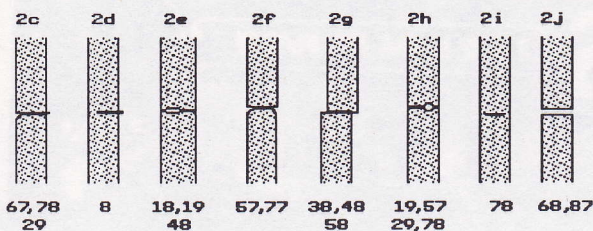


Figure 2c-2j: Various traces of bar-in-two settings

This close scrutiny was made difficult by the nature of the original stamp and of the overprint itself. The original stamps were steel-plate printed. In this technique, the engraved grooves fill up with ink, which is then transferred to the paper. During this contact, the non-inked areas of the stamp press into the paper. The result is that on the stamp the colored areas all stand up from the paper surface as ridges. In the (typography) overprinting these ridges got more ink than the in-between areas. As there happen to be some horizontal lines in the general area of the vertical overprint bar, a number of dark-black lines appear, which can be mistaken for an ink wall such as mentioned above.

"Heavy inking" is a term already invoked before. However, looking over the totality of material, it appeared that inking is not the exclusive reason as to why some breaks are not (immediately) visible. Item (i) does show very little detail, yet it is not as heavily inked as some others, that show more breaks. One way to explain such characteristics, is by assuming that during the printing the type worked itself somewhat loose. The tightly packed type setting might obscure the break between two pieces of type; when the packing is somewhat loosened, that break may show up clearly. Items (v) and (vi) showed the 'breaks' much more clearly than any other material. Sub-type C can be seen by the naked eye on positions 49 of (vi) and 19 of (v), as shown in figure 3.

On the other hand, item (x) was indeed so heavily inked, that even the space between the square block and the vertical bar filled up with ink in many positions. Failure to show the above-mentioned sub-type C in positions 19 and 49 is then not counted as conflict or contradiction; the conclusion was rather that item (x) is of little or no

use for the present study, because of the absence of positive confirmation.

It makes a great (psychological?) difference whether one is looking for open space between two black bars, or for evidence that two pieces of type were used to make up the one bar.

Conclusions.

1. No amount of (re)examination revealed any bar-in-two on the left half sheets of any of the study material. Actually this extends over the 6th column as well.
2. All materials examined show a B sub-type on position 97, and sub-type E on positions 68 and 77. This 100% collaboration could not always be attained for the findings that now follow.



Fig. 3a



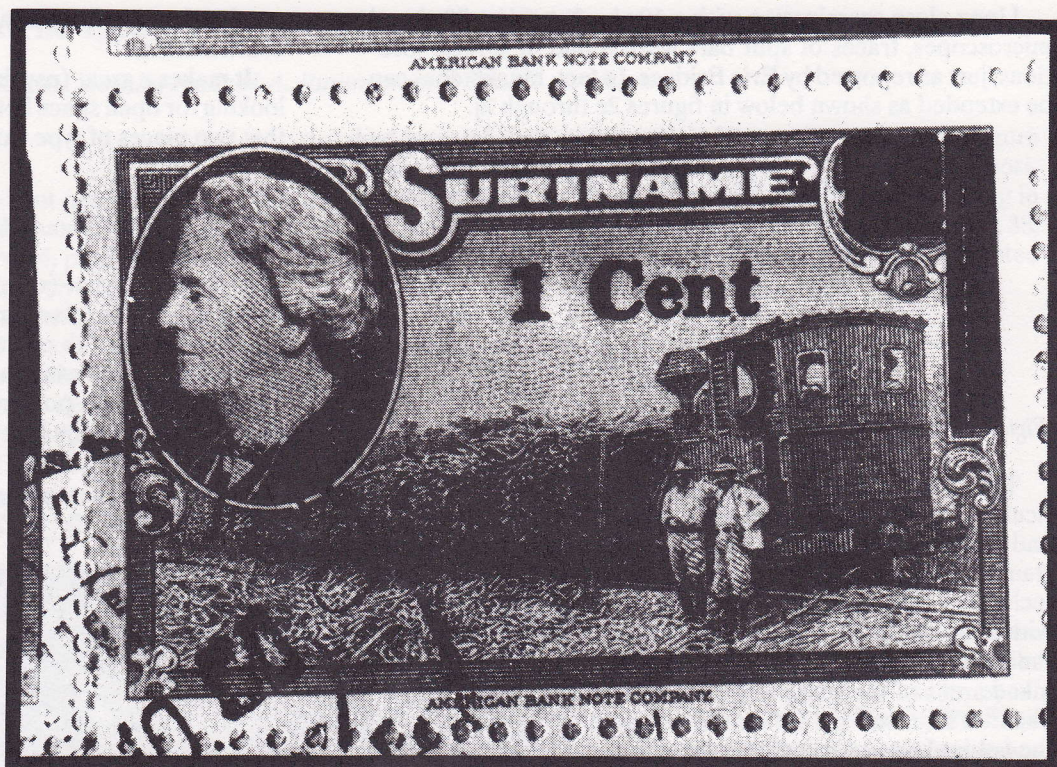
Fig. 3b

Figure 3: Type C sub-types in positions 19 (3a) and 49 (3b). Note also in these photographs the false vertical breaks, which were caused by the design of the original stamps.

3. A new sub-type G is found on positions 70 and 89 (figure 4). This is a somewhat curious situation, as these vertical break lines are very clear, particularly in position 70, and were certainly 'seen' in earlier studies. On those occasions, however, that line was considered to be due to a scratch on the type (again the psychology of an eye trained on horizontal lines). First found on (v), it was confirmed on (vii) and (viii e-f). Even (x) shows the variety at position 70.

4. The most likely configuration of the right half of Type I sheet is as given in figure 5 (where blank areas all have the A sub-type)

Figure 4.: Sub-type G of position 70.



Each of the above bar-in-two assignments was found and verified on at least 3 or 4 items. One exception is position 8, where an indication sub-type D was found only on item (vii).

	7	8	9	10	
		D?			10
		B	C		20
			F		30
		F			40
		F	C		50
	F	E			60
	E	E		G	70
	E	D			80
	B		G		90
	B				100

Figure 5. Sub-typology of Type I sheets.

5. On positions where no clear verification of a split bar was possible, the result had to be indicated as 'A' (i.e. not as some other sub-type). In other words: the above result of figure 5 has no internal contradiction, although positive confirmation was sometimes absent, at least in some of the materials investigated.

6. The final conclusion is that none of the materials studied contains any evidence for the two different settings. Therefore, it is probably safe to say that Type I has only one setting, namely that of figure 5.

Continued from Editorial page

a book out of it? This is precisely what we have in mind. Initially, a number of slim sections will be published in a somewhat primitive format. These will be available by subscription. After the entire field of Surinam stamps has been covered, and after all the critiques and corrections are in, we plan a real book. Such a handbook does not exist at present. Riddell's book is about postal history of Surinam; the part on stamps is straight from the NVPH catalogue.

We realize, of course, that many of our members do not collect 'the colonies'. For that reason, we have been trying to balance the Journal's contents. Particularly at this troubled moment, such fine intentions have to make room for the exigencies of the day. However, the March Journal (which we hope to publish on time) will contain a major and extensive essay about two Netherlands stamps, NVPH 1200 and 1215.

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FAMOUS DUTCH AIRPLANES: THE SNIPE AND ITS 1934 TRANS-ATLANTIC CHRISTMAS FLIGHT.

by John W. Van Rijsdam.

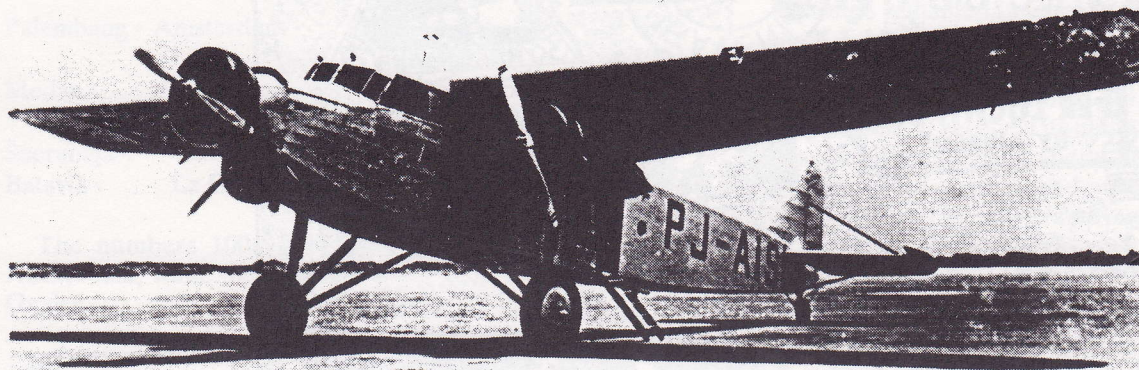


fig. 1: photo of the SNIPE plane.

The SNIP (Snipe) was the name of one of Fokker's most reliable airplanes, the F-XVIII.

In 1932, a new revised line of Fokker planes was specially developed for the K.L.M. (Royal Dutch Airlines) Holland-Indie line. The new F-XVIII was an improved version of the F-XVII, showing a change in the body fuselage, a halfround roof extending all the way over the plane and wing. Figure 1 shows a picture of the Snipe.

On the European lines, it could seat thirteen passengers, but on the longer Indies line only four, using the extendable lounge bedchairs. Of the five F-XVIII planes produced, the two best known were the Pellican, known for its special 1933 Amsterdam-Batavia Christmas flight, and the Snipe, known for its 1934 flight across the Atlantic to the Dutch West Indies via Africa and South America.

The F-XVIII had three Pratt and Whitney - Wasp 440 h.p. engines, and had a maximum speed of 150 m.p.h. and a cruising speed of 120 m.p.h., while its normal range was 990 miles. Her registration numbers were PH-AIS.

Fokker built 5 planes of the XVIII series:

PH-AIO	OEHOE	(OWL)	# 5308
PH-AIP	PELIKAAN	(PELLICAN)	# 5309
PH-AIQ	KWARTEL	(QUAIL)	# 5310
PH-AIR	RIJSTVOGEL	(RICE BIRD)	# 5311
PH-AIS	SNIP	(SNIPE)	# 5312

To commemorate the 300 year Union between the Netherlands and Curacao, a special first Transatlantic K.L.M. flight was organized. The Snipe crew consisted of Hondong, Van Balkom, Van der Molen, and Stolk. See figure 2. Taking off on December 15 1934 from Schiphol, Amsterdam, and flying through a snowstorm, it made its first landing in Marseilles,

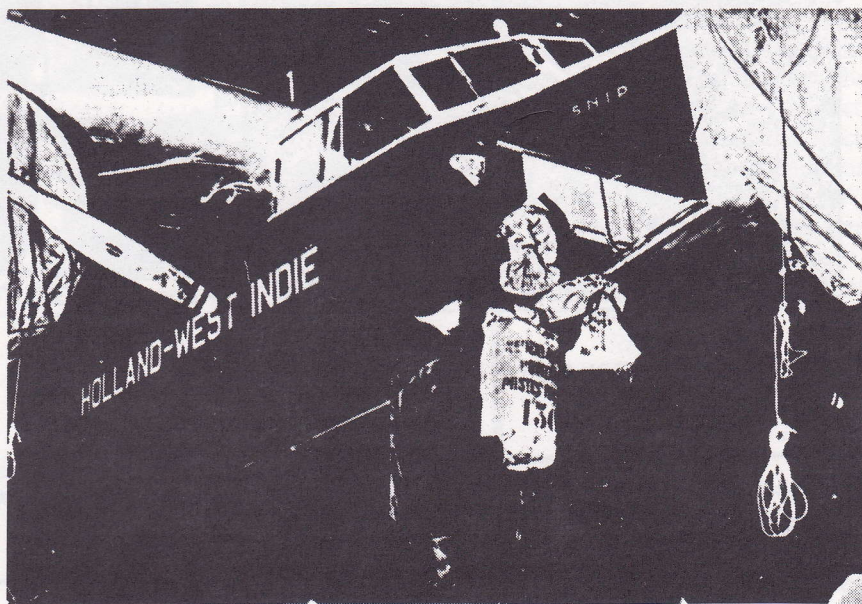


fig. 2: photo of the crew.

France. On Dec. 16, it departed from Marseilles, made a stop in Casablanca, and, after a 12 hour flight, landed safely in Porto Praia on the Cape Verde Islands, where it remained for three days. On Dec. 20, the Snipe flew the long transatlantic stretch to Surinam, and after flying 2170 miles, it landed at the airfield "Zanderij" (Sand place) at Paramaribo, Surinam. On Dec. 22, the flight was continued via La Guaira, Venezuela, to Willemstad, Curacao, from where, two days later, the mail was flown to Aruba.

Many special envelopes and cachets had been prepared. See figure 3. Covers are known of the following flight legs:

Amsterdam - Paramaribo	(7300)	V.H. # 123 a
Amsterdam - La Guaira	(600)	# 123 b
Amsterdam - Willemstad	(16950)	# 123 c
Amsterdam - Aruba	?	# 123 d
Amsterdam - Aruba, and per boat to Bonaire		
Paramaribo - La Guaira - Willemstad.		

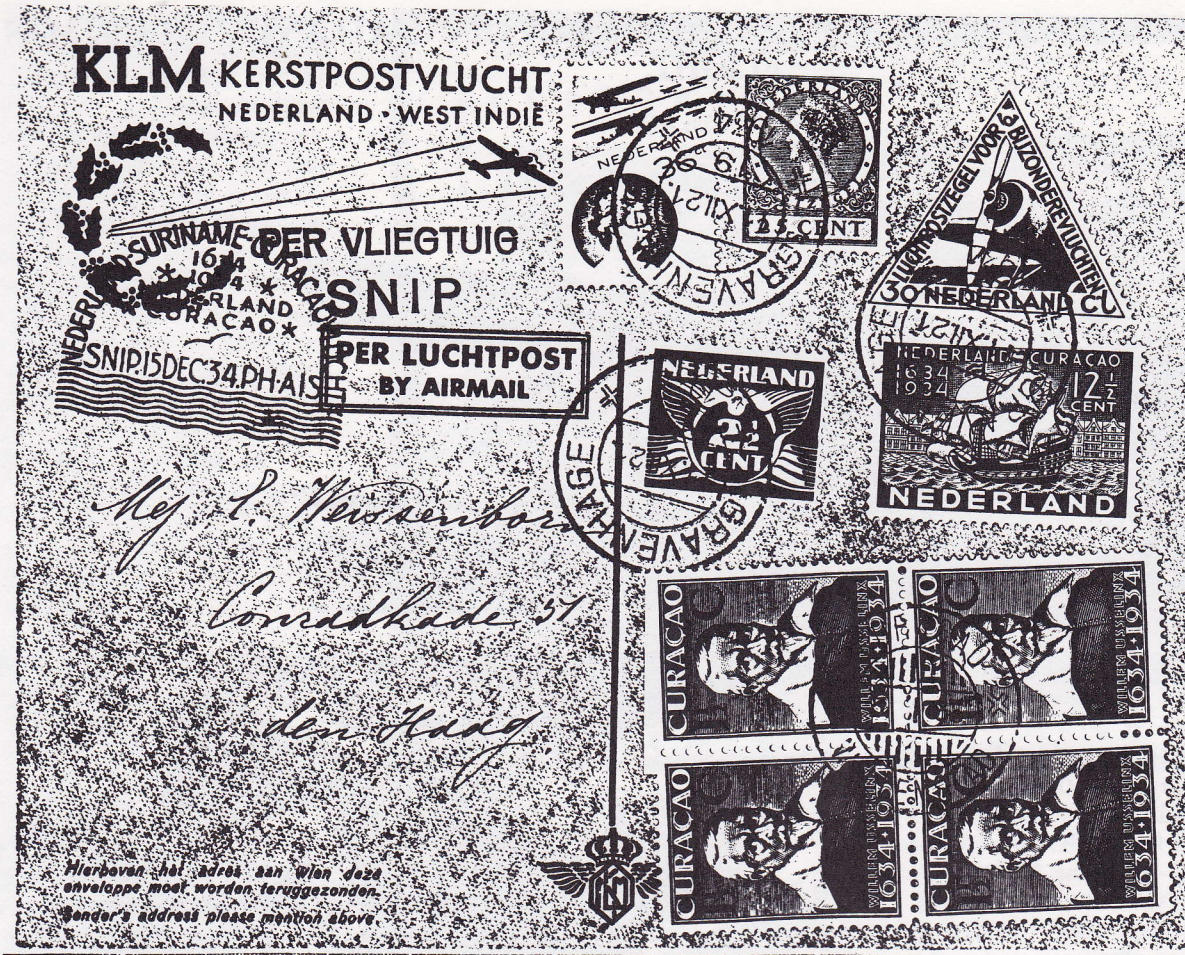


fig. 3: cover of the SNIFE flight to West Indies from Holland.



fig. 4: cover of connecting flight D.E.I. to West Indies, with special cancel.

In order to enable Dutch East Indies collectors to participate in this event, the K.L.M., with the D.E.I. Post Office, issued a special flight cancel. KERSTVLUCHT N.E.I. - WEST INDIES. (Christmas flight ...). See figure 4. This connecting flight departed from the Dutch East Indies on Dec. 5, 1934, and covers are known from:

Soerabaja - Amsterdam -	Paramaribo	V.H.# 100 a
-	Willemstad	# 100 b
Semarang - Amsterdam -	Paramaribo	# 100 c
-	Willemstad	# 100 d
Bandoeng - Amsterdam -	Paramaribo	# 100 e
-	Willemstad	# 100 f
Batavia - Amsterdam -	Paramaribo	# 100 g
-	Willemstad	# 100 h
Palembang - Amsterdam -	Paramaribo	# 100 i
-	Willemstad	# 100 j
Medan - Amsterdam -	Paramaribo	# 100 k
-	Willemstad	# 100 l
Soerabaja - LaGuaira -	and on	# 100 m
Batavia - La Guaira -	and on	# 100 n

The numbers 100a-100l refer to flights connecting in Amsterdam, while the numbers 100m-100n connected in La Guaira.

The postage rate was Dfl. 1.00 per 5 gram over the surface rate, and part of the postage was to be franked with the triangular special flight stamps, Netherlands NVPH # L10, Dutch East Indies NVPH # L18.

As this flight was mainly made to show the K.L.M. and Fokker dependability, no return flight was made, but covers were returned free of charge by ship mail.

After its spectacular Transatlantic Christmas flight in 1934, the Snipe remained in Curacao and became the first plane of the K.L.M. Dutch West Indies Airline, with the new number PJ-AIS. It was repainted in its new color.

During W.W.II, the Snipe did service as an anti-submarine patrol plane. It received its military colors, with a large orange triangle on the wings and body. Shortly after the war, the Snipe was destroyed in a fire, and only the nose fuselage with cockpit and center engine were salvaged, which are now on display in the Curacao Museum.

On Dec. 22, 1959, 25 years after this flight, the Netherlands Antilles (formerly known as Curacao) issued a special set of stamps to commemorate the 25 Years of K.L.M. flights to and from the Netherlands.

They show the Snipe and a map of the Caribbean on the 10ct, the flown route on the 20ct, Willemstad on the 35ct, and the Aruba Airfield on the 35ct. NVPH # 307-310. These stamps are shown on the commemorative cover of figure 5.

References:

- Bart v.d. Klaauw, "Fokker Planes 1920-1940."*
- Van Beveren, "Transatlantic Flights."*
- Boesman, "Airmail Flights."*



fig. 5: commemorative cover of 1959.

BOOK REVIEW

PROEVEN CATALOGUS 1988 (Catalogue of Proofs). by J.L. van Dieten. Published by J.L. van Dieten, second edition, 1988, 197 pp, 430 photos, ASNP price \$85.00, code 88-7.

This is an update of the well-known Van Dieten catalogue of proofs, published in 1966. Whereas the 1966 edition was published in a loose-leaf format, the new one is a hard cover book on high quality paper. The text is in two languages, plain Dutch and some kind of English, presented in two columns per page. Dutch on the left, and English on the right side. The catalogue deals with the proofs of the stamps of the Netherlands, the Netherlands Indies, Curacao and Surinam. In the past twenty years, quite a few, formerly unknown, proofs have been discovered, and these have been added to the catalogue's contents. As a consequence, the numbering, as given to the various proofs in the first edition, had to be changed in the majority of cases. For the Netherlands, this occurs from #18,

for the Netherlands Indies from #2, for Curacao from #39, and for Surinam from # 16 onwards. Of course, prices have been reviewed as well. Compared to 1966, these went up considerably. Increases of up to 3, 4, or even 6 times the original valuation are normal (and realistic as well).

Some inexplicable price notations do exist, however. The imperforated proofs, in chosen colors of the Royal family (Surinam 1943), already present in the 1966 catalogue, are now listed for fl. 1400.00. The recently discovered Curacao version of the same proofs, however, show a price of "only" one thousand guilders. Also some small omissions can be noted. The proofs of the Surinam 1945 issue, printed by the American Bank Note Co., are now listed in the new catalogue. Unfortunately, the black die proofs of the higher values (from 10ct up to 10 guilders) are missing. Nor do the well-known ship's type and Jan Pieterszoon Coen proofs of 1931 (and printed in the Netherlands Indies) appear in the 1988 book.

Summarizing: this luxuriously produced new catalogue is a very welcome addition to any philatelic library, and it is certainly a must for those who are interested in or who are collectors of these proofs.

C.S.

Impressions

By Sam Kuczun

The day was very warm and windy in May in The Hague when I visited the long-established Van Dieten auction firm. The building which houses the firm dates from the 15th century. The business has been under the same name since 1892 when van Dieten's father began selling stamps to collectors from a bookstore which he operated in Rotterdam before the turn of the century.

It was a pleasant surprise to find him available. Tall and lean, and in his early 70s, he was visiting the firm after some world traveling with his wife. He introduced her. Both were in excellent health. They now reside in Victoria, British Columbia, Canada, and return to The Hague for important auctions, perhaps four times a year.

In 1980, he turned over actual management of the firm to long-time employee, A.J. Hagemans. "I can always take a plane here on short notice if a problem comes up," he said.

He introduced me to Mr. Hagemans, who is the Directeur of Van Dieten Postzegelverlengen B.V. He had recently finished an important and time-consuming assignment as chairman of the special committee of the Dutch Stamp Dealer's Association with preparation of the 1988-89 edition of the Speciale Catalogus. Mr. Hagemans has been manager of the Van Dieten firm for more than seven years and started with Van Dieten in his late teens after working for a newspaper. In the environment of a small operation ("we have eight people here who all contributed importantly to the operation") he demonstrated through the years that he was a competent businessman and had a good knowledge of stamps. His stature in the business, no doubt, had much to do with his selection as chair of the catalog committee.

The Committee this year was made up of two wholesalers and three retail dealers in addition to himself. He has been involved on the Committee for the last seven years, and before that, was involved in preparing it for printing.

The catalog, he emphasized, is for the "normal" collector and not for the specialist. Only important varieties and perforations are priced. He reviewed the pricing situation broadly and gave a glimpse into the pricing of the upcoming catalog.

Catalog prices, he recalled, were stable until 1985. Beginning in 1986, the catalog began to reflect more realistic prices because stamps were selling at such high discounts to previous catalog prices. Thus, this year there did not seem to be a need for major changes except in some of the rarer stamps and stamps with rare perfs.

Pre-1940 booklets MNH are to be up 10-15 percent. When asked about recent booklets, he commented there was no shortage. For example, the 1983 and 1984 booklets were priced at a hefty premium in the current catalog. He pointed out that collectors really needed three booklets of each issue to complete the spaces in some albums. So there was more demand than dealers originally expected and prices reflected this demand.

One of the biggest surprises, which readers of our journal might be aware of because of our sharp Newsletter editor concerns the 1984 Europa. There are steep price rises coming for the coil perf variety listed as 1307B and 1308B. There are estimates of only 6000-9000 sets of unused being sold in the

Netherlands to others than a commercial mailer. They were special order rolls for the mailer and were discovered with a different perforation. They are difficult to find in used condition because they were on mail to the U.S. "Collectors in the U.S. have the opportunity to pick up a difficult set used if they search for it," he said. Demand for MNH has been intense from Germany with one strip of five having sold for 375 DM. Although he wouldn't commit himself, he did agree that there might be a similar shortage of the set beginning #1335B for the same reason.

General Observations

Looking at the stamp market in general, Mr. Hagemans cautioned that his observations were based on his own experience and not that of the stamp dealers committee which rotates from one to three members of the committee each year. The NVPH Executive Committee must decide every year on the composition of next year's committee and there is always room for diverse opinions.

He has noticed increasing demand for old Dutch Colonies in the auctions, particularly buying from Indonesia where there are some well-to-do collectors. For decades, stamps had left the old Netherlands Indies to be sold in Holland, but increased prosperity in some sectors of that country has reversed the trend.

There is also a firm market in stamps of Curacao and Suriname up to about 1925, but the issues after 1950 are difficult to sell.

In the Netherlands, one particular set remains firm in MNH 518-37 (20). He said the Hartz set is never seen in full sheets and still sells at retail at 2000+ guilders. Also noted has been the increasing demand for interesting cancellations on the 19th century issues, particularly the half rounds. He said he doubted there was much interest in plating the early issues.

For stamps of the Netherlands in general, he believes that there are diminished stocks held by retailers. Thus any demand in the next few years will be reflected in higher retail prices.

Notice

As you will have seen from the ad in the July Newsletter our faithful advertiser, Phil R. Zwart b.v., has moved to a new address in Amsterdam which is but a stone's throw away from the old premises. The new address, Roelof Hartstraat 50-52, 1071 VL Amsterdam, turns out to be a double shop front, and the visitor is immediately put at his ease (your editor was there) and offered a cup of good Dutch coffee.

We hope that Phil R. Zwart b.v. will prosper as much in their new surroundings as they did at the old premises.

They also have a mailing address: P.O. Box 5595, 1007 AN Amsterdam.

Oratio pro Domo

If a person has lived for over thirty years in the United States and been reasonably happy, but then decides to retire to France, questions raise their ugly heads. Especially if all kind of things go wrong with the move. Such as not being able to find a house for rent; not so much a house at an affordable rent - no, just a house to rent, regardless of the rent. Of course, small palaces and chateaux are regularly listed, but who wants to live there?

Finally there comes a time when the person starts wondering whether his moving to France is a good thing after all. Isn't he getting "messages" that it is the wrong move?

While he is really beginning to doubt the wisdom of his move a bit he has to pack up the stuff he is going to take with him. For this is not just a move down the street, or to another state. This involves transatlantic shipping.

When such a person has lived in one place for over 16 years you can be sure that there is quite an accumulation, especially if the person has been active in a philatelic organization.

And to go over in a first person narrative, I never believed that making decisions about what to keep and what to throw away, or give away, would cost that much time, in fact, so much time that the movers were there before it was all finished.

What to do about almost complete auction catalogs for 11 years from the various Dutch auction houses? Well, you cannot take everything with you. Compromise: rip out the photos and descriptions of Surinam stamps which might come in handy for the Surinam handbook. Have you any idea how much time was spent on this compromise?

In some cases it was simple: all my stamp books were going with me, all my books on castles and medieval history, and all the books on art and the like. But then there were a lot of books which do not fall into those categories: What to do about them?

When you realize the time and effort that went into just breaking up, perhaps you realize that even though the June journal was very important, it just fell by the wayside.

When, some years ago, I had consented in keeping the job of editor, even while living in France, I had had the idea that I would have a house available in which to move, plus the books and papers at hand to pick up the thread after perhaps a month' delay.

It didn't work out that way. All I knew when I left the last day of June with two cats on a KLM plane to Amsterdam was that I would be able to stay with a relative for a month or three. And when you're a guest you cannot set up an "office" from where to conduct business, let alone that the books and papers were still in storage.

How I finally got this house in Clamecy, France, is a whole story in itself, full of coincidences (?) and the like, but I won't trouble you with that.

On September 9 I knew that I had the house by October 1, 1988. Fine, I had 20 letters xeroxed to send as change of address letters, and wrote and called the movers to get "moving."

In the meantime I had acquired a typewriter. Well, that is nothing, except that when I left Amsterdam for Clamecy, with three people and two cats in the car, plus a small trailer, there was no room for the typewriter. That wasn't too bad, because another relative would visit on October 15. That relative took other things with her for which there had not been room on October 1, but forgot the typewriter. Friends who were going

to visit early in November will come the last week of November. Hopefully, they'll have the typewriter with them!

The American luggage - 56 cartons with books and papers, 66 pieces in all - arrived in Rotterdam the end of August. No problem. The move to France? No problem, it would be there around the 1st of October. Oh yea? Once I was in Clamecy, "camping" in the house as it were, I got a letter from the French movers, who had taken over, to supply various forms and a copy of my passport. That done, I expected my things fairly early.

It was the 18th of October when the stuff finally arrived, without a previous warning. And of course the truck was too big to go through the formal gates that lead to the house and two acres of woods, so all 65 - sorry, 1 carton got lost - cartons had to be carried from the street to the house. No little job, for sure! But the driver helped!

Except for 2 cartons of books which were badly damaged, the rest is still packed, for... I need bookcases first. And here the IRS comes in. I left my job the 1st of June because that way I was just below the maximum I was allowed to earn the year I took my social security. I could only touch a little part of my pension fund money, which means that this year 1988 I cannot use any of my American funds, except the monthly S.S. payments, without a heavy income tax penalty.

So I am now waiting for the proceeds of some stamps I put in auction in the Netherlands. As soon as that is received, I will get the bookcases, unpack the books and papers, and I'm in business.

That this has laid an undue burden on you, the members, I realize and deplore, but that is also the reason I wanted all of you to know the problems that were involved in this - I hope my last move.

Paul E. van Reyden

Thinking Out Loud

There comes a time when it seems that some pleasure has gone out of collecting stamps. What could be the reason? It may be that your collection of whatever is "complete," perhaps only lacking the usual thousand-plus-dollar stamps, but as far as the not-so-rare stamps are concerned you have made it. What now? Or you may have decided that modern stamps not only are not "exciting" but the various PTT's are getting to be rip-off artists. How otherwise to explain a nice booklet of twenty 50-cent stamps that the Netherlands PTT decided to issue in December 1987? Of course, it was meant to provide "discount" postage for Christmas and New Year cards, and they were bought in overwhelming numbers for that purpose, but ... the stamp collectors were "forced" (if they want to be complete!) to buy these 10-guilder booklets too. And God help them if they collect used booklet stamps in combinations, because the combinations from this booklet seem to be endless.

Many of our members - how many? - only collect the Netherlands. There may be various reasons for this, but there is one very good reason to reconsider and to start thinking about the "colonies" and that is that in my opinion, with one notorious exception, all the "colonies" are underpriced. Per-

haps for the very reason that even in the Netherlands most people only collect their own country, and forget the Netherlands Indies, Curacao (Netherlands Antilles), Surinam and Netherlands New Guinea (in the draft for this piece I had "forgotten" New Guinea too, and only listed the others).

Perhaps that is a hangover from the old imperial days when the Netherlands with its overseas parts of the Kingdom could command some respect as a far-flung empire, but since then the whole has shrunk quite a bit; and not thinking about "the shrinkage" could also mean not collecting the "colonies."

Apart from the undervaluation of these stamps there is also an added attraction in the fact that two (or three) of the colonies are "dead countries." If we want to collect the Indies, we can safely stop in 1948, and never worry about a grasping PTT which might spoil the fun. And with the Netherlands New Guinea stamps the story is even shorter. How many stamps were issued between 1950 and 1963? And you might even start a collection of Netherlands Indies stamps canceled in New Guinea, or try to get really used New Guinea stamps!

With Surinam we have a somewhat longer history, but we can (and should perhaps) stop with 1975, the year Surinam got its independence. That gives a little over 100 years' stamps to collect.

The Netherlands Antilles is a different story again. As long as it was an "independent" part of the Kingdom, its issue policies were rather decent. Nobody felt cheated when the yearly "dues" were contemplated. But then the Antilles became a little more Independent, and with the "expert" help of a Dutch expert (who doesn't live in the Netherlands anymore) they started to issue a multitude of souvenir sheets, and commemorative sets which used the flimsiest of excuses. If you want to know what the Antilleans themselves use, look at the yearly Child Welfare issues, with their low values. Any set with a fl. 1.00 or fl. 1.50 (!) as the highest value is strictly meant for "us," dumb collectors. Apparently we are supposed to pay the Antillean trade gap or whatever have you.

So with the Netherlands Antilles I would suggest that you collect also about 100 years, from 1873 to 1973, and cut off at any time you feel warranted.

I must confess though that another look at the 1988 Special Catalog made me wonder. Gone are the many souvenir sheets. Also gone are the really outrageous issues. Is the Antillean PTT reconsidering? Only time will tell, but perhaps they felt the results of a "boycott" (if there really was one), and the

results are perhaps not worth writing home about, but we may start considering the Netherlands Antilles again as a valid collecting area.

The rough draft for this "Thinking Out Loud ..." was done already in December 1987. The news may be stale by now, but if you are buying, the Netherlands auction field may be just right for you now, even with the "depressed" dollar. In December the dollar rated about fl. 1.86, but now it is slightly better. Even so, when auction results are at about 50% (that's right, fifty percent) of NVPH Special Catalog price, a less than two guilder dollar may be overlooked. Although the auction houses in the Netherlands seem to be saying that the low spot has been passed, don't get excited. For the normal auction stuff prices still lie around 50% of catalog, with a few (postal history) exceptions. And there any attempt to "set" a price is very frustrating. Really mailed covers from the "colonies" still defy any attempt to forecast a price.

It seems that "collections" are also "hot" items. In February 1988 I bid on several Postage due collections, and incomplete proofs of Surinam. My bids were also quite high, compared to the auctioneer's "estimate." Yet I only got two lots, not too far under my bids. Perhaps it only means that one should never sell even part of his or her collection in this form (for I am pretty sure that the lots that escaped me had some "sleepers" in them recognized by some buyer on the spot), because I still got several times my cost in "catalog price."

While in the Netherlands in April I heard that the new Van Dieten Proof Catalog most likely will be available in September. It will not be a loose-leaf publication which seems to be regrettable, even though the "old" catalog -- which was loose-leaf -- was never updated by issuing replacement sheets and new finds. Here the problem is the numbering system. Whatever happens when an unknown proof shows up which fits -- or should fit -- between Nos. 21 and 22 in the catalog, for instance?

And new proofs still show up!

While talking about proofs, we plan to give you an article on proofs made in the Indies, for instance, the small sailing ship, and the high values with the Portrait of Jan Pieterszoon Coen. Any member who has or thinks he has proofs made in the Indies rather than at Enschede, please let us know what you have, with colors and, if possible, xerox pictures.

BOOK REVIEW.

Oude K.P.M. Schepen van "Tempo Doeloe." (Old K.P.M. Ships from the Past.) Captain Lucas Lindeboom. Published by "Maritime Foundation of Merchant Shipping History of the East Indies."

Dutch and English text, 132 pp., illustrated, ASNP price \$18.00, code #89-1.

This book is primarily a history of the KPM, with little or no direct relation to philately. However, for those who know already the KPM book by Cockrill and Halebos, and "Netherlands & G\$ Cols Maritime Markings." by Traanberg and

Cockrill, will enjoy this new book tremendously. There is the entire story of the KPM with photographs of all the old ships. Actually, this is only Part 1, volume 1, so we may expect a lot more from this new Maritime Foundation. It was almost too late, since so many of the old salts have passed away. Still, many of those who lived and made this history, are still alive and eager to tell about their experiences, and share souvenirs they still have. Among those souvenirs was a private collection (Dr. H.V. Nouhuijs) of a virtually complete photographic record of all the KPM ships.

F.R.

TREND

Is the PTT Post Cheating Us?

by Frans H.A. Rummens.

To further celebrate the William and Mary fest, the Dutch PTT organized a special sailing from Hellevoetsluis to Brixham, the historic royal route. Our first illustration shows the card as distributed free of charge by PTT Post. The instruc-

would be cancelled with a specially designed cancel. The mail would then go aboard small yachts, which would sail July 9th, to arrive in Brixham (south coast of England) around July 19. In Brixham the cards would receive a British arrival post mark and the cards would then sail back in order to be delivered by the normal delivery process.

Unfortunately, everything went wrong. Some collectors put cards into the normal mail boxes, some postal clerks forgot to keep these cards aside and let them go through the normal mail instead. Worst of all, at this very late hour, British postal authorities declined to cooperate with the planned arrival post mark. It is probably correct to state here, that the PTT was too late in requesting that cooperation. The letter in question went out on May 9. That is much too late; the cards were already being printed, press releases had been prepared. All post offices in the Netherlands had received their instructions (June 7), and only after that, was it learned that the British Mail could not oblige, for a purely technical reason. There were going to be no British stamps on the cards. What to do? Already 43,000 cards were in Hellevoetsluis and were being cancelled there with the special cancel. Returning the cards to the senders would mean 43,000 disappointed collectors. Furthermore, the true senders were often not known. People often put their friends' addresses on the cards (see figure 2). For the same reason, offering refunds would only solve the problem partly. The PTT then took a fateful decision: they arranged for a Navy Minesweeper (the "H.M.Harlingen") to carry the mail to Brixham. The mail would not be off-loaded there, the cards would stay on board for the home stretch. However, while on board, all cards would receive the standard oval ship cancel of the "H.M.Harlingen". In this way, the collectors would receive at least an interesting souvenir, be it of strongly reduced philatelic value.

Fateful a decision it was, because the PTT reneged on several parts of their printed promises. Pity too, that the correct way to go was discussed, then rejected. The solution would have been, to have all cards franked with an 18p British stamp (this was the amount British Mail asked for their services). The arrival stamp would subsequently be placed on that British stamp as a matter of course. The PTT did not go this route, in order to save the almost 8000, that

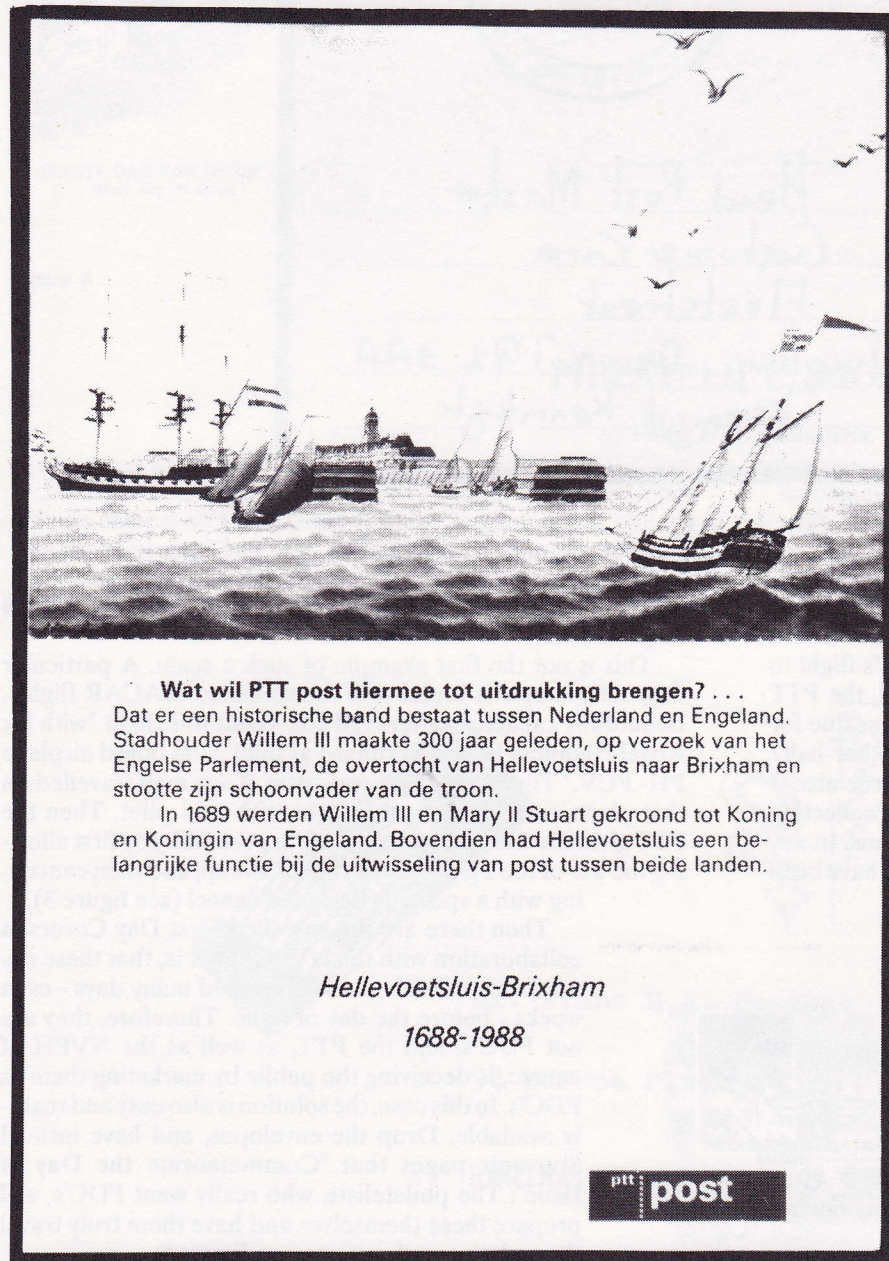


figure 1

tions on the lower back said to put the two William and Mary stamps (cost: fl. 1.40) on the back of the top half. The cards were then to be handed at any post office. The post offices would then send all these cards to Hellevoetsluis, where they



figure 2

would have been required. However, this solution has been used many times in the past by the KLM, in connection with special flights, starting, we think, with the Dingaans flight to South Africa, in 1938. Why not this time? After all, the PTT had already received fl 60,000, only half of which was due for the delivery process at the end. What about the other half? True, the cards were distributed, free of charge. True also is the fact that Post had some prior handling costs in collecting the cards and having them cancelled in Hellevoetsluis. In any case, notwithstanding the costs, that solution should have been

used, since it was the only one that would let the PTT keep all its promises.

This is not the first example of such a scam. A particular flagrant example is found with the so-called ISACAR flights. Beautifully cacheted covers tell you about this flight "with his Royal Highness Prince Bernhard as pilot.... on board airplane PH-PCV." The truth is that very little, if any mail travelled on that plane on that particular flight with said pilot. Then the PTT gives the whole show an air of respectability by first allowing the use of the 1 gld 'special flights' stamp, and then cancelling with a specially designed cancel (see figure 3).

Then there are the so-called First Day Covers in collaboration with the NVPH. Fact is, that these envelopes are franked and cancelled many days - even weeks - before the day of issue. Therefore, they are not FDC's, and the PTT, as well as the NVPH of course, is deceiving the public by marketing them as FDC's. In this case, the solution is also easy and readily available. Drop the envelopes, and have instead Souvenir pages that "Commemorate the Day of Issue". The philatelists, who really want FDC's, will prepare these themselves and have them truly travel through the mail system. (see figure 4).

We have nothing against souvenirs, when advertised as such. Supposedly, many collectors are quite happy with what they receive. However, the true philatelist receives a worthless piece that he cannot put into his collection. The philatelist feels cheated, not because souvenirs were manufactured, but because the PTT Post reneged on her promises for a truly collectible item.

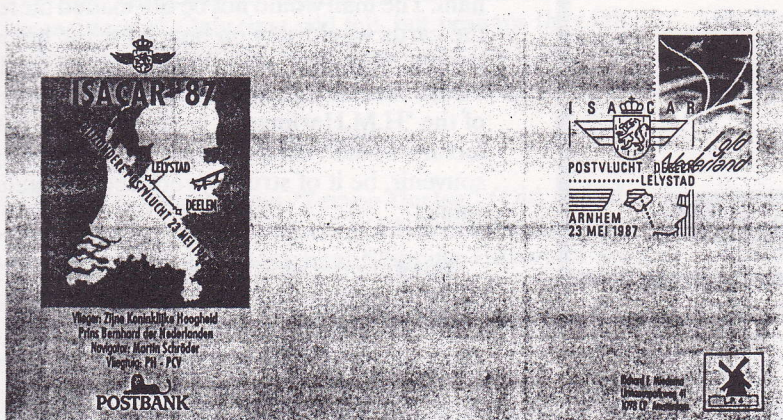


figure 3



Our point in all these examples is one of ethics, and it is very sad that we have to lecture PTT Post about their false advertising. There is another great danger with this kind of flim-flammery, It appears that quick profit considerations are overriding the long term objectives of a healthy philately. We hope to see some fundamental changes at "Zegelwaarden en Filatelie"; changes that will rectify the problems discussed above.

We acknowledge, with deep appreciation, receiving comprehensive documentation on the Willem-Mary card and its problems from the Directorate of Zegelwaarden en Filatelie". We regret having to bite the hand that fed us.

figure 4

PHILATELIC CURIOSA.

by Frans H.A. Rummens.

It was bound to happen, so it did happen. The 1988 Cobra stamps came with these beautiful tabs, in themselves already things of beauty. They also, of necessity, are on phosphorescent paper, just like the stamps. So, the sorting and cancelling

machines would not know the difference between a stamps and a tab, Then, all that is further needed, is a slightly mischievous friend, by the name of Jan Haas, who wanted to write a letter to "Dear Frans" anyhow. And that is how the item shown below



Dr. Frans H.A. Rummens

94 Munroe Place

REGINA, Sask.

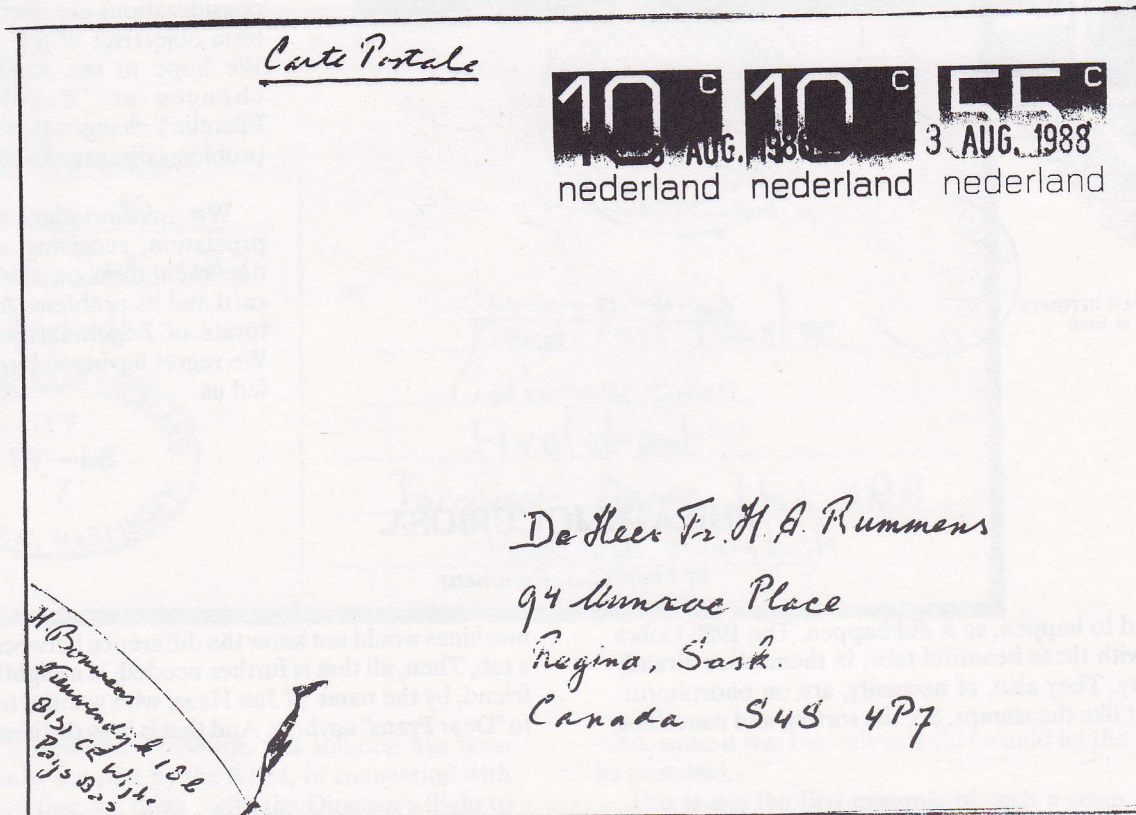
CANADA S4S 4P7

came into being.

Another unauthorized item shows an ordinary date stamp used as a cancelling device. The post card in question was very roughly treated in a sorting center (probably Sittard), and had been kindly restored with transparent tape by some helpful PTT employee, who then apparently invented his own cancel.

We also heard of a third Netherlands Antilles carnet, created for the occasion of the inauguration of Queen Beatrix in 1980. The carnet is apparently of the same design that we described for the other two carnets. (Thanks to Ed Bradfield).

There also seems to exist a Netherlands Indies "carnet" created for the occasion of a UPU Congress. Apparently, this



We got several reactions to older "Curiosa". Regarding the Pallas Athene seal (N.P., vol 12, #4, p.80), we learned from Han Hager that an imperforate variety exists (see figure).

congress took place in 1941; a complete set of the 1941 Konijnenburg stamps was glued into this carnet (source P.v.R.)

Coil Corner

The November issue of the Postamaat Bulletin covers some major changes in the catalogue identification of numbered coil stamps, as set forth in the new Rolzegel Katalogus (see review elsewhere in this issue).

These changes primarily concern the orientation of the number printed on the rear of all Netherlands coil stamps sold to the general public. Previously, n and k (normal and inverted position) were used on all coils, horizontal and vertical. This worked fine for vertical format stamps such as the Queen definitives, but was confusing for those with a horizontal format, such as the Crouwel numerals.

Therefore the identification system is now revised to use the letters l and r (left and right in English) on these horizontal coils. As an example, the Deltawerk coil (NVPH 794) exists with both l and r numbers. When the stamp is turned over (as in the page of a book), and the top of the number is to the right, the letter r is used. If the top of the number is to the left, the letter l is used.



This substantially clarifies the identification of the coils with Number Types 1, 2, and 3. However, the identification of the positions of the ink jet control numbers appears at first to be more complex, due to the fact that in the first place, the control numbers run in the same direction as does the travel of the press web (just the opposite to Types 1, 2, and 3), while in addition, the stamps themselves can be printed with their long dimension running either the width or the length of the press web.

The basic system of identification for ink jet numbers (which come in two types) follows the same pattern as for Types 1, 2, and 3. Turn the coil over and if the number is right side up, it is "n"; upside-down, it is "k". If the number runs up and down, and the top of the number is to the right, it is "r"; to the left, "l". This system holds true for numeral and portrait definitives as well as for both vertical and horizontal large-format coils.

The Postuumaat Bulletin also reported that Jos. Enschede en Zn. has moved its printing operations from Haarlem to the countryside, but did not move the Chambon press, which might have become obsolescent. The Gobel press is primarily now assigned to the production of postage stamps, and the venerable Regina press seldom sees use.

Acknowledgment to Postzegelvereniging Postuumaat.

Book Review

SPECIALE KATALOGUS ROLZEGELS NEDERLAND 1988/9. (Special catalogue coil stamps of the Netherlands), by R.J. Hammink and P.Portheine. Published by the authors, Dutch, illustrated, 48 pp., ASNP price \$13.00, code no. 88-8.



The fourth edition of the authoritative catalogue on Netherlands coil stamps is doubly welcome: listings and other data had not been updated since the third edition appeared in January 1982, and a number of much-needed revisions have been made as well.

The major addition is, of course, the comprehensive listing of 5000- and 10000- subject coils with ink jet control numbers, which are used primarily by high-volume mailers but which were also fortunately made available to collectors through the Philatelic Service in Groningen.

A short history of the use of the coil stamp in the Netherlands from its first trials in 1903 to the present, is followed by a section on the total revision of the varieties of Deltawerk coil 794.

A section on generalized minor varieties is then listed, illustrated, and the approximate premium they command. These primarily involve mis-numbering, improper location, and similar errors.

The types of numbers which have been used, are listed and illustrated, this now including the two type faces used in the ink jet series. When a major change in identifying the position of the control number is excellently described, in which "n" and "k" are no longer used on examples with numbers which are printed vertically, and are replaced by "l" (left) and "r" (right). See Coil Corner elsewhere in this issue.

No changes have been made in the classification of papers used, but the listing of several minor types of gums have now been omitted.

The detailed listing of each recognized coil variety which follows, conforms pretty much to the previous catalogues, although there have been a number of price changes, both up and down. On the whole, there are more reductions in valuation than increases.

The tough ones have seen very little change. The 95 c. Juliana en profile 636R still lists at f 900.- for a strip of five with Gum Arabic, and f 1500. - with B2 gum.

The Crouwel coils now include the 65 c. and include the ink jet numbered varieties. The Beatrix definitives are all new, of course.

Early large-format coils in the customary strips of five, have seen a reduction in value; the 1969 25 c. Europa strip has gone from f 500.- in 1982 to f 350.- today. The 1984 Europa pair made their first appearance, and are pegged at a respectable f 180.- per strip each.

The unnumbered strips of 11 of the 1985 large-format coils from 5000-subject rolls, obtainable by collectors only from Fild for a brief period, understandably start out at f 60.- to 100.-.

The lengthy and extremely detailed section of cylinder direction, paper grain, and screen rulings, along with its extensive array of highly professional drawings, has been dropped in favor of brief coverage of the use of coils in the Netherlands both prior to 1936 and post-1936.

In summary, the long-awaited new edition of this catalogue is as essential to the coil collector as is the NVPH catalogue. One cannot collect Netherlands coils intelligently without a copy.

LHR

This new edition of the coil stamp catalogue was certainly overdue, but we are happy to report that the waiting was worth it. There are many changes in this catalogue (and not only in the prices). The theoretical part is much simplified. The dis-

inction between dull and shiny gum, as well as between dull/shiny front has been deleted. Also, ribbed and flat paper varieties have been eliminated. The numbering system has been changed, mostly to accommodate the new ink jet numbers. The introduction of 5000- and 10,000 subject coils in all their diversity has also been codified and catalogued. A separate chapter has been devoted to vending machine coils, both the old ones (pre-1936) and the more modern versions of after 1948. The cover is interesting too. The front cover shows (in color) a "zegelafgifteapparaat", the contraption used by wicket employees to hold a roll of each denomination, with one or two stamps already hanging out. The back cover shows (equally in color) a vending machine. Many collectors have never seen these instruments, and a good look at them will clarify a lot of misty understandings.

If you have previous editions of this coil catalogue, don't throw them out, because each one of them contains information that is not necessarily repeated in more recent editions. Rather buy this edition as well, because you will find it money well spent. For neophytes in the coil business, this is an excellent point to get started in this interesting field. The simplified approach will immensely help you, if you have a case of 'threshold fever'.

F.R.