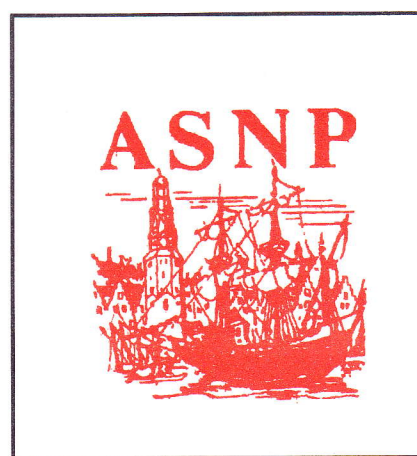


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Mr. Hans Kremer
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Journal & Newsletter Editor

Hans Kremer
252 Balceta Ct.
Danville, CA 94526
hkremer@usa.net

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From the Editor:

This is already the last Journal of the current volume, which is volume 29. I just realized that this completes ten years of being the ASNP Journal editor. That should be enough for anybody; we need some fresh ideas and enthusiasm. I know there is room for improvement; after ten years you get into a certain routine which could ultimately be fatal to any publication.

I'm sure that among our members there are qualified candidates who could do the job. Your biggest investment will be time, something we all feel we have little off. I'll be around this year, so anybody willing to consider taking over next year should get in touch with me so we can discuss what's involved and how we can make it work.

The article on 'D.E.I. - Indonesia 1945 -1949' in the previous Journal resulted in a nice set of back and forth comments which you'll find on the last page of this issue.

The other articles are all written by our own members. Frans Leijnse weaves a nice story about a letter that went from the island of Vlieland to the island of Texel, but not without difficulties. Regular contributor and governor, John van Rysdam this time entertains us with examples of partially flown mail (also referred to as combi-mail), while auctioneer Dick Phelps contributes with his discovery of a counterfeit NVPH # 48. I also decided to write an article and since I had accumulated a nice collection of the 1912 roller cancels I thought it might be a good idea to go over those types of cancels and show some of the more unusual aspects of them.

In the coming issues you can expect to get a series of articles about Dutch New Guinea. The author, Han Dijkstra has put together a nice historical overview of this closed chapter of philately and we have permission to 'serialize' this. Of course I would prefer articles written by our own members.

Enjoy the current issue; as always, you might not like what we offer in this issue, but in another four months the subjects will be quite different.

Hans Kremer

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1776 Marine Disaster Mail - Vlieland to Amsterdam, via Texel

by Frans Leijne

Note:

The subject of my fourth contribution to the ASNP Journal is as usual related to the Texelse Post. This article is about a letter sent from Vlieland to Amsterdam, via Texel in 1776. It is the so-called "Postschuyt - letter" from the collection 'Disaster-mail' of Willem Baron Six van Oterleek. (2004 Van Dielen Auction # 595 / Lot nr. 5483)

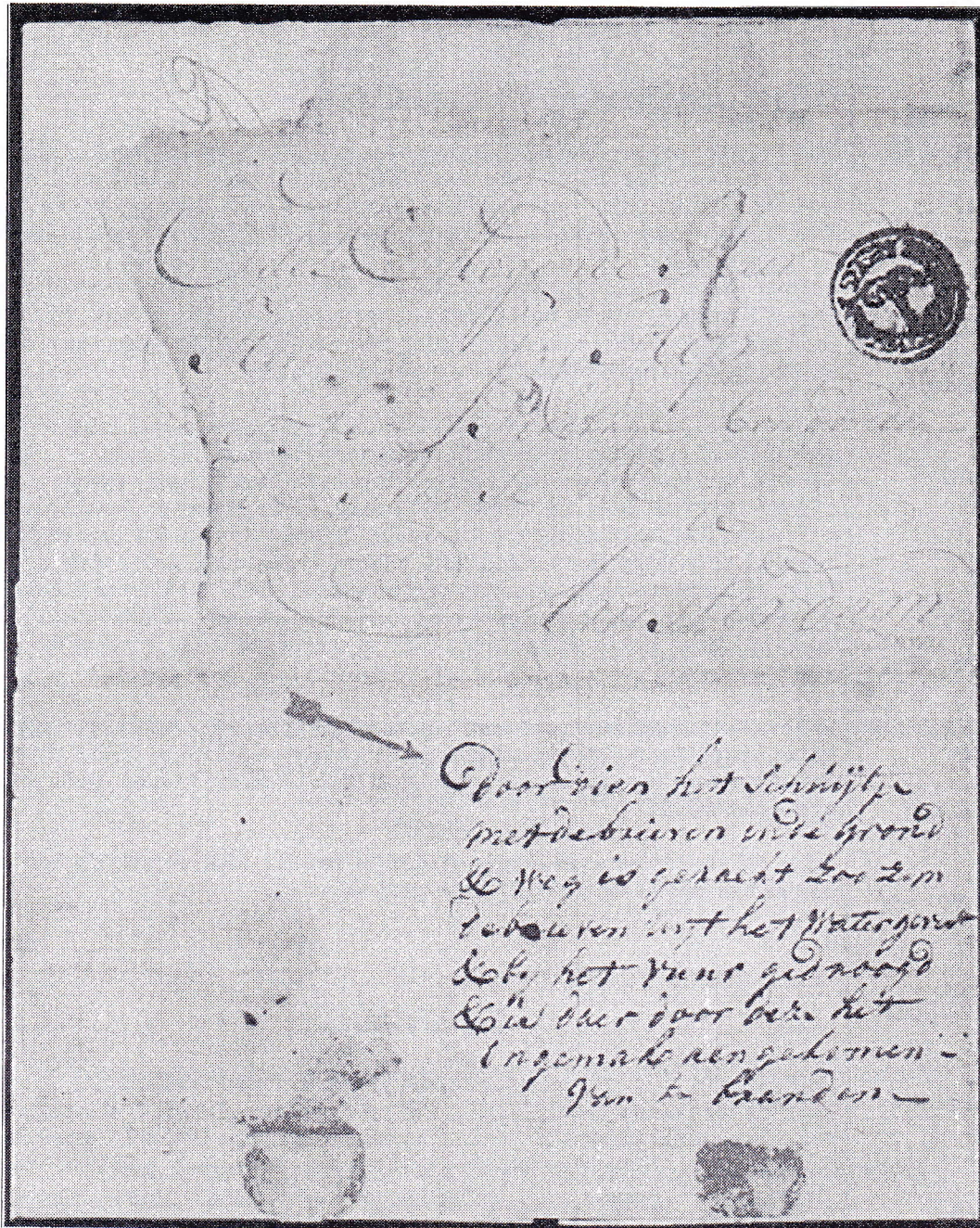


Fig. 1 Unfolded 'disaster letter' sent from Vlieland to Amsterdam via Texel, 1776

The story is based upon facts and some presumptions.

The Story:

" The Masters and the Steersman of the pilots of Vlieland take the liberty to inform Your Honorable..... "

It is the beginning of the letter, written on 2 January 1776 to Mr. J. Hop, the Director of Pilotage North of the river Maas, and deals with an argument with the "Schout" of Vlieland, named: Arnoldus de Reus, who appointed a third pilot without any consultation with the Pilot-Masters and the other Pilots.

The letter was put in the mailbox and together with other letters from the island of Vlieland sent with the mail-skipper to Eyerland* on the neighboring island of Texel.

The mail-skipper was a fisherman called Douwe Nettesz Visscher; he was the successor of the previous mail-skipper Coert Leendertz Smit, also a fisherman who drowned in a heavy storm on February 1775 in which his little "postschuytje" or mail boat had been wrecked. This time however, the mailbox was brought undamaged ashore in Eyerland at Texel by Douwe Nettesz and our letter, together with the other mail from Vlieland was brought by the Casteleyn of the Eyerland-House to the Statenpost-Office at Oudeschild.

The "Amsterdamsche Saturdagsche Courant" No.18 of 10 February 1776 reported in the ships-tidings the shipwrecks on the Texel Road (Texelse Rede) as follows:

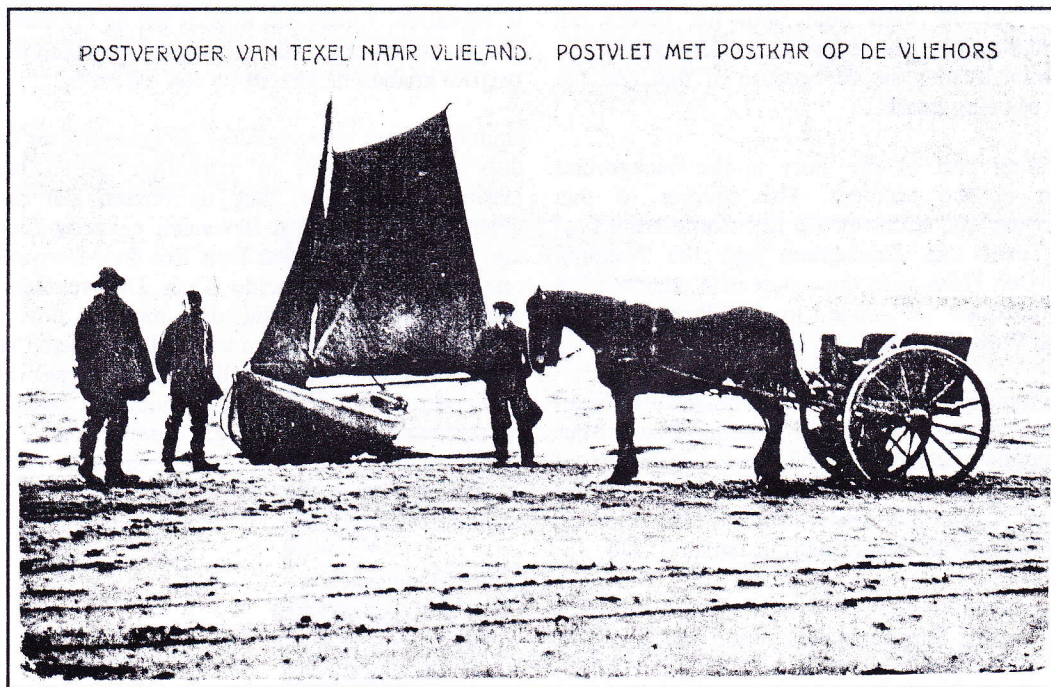
"In January and February of the Year 1776 the weather was bad; heavy storms with ice and a lot of ships had problems and even a mail vessel had to return to the port". On 8 February mail vessels were wrecked and grounded because of ice and strong wind. "The Schuytjes were lost and the letters salvaged wet".

I assume that the accident with the mail vessel containing our letter took place on February 8, 1776

The mailbag was fished out of the waters between Texel and mainland Den Helder and brought to the Staten postoffice in Amsterdam.

From the shipwreck this is the only known salvaged letter and also the oldest example of maritime disaster mail, and from the Texel Road.

Fig. 2 Picture postcard of a Mail-vessel from about 1920; identical to our 1776-Vessel.



After this letter was dried it was delivered with a postage of 8 stiver and an arrival-mark from Amsterdam. This cancel is not known, but I believe it is similar to an arrival mark of Amsterdam (Korteweg 16-2) from the same period 1775-1789 but with a post-horn with the mouth left instead of right. I've made a reconstruction.



Fig. 3 Korteweg 16-2 Reconstructed Cancel
(posthorn reversed)

The back of the envelope (bottom half of Fig. 1) reads as follows:

“doordien het schuijtje
met de brieven in de grond
& weg is geraekt zoo zijn
de brieven uijt het water gevist
& bij het vuur gedroogd
& is daer door deze het
ongemak aengekomen -
van te branden -”

Translated: "As the mail boat with the letters ran aground and was lost, the letters were fished out of the water & dried by the fire & because of that had the misfortune of being burnt".

The interesting part of the story is the background information of the accident. The sources of this information are the archives of the Communities of Vlieland, Texel and Amsterdam and the National Archive in Den Haag with the report of 4 March 1778 from Mr. Jacques Le Jeune, to the Postmaster of Holland and West-Friesland.

In 1776 the mail connection between Vlieland and Texel was not yet a part of the official Statenpost-route, but was incidentally used since 1767 for the transport of persons and mail to and from Texel. The rate for letters to and from Amsterdam was 8 stiver. This was the situation at the time of the accident in January 1776.

The mail-connection didn't become official until 1 March 1778 with a Statenpost-Resolution and from that date on the rate became 6 stiver.

The address side of the letter (top of Fig. 1) reads:

Edel Mogende Heer
Heer J: Hop Directeur
ter Pilotage benoorden
de Maase & z

te

Amsterdam.

Contents in Dutch are as follows:

Den H: J. Hop Edel Mogende Heer De Overlieden en Stierlieden der Lootsen te Vlieland nemen de vrijheid omme onder het oog van UEd: Mog: te brengen dat den Subst.t. Schout Arnoldus de Reus, op den 30e. der gepasseerde maand met overlieden vergadert zijnde, en als goede vrienden wesende gescheyden, den officier kort daar na zeer obstinaat te rug kwam en tegens genoeg der Overlieden heeft kunnen goedvinden te zeggen, zekere Klaas Douwesz voerende een Visserssnik een Nommer in't zeijl te zullen geven om te mogen Lootsen en dat voorneemens was 's anderendaags te doen en overlieden laten aanzien hier toe geeft gelegentheijdt dat er drie Lootsen door hunne brutaliteijdt niet meriterende weder door den stierman met welke zij laast gevaaren hadden, gevraagd te werden (zidnde dezelve te vooren altoos in groote vijandschap met den

Sustit.t. Schout geweest, de Eene heeft zelve een schuijt gevoert verwaarloost en laten zinken, de twee andere kunnen meede geen navraag lijden) een tijd lang geen huur konden krijgen, zullende nu egter door andere stuurlieden geplaatst zijn geworden om dus niet van hunne Kostwinning verstookten te blijven en tot armoede te vervallen, 't geen een blijk is dat de Lootserij 't beste van 't armeweese.. ..huijs alhier is zoekende, buijten twijffel kunnen de bezorgnis van dat huijs.....

aantoonen hoe veel voordeel de Lootserij tot dien staat door hunne bossen in vrijwillige giften bestaande, jaarlijks aanbrengen, daar de bossen aan de vissers gegeven ledig wierden bevonden en zelfs zeer nalatig zijn in 't betalen van den Taux hen door Burgemeesteren opgelegd. althans gemelde Klaas Douwes laat nu zijn andre volk loopen, die dus met er tijd aan een armenstaat (meer dan al te veel belast) moeten vervallen. Overlieden zig bij dit alles in hun regt benadeelt vindende, zijn derhalven genood.. ..zaakt zig te adresseeren aan UEd.Mog: dezelve op 't nedrigst versoekende, daar in zodanige ordre te stellen als UEd.Mog. zal goedvinden, waar aan ons met alle eerbied onderwerpente, blijve naa Salutatie

Edel Mogende Heer
Ued. Mg. gehoorsame
Dienaeren

Pieter Sijberand } Overlieden
Reijndert Meijloms }

Cornelis Gielsen } Stuurlieden
Ijsbrand Meijlomsz }

Vlieland, den 2 Januarij 1776.

References:

Mr. J.C.W. Le Jeune "Het Brievenpostwezen in de Republiek der Vereenigde Nederlanden" (1851), page 214.

Mr. Dr. J.C. Overvoorde "Geschiedenis van het Postwezen in Nederland voor 1795", page 312.

F. Leijnse, *The "Texelse Post" Part 1/2*, Netherlands Philately, Vol. 24/3, page 65, May 2000

F. Leijnse, *The "Texelse Post" Part 2/2*, Netherlands Philately, Vol. 25/2, page 87, January 2001

F. Leijnse, *Early Texel Mail*, Netherlands Philately, Vol. 28/2, page 2, January 2004

Editor's Note:

On the Internet I found a couple of articles from the Leeuwarder Courant of respectively May 5 (prior to the van Dieten Auction), and May 28, 2004 (after the van Dieten Auction).

The May 5 article, under the heading 'Oldest disaster letter from Vlieland', talks about the upcoming van Dieten auction with the disaster letter being one of the lots. It mentions that in 'Maritime disaster mail' British authors Norman Hoggarth and Robin Gwynn describe this cover as the oldest disaster cover worldwide. It also mentions that the starting bid for this item is € 2500.

The auction took place on May 27, 2004 and the next day the Leeuwarder Courant has a follow-up article. The heading this time reads 'Vlieland outbid on disaster

letter'. It goes on: The disaster letter that left Vlieland 228 years ago, will not be coming back to the island. Mayor Rob van der Mark did not bid enough. The letter is now in the hands of an unknown bidder. The new owner bid € 5000 for the cover. Another € 1000 of auction costs has to be added to this. The mayor had a € 2000 credit from the budget of the municipality of Vlieland. In addition, the historical society of Vlieland pledged another € 2000. The mayor even bid slightly over € 4000, but to no avail. An auction agent from Amsterdam bid € 5000 for his client.

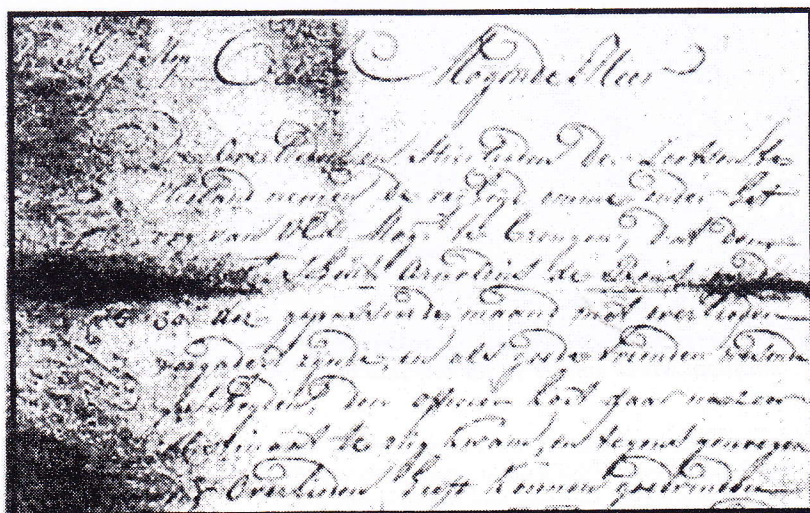
The mayor was disappointed; he thought that it would be wonderful if the citizens of Vlieland, as well as the tourists, could have a look at this document.

The marine piloting service was a very important part of the economy of the island and this letter gives a good insight of how that service operated.

* From: <http://home.iae.nl/users/hjts/TEXEL.htm>:

Eyerland till the 17th century, was a small island between Vlieland and Texel, just of the N.E tip of Texel. During 1629/1630 it was connected by a small dike to Texel. There was only one house on the island, appropriately called the Eyerland-House. It was built by the States of Holland with the sole purpose to service as a mail stop for the connection with Vlieland. The leaseholder (Casteleyn) handled not only the mail coming from and going to Vlieland he also was an assistant beachcomber (salvaging shipwrecked property). On the side he made some extra money collecting and selling eggs laid by seagulls (Eyer-land stands for Egg-land). Most of the eggs were sold to bakers in Amsterdam.

Fig. 4 Top part of the contents of the letter.



The 1912 Roller type Precancels; what's unusual about some of them

by Hans Kremer

The roller type (in the U.S. also called the Life Saver cancel) precancel is the most common type of Dutch precancels. A picture of the canceling device made it to the cover of the Dutch 2002 NVPH stamp catalog.

After a trial with the roller cancel in 1911 in 's Hertogenbosch the Dutch P.T.T. approved the cancel in Circular No. 8, dated March 7, 1912, Section 1. It states:

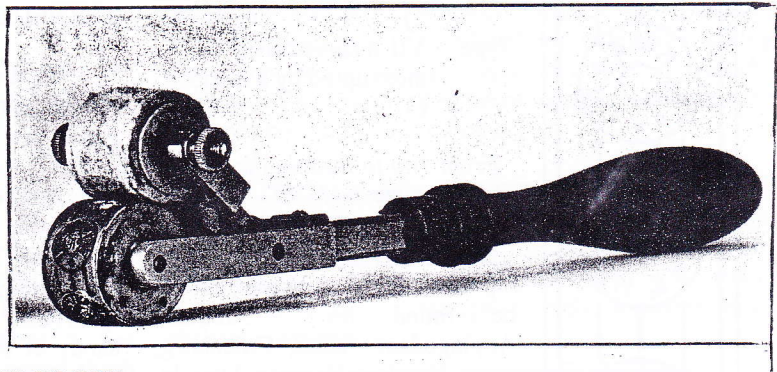
"In canceling postage stamps on wrappers which are already addressed and brought in for canceling, and for newspapers for inland delivery, the post office can, if a written request is made, use the roller cancel. The roller cancel can also be used to cancel savings stamps".

Savings stamps was a way of saving for school children. Every week they bought one postage stamp of 1 or 5 cent each, which they put on a sheet, and after a certain amount of time they would have saved a complete card. When they brought this card to the postoffice their savings account would be credited with one guilder. All the stamps on the sheet would be canceled using the roller cancel. The canceled sheet remained at the postoffice; they were ultimately destroyed. However, a few of these sheets have survived and they are now desirable collector items.

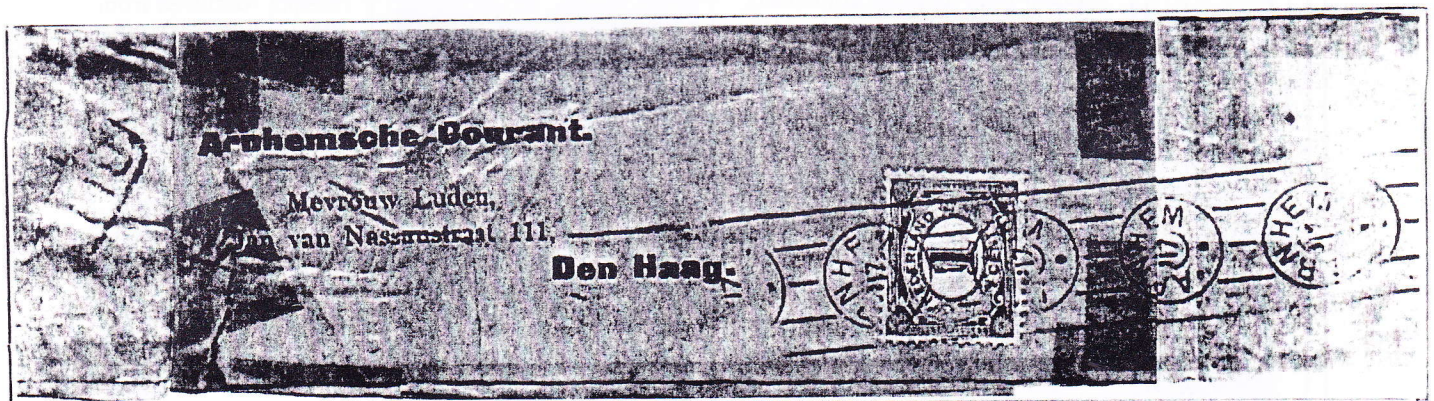
brought to the postoffice for precancelling. Once the stamps were canceled the sheets were returned to the newspapers, where the stamped and canceled address labels were separated and wrapped around the outgoing papers.

The canceler was a cylindrical device, attached to a fork at the end of a long handle. With this device the precancelling could be done quickly, quiet and easily. It has been reported that one day, 28,000 wrappers (560 sheets) were canceled within one hour.

The roller cancel had five copies of the cancel on the roll. On top of the cancel is the ink roll.



The roller type canceling device. Five copies of the cancel are on the lower roll, the inkroll is on top.



Newspaper wrapper with 'Arnhem ('17)' roller cancel

The typical precancelling procedure was as follows:
Sheets of pre-stamped, pre-addressed address labels were

The actual setup of the cancellation consists of five sets of two concentric circles with three short lines between each outer circle and another set of continuous parallel lines outside of the three short lines just bypassing the circles. All lines are parallel. Between the two concentric

circles is the name of the town of issuance and a simple (variable) design. It is the variance of the designs that enables us to classify this precancel into different types. In the center is shown the year of use of the cancel (like "12" for 1912). These year characters would every new year be replaced with a new character ('13 would replace '12, etc.). One can see that replacing these characters (it had to be done five times for each cancel) could lead to errors.

Seven types of roller cancels are known:



- Type I a single dot
- Type II three dots
- Type III an absence of design leaving only the town name
- Type IV a curved arc
- Type V a curved arc interrupted by a dot
- Type VI a number (either 1 or 2)
- Type VII a curved arc interrupted by a number (3).

From Top to Bottom the types I through VII.

Cancel errors to look for:

Upside down year characters can be found for Alkmaar, Appingedam, Assen, Culemborg, Goes, Haarlem, Kampen, Utrecht, and Winschoten.

Combined year characters: Almelo ('12 and '15 combined), Assen ('17 and '18), 'sGravenhage ('15 and '18), Neuzen ('18 and '19), and Wijhe ('18 and '20).

Horizontal (laying down) year characters are known for Almelo, Assen, Breda, Culemborg, Dalfsen, and Kampen.

The ink used in connection with these precancels was a mandatory black, but blue (Apeldoorn, Doetinchem, Druten, Nijmegen, Sneek and Tiel) and violet (Maastricht and Neuzen) cancels can also be found.

The stamp most often used for precancelling purposes was the 1/2 cent value of the 1899-1913 Numeral Issue. Newspapers (weighing less than 55 grams) could be mailed for 1/2 cent.

The 1 cent values are very scarce for some of the towns and are not plentiful in any case. The real scarce varieties are the higher values of this issue and those of the 1899-1923 Wilhelmina Issue.

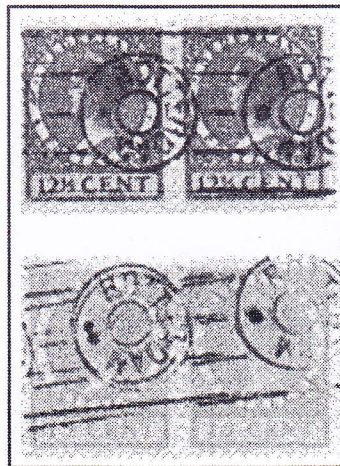
There are many cases when these precancels (used 1912-1923) are found on stamps after the roller precancel usage had expired. These are to be considered as post-canceled items and were mostly used on parcel post receipts.

Unusual cancels

Some of the more unusual cancels are: AMSTERDAM, ROTTERDAM, ARNHEM 3, 'sGRAVENHAGE WO, 'sGRAVENHAGE Rps, AMSTERDAM-ZUID, TERNEUZEN., UTRECHT and ZALTBOMMEL

In 1926 the Amsterdam CS (Central Station) postoffice started using the AMSTERDAM roller cancel to cancel parcel post receipts (labels).

The Rotterdam post office followed suit and started using the ROTTERDAM roller cancel for the same purpose. The ROTTERDAM cancel, (issued in 1912) was originally issued by the PTT to be used on spaarbank zegels (savings stamps). It also was in the hands of the Nieuwe Rotterdamse Courant for a long period of time. This explains why you don't see any ROTTERDAM cancellations on the 'printed matter stamps'.



Since the use on the parcelpost receipts occurred from 1926 onwards the stamps these cancels can be found on are not the numeral series of 1899, but most often the Veth type stamps, first issued in 1924. Since packages could be quite heavy these Amsterdam and Rotterdam roller cancels are often found on the higher denomination stamps.

Two sets of 'Veth' stamps, both canceled with the 'Rotterdam' roller cancel

In 1929 there was a bit of an uproar about the ROTTERDAM roller cancel. This cancel was in the hands of a private collector for a while and he produced some stamps with this cancel on it. These must be considered to be 'maakwerk' (canceled to order cancels).

Another story is the "ARNHEM 3" roller cancel. This cancel (which by the way is the only Type VII roller cancel) is known only with '19 in it. Interesting enough, the cancelbook at the Museum for Communication in the Hague shows the cancel as ARNHEM 3 / '17 (not '19, or '15 as is shown on the actual cancel). The cancel was sent to Arnhem on December 10, 1917, and used at the Arnhem (Railway) Station.



Arnhem 3 ('19) cancel on NVPH # 341

Since there is also an "ARNHEM" cancel the obvious question would be: Was there also an "ARNHEM 2" cancel? The cancel books kept by the PTT for the various postoffices do not show an "ARNHEM 2", but there were two "ARNHEM" roller cancels issued (both on February 27, 1912), and that could explain that the next one would be "ARNHEM 3", and not "ARNHEM 2".

Although this sounds reasonable we have to realize that there were also two GRONINGEN cancels (issued September 3, 1912). When two additional roller cancels were sent to Groningen on September 25, 1919 they were labeled as GRONINGEN 1, and GRONINGEN 2, and not GRONINGEN 3, and GRONINGEN 4.

The ARNHEM 3 cancel was kept at the Arnhem railway station's postoffice, where it led a quiet life until somebody found it again, and 'reactivated' it. It should be noted that the ARNHEM 3 roller cancel is listed under "Expeditiebureel Arnhem Station" in the PTT cancelbooks, now kept at the Museum of Communication in The Hague.

Mr. Bonefaas in his collection of ARNHEM 3 on single stamps and covers, comes to the following conclusions:

On Scott# 55/60 very rare
 On Scott# 61/82 rare; mostly on strips and blocks.
 1924-1945: used occasionally.

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1946-1948: used regularly on large envelopes and packages

Not known after 1948.



Arnhem 3 ('15?) detail of cover sent 3-17-1947

'sGRAVENHAGE WO refers to the post office in the Wouwermanstraat in The Hague, which opened in 1924. On May 15, 1941 the 'sGRAVENHAGE WO roller cancel was sent to the Wouwermanstraat sub-postoffice. This sub-postoffice facilitated an exhibition taking place from March through September 1941 in a nearby location. Why exactly they were using a roller cancel I have not been able to find out.

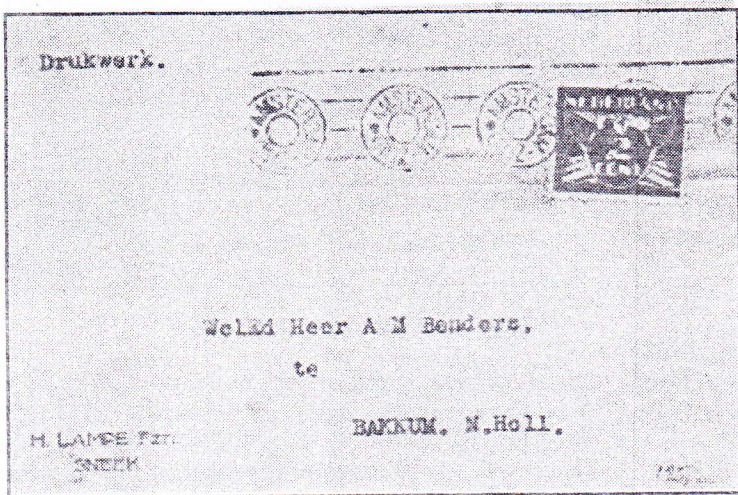
'sGRAVENHAGE Rps, also issued on May 15, 1941 was originally meant to cancel savings stamps, but also used much later to obliterate invalidated 'Lebeau' seagull stamps, as well as the higher values of the 1943-1944 naval heroes stamps (mostly leftovers from philatelic windows).



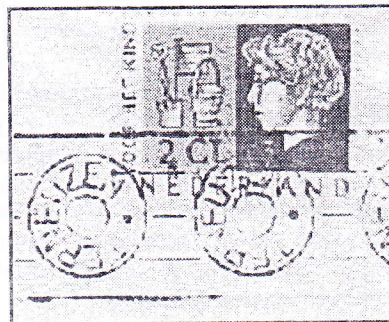
Naval heroes stamps canceled with the 'sGRAVENHAGE Rps roller cancel.

AMSTERDAM ZUID was issued March 8, 1928 to cancel savings stamps, but by request it was also used to cancel stamped envelopes. These should be considered 'maakwerk' (canceled to order, or CTOs)

The TERNEUZEN roller cancel was issued to the Terneuzen postoffice on July 28, 1942. In 1942 the name of Neuzen was changed to Terneuzen.



Envelope C(anceled) T(o) O(rder) with AMSTERDAM-ZUID roller cancel



TERNEUZEN (to replace NEUZEN) roller cancel on cut-out with 1953 child welfare stamp.

UTRECHT received a second cancel on February 5, 1940, while there is a note, dated March 16, 1936 in the MofC cancel book indicating that ZALTBOMMEL still was using its roller cancel to cancel savings stamps.

List of known roller cancels (ny = no year, i.e. blank) :

	TYPE	YEAR of CANCEL									
AALSMEEER	I	ny	12	13	14	15	16	17	18	19	
AALTEN	II	ny		13		15	16	17			
ALKMAAR	II	ny		13	14	15	16	17	18	19	20
ALMELO	II	ny	12	13	14	15	16	17	18	19	
ALPHEN (Z.H.)	I	ny	12	13	14	15	16	17	18		
ALPHEN A/D RIJN	I	ny							18	19	20
AMERSFOORT	I	ny	12		14	15	16				
AMSTERDAM	I	ny	12	13	14	15	16	17	18	19	
AMSTERDAM-ZUID	I	ny									
APELDOORN	I	ny	12	13	14	15	16	17	18	19	20
APPINGEDAM	I	ny		13	14	15	16	17	18	19	
ARNHEM	I	ny	12	13	14	15	16	17	18	19	
ARNHEM 3	VII	ny									19
ASSEN	I	ny	12	13	14	15	16	17	18	19	20 21
ASSEN	V	ny						17	18	19	20 21
BAARN	V	ny		13				17	18	19	20
BERGEN OP ZOOM	I	ny	12	13	14	15	16	17	18	19	20
BOXMEER	II	ny	12	13	14	15	16	17	18	19	
BREDA	II	ny	12	13	14	15	16	17	18	19	
BRIELLE	V								18	19	
CULENBORG	I	ny	12	13	14	15	16	17	18	19	
CUYK	II		12	13	14						
DALFSEN	II	ny	12	13	14	15	16	17	18	19	

DELFT	IV	ny	13			16	17	18	19	20				
DOESBURG	I	ny	12	13	14	15	16	17	18	19	20	21		
DOETINCHEM	I	ny	12	13	14	15	16	17	18	19	20	21		
DOKKUM	IV									19				
DORDRECHT	I	ny	12	13	14	15	16	17	18	19	20			
DRAGTEN	V					15	16	17	18	19				
DRUTEN	II	ny	12	13	14	15	16	17	18	19	20	21	22	23
EINDHOVEN	I	ny	12	13	14	15	16	17	18	19	20			
EMMEN	II	ny		13	14	15	16	17	18		20			
ENKHUIZEN	I	ny	12	13	14	15	16	17	18	19				
ENSCHDEDE	I	ny	12	13	14	15	16	17	18	19				
GOES	II	ny	12	13	14	15	16	17	18	19	20			
GORINCHEM	I	ny	12	13	14	15	16	17	18	19				
GOUDA	II	ny	12	13	14	15	16	17	18	19				
's GRAVENHAGE	III	ny	12	13	14	15	16	17	18	19				
's GRAVENHAGE RPS	I	ny												
's GRAVENHAGE WO	I	ny												
GROENLO	II	ny		13	14	15	16	17	18	19				
GRONINGEN	I	ny	12	13	14	15	16	17	18	19				
GRONINGEN	V	ny						17	18	19				
GRONINGEN 1	VI									19				
GRONINGEN 2	VI									19				
HAARLEM	I	ny	12	13	14	15	16	17	18	19	20			
HEERENVEEN	I	ny						17		19				
HEERLEN	V	ny							18	19	20	21		
HELDER	V	ny								18	19	20		
HELMOND	I	ny	12	13	14	15	16	17	18	19				
HENGELO	I	ny	12	13	14	15	16	17	18	19	20			
's HERTOGENBOSCH	III	ny	12	13	14	15	16	17	18	19				
HILVERSUM	I	ny	12	13	14	15	16	17	18	19				
HOOGEVEEEN	I	ny	12	13	14	15	16	17	18	19				
HOORN	II	ny	12	13	14	15	16	17	18	19				
HOORN	V	ny								19	20			
HULST	II	ny	12	13	14	15	16	17	18	19	20	21		
JOURE	II	ny	12	13	14	15	16	17	18	19				
KAMPEN	II	ny	12	13	14	15	16	17	18	19	20			
KERKRADE	I	ny							18	19				
KOOG ZAANDIJK	I	ny				15	16							
LEENS (GN.)	I								18	19	20			
LEERDAM	II		12	13	14	15	16	17	18	19				
LEEWARDEN	I	ny	12	13	14	15	16	17	18	19				
LOCHEM	IV						16			18	19			
MAASSLUIS	I									18	19			
MAASTRICHT	I	ny	12	13	14	15	16	17	18	19				
MEPPEL	II		12	13	14	15	16	17	18	19				
MUSSELKANAAL	I	ny		13	14	15	16	17	18	19	20			
NEUZEN	II	ny	12	13	14	15	16	17	18	19	20			
NIJKERK	II	ny	12	13	14	15	16	17	18	19	20	21		
NIJMEGEN	I	ny	12	13	14	15	16	17	18	19	20			
NIJVERDAL	I	ny	12	13	14	15	16	17	18					
OLDENZAAL	I	ny	12	13	14	15	16	17	18	19	21	22		
PURMEREND	I	ny	12	13	14	15	16	17	18	19				
ROERMOND	I	ny	12	13	14	15	16	17	18	19				
ROSENDAAL	I	ny	12	13	14	15	16	17	18	19	20	21	22	23
ROTTERDAM	I	ny												
SCHAGEN	I	ny	12	13	14	15	16	17	18					

SITTARD	V	ny							18	19	20	21	
SNEEK	II	ny	13	14	15	16	17	18	19	20	21		
STEENBERGEN	I	ny	13	14	15	16	17	18	19				
TERNEUZEN	I	ny											
TIEL	V	ny		14	15	16	17	18	19	20			
TILBURG	I	ny	12	13	14	15	16	17	18	19	20	21	
UITHUIZEN	I	ny	13	14				18					
UTRECHT	I	ny	12	13	14	15	16	17	18	19			
UTRECHT	V	ny						17	18	19	20		
VENLO	II		13	14	16								
WAALWIJK	I	ny	12	13	14	15	16	17	18	19	20	21	
WAGENINGEN	I	ny	12	13	14	15	16	17	18	19	20	21	22 23
WILDERVANK	I	ny	12	13	14	15	16	17	18	19			
WINSCHOTEN	I	ny	12	13	14	15	16	17	18	19			
WINTERSWIJK	I	ny	12	13	14	15	16	17	18	19	20		
WOERDEN	I	ny	12	13	14	15	16	17	18	19			
WOLVEGA	I	ny	13	14	15	16	17						22
WORKUM	II	ny	12	13	14	15	16	17	18	19	20	21	
WIJHE	II	ny	12	13	14	15	16	17	18	19	20		
WIJK BIJ DUURSTEDEN	I	ny	12	13	14	15	16	17	18	19			
ZALTBOMMEL	I	ny	12	13	14	15	16	17	18	19			23
ZUNDERT	V							17	18	19			
ZUTPHEN	I	ny	12	13	14	15	16	17	18	19			
ZWOLLE	V					16		18	19				

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Plantinga, Roller Type Cancells, Netherlands and Colonies Philately, Vol. XIX, No.2, April 1954

A.H. Bonefaas, De Drukwerkrolstempels van 1912, 1981

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F.Blom, De Drukwerkrolstempel, Nederlands Maandblad voor Philatelie; May, June, August 1969

Toon Oomens, Terneuzen 1838-1946, A variety of cancels....a variety of name, Website: members.lycos.nl/filazeeland/terneuze.html

Partially Flown Airmail

by John Van Rysdam

Introduction

I was first introduced to this method of mail delivery at an American Airmail Society meeting in Toronto in the 1970's. Here Frans van Beveren was the Dutch guest speaker who talked about and showed slides of this kind of Airmail. Subsequently my friend Ties Verkuil from Breukelen brought me in contact with Frans and through him I started my own partially Flown Airmail collection.

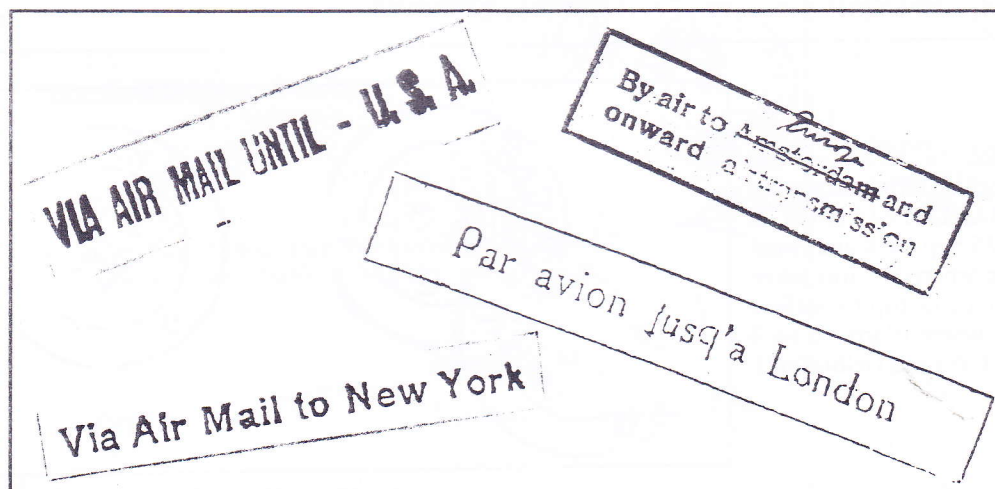
Although Frans likes to refer to it as Combi Mail and wrote a book about it, which might still be for sale at the ASNP bookstore or could be borrowed from the ASNP library, I like to stay with the partially Flown Airmail name.

partially Flown Airmail goes all the way back to the early days of aviation and the birth of the Airmail system, especially for European countries as Great Britain, The Netherlands, France and other countries with colonies at the other ends of the world. For those countries there became a need for faster communication methods, which the Airlines could provide.

Markings

Partially Flown Airmail can be recognized by its markings, obliterations, cancellations and labels or facsimile routings. Many can be found at dealers' one dollar boxes and/or obtained for a reasonable price.

So, let's look at some of the labels and markings.



The 'VIA AIR MAIL UNTIL U.S.A.' and 'Via Air Mail to New York' explain themselves. Mail was flown in the U.S.A., Canada and South America to New York or another main port and from there forwarded by boat to Europe. The French 'Par Avion jusq'a London' serves the same purpose. The marking 'By air to ~~Amsterdam~~/Europe and onward airtransmission' gives another indication of a route taken.

This article however will only deal with the Dutch related partially Flown Airmail and can be split up in 3 parts:

Partially Flown Mail from the Netherlands

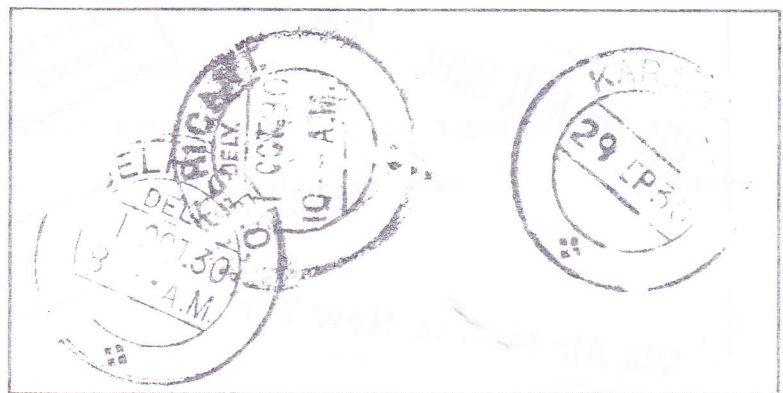
Partially Flown Mail to the Netherlands

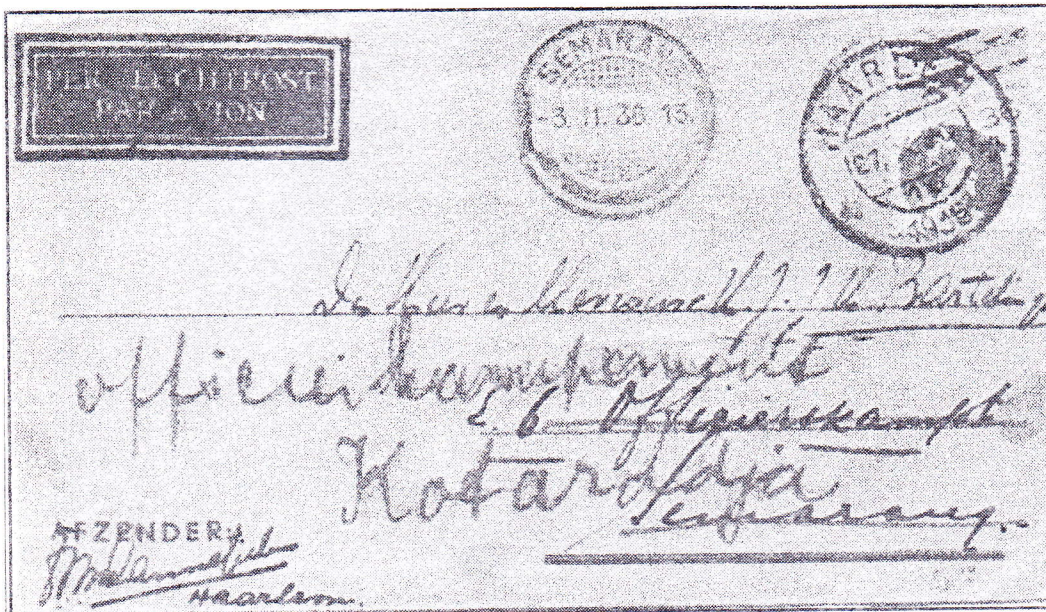
Partially Flown Mail from the Dutch East Indies

Partially Flown Mail from the Netherlands



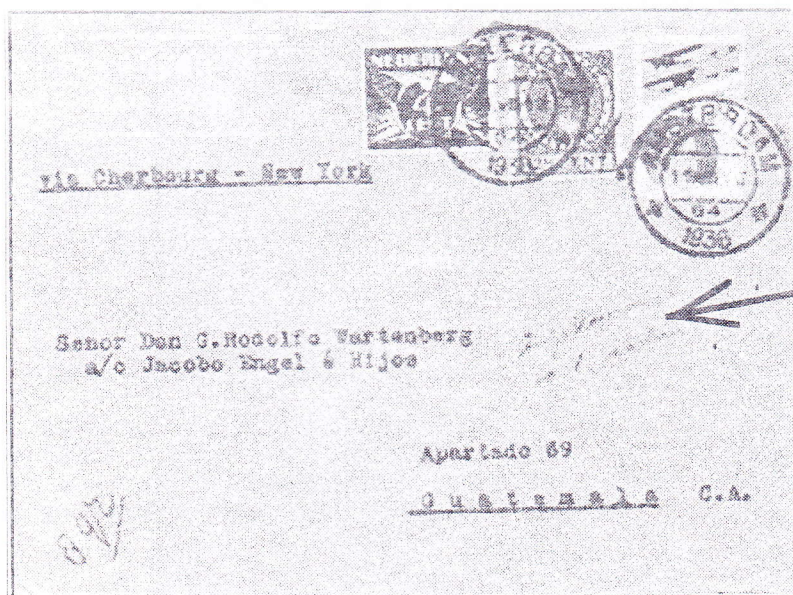
This letter traveled on KLM's First Flight of the new regular fortnight service AMSTERDAM - BANDOENG (DEI). It left Amsterdam on 25 Sep 1930 and went to Karachi, Pakistan where it was taken of the plane to continue its trip by surface mail to New Delhi, where it arrived on 1 Oct (markers Delhi-GPO and Delhi-Cant).





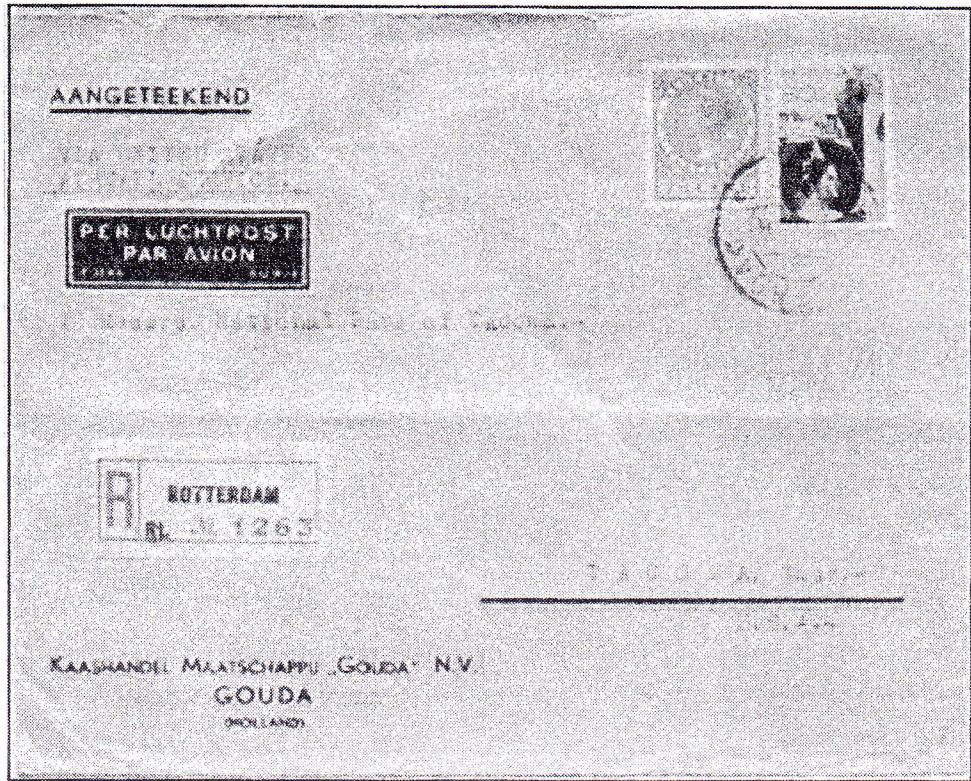
This letter would have been a regular DEI airmail letter if the addressee had not left Semarang. It was mailed

27 Oct 1936 from Haarlem, arrived 3 Nov in Semarang. Here the postoffice could not find the addressee so the airmail indicia was obliterated and the letter went by surface to the new address in Kotardja, where it arrived on 9 Nov.

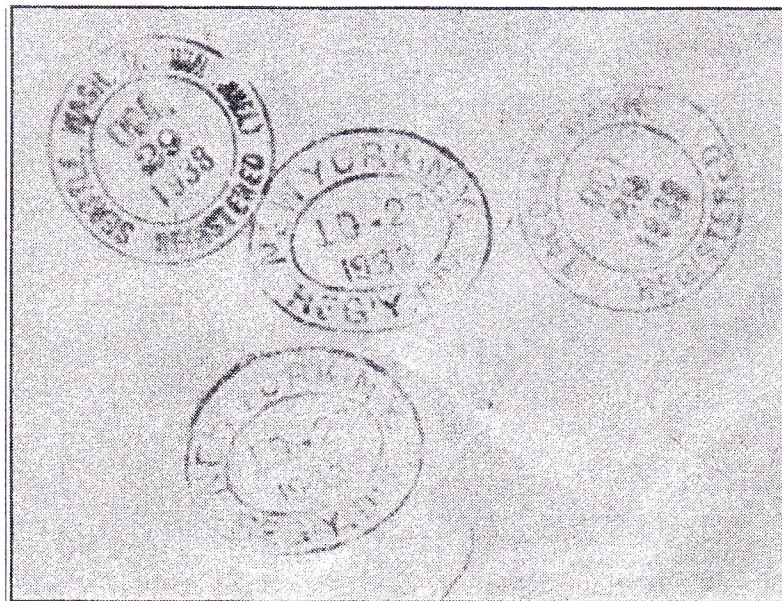


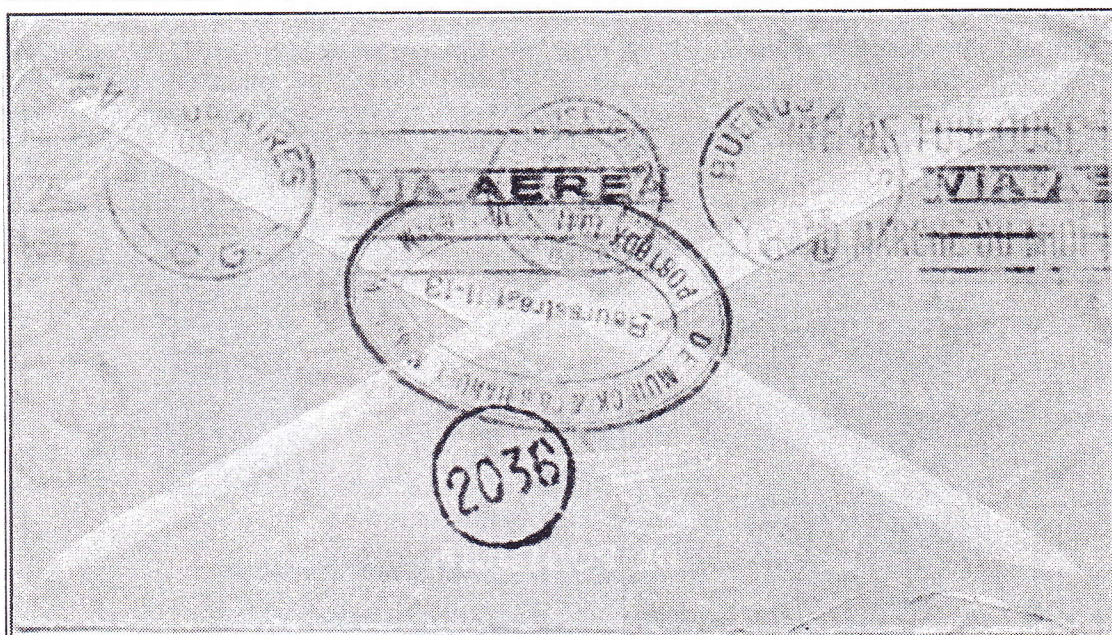
Letter flown from Amsterdam to Guatamala on 11 Aug 1936 by KLM to Cherbourg, France to connect with a fast liner to New York and from there by Pan Am to Central America where, according to the pencil marking, it was "angekommen 20-8 nachm."





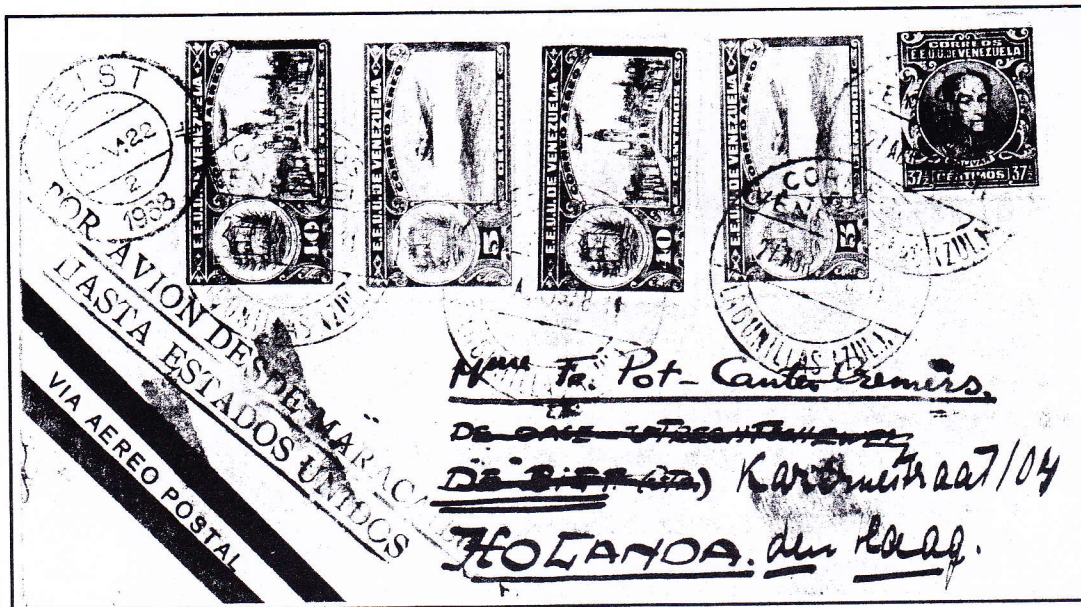
Letter mailed in Rotterdam on 9 Oct, 1938 to go by boat to New York where it arrived 27 Oct and as instructed "VIA UNITED STATES AIRMAIL SERVICE" by plane to Tacoma, Wash, where it arrived on 29 Oct 1938.



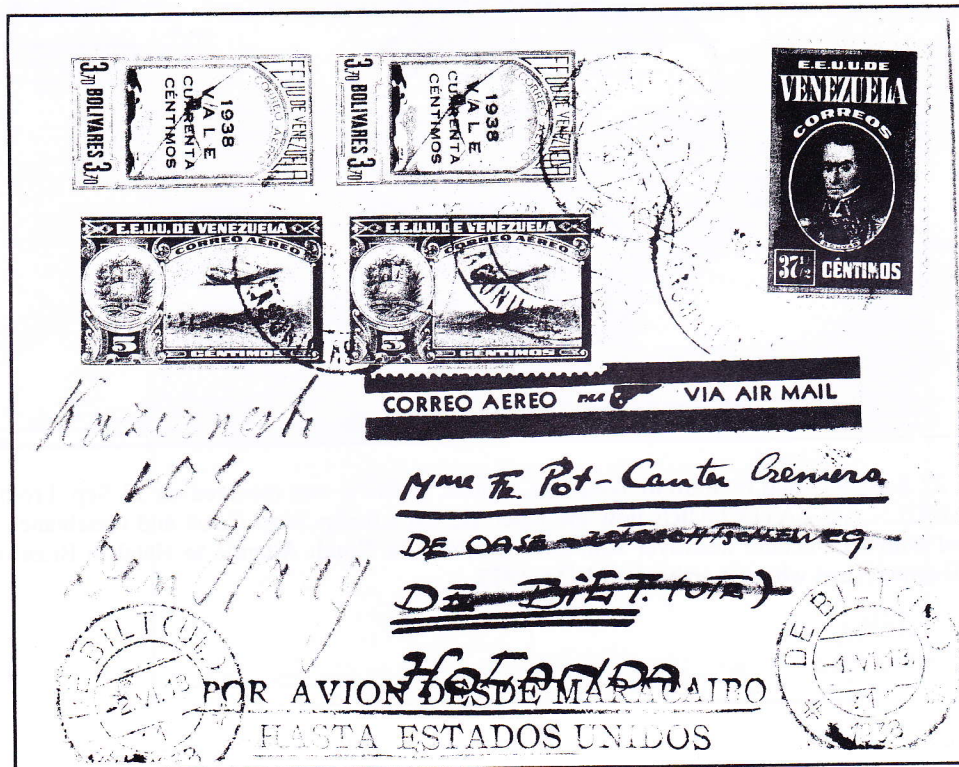


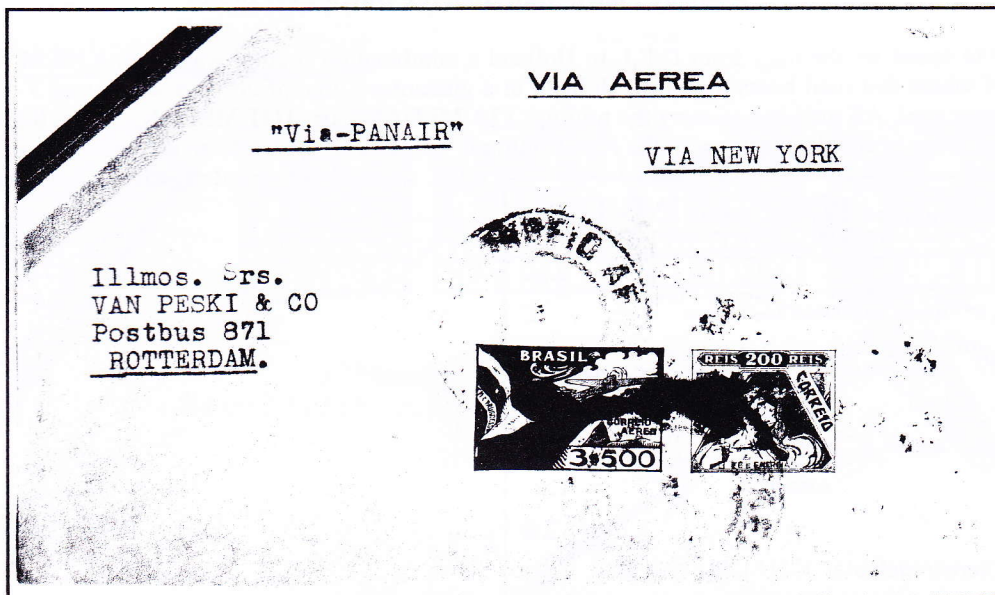
Letter mailed on 22 Sep 1933 and by train to Toulouse, France, where it was received on 23 Sep. From there the famous LIGNE AERIENNES LATECOURE flew the letter via the African West Coast and Casablanca to Dakar, where it connected with a Latecoure destroyer who took it across the South Atlantic to Natal in Brasil where the Lignes flew it to Buenos Aires where it arrived on 1 Oct 1933.

Partially Flown Mail to the Netherlands

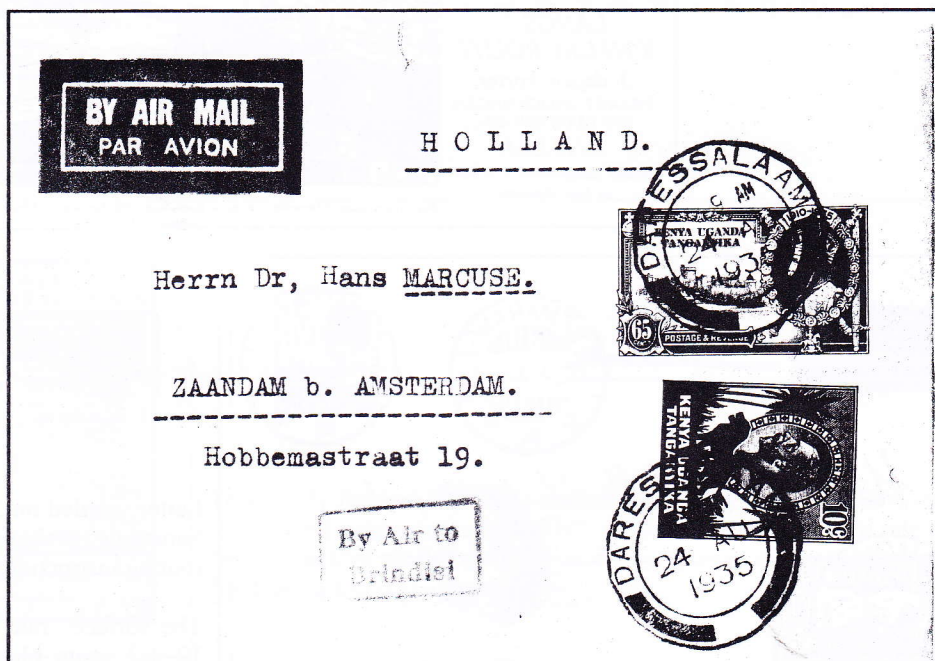


Both letters were sent from Maracaibo, Venezuela to de Bilt, Holland, where they were forwarded to their new address in the Hague. They both have the valid rate of 127 1/2 centimos. The airmail instruction reads "POR AVION DESDE MARACAIBO / HASTA ESTADOS UNIDOS", which translated reads 'By airmail from Maracaibo until (to) United States'. They were in 1938 flown by PANAIR to the USA and from there went by boat to Holland.





Letter mailed from Ceara, Brazil to Rotterdam It went by PANAIR to NEW YORK and from there by boat to Rotterdam.



Letter mailed on 24 Aug 1935 in Dar Es Salaam in the Tanganyika Territory. Imperial Airways took it to Brindisi, Italy as instructed by the routing mark and from there it went by train to Zaandam, Holland. Note the 65 cts George V Jubilee stamp which is rather scarce on letters. The correct rate was 60 cts. to Europe with a 15 cts feeder service from Dar Es Salaam to Nairobi.

Partially Flown Mail from the Dutch East Indies

In order to speed up the mail from D.E.I. to Holland a combination routing was used. KNILM flew the mail to MEDAN where fast mail boats took it to Holland in a guaranteed time of 20 days which was 3 days shorter than full steamer mail. All mail had to carry the routing 'VIA MEDAN' or 'TOT MEDAN'. It was highly advertised as shown on some of the illustrations. In the ASNP Journal Vol. 21 No. 4 I wrote an extensive article about this mail route, so I will not repeat myself with too much detail.

Nederlandsche MAIL naar INDIE per TREIN-BOOT-VLEIGTUIG		Dagen
TOESLAG BRIEVEN 10 Cl. P. 20 Cent	AMSTERDAM-GENEVA Nederland Express AMSTERDAM-MARSEILLE Lloyd Rapide	1
BRIEFKAARTEN 10 Cent	GENEVA-MARSEILLE-MEDAN Snelvarende schepen „Nederland”, „Rott. Lloyd”	18
GEWONE POSTZEGELS	MEDAN — PALEMBANG BANDOENG BATAVIA SEMARANG SOERABAJA	1
	Vliegtuig K.N.I.L.M.	1
		20

Dienstregelmaat K.N.I.L.M. 100 %

NAAR INDIE
Passagiers
Post
Vracht

**LANGS
K.N.I.L.M. ROUTE**
3 dagen korter
VRAAGT INLICHTINGEN
EN TARIEVEN BIJ:
K.N.I.L.M.
Nieuwe Spiegelstraat 5. A'dam
en hare Agenten.



K.N.I.L.M.

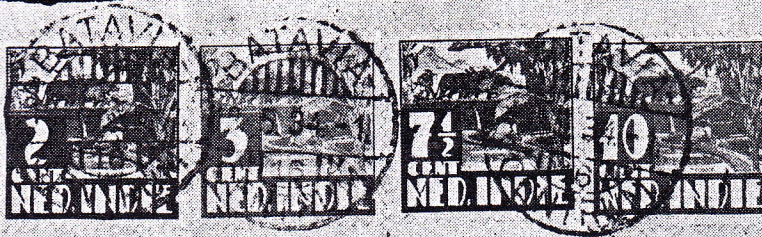
Per Trein naar Marseille/Genua • Boot naar Medan • van Medan af Vliegtuig



Letter mailed on 27 May 1932 in Semarang, showing proper routing instructions ("tot Medan").

The surface rate to Holland was 12 1/2 cents plus 10 cents air surcharge to Medan.

Per Luchtpost tot MEDAN.



HoogEd. Gestr. Heer A. J. G. O U K A ,
Ir.

P a t r i j s l a a n 2 8 ,

H. L. P. V A N G E R ,
Blavatskypark
N° 10,
Batavia-centrum.

' s - G R A V E N H A G E .

N e d e r l a n d .

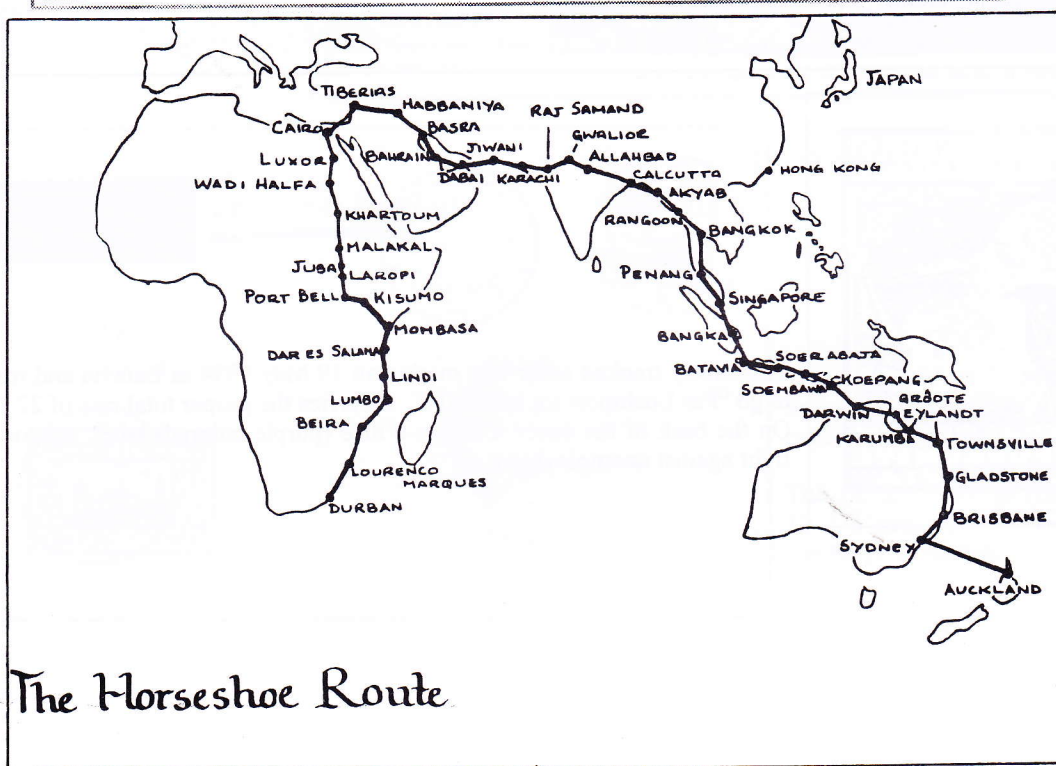
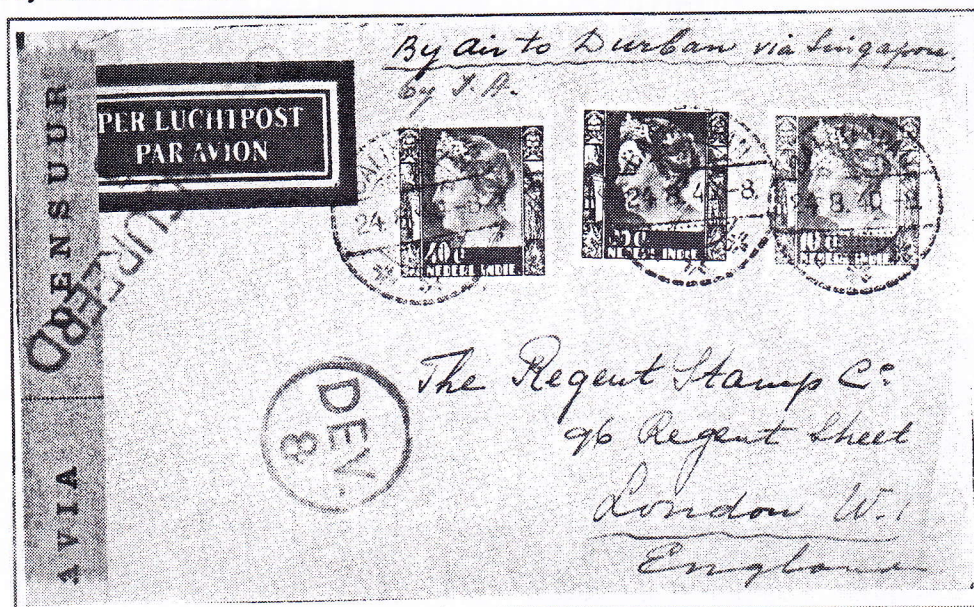


This nicely franked letter was mailed on 19 May 1934 in Batavia and instructed to go "Per Luchtpost tot MEDAN". It carries the proper total rate of 22 1/2 cts. On the back of the cover it shows a nice (purple colored) label, supporting the fight against unemployment.

Partially Flown 'Horse Shoe' Mail

This W.W.II related airmail route is also in detail described in my ASNP article in Vol. 23 No. 1. The constantly changing war fronts often necessitated changes in Airmail routes.

This Partial Flown letter was mailed from Balikpapan to London on 24 Aug 1940 and was routed as instructed "By Air to Durban via Singapore / by I.A.". Imperial Airways on its route from Australia took it to Alexandria/Cairo and from there to Durban, S.A. (the Horse Shoe route), where the letter was transported to a ship to complete the trip around the Cape to Europe. Although the D.E.I. was not directly affected by the war yet, mail to Europe had to be censored by D.E.I. and Britain.



A dangerous newly discovered counterfeit of NVPH #48

by Dick Phelps

A counterfeit of NVPH #48 has been found which does not match the description of counterfeit #48 copies mentioned in the van de Loo catalog of forgeries. It is extremely well done and is a very dangerous forgery when considering the value of a real copy of #48.

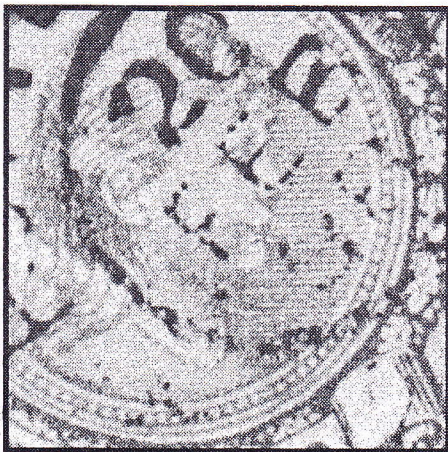
At first look it looks very good and the most noticeable reason to be suspicious is that if anything, it looks too good. The colors are a bit more intense than the real #48 but not really too far off. It looks like a real nice copy. However, when high magnification is used to look at the details of the portrait considerable differences can be seen when compared to a real copy. Since #48 is so scarce a real copy may not be available for comparison, but you can use a nice copy of #45 or #46 for this purpose.

Notice the shading lines on the face and the shading lines in the background. Use magnification of at least 10X for this. The lines in general on the counterfeit would not look too bad if they were not compared to a real stamp. But compared to a real stamp they have a somewhat crude appearance.

The biggest mystery about this is that the counterfeit stamp has a very good looking Large Round cancel of Rotterdam. I can only guess that it is somehow also counterfeit, but very well done.

The only thing that I can find wrong with the cancel is that numeral 2 of the day number (20) is poorly formed.

Detail of counterfeit #48.



Detail of real #48



Detail of real #46



Full view of all three.



Comments on "Dutch East Indies -Indonesia 1945-1949" (refer to Vol. 29/2; January 2005)

From Gene Fricks:

Would you be so kind as to query Mr. Levert regarding documentation of his statement "Sly Mr Stolow in 1948 had signed a contract with Indonesian delegates to the UN, respectively the 'ambassador'."

While I have seen circumstantial evidence to support the statement, I have never been able to document or clearly establish that a contract existed and would appreciate access to Mr. Levert's evidence.

As to being printed in Vienna, we have a discussion going in the Italy and Colonies group regarding very similar Alpenvorland Adria labels that were also supposed to have been printed in Vienna about the same time. Dr. Werner Bohne opined some years ago that these all were printed by Dr. Kosisa in Milan, but did not leave behind any documentation to support the assertion. My correspondence with the Vienna Works in the late 1970s indicated that, by that time, no records still existed of any contract to print these labels (if in fact they were printed in Vienna).

Indonesia issued, about 1980 as I recall, a commemorative for the anniversary of Indonesian postage stamps. While examples of the crudely printed types were reproduced, none of the Viennas were included. The decree 'legitimizing' the Viennas was only issued very late in the Sukarno period, shortly before his overthrow. Attempts at the time at mailing covers from Djakarta and Surabaya with these labels were rebuffed and marked unpaid.

Reply by Philip Levert:

My evidence is also circumstantial, alas. Call it deduction, based on the literature known to us. There should have existed, in my view, a contract or equivalent legal document for the simple reason that American businessmen would not start an endeavor costing substantial money without one, certainly not when foreigners are involved. I should know, having worked with many US firms.

The signature on such contract must have come from the most senior Indonesian in NY, let's call him 'ambassador' (Indonesia as a country, was not yet recognized at the time). It may be of course, that the word 'stamps' was not present in the text, nor mentioned by Mr Stolow at time of contract.

Gene's reply:

Too bad. What we can document is that the Indonesian 'representatives' in New York occupied the office next to the Stolow operation and the office of Finbar Kinney. No idea if Stolow & friends provided the office or if the representatives were in fact Indonesians.

As for a 'contract', printers accept orders all the time on a verbal commitment, especially if the customer has done previous business with them. If the operation were nothing more than a 'front', there would be no need for a contract.

Philips' reply:

Gene's comments are most interesting. I often wondered about the Indonesian representatives, because at the time few, if any, Indonesian would be fluent in English. Thus they could have needed 'help', the helper might well have been Stolow.

The Indonesians in NY would have studied at Dutch universities such as Leiden; reading English would not have been a problem. Writing and speaking would.

There is also the matter of financing. Who paid the Indonesian bills? Would Stolow have paid money up front? Probably.

Gene's reply:

The situation becomes more interesting with the role of Finbar Kinney, once termed the 'philatelic impresario' by the philatelic press. He figures in a number of these situations involving 'insurgent governments' and their issuances of stamps. He was convicted of treason in one of the small South Pacific island countries for involvement in an overthrow and sentenced to death. The government eventually commuted his sentence and expelled him. He died a short time later.

It takes a great deal of digging but one can follow the adventures of the New York dealers with these labels thru the pages of STAMPS magazine. The adverts, addresses, characters involved are chronicled but it takes the patience of an intelligence agent to tease out what we know now. Incidentally, it has never been clear that Stolow ever played more than a marketing role in all this. The dealer mastermind was said to be Friedlander, although I doubt that can be established now to anyone's satisfaction since all the participants have passed on. I don't read Dutch but I've wondered what coverage the Dutch philatelic literature gave, in the late 1940s and early 1950s, to the Repoeblik Indonesia and South Moluccas labels.

The South Moluccas episode becomes more complicated due to the now fairly completely documented involvement of CIA in the local insurrection. Whether CIA was involved in any way with the printing of the fancy labels may never be known. CIA was involved, apparently with the printing of the crude PRRI 'Permesta' labels of the 1960s insurrection in Sulawesi.