

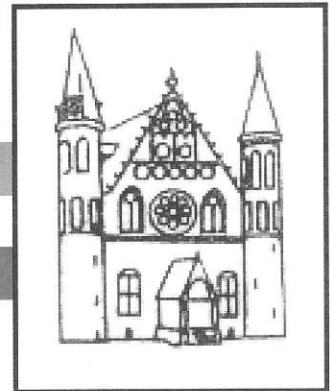
Dated Journal

Netherlands Philately
19942 Traditions Dr.
Olympia Flds, IL 60461-1082

NETHERLANDS PHILATELY

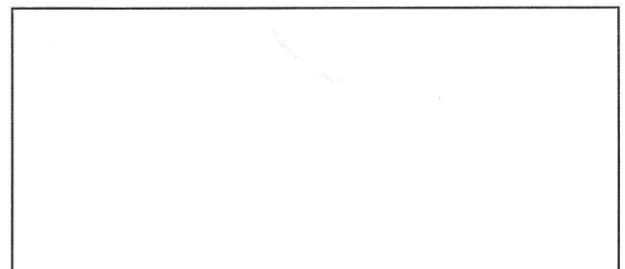


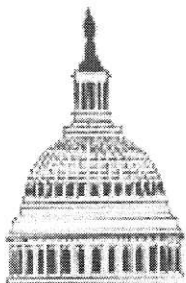
A S N P



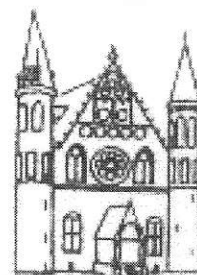
Magazine of the American Society for Netherlands Philately

Volume 34/6





NETHERLANDS PHILATELY



Magazine of the American Society for
Netherlands Philately; Volume 34/6

July 2010

Magazine Editor

Hans Kremer
50 Rockport Ct.
Danville, CA 94526
hkremer@usa.net

President

Ed Matthews
406 Yale Crescent
Oakville, Ontario
Canada L6L 3L5
yehudamatt@sympatico.ca

Vice President

Dries Jansma
111 Poplar Loop
Flat Rock, NC 28731-9793
dries@bellsouth.net

Treasurer

Tom Harden
3015 Harmony Lane #104
Muscatine, IA 52761
tharden@machlink.com

Membership Secretary

Jan Enthoven
221 Coachlite Ct. S.
Onalaska, WI 54650
jenthoven@centurytel.net

Corresponding Secretary

Marinus Quist
116 Riverwood Drive
Covington, LA 70433

Board of Governors

Jan Enthoven
Onalaska, WI
John Hornbeck
Washington D.C.
George Vandenberg
San Jose, CA

Auction Manager

Hans Moesbergen
12739 W. Wilshire Drive
Avondale, AZ 85392-6563
hans@moesbergen.net

Librarian

Paul Swierstra
199 Chestnut Street
San Carlos, CA 94070-2112
paulhoxwier@yahoo.com

Advertising Manager

Max Lerk
Maarnse Grindweg 25
3951 LJ Maarn , The Netherlands

British Representative

Richard Wheatley

German Representative

Dr. A Louis

Dutch Representative

Max Lerk

President's message

This July 2010 issue of our Magazine is the last one of a very long series, 14 years long in fact, from the hands of our very able Editor Hans Kremer.

Over these years we have seen a lot of improvements, most of us use the computer and send our contribution to the Editor in such a way that it can be used without further ado. When I started to write articles back in the days of the NCP (Netherlands and Colonial Philately) , I wrote the text out longhand with a fountain pen and sent it off; many illustrations were drawings. All our present-day electronic equipment was still in the future.

Today we have a well-designed and well-printed Magazine.

Hans had to find quality printers, and quality authors. At times he was close to despair when no authors produced original material, but we would get an interesting issue nevertheless.

Under his aegis the Newsletter and the Journal were combined into our present Magazine which appears every two months. It garnered a Vermeil Award at the APS Show in Hartford, CT, in 2008.

Hans, the entire American Society for Netherlands Philately owes you a heartfelt "Thank you" for your exemplary Editorship.

EM.

Table of Contents

President's Page	131	Websites Worth Visiting	150
Send by Airmail	132	Magazine Reviews	151
The AR perfin; a perfin with some surprises	143	Recent Publications	154
Short Notes	147	From the Librarian	157
		Recent Issues	158
		Elections/Bylaws/Renewals	Insert

ASNP is a nonprofit organization registered in the State of Illinois.
Founded in 1975 by Paul van Reyem

Netherlands Philately is published 6x per year by the American Society for Netherlands Philately

©Copyright 2010, the American Society for Netherlands Philately (opinions expressed in the various articles in the Magazine are those of the authors and not necessarily endorsed by ASNP or this Magazine)

ASNP is affiliate No. 60 of APS
Advertising rates per issue are \$50 for a full page, \$30 half page and \$20 for a quarter page.

Send by airmail

by Max Lerk (translated by Erik Roos)

Introduction

The commercial importance of the transport of mail by air to both the PTT and KLM was so great in the 1930s, that many 'flag' cancellations were used to promote it.

This introduction discusses the various 'flag' cancellations in connection with 'Send by airmail' and examines the texts of the cancellations, the design of the flags and the variations that some flagpoles show. Additionally, the location of the 'pole' in relation to the flag will be discussed.

From Aviation to Air Mail

On June 27, 1909, Count De Lambert caused a sensation by remaining in the air for three and a half minutes with a 'Wright Flyer A'. Dutch motorized aviation was born. Not long after that, the world fell under the spell of the romance and convenience of flying. The Netherlands celebrated the centennial of Dutch aviation at our airports. At these events, the unique DC-2 'Uiver', the Dutch record breaker in the London-Melbourne race, and the impressive Catalina flying boat from World War II were exhibited, among others.

The development of aviation was so fast that, only ten years after that first flight, KLM was founded on October 7, 1919. Lieutenant-pilot Albert Plesman was chosen to manage the airline. On May 17, 1920, the first flight took place in a rented British plane. The first mail flight was on July 5, 1920. One-eyed pilot Hinchliffe transported 300 letters to Croydon near London. KLM then developed a network in Europe, where mail was carried on each route.



Fig.1 The 'Uiver' during a stopover in Rome on its way to Melbourne. (October 20, 1934)

Luchtvaart.

NEDERLAND—ENGELAND.

Om 4 uur gistermiddag is de luchtpostdienst Amsterdam—Londen vice versa geopend. Weliswaar was het vertrek op drie uur bepaald, maar het vliegtuig uit Engeland was wegens het slechte weder niet opgestegen. Derhalve moest een reserve-vliegtuig uit Wassenaar komen.

Er was gisteren slechts één postzak, bevattende 20 pakken met ruim 300 brieven. Hieronder waren 200 brieven uit Amsterdam daarbij 10 aangeteekende stukken. Ook uit Den Haag en Rotterdam waren brieven afkomstig. Het geringe aantal is vermoedelijk toe te schrijven aan de weinige bekendheid omtrent de opening van den luchtpostdienst.

Article in 'Het Centrum' d.d. July 6, 1920

Bovendien is Maandag altijd een kalme dag voor de buitenlandsche post.

De brievenpakken, werden aan het Centraal-station ingeladen en per auto binnen een half uur naar het vliegveld Schiphol vervoerd, vanwaar de vliegmaschine, bestuurd door den bekenden Engelschen vlieger Pilote Hinchliff, ondanks het slechte weder, zij het zonder passagiers, om 4 uur de reis naar Engeland aanvaardde. Bij deze historische gebeurtenis waren verschillende postautoriteiten aanwezig.

Het vliegtuig met de post uit Engeland, dat gisteravond halfacht zou aankomen, was om 9 uur nog niet gearriveerd.

After much preparation, the first flight from the Netherlands to the Dutch East Indies took place in the fall of 1924.

Commercial interests of PTT and KLM

Obviously there were extra charges for airmail. Besides the standard rate, there was an additional charge for transport by air. For many people, premium costs were a reason not to use this faster form of transportation. Moreover, people had little confidence in airmail. How could one be sure that the item to be transported arrived at its destination? Some people who took the risk of sending mail by plane also sent a copy the traditional way, just to be sure. As a result, airmail revenue fell below expectations. The PTT was looking for a way to promote airmail. PTT also targeted collectors and many philatelic items were advertising tools for airmail. In 1926, the PTT started using flag cancels to promote sending mail by air.

Machine cancels

Starting in 1893, tests were done with hand cancel machines, which printed the day's postmark. In 1904, electrically operated cancel machines were introduced. A machine which printed continuous wavy lines on both sides of the date part of the cancel was only used for a short period. Immediately afterwards, the German Bickerdike machine went into use. To the right of the date portion, there was a wavy line section, which later was combined with a crest part. It is a non-continuous cancel. This machine could cancel 120 letters per minute.

In early September, 1906, the American Columbia Machine started being used. To the right of the date portion we again see wavy lines and a crest. This machine could cancel 640 letters per minute. Starting in March, 1907, the Columbia machines in Amsterdam and Rotterdam were used with a new cancel. The date part is on the left: a double circle cancel with three five pointed stars; to the right is a flagpole with a flag containing the word 'Nederland'. This cancel was also used in 's-Gravenhage. For a more detailed description of these cancels, we refer you to the existing literature.

Starting in 1907, the continuous cancel of the Krag machine was used in many locations. This cancel was in existence until the U.S. electric Flier cancellation machine was put in use. Similar to the previous non-continuous cancels, the date part is to the left. To the right of the date part are seven wavy lines.

Following the example of the American non-continuous flag cancels and that of the previously described Columbia flag cancel, the date portion of this combination will be called the 'pole', and the right part, irregardless the contents, will be called the 'flag'.

It is of practical importance that the pole is on the left; date and time will be printed next to the stamp and are therefore easy to read. The stamp(s) is (are) cancelled by the flag portion.

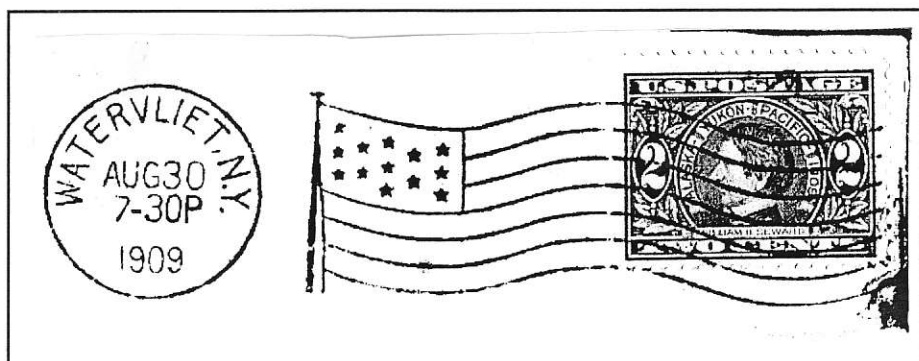


Fig. 2 American flag cancel from 1909: to the right the real flag, the date portion is called the pole

Advertising cancels and Service cancels

Starting in 1919, the flag part was often used for advertising text instead of the less imaginative wavy lines. Seen first in Amsterdam, the text "Open een rekening bij de postcheque and girodienst" was incorporated in the flag cancel.

Advertising for the "Koninklijke Nederlandse Postvaart" and "Blue Band" margarine follow. There were complaints against private company advertisements by the public; advertisements for charities were probably more appreciated.

Where there is advertising for PTT's own postal service, the word 'service flags' will be used.



Fig. 3 The advertisement was placed in a plain rectangular figure.

The service flags of 1926

During 1926, four identical service flag designs appeared with completely new texts such as: "Verzend per / luchtpost", "Postzegels rechts boven in de hoek: vlugger verzending", "Adresseer volledig", "Post vroegtijdig" and "Gebruikt bij voorkeur Nederlands fabrikaat". The texts are all uppercase. Above and below the texts are two horizontal wavy lines. They remind one of the wavy lines of yesteryear.

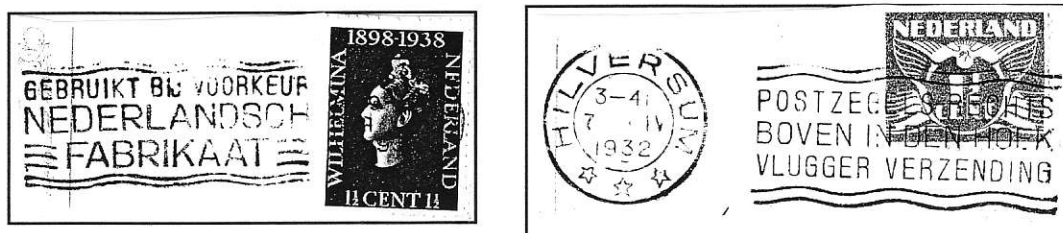


Fig. 4 Two examples of the flag cancels used in 1926. Note the placement of the flag in relation to the pole. The right cancel is a real service flag, while the left cancel has a general text.

By mentioning a year in which a flag cancel was used might give the impression that the use of the cancel took place throughout the calendar year. This is not correct. Sometimes a flag cancel was used only for a short time in a given year.

The first appearance of "Verzend per / luchtpost" flag cancels was during 1926. This was the first service flag that advertises sending mail by air. See Figure 5. We will now restrict ourselves to the Dutch flag cancels which have airmail as a subject. We will discover that this group of flag cancels can be a really nice collecting area.



Fig. 5 A nice example of this cancel on a letter sent by air mail. The letter sent to Surabaya has a 40 cents airmail stamp. The letter rate was 12 1/2 cents, the extra airmail charge 30 cents, a total of 42 1/2 cents. The letter is 2 1/2 cents under franked. (Coll. Hans Kremer)

Description of "Verzend per luchtpost"

The text of the flag "Verzend per / luchtpost" is in uppercase, on two lines, with two wavy lines above and two below the text. No changes were made to this flag. However, in many offices the pole had to be replaced at some point, creating variations in combinations of the pole and the flag cancel.



In 1926, this cancel was mounted in the Flier cancel machines in the Amsterdam Centraal Station, Arnhem Station, 's-Gravenhage, and Rotterdam post offices. Implementation followed the next year in Utrecht Station, Eindhoven post office in 1929, and in 1935, the Haarlem post office. Amsterdam was also provided with this cancel.

Fig. 6 The postcard, cancelled at Amsterdam Centraal Station, dated 20 VII 1926' shows the double circle cancel. The machine was probably not adjusted properly, causing the bottom of the cancel not to be printed.

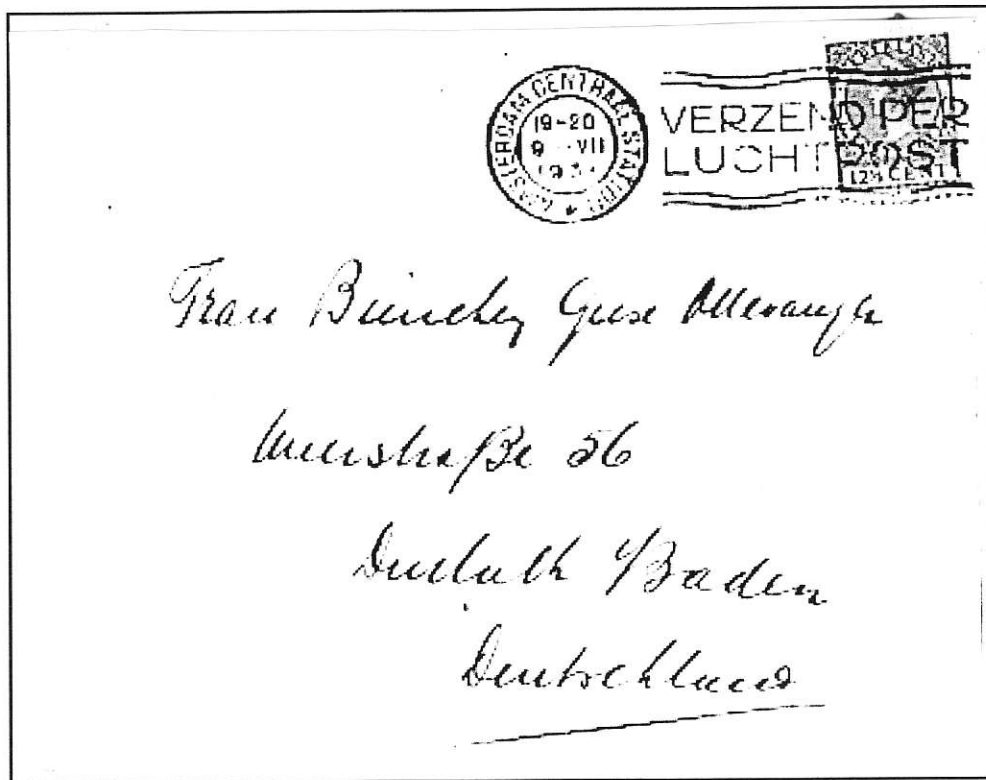


Fig. 8 Letter to Germany dated. '9 VII 1931'. This cancel has a five-pointed star at the bottom.

Other examples of this cancel show the same thin bottom of the outer circle and small damage to the circle upper left of "AM", indicating the same pole was used during this period.

At the request of the Breda stamp club, the PTT researched the possibility of placement of the pole to the right of the flag. The club complained that many stamps were cancelled with the text of the flags, and thus were no longer worthy of collection. After much correspondence back and forth, it was decided to allow this placement. Several post offices made the changes.

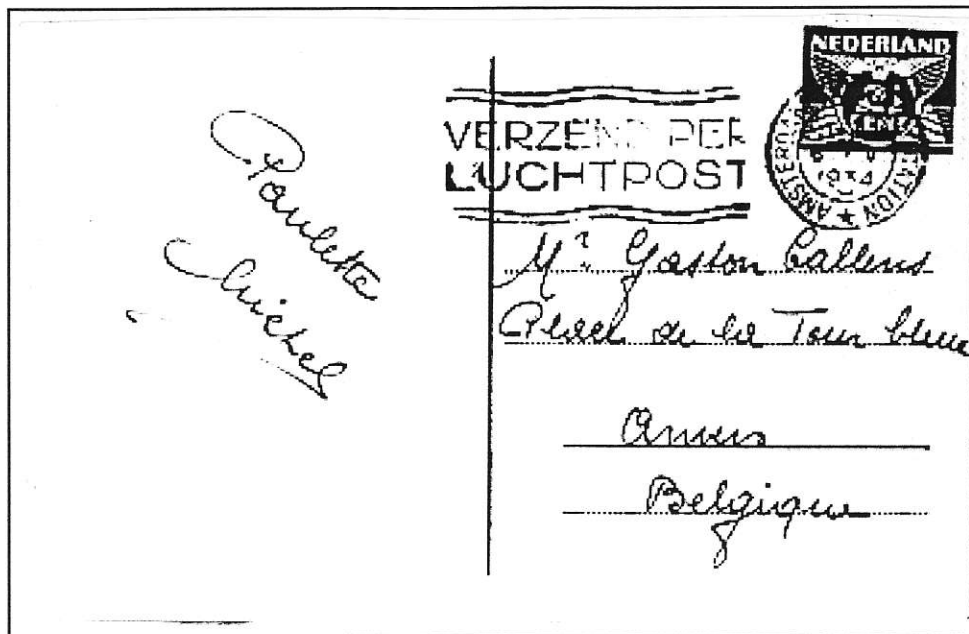


Fig. 9 This picture postcard to Anvers in Belgium has the pole to the right of the flag! The five pointed star is larger than shown in the previous pole (fig. 8), and a small curve appears under the year 1934.

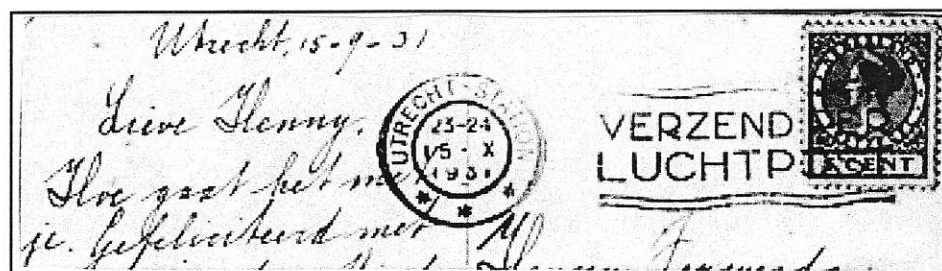


Fig.10 A cancel of '15 X 1931', showing a better image of the stars. There are three six-pointed stars. Moreover, there is a thin line under the 3 of 1931. The postcard was written on 15-9 1931; the cancel shows X as a month indicator and thus has not been adjusted correctly.

Fig. 11 In 1934, Utrecht Station gets another pole: the hyphen disappears, the characters have a larger size, and instead of three 6-pointed stars there is now an open five-pointed star, as shown in the pole of '7 II 1934'.



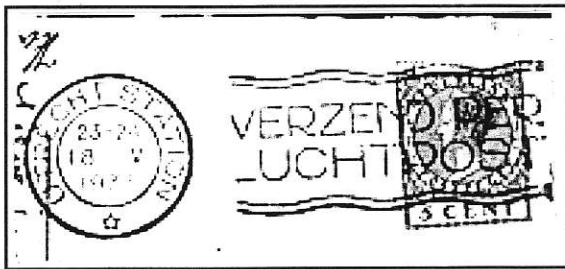


Fig. 12 A year later there is another pole. The five-pointed star is now slightly smaller and wider as shown in this cancel of '18 V 1935'.

Next a look at 's-Gravenhage.

Fig. 13 The pole of the '26 I 1927' cancel has a curved line in the bottom of the circular segment. This mail has a 'B 42' mail delivery stamp. (Coll. Hans Kremer)



The 'B 42' marker shows that this type of cancel had a late use in 's-Gravenhage.



Fig. 14 Cancel with a double circle pole '22 V 1933', with minor damage at the top of the outer ring. Underneath are three open five-pointed stars. The curve under 33 appears on other cancels.

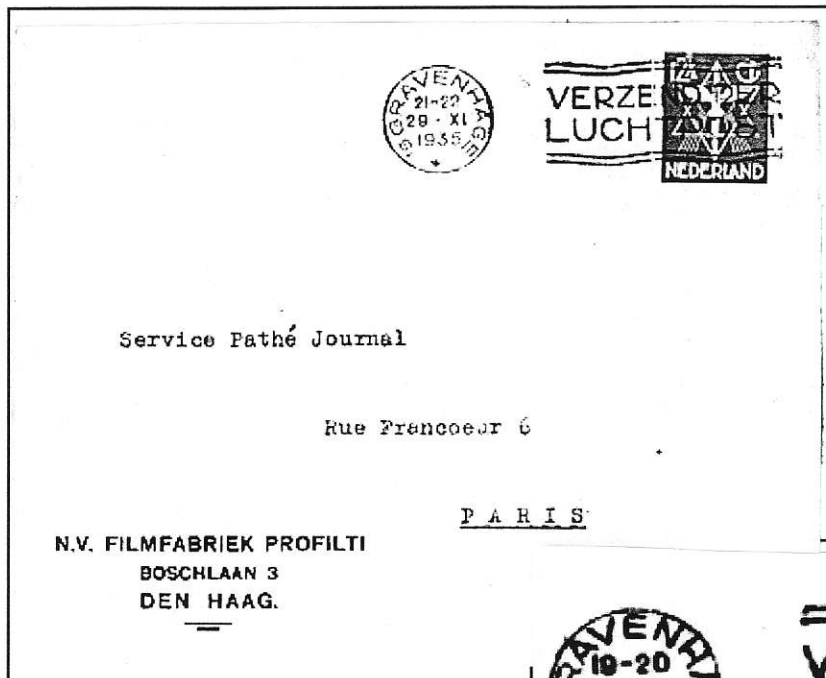


Fig. 15 A letter to Paris, dated '29 XI 1935', has a pole with a single circle, with smaller diameter. At the bottom is a five pointed star. Similar cancels are found in other locations, e.g. Amsterdam and Haarlem.

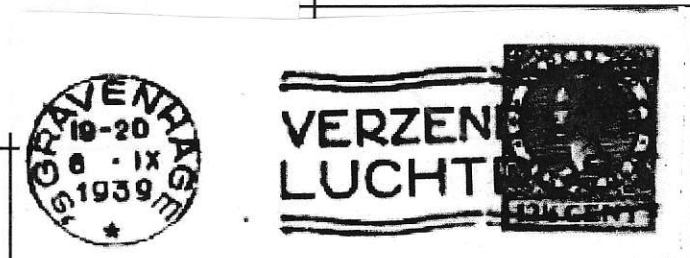




Fig. 16 Unlike 's-Gravenhage, the Haarlem cancel shows three five-pointed stars, as shown in the letter of '17 XI 1938'.

Fig. 17 In 1934 Amsterdam-Centraal Station placed the flag to the left of the pole.



Fig. 18 The date on this purple seal is barely legible

Both Fig. 17 and Fig. 18 show a single-pole ring, the name hyphenated, thus Amsterdam-Centraal Station.

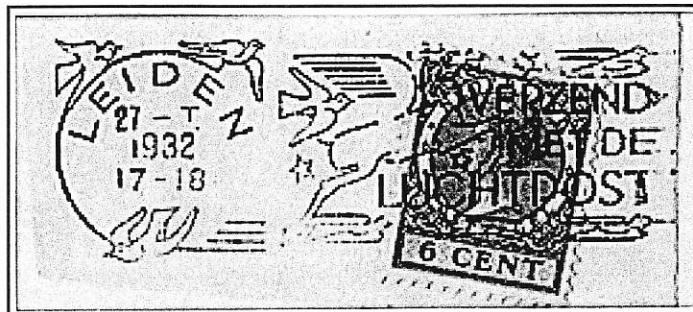
It is unfortunate that in Fig. 18 the stamp is dark, making text and date hard to read. This was one of the problems mentioned in researching placement of the pole to the right of the flag and delayed its implementation.

We leave it to the reader to further investigate the multiple varieties of these first “Verzend per / luchtpost” cancellations.

A closer look at the Pegasus cancellation.

In 1931, a machine cancel with the text “Verzend met de luchtpost” appeared in Leiden. The flag is nicely designed: a winged horse surrounded by four flying pigeons and four stars, all suggesting speed. The post is equally striking: Three pigeons fly around the date portion, which has only a half circle. The design of four horizontal lines and the birds complete the flag.

Fig. 19 Leiden with the first Pegasus cancel stamp, which will become type A.



In an extensive study, "De Pegasus-varianten", O.

Koene refers to the artist Willem Rozendaal, who in close cooperation with Mr. J.F. van Royen, general secretary of the PTT, designed a number of flag cancels, including this Pegasus flag cancel. This flag comes in four variations and Koene describes them as follows:

Type A has just been described.

In **Type B**, the sun and the moon are added, there is only one pigeon and there are only two stars. The body of the horse is a little shorter, a line closes the wing and the word 'luchtpost' has bigger letters.

Type C has six horizontal lines, thus separating the words of the text. The horse is drawn differently and the wing now has a rounded shading. There are only two pigeons and two stars in this cancel.



Type D is similar to Type A, but in the text the words "MET DE" have been replaced by the words "PER".

Fig. 20 The pole of the Type B flag cancel Zwolle, appearing in early 1932, has a different shape. This pole, like the Leiden poles, was also designed by William Rozendaal.

Alkmaar also used type B, but changed the pole. In an August 1935 cancel, the pole is open at the corners. The corners are closed in 1936, like the Zwolle cancel. In 1933, as in 1937, the corners were closed.

Fig. 21 The 1935 open pole has a somewhat lesser connection with the flag than the closed pole. Apparently the combination was not successful and PTT returned to the closed pole

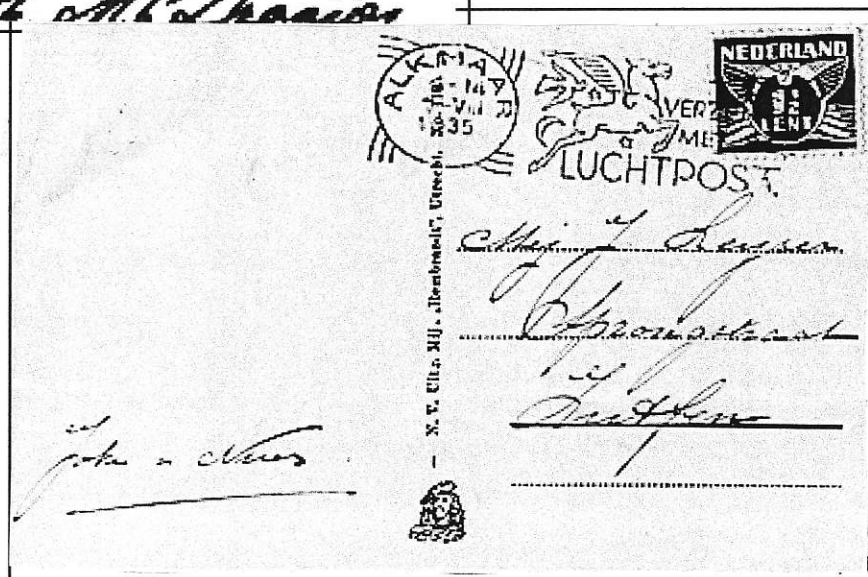


Fig. 22 A nice combination of a 1937 flag cancel with the closed pole and a stamp commemorating the World Jamboree, which was held in the Netherlands in 1937.

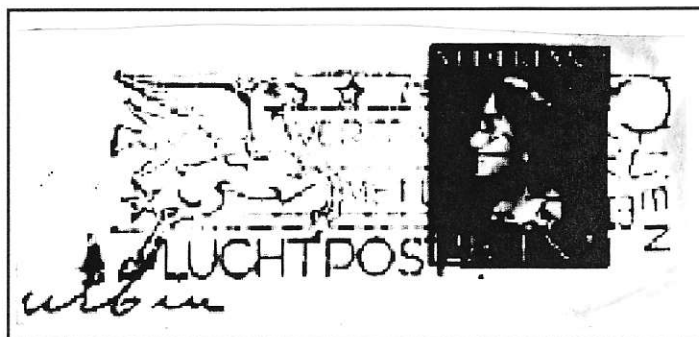
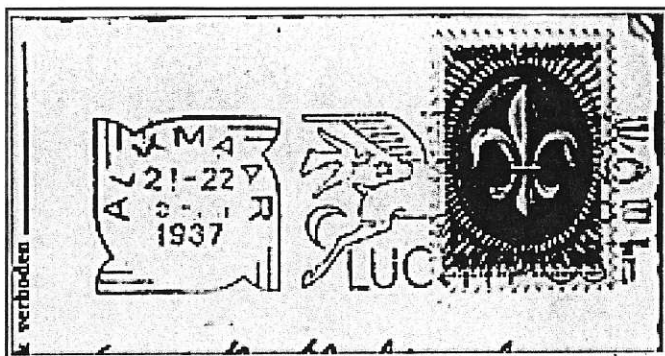


Fig. 23 The Pegasus cancel was also used after World War II, as shown in this Type C from Eindhoven. This pole, to the right of the flag, was also designed by Rozendaal.

Other cities, like Amsterdam, Rotterdam and 's-Gravenhage used Type D in the postwar years. The word "per" is readable in the flag.

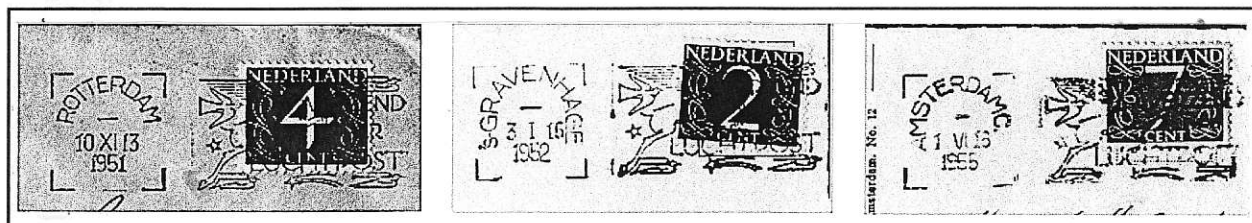


Fig. 24, 25 and 26 Three cancels from 1951, 1952 and 1955 respectively show the relatively prolonged use of the Pegasus cancel in the fifties.

Flag cancel with globe and airplane.

Air traffic needed to be resumed as soon as possible after World War II. KLM Director Dr. Albert Plesman played an important role in this effort. He quickly ordered modern aircraft, the Lockheed Constellation.

PTT quickly joined this venture. Air mail traffic also needed a boost. A new flag cancel was a familiar means to achieve this. Even so, it was not until 1956 that the new flag was introduced. Eleven offices received a cancel depicting a globe with a Lockheed Constellation flying to the left. The number of offices expanded over the following years to 16. Bergen op Zoom was the last office using this cancel. By now it was 1963.

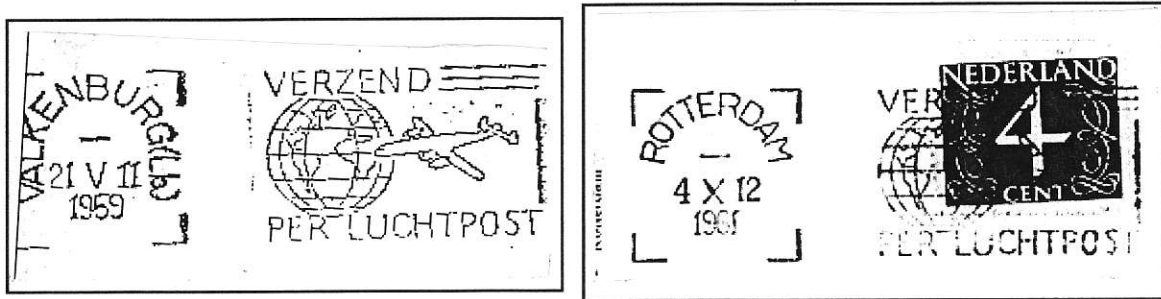


Fig. 27 en 28 Two cancels with the globe and Lockheed Constellation flag, used in Valkenburg and Rotterdam, respectively.

Notice that the pole has changed to the square type. As with other flag cancels, these flags were not used throughout the calendar year, but were used alternately with other flag cancels.

Cancel with Douglas DC-8 tail end

The modernization of the fleet continued. At the end of the fifties, KLM received its first DC-8 jet. PTT decided that modification of the flag cancel was desired. This new flag cancel has the text "Verzend per / luchtpost" in the top left corner and the image of a letter under the tail piece of a Douglas DC-8. This flag was used in alternating periods at 28 different offices or train station offices. Some offices used this flag only during one period, such as Sassenheim in 1963 and Helmond in 1974.

The pole of this cancel appears both left and right of the flag. This gives collectors an extra dimension to look for. In both cases, the pole is the square-type.

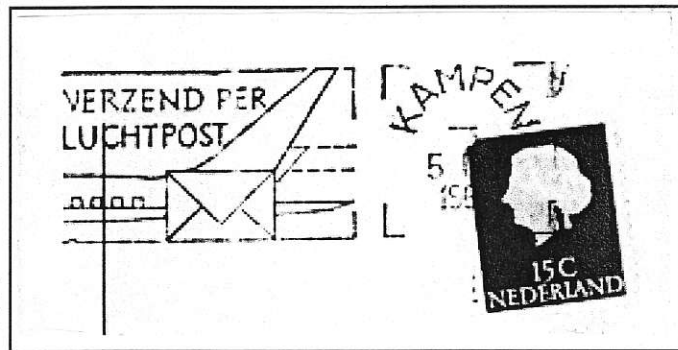


Fig. 29 The tail end cancel dated January 5, 1988, Kampen.

Use en aerogrammes

It had become clear that aérogrammes were a favorite tool for correspondence with family and friends. Indeed, the great wave of emigration to the U.S., Canada and Australia in the 1950s resulted in a significant increase in mail. For most emigrants and the ones they left behind, the departure for a new home meant a long good-bye. At that time, passenger transport by air was only for a few.

In 1960, a flag was introduced to encourage this correspondence by airmail with the text: "Een bericht per luchtpost? Gebruik een luchtpostblad!" A four-engine plane flying to the right top corner is shown to the right of this text.

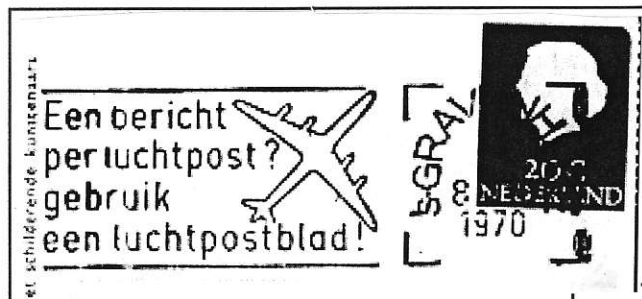
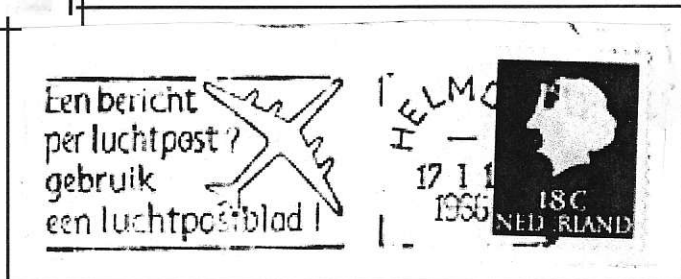


Fig. 30 The top line is not interrupted by the left wing.

Fig. 31 The left wing interrupts the top line.

This flag was used in alternating periods, at 20 offices. After 1975 this cancel was not used.



Meanwhile, the Klüssendorf cancellation machine was put in use. The flags of these cancels are squarer, i.e., less wide and taller. The text is contained within a square frame which is interrupted by a DC-8 flying to the top right corner. The pole is a two-ring date stamp. This flag should only have been used in Zwolle and Venlo, but apparently Heerlen also used this flag.

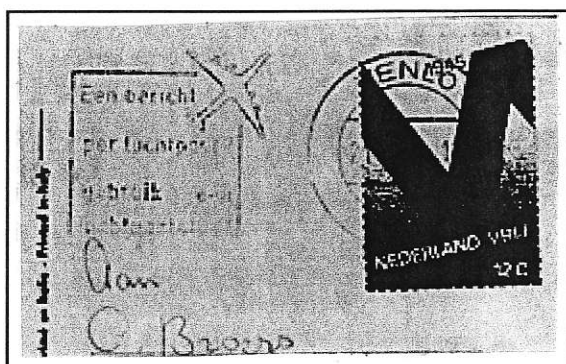


Fig. 32 Klüssendorfstempel Venlo.

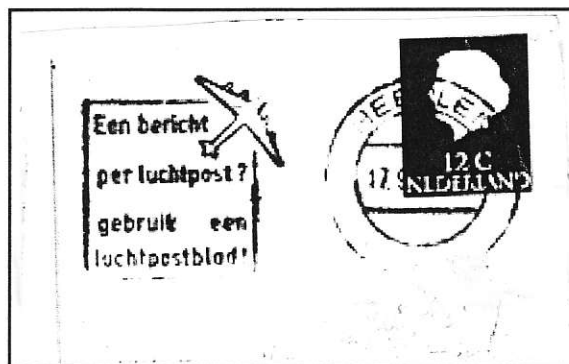


Fig. 33 Klüssendorfstempel Heerlen.

Sources consulted:

Egten, Drs. E. van, Luchtpost verzamelen in Nederland, from: 75 jaar Ned. Bond van Filatelisten Verenigingen, Utrecht, 1983.

Helm, W. van der, Verzend per luchtpost, from: 25 jaar Woudenbergse postzegel- en muntenvereniging 'Onder de Loep', Woudenberg / Maarn, 2005.

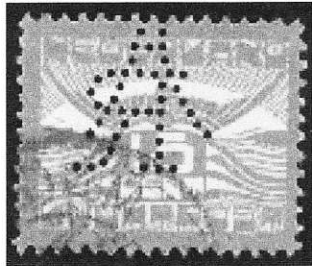
Koene, O., De Pegasus-varianten. In: De Postzak, No. 204, Uitg. Po & Po, Arnhem, February 2008.

The AR perfin; a perfin with some surprises

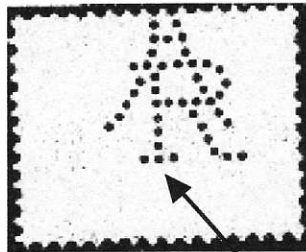
by Hans Kremer

Although I do not collect Dutch perfins once in awhile one of these perforated initials stamps draws my attention. Such was the case with the AR perfin. It was the design of the perfin that got me interested in it. I think it is just a great looking design.

Once interested you of course want to find out which company was behind it. To solve that problem you consult the authoritative Dutch publication by Jan Verhoeven "Catalogus van de perfins van Nederland en OG". There you'll find out that there are actually four AR perfins, listed as AR1, AR2, AR3, and AR4 respectively



AR3 perfin on second Dutch airmail stamp



AR1 and AR2 refer to perfins used by A. Rogmans in Amsterdam and Rotterdam, but those are not the ones I am referring to here. The pattern shown on the left matches the AR3 pattern. AR3 was used exclusively in Rotterdam by the Acetylena company, while AR4 was used by the sub-offices of Acetylena in Amsterdam, Arnhem, Deventer, 's Gravenhage, Groningen, Heerlen, 's Hertogenbosch, Utrecht, and Venlo.

If you don't know which one you are dealing with (AR3 or AR4) you should look at the bottom of the R of the perfin. For AR 3 the three

horizontal holes are slightly curved while they line up in a straight line for AR4. Another 'proof' that this is an AR3 can be seen from the stamp the perfin is in. Verhoeven shows that AR3 has been found on the second airmail stamp (the 15 cent green as shown here) while an AR4 perfin is not known for this stamp.



AR1



AR2



AR3



AR4

We are definitely dealing here with an AR3 perfin. AR then stands for Acetylena Rotterdam

De Kantoren der

N.V. „ACETYLENA”

ACETYLEENGAS- EN BENZINE-MAATSCHAPPIJ

zijn vanaf heden **VERPLAATST** naar

Van Oldenbarneveltstraat 49.

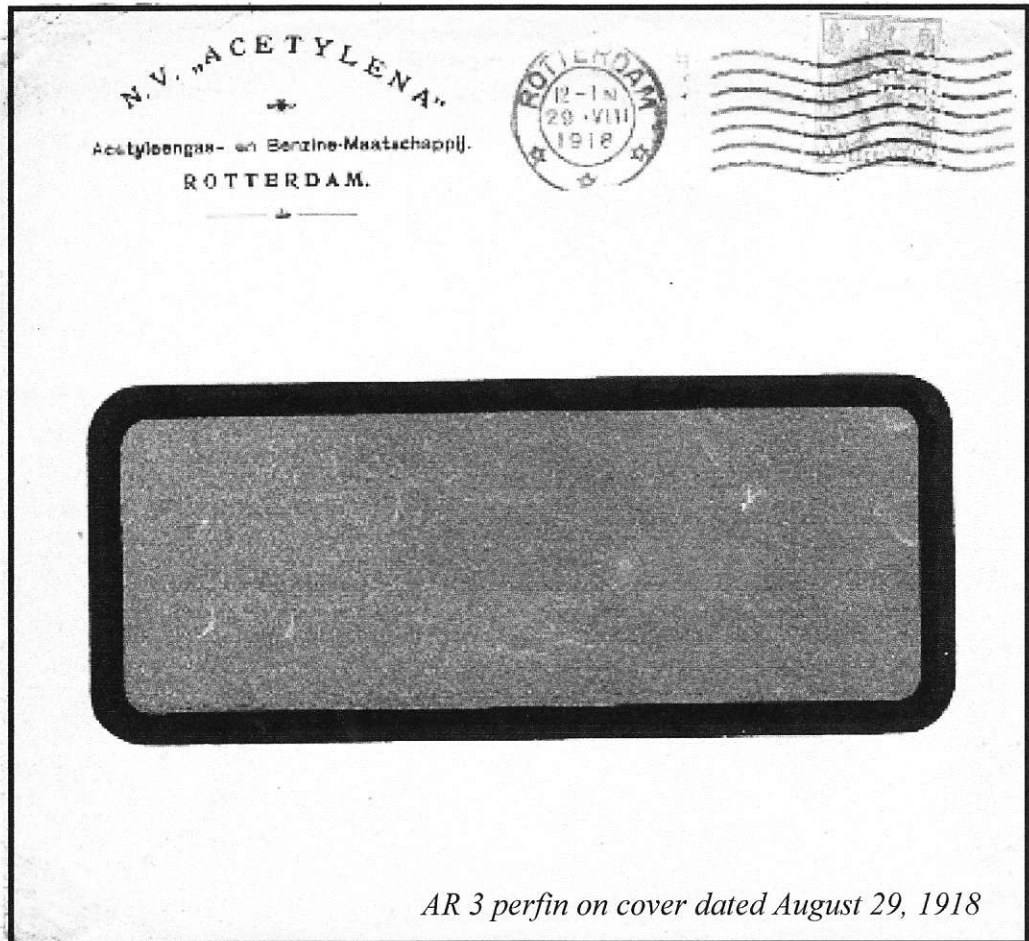
Telefoon **4134.**
4155.

1916. 774

NRC of May 27, 1916

What kind of company was Acetylena? One only has to look at a newspaper add of 1916 to note that Acetylena was an acetylene and gas company.

To confirm that AR stands for Acetylena is getting a cover with an AR perfined stamp on it. Courtesy of Jan Verhoeven just such a cover is shown here, confirming that indeed the N.V "ACETYLENA" was the user of this perfin.



DE N. V. „ACETYLENA“ Verkoopkantoor van de Koninklijke Nederlandsche Maatschappij tot Exploitatie van Petroleumbrannen in Nederlandsch Indië deelt hierbij mede, dat met ingang van 1 October haar naam veranderd is in:

BATAAFSCHE IMPORT MAATSCHAPPIJ

VERKOOPKANTOOR VAN

„KONINKLIJKE SHELL“ PRODUCTEN

Haar Hoofdkantoor en haar Bijkantoor voor den Haag zijn verplaatst van Bezuidenhout 73 en Koninginne-
 straat 16 naar de CAREL VAN BYLANDT LAAN 16
 te 's-Gravenhage, Tel. 17530*, Telegramadres :
 „KONSHELL HAAG“.

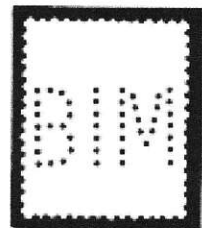
H5719-60

Het Vaderland October 2, 1925

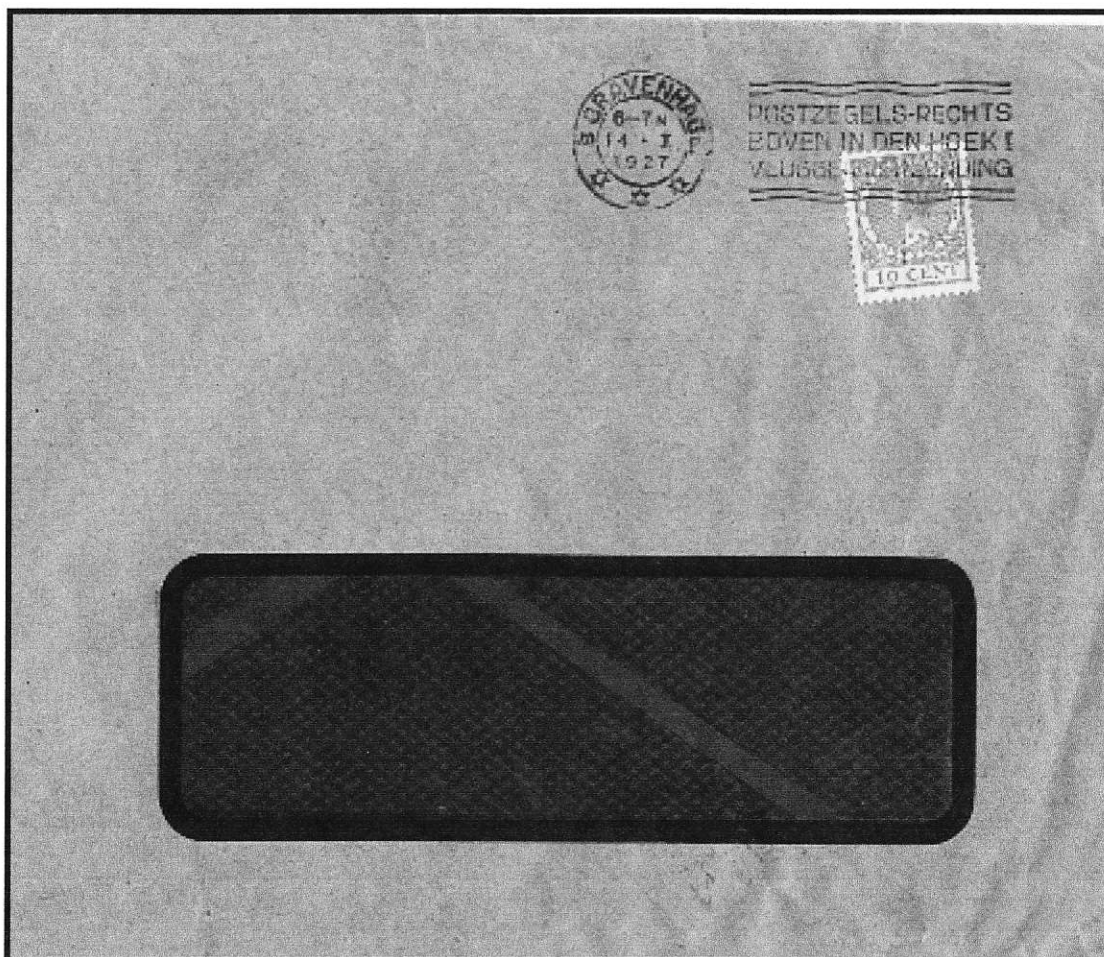
However, in 1925 the name Acetylena was changed to Bataafsche Import Maatschappij, and in the ad we also see the relation to Royal Shell (Koninklijke Shell). BIM was a sales office for Shell products.

Although the name change occurred in 1925, a BIM perfin is not known until 1927.

The AR 3 perfin was still being used in 1925 and 1926.



BIM perfin, used from 1927 through 1935



BATAAFSCHE IMPORT MIJ.
 CAREL VAN BYLANDTLAAN 16.
 'S-GRAVENHAGE.

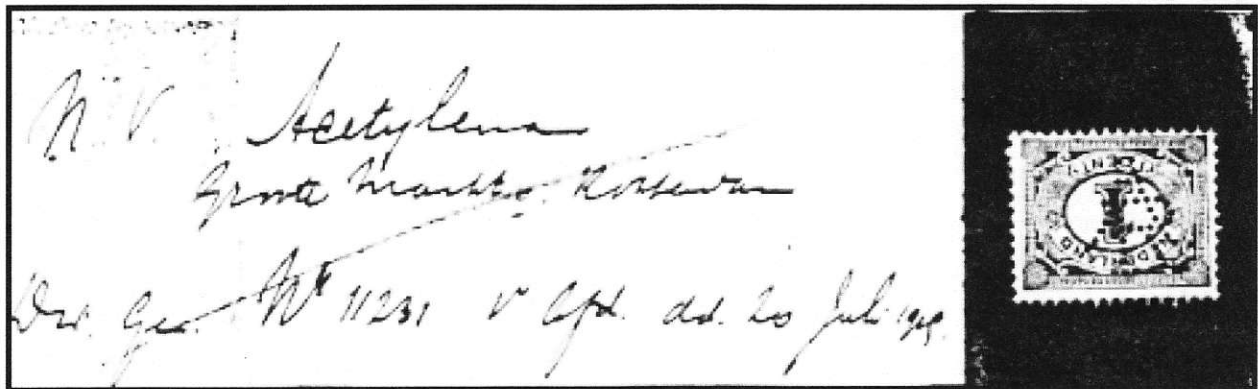
Bataafsche Import Maatschappij cover of 1927 with BIM perfin

Detail of back of 'BIM' cover

I thought that my research of the AR perfin had ended here, but I decided to see if anybody in the Dutch Perfinclub had written anything about the AR and/or BIM perfin. Sure enough, there was an article by Ir. Ruud Hammink, in Perfinpost nr. 25, May 1993.

Mr. Hammink in his article alludes to the existence of a list of perfins approved by the Rotterdam postoffice during the first half of the 20th century. He compared this list to the list of Rotterdam perfins he knew about and he came up with quite a number of omissions. He concluded that not everybody had bothered to ask for this approval. On his list of missing perfins the AR 3 perfin was included.

Jan Verhoeven has a complete copy of this list and when he went through it he noticed that contrary to what Hammink wrote, AR 3 was approved on July 20, 1915 by the 'Dir. Gen v Afd', as can be seen below. It was listed as Nr. 11231.



Detail of Rotterdam 'perfinlist', showing the July 20, 1915 Acetylena entry

One must conclude that Acetylena did follow the rules.

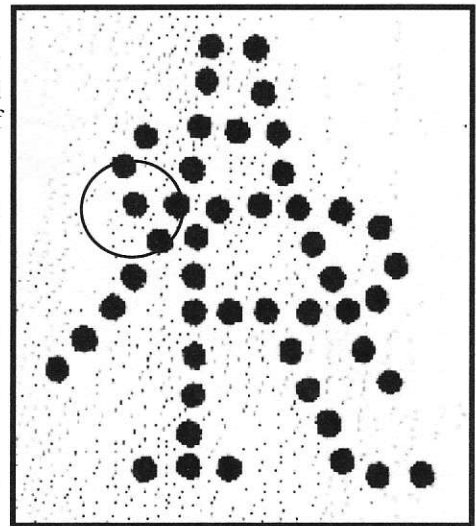
Once again I thought I had dug up about everything there was to know about this perfin, but Jan Verhoeven surprised me once more. He had recently seen an unusual AR pattern in the Dutch Perfinclub auction (of which he is the auctioneer).

Jan made a scan of it, and you'll notice the two extra holes in the North West (circled) part of the perfin. It is still a mystery how these holes came about. Forgery is not ruled out.

So, what started out as just a perfin, particularly pleasing to the eye, turned out to be the source of quite an interesting story.

AR perfin with two extra holes

By the way, the 15 cent stamp could only be used for airmail letters. The airmail surcharge to France and England was 15 cents per 20 gram.



ZAKENLIEDEN! GEBRUIKT DE LUCHTPOSTZEGEL!				
K	LUCHTPOST TARIEF	L	Aan ALLE postkantoren	
	10 ct. naar . . . België		verkrĳgbaar. <small>594 100</small>	
	15 " " . . . Engeland		Vraagt aldaar	
	15 " " . . . Frankrijk		INLICHTINGEN omtrent	
15 " " . . . Duitsland	de uren van verzending	M		
Boven het gewone tarief				
DE LUCHTPOST IS HET SNELSTE MIDDEL VAN VERVOER				

Het Vaderland May 21, 1921

Refs:

Mr. H.J. Pot, Firmaperforaties; Filatelie Informatief 3020, 1987.

Ir. Ruud Hammink, Perfinpost nr. 25, May 1993, also online at:

http://www.perfinclub.nl/artikelen/pdf/De%20Rotterdamse%20lijst_93-2_pp25.pdf

Jan Verhoeven, Catalogus van de perfinen van Nederland en OG, 2nd edition, 2007

Jan Verhoeven, Personal correspondence, 2010

Netherlands Philately Vol. 34, No.6

SHORT NOTES

Alex Nuijten the new ASNP Editor

About a year ago I announced my 'retirement' as editor of the ASNP Magazine. It's time to let somebody else take over; somebody with fresh ideas and enthusiasm.

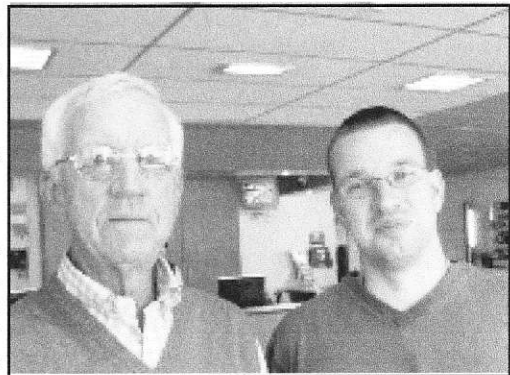
I've enjoyed my time as editor, especially the interaction with the authors, who are such an integral part of putting the Magazine together. I would have liked to see more participation but faithful contributors such as Kees Adema, Max Lerk, Ed Matthews, and Richard Wheatley could always be relied upon to come up with an interesting article when I needed it the most. I wish to thank them for their invaluable contributions. Also Han Dijkstra's serie of articles about Western New Guinea has helped greatly in filling the pages. All other authors and contributors of course receive my thanks as well.

Each author has his own particular area of interest, an interest not necessarily shared by all others. This of course can be dealt with by having more contributors. So, once again, I urge you to help my successor. We are all in it together.

I also would like to thank George Vandenberg for his encouragement and support throughout my editorship and, with Jan Enthoven supplying the mailing labels, distribution of the Magazine was a simple operation. Jan as well as Ben Jansen were very helpful in translating articles.

Again, thanks everybody who helped me out; I couldn't have done it without you.

We are fortunate to have Alex Nuijten take over from me. I had a chance to meet Alex on my recent trip to the Netherlands, as you can see from the picture. Alex shows a lot of enthusiasm and with his philatelic knowledge and the assistance of Erik Roos and Tony Schrier I'm convinced we are in for interesting ASNP Magazine issues to come.



Hans Kremer (l) and Alex Nuijten (r)

George Vandenberg retires as Governor.

A word of appreciation to George Vandenberg who is stepping down as Governor due to health issues. Whenever a proposition was submitted to the Governors, you could count on George to not only analyze the proposition, but the text and the grammar as well! It was George who pointed out the problem with an even number of Governors, something we are proposing to correct now.

Thank you George for a job well done!

Or if I may say it in the Eindhoven dialect that I grew up with:

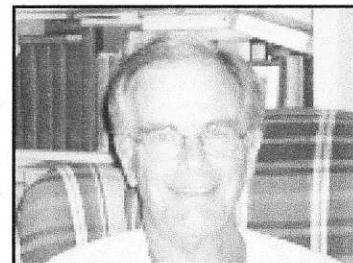
Dè ge bedaankt zèt, dè witte!

Ed Matthews

Benjamin Bump, nominated for ASNP Governor

With the regretted resignation of George Vandenberg as ASNP Governor we a vacancy had to be filled. Benjamin Bump gracefully accepted being nominated as George's successor. We were fortunate to meet long time member Benjamin at the ASNP meeting in Hartford in 2008. Benjamin had organised the dinner and going by the thoroughness with which he chose the restaurant I'm sure he'll be an excellent governor.

Benjamin writes: "I'm a life member of the APS (earned the hard way, as a 46 yr member). I've also been a member of ASNP since sometime in the '70s; the Paul van



Benjamin Bump

Reyen years. Also a member of the Springfield MA Stamp Club, the France & Cols Philatelic Society, the British Caribbean Philatelic Study Group, SAS/O, and the Mobile Post Office Society. '.

As you can see Benjamin has a wide area of interests which undoubtedly will be off benefit to us all.

To all our members.

A reminder that we will be present at the SESCAL 2010 Show in Los Angeles as the American Society for Netherlands Philately. This, by the way, is the 66th Annual Stamp Exhibition of South California and will be held from Fri. Oct. 1 to Sun. Oct. 3 at the Hilton Los Angeles Airport Hotel (a short hotel bus ride from the airport).

The hotel has a special rate for SESCAL attendees, \$85 per night. Self parking is also available at \$20 / day.

We will hold a meeting on Saturday, Oct.2, from 2 - 4 PM. We will also have dinner together on Friday night. We'll meet at 6 p.m in the lobby of the hotel.

The folks at SESCAL are anxious to see some good Netherlands exhibits, they have 16 page frames available. I plan to put one in myself. The ASNP will have an award available for the best Netherlands exhibit, to do this we need more than one exhibit!

We do not meet very often as our members are scattered far and wide, and **I would urge you to attend the meeting and to exhibit.**

To contact SESCAL: Carl Shaff II, Chairman SESCAL 2010
e-mail: C2shaff@aol.com

To contact the hotel:
direct: 310-410-6369
fax: 310-410-6177
e-mail: melissa.sealy@hilton.com.

See you in Los Angeles!

Ed

Membership renewals.

We were hoping to have the digital (Internet) version up and going by September, but there a couple of snags. The fee structure for 2010-2011 will be the same as last year. As soon as the digital version is available we'll let you know. You can then for the rest of the year judge for yourself which way you would like to go next year. Thanks to those who responded to my request for your o preferences. It turned out that each option was equally preferred i.e. the same b number of members opted for B/W hardcopy as for color hardcopy and the digital version.

We hope that next year more members will choose the digital (Internet) color copy, making it affordable (money and time wise) to print the 'few' color hardcopies in house. B/W hardcopies are reasonably priced at print shops.

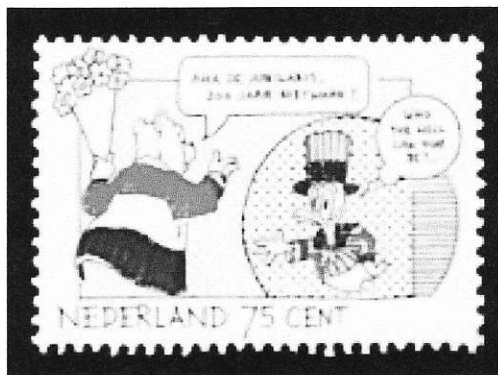
ASNP members' exhibits at Hertogpost receiving high awards

Congratulations to Han Dijkstra. His entry “Western New Guinea” in Category 1 (Postal History) was awarded a Gold medal at the Hertogpost show held in ‘s Hertogenbosch end of May 2010. We are all familiar with Han’s exhibit through the serie of articles he wrote for our Magazine, so we are not surprised to see how well received his exhibit was. - At the same show Alex Nuijten entered his ‘Franking with the fur collar issue’ Category 2 exhibit. Congratulations to Alex too for his Grand Silver award.

Museum of Communications in the Hague goes digital

Since late 2008 the Museum has been working on the digitization of part (about 10,000 objects) of the collection of Dutch stamp designs. By the end of December 2010 it is expected to be completed. One of the objects to be digitized is the design of a never released stamp to commemorate the USA’s 200th anniversary in 1976. (“Aha, de jubilares 200 jaar nietwaar? Who the hell can that be?”)

To keep an eye on this project you should go to <http://www.muscom.nl/postzegelontwerpen.php>



Beatrix stamp with new denomination indication

1 July 2010

On 1 July 2010, TNT Post issued two new stamps in its familiar Beatrix series. A special feature this time is the use of metallic ink.

They are also the first stamps with the new denomination indication; stamps will no longer feature an amount in euros but instead a number. A Beatrix stamp bearing the number “1” is available for mail weighing up to 20 grams and a number “2” for items between 20 and 50 grams, in both cases for destinations in the Netherlands. The new value indication is convenient because the stamps remain valid indefinitely, which means that supplementary stamps will no longer be needed to make up postage if the price increases.



Other ‘Forever’ stamps

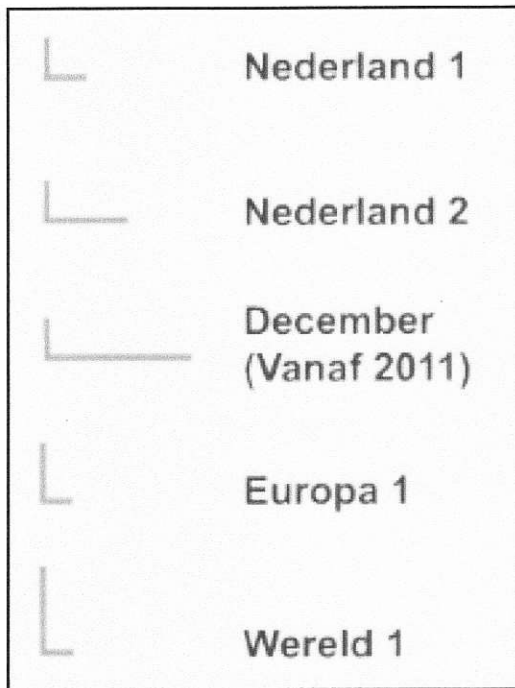


'Europa' and 'Wereld' "forever" stamps

There are also new stamps for letters destined for other countries. The letter rate for the first weight group within Europe is currently € 0.77, replaced by an EUROPA 1 stamp, while the € 0.95 rate for letters outside of Europe is being replaced by a WERELD 1 stamp.

After you looked at the Beatrix and other stamps you might have noticed that the stamps (but not the Beatrix stamps) show what looks like a letter L in the lower left corner. The size of this L varies, although for the various domestic stamps they are the same. What is that about?

The Ls are used to determine if the proper amount of postage is paid. A test is underway with new sorting machines that measure and weight of the incoming mail. It then compares this to the L and if there is a mismatch postage is due. This information is 'hot of the press' so to say, so it might need further explanation in the next issues of the Magazine



WEBSITES WORTH VISITING

<http://www.eperforationgauge.com/vs/index.html> Here you might be able to find a digital version of the NVPH catalog but also listings and album pages for small round and numeral cancels. It might be outdated. I couldn't get going with my Mac, but PC users might have better luck.

<http://books.google.com/>

I mentioned this site last time, but since then I found out more about it and now I am even more enthusiastic than before. Let's run thru an example and you'll see how wonderful this is.

After the site opens you type in say two words: Overvoorde and 1795. When you click on Search Books you'll get about 470 'hits'. Not all of these represent entire publications, most of them only give you a paragraph or less. Look at the left side panel and you'll see the words "Full view only". Click on it and once again click on Search Books. You are now down to some 120 hits and most likely the first one you'll see has the text: "Geschiedenis

van het postwezen in Nederland vóór 1795: met de voornaamste ...". This of course is a classic Dutch philatelic publication that you now can scroll thru or even better, can download by clicking on "PDF". Once you've downloaded it you can print off just the pages you are interested in.

Give it a try and type in a subject you are interested in. You'll be surprised what's out there.

<http://kranten.kb.nl/> A similar site is this Dutch site. It is run by the National library. I've referred to this site in the past too but recently the search and display capabilities have dramatically been improved. A pdf file can now be created to save the page or article you were looking for.

<http://home.tiscali.nl/postsvv/>

If you are interested in the postal history of Valkenburg you have to have a look at this site. It is very extensive. If Valkenburg has no particular appeal to you but you are thinking about setting up a collection of another town you could use this as an example of what it could look like. (Dutch only)

MAGAZINE REVIEWS

Note: In general only those articles with philatelic subjects related to the Netherlands and its former Colonies are discussed here; many other articles of interest appear in these publications. Only those publications with new information are discussed.

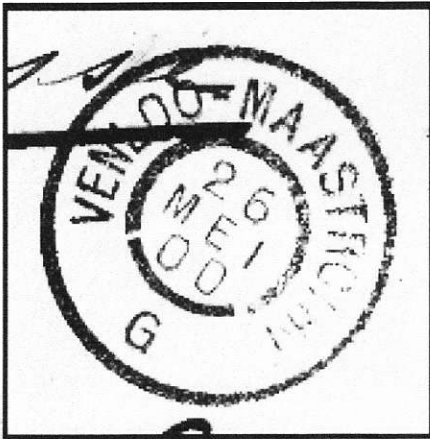
Photo copies can be made available (at the cost of reproduction plus mailing) to anyone interested in a particular article. Contact Hans Kremer, 50 Rockport Ct., Danville, CA 94526 (hkremers@usa.net).

Maandblad Filatelie

Maandblad Filatelie - Brouwer Media - P.O. Box 20, 1910 AA Uitgeest, The Netherlands.
 Subscription € 27 / yr., € 44.20 for foreign countries, free to members of Dutch philatelic societies.

April 2010 - A picture of the Breskens lighthouse makes for an attractive cover. Future ASNP editor Alex Nuijten shows and writes about a Venloo-Maastricht large round cancel on a cover sent in 1900 from the Netherlands to Lugano. The cover has four copies of the orange 3 cent Wilhelmina fur collar issue. One of these stamps shows a broken frame in the lower left corner. The total of 12 cent franking was 1/2 cent short, but it passed without it having been charged extra postage. The cancel shows

V e n l o o -
 Maastricht;
 the 'i' and 'c'
 were switched.
 -Frans Hermse
 brings up the
 subject of
 modern mail
 in the
 Netherlands.
 First he gives
 a short history
 of the Dutch
 'PTT' all the
 way to the
 opening of the



mailmarket to other companies (Sandd, Selekt Mail are the biggest) showing that these new companies have taken away a lot of TNT (as the old PTT is called these days) business. Will there still be stamps ten years from now? Mr. Hermse thinks so because stamp collectors will buy them, making for 'easy money' for those printing them (Think about all the 'personal' stamps that come out all the time) - Peter Cuijpers starts a series about picture postcards and philately. Picture postcards came about in 1892 after the Dutch government gave the go-ahead of these private products. Until then the PTT (a governmental department) had a postcard monopoly. These picture postcards became

tremendously popular (for the city of Utrecht alone there are more than 5,000 different ones, all issued prior to 1940!). Mr. Cuijpers likes to subdivide the subjects of the postcards to make more sense of collecting them. His article shows 12 different Utrecht cards. - Mr. van der Vlist continues his set of articles about falsified numeral cancels. This time he shows numbers 6, 36, 38, 44,77, 94,123, 127, 128, 138, 139, 140, 143, 146, 149, 155, 162, 192, 211, 251, 258 and a of course # 259 (the last numeral cancel issued).

May 2010 - For the airmail collectors there is a nicely illustrated one page write-up about KLM's Amsterdam - New York v.v flight(s) of May 21, 1946.- Peter Cuijpers continues his series about picture postcards and philately. This time he covers 'military cards' written and sent during WWI. Reading these cards gives the reader often a good idea what was going on in people's mind during such stressful times. - Luuk Goldhoorn treats us to an aspect of postage due collecting that is not very well known. Most of us think about underfranked letters and postcards when we think about the use postage due stamps. However, as Luuk points out there were many other uses of these types of stamps, but because the postal forms they were on, were kept by the PTT, not many of these came into collector's hands. Once in a while one recognizes such a use when one finds a piece of such a form with postage due stamps attached. One PTT form that was not retained by them is the one used to collect postage due for reply cards. Instead of collecting dues for every card, form P 333

STAATSBEDRIJF DER POSTERIJEN, TELEGRAFIE EN TELEFONIE
 KANTOOR *Mejros*
 SPECIFICATIE
 wegens verschuldigd port voor de hierbij aangeboden antwoordstukken:

<i>10</i>	stuk(s) à <i>11</i>	ct = f	<i>1.10</i>
<i>8</i>	stuk(s) à <i>7</i>	ct = f	<i>56</i>
	stuk(s) à	ct = f	
	stuk(s) à	ct = f	
			Totaal f <i>1.66</i>

Ruimte voor het aanhechten van de portzegels

TE BETALEN
1 GULDEN PORT
16 CENT PORT
50 CENT PORT

Aan *...*
 P 333 - O 4905 - 540

allowed for a 'total payment'. The example shown here is for payment of fl 1.66 for passing on ten reply cards with 11 cents postage due plus eight cards with 7 cent postage due each. The postage due was paid for with postage due stamps of 16 cent, 50 cent, and one guilder. Mr. Goldhoorn in his article shows pieces of a number of other forms, all with postage due stamps on them.

The Netherlands Philatelist -

Magazine and Newsletter, each published three times a year by the Netherlands Philatelic Circle (Secretary, Newsletter Editor, Magazine Co-ordinator: Paul McGowan, 50 Laburnum Lea, HAMILTON, Lanarkshire, ML3 7LZ, United Kingdom). Membership (this includes the Magazine as well as the Newsletter): £ 20 per year for members beyond Europe.

Newsletter, June 2010.

A look back at London 2010. - A note about the British postal strike of 1971 and how it effected mail to the Netherlands. - A short note about how the position of the sheets of stamps effected how the perforations came out on the Dutch 1872 and 1876 issues. - Summaries of the displays shown at NPC's annual meeting shows the depth and variety of collecting interests of its members

Netherlands Philatelists of California

Membership dues are \$ 12 for corresponding USA and Canada based members; \$ 17 for regular members attending the monthly meetings, and \$ 18 for international corresponding members.

Secretary/Editor: Frank Ennik, 3168 Tice Creek Dr. # 3, Walnut Creek, CA 94595-3772 E-mail: ennik123@att.net

Website: www.angelfire.com/ca2/npofc.

May, June, July 2010

Apart from the usual displays of cover-, cancel- and third category of the Month, there are short articles about the 1945 Bevrijdingszegel (1945 liberation stamp, NVPH nr. 443), the



story behind the HENNY perfin and a 1932 airmail cover sent from Palembang (Sumatra) to Hollabrunn, Austria. The letter was taken of the plane in Budapest and forwarded via the Österreichische Nordwestbahn.

PO&PO

The **Verenigingsnieuws** (Newsletter) is published quarterly by the Nederlandse Vereniging van **Poststukken en Poststempelverzamelaars** (PO&PO). Dues are € 35 / yr., which includes delivery of the

Netherlands Philately, Vol. 34, No. 6

Newsletter and the more irregular **Postzak**. Secretary: J.F.G Spijkerman, Postbus 1065, 6801 BB Arnhem; e-mail: secretariaat@po-en-po.com. Website: www.po-en-po.nl.

Verenigingsnieuws March 2010

Typenrader cancels (old and new) are covered in about ten pages, showing that you don't have to spend a fortune to enjoy your hobby.

Verenigingsnieuws May 2010

Annual reports. Membership is 633, compared to 651 the year before. PO&PO is running a deficit, dues might have to go up. Still a great deal considering the quality of publications you'll receive. Much more about rader type cancels, an endless source of material. Consider collecting them if you are looking for a new challenge.

Postzak # 208, May 2010

More covers from the "Oranjehotel" (a nice name for the Scheveningen prison, which was used by the occupiers during WWII as a place to temporarily put away 'dissenters') - An extensive article about the NSB (Nationale Socialistische Beweging), which became a major force in Dutch politics during the 1930s. With its pro German views membership of it was frowned upon by the majority of Dutch people. - Ever heard of überrollers. Is is mail that was intercepted during periods of turmoil. The article talks about mail intercepted, censored and sometimes held back during the first month of WWII in the Netherlands (May 1940), as well as the time at the end of WWII when the allies intercepted Dutch mail. Quite an interesting story, illustrated with many covers. - Most of us have seen mail from the Netherlands advertizing the bulbs of Lisse (the location of the famous



Keukenhof). The Lisse postoffice used these cancels (there are five types) from 1926 through 1950, making theme one of the most common Dutch advertising cancels. - If you did notice that the 'Dutch' Columbia cancel of 1905 looked a lot like the Bickerdike cancel of 1904 you are not mistaken.

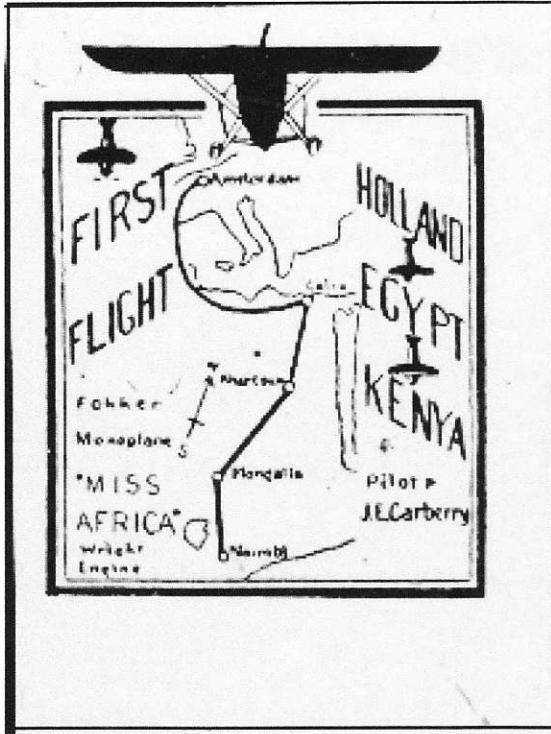
The article explains how this happened.

De Aero Philatelist

De Aero Philatelist is issued six times a year by "De Nederlandse Vereniging van Aero Philatelisten".

K. Jongerden, Ambonlaan 88, 1276 NJ Huizen, The Netherlands. Subscription is Euro 27.50 per year

Many issues of "De Aero Philatelist" include a substantial auction section of interesting airmail covers and/or related items.



2010-1 This publication went to a much larger (A4) format and the color illustrations definitely have benefited from this. Jan Hintzen in supplement # 103 of his series about Airmail History shows four covers cancelled with 1946 Netherlands Postoffice Singapore cancels. One is in black (not previously confirmed) and three are in the know purple color. Two of them also have a 'Kosteloos Uitreiken' (Deliver at no charge) cancel on them, in black and purple respectively. Jan also showed some covers that were franked with special DEI airmail stamps ps only. Because these types of stamps were only valid to pay for the airmail surcharge and not for the regular franking, postage due was charged on these letters. Clearly the PTT went by the letter of the law, not the spirit of the law. - Jacques Bot writes about John Carberry and Miss Africa (1928). Mr Carberry flew a Fokker Universal (built in New Jersey, assembled in Amsterdam, and named Miss Africa) in November/December 1928 from England via Amsterdam to Nairobi, Kenya. To pay for the flight Mr. Carberry had special envelopes printed which also contained

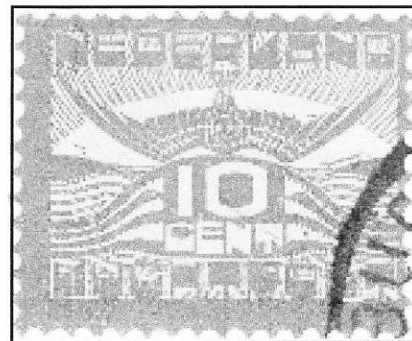
'first flight stickers', as the one shown here and a special cancel. The stickers were printed on various colors of paper: yellowbrown, lightgreen, reddishbrown and rose). The text of the cancel read SCHIPGOL AERODROME/AMSTERDAM/27 NOVEMBER 1928. Please note the spelling error in Schiphol. The Dutch PTT had never sanctioned these cancels, they were a private enterprise. Forty of these covers were made. Mr. Bot estimates that 15 flew the Amsterdam-Cairo route, 5 the Amsterdam-Nairobi route, and 20 the Cairo-Nairobi route.

SPACE FILLER:

From APS of 1920:

NETHERLANDS. (265). Three stamps for use on airplane mail have been issued. The design is somewhat weird and of the Cubist school apparently of which we have had so many examples of late in some of the new countries. The stamps are oblong in shape and have for a central motif a large bird (?) about to alight on the numerals of value in the lower center with the wild waves rolling about for a background. "NEDERLAND" at top and "LUCHTPOST" at bottom. Shades of Peter Paul Rubens and Franz Hals! How have the Dutch artists ever fallen to this! The stamps are perforate 12 1/2.

10 cents, red
15 cents, green
60 cents, blue



NEW PHILATELIC PUBLICATIONS

The Post Historische Studie # 25 deals with "Luchtpost onder invloed van oorlogsomstandigheden" (Airmail under the influence of war) by Hans E. Aitink. Softcover (6 3/4 x 9 1/2 inches)

The ten chapters of the 264 page book describe:

Spanish Civil War, 1936-1939 airmail routes (16 pages)

Netherlands, airmail routes in and outside Europe 1939-1942 (40 pages)

Nederlands Indies, 1939-1942 airmail routes (33 pages)

The West Indian Company of the KLM 1939-1945 (20 pages)

Great Britain, 1939-1945 airmail routes (38 pages)

France, airmail routes in and outside Europe 1939-1945 (30 pages)

Germany, airmail routes in Europe 1939-1945 (21 pages)

Italy, air mail routes in and outside Europe 1939-1943 (18 pages)

Spain, airmail routes in and outside Europe 1939-1945 (10 pages)

Scandinavian countries, airmail routes 1939-1945 (19 pages)

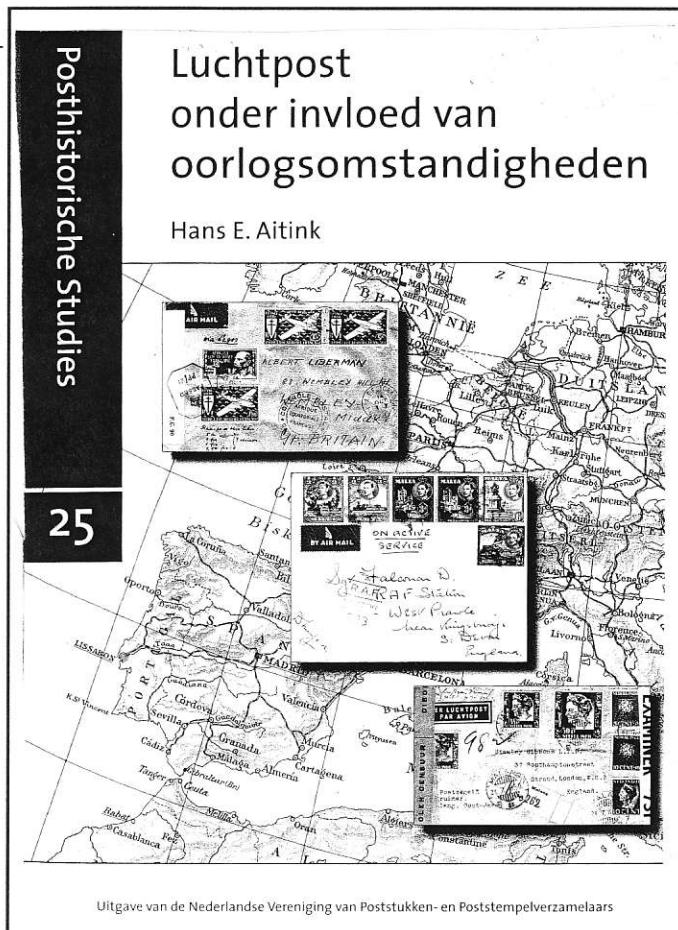
This again (as is the case with all PO&PO publications) is a very well documented and excellently printed publication with high quality (color where available (164 of them)) illustrations.

Although the text is in Dutch, routes and postal rates are explained in detail for each illustration, which makes it fairly easy to understand even for non-Dutch readers.

It is an important document, not only philatelically speaking, but historically too, with an explanation of why certain events took place. It is a publication that should be within arm's reach because any time you have a question about European airmail routes during the WWII years you'll probably find the answer here.

ISBN 978-90-71650-25-3 €23 plus mailing costs

PO&PO, P.O Box 1065, 6801 BB, Arnhem, the Netherlands or via publicaties@kpnmail.nl



Postal Stationery of the 1928 Olympic Games: The semi-official postal cards of Huygens bookshop

The Huygens Bookshop in The Hague has long been known by Olympic philatelists for the postal stationery cards it produced and sold to benefit the 1928 Amsterdam Olympic Games.

Finally, these elusive and little understood cards have been assembled in a single reference by Laurentz Jonker.

In this 20-page, full-color monograph, Jonker discusses the origin of the cards, organizes them into three distinct types, and illustrates all 28 varieties (along with some of the proof models). A series of eight cards sent via registered mail to Java in the Dutch East Indies complete with Olympic stamps and Olympic Stadion cancels is the highlight of this study.

In English, edited by Mark Maestrone, and published by Sports Philatelists International. 20 pages; 5 1/2 x 8 1/2 inches.

A full-color version will be mailed to you for \$7 or €5, postpaid worldwide, by Margaret Jones, 705 S. Laclede Station Rd., #163, St. Louis, MO 63119-4969 U.S.A.

Email contact: member@sportstamps.org

In 2006 Laurentz published:

Registered Mail of the 1928 Amsterdam Olympic Games. It examines the creation and use of registered mail labels on pre-Olympic and Olympic mail from Amsterdam post offices. 20 pp; 5 1/2 x 8 1/2 inches; paper covers in full color. \$7 postpaid worldwide.

Also refer to http://www.sportstamps.org/sales_handbk.html

And since we are on an Olympic track here you might also consider:

Handboek plaatfouten op de serie postzegels van Nederland Olympische Spelen 1928.

("Plate Faults and Characteristics of the Dutch Olympic Games stamps of 1928") by Dirk Wolhuis. Paperback in full color, self-published (2010), pp. 143. In Dutch with a brief introduction in English. Price: €29.50. Postage: €10.45 (USA and outside Europe via priority mail); €4.44 (Europe, normal) or €6.16 (Europe, priority). Order from the author via e-mail (evanzeelt@chello.nl) or: Dirk Wolhuis, Clementistraat 11, NL-1323 BH Almere, Netherlands.

This is certainly one of the most in-depth studies of any set of Olympic stamps I have seen.

Dirk Wolhuis, with the encouragement of Laurentz Jonker, spent 5 years researching and analyzing the plate faults and other characteristics of the eight stamps issued by the Netherlands for the 1928 Amsterdam Olympic Games. Comparing his own extensive collection of specimens with full sheets at the Museum of Communications in the Hague, he was able to identify the plate position of some 750 different stamps.

Why so many plate faults? As explained in the forward, the printer, Enschedé and Sons, had very little time to print the stamps. For example, the 10c runner stamp was approved on 17 March 1928. The first day of issue for

Netherlands Philately, Vol. 34, No. 6

155

Postal Stationery of the 1928 Olympic Games: The Semi-Official Postal Cards of Huygens Bookshop



*by Laurentz Jonker
edited by Mark Maestrone*

Why so many plate faults? As explained in the forward, the printer, Enschedé and Sons, had very little time to print the stamps. For example, the 10c runner stamp was approved on 17 March 1928. The first day of issue for the set was fixed for 27 March 1928. As it was necessary to distribute the stamps to post offices at least one week prior to the first day, the printer was in a rush to complete the job.

With no time to spare, corners were cut in the offset printing process. Plates were not checked for damage nor cleaned of ink with any regularity. By using too much or too little ink, the errors, which typically appear as white marks of varying shapes and sizes, might be reduced or even disappear.

Wolthuis presents his information in a very easy-to-understand fashion (see facing page). Each denomination is discussed individually.

The first page shows a model of the 200-stamp sheet indicating the plate positions with faults. On the following pages, the faults are identified by location on the plate. Lastly, enlargements of each plate fault are described and illustrated in detail.

The author provides guidance in valuing the plate faults based on contemporary catalog prices in mint never hinged, mint and used condition. These are listed at the top of each model page.

Even though every fault is described in detail – in Dutch – the excellent full-color enlargements are generally sufficient for purposes of identification. When there is some doubt, especially with very small or multiple faults, it helps to be able to read the one- or two-sentence descriptions. A Dutch dictionary or free online translation service, such as Google, would suffice.

While the information in this book may exceed the level of detail needed by the average Olympic collector, for anyone specializing in the 1928 Olympic Games stamps this is an invaluable reference.

Mark Maestroni [Thanks to Laurentz Jonker for help with this review.]

For each denomination, a model shows the distribution of plate faults on the 200-stamp sheets. Successive pages show the location of plate faults. Each of those faults is then illustrated in detail, with additional descriptions in Dutch. Sometimes there are multiple plate faults for one position.

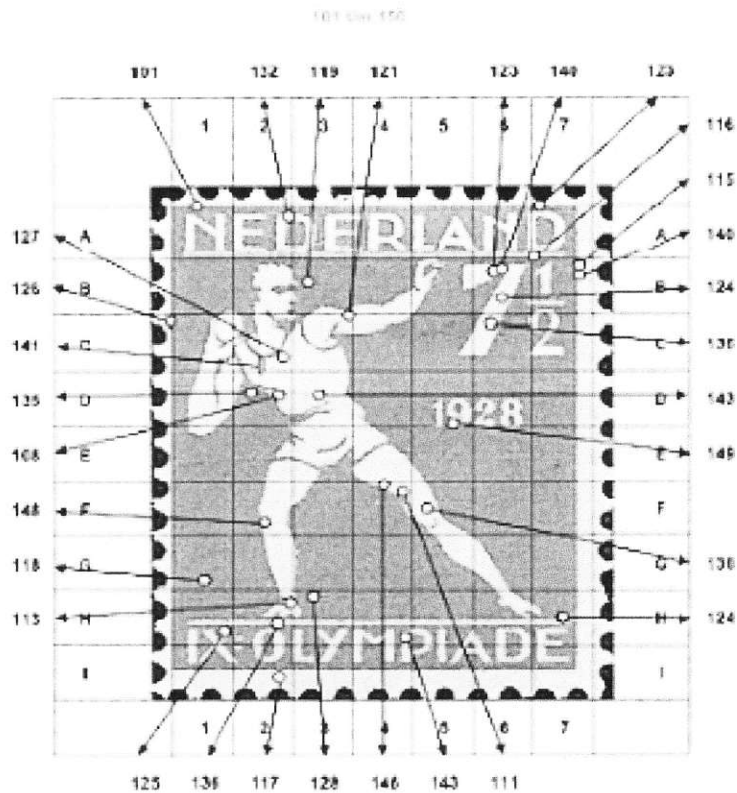
Postverkeer in barre tijden; Post in 's Hertogenbosch tijdens a en na de Tweede Wereldoorlog 1933-1948

(Mail during hard times; Mail in 's Hertogenbosch during 1933-1948) by Huber van Werkhoven.

This is how (loosely translated) the author describes this wonderful publication:

“Mail seems so trivial. During WWII, with the press degraded to propaganda, the occupier forbidding listening to English broadcasts, a poorly working telephone system, disrupted and sometimes non-existing connections by train or road, mail often was the remaining way of communication. Of vital importance for businesses as well as private contacts. In the complex situation of war and occupation the mail was essential, but not self-evident.

216 KOGELSTOTER



in the first part I describe the workings of the mail in 's Hertogenbosch during WWII: the PTT, the Dutch Veldpost, The German Dienstpost and Veldpost It contains general information as well as stories by and about individuals.

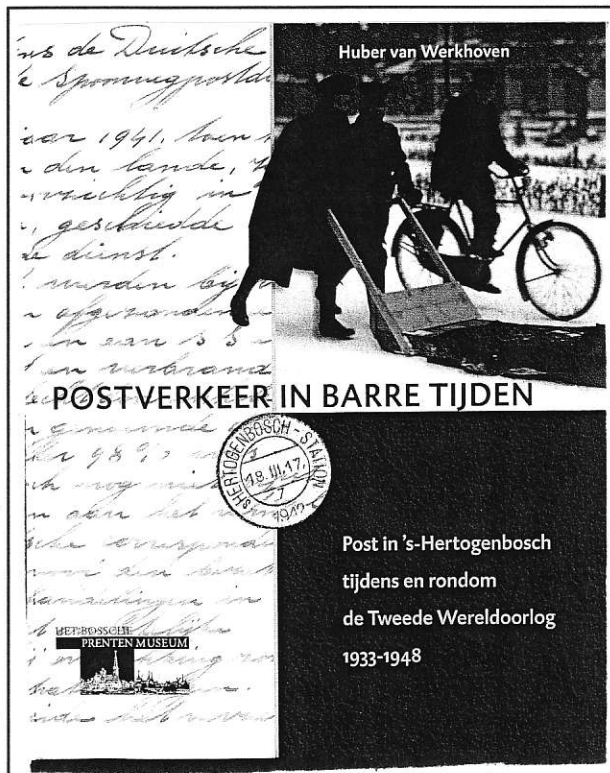
The title of part two. A story through letters and cards shows a large number of pictures and other non-postal documents.

My goal was to write a local history of WWII using postal stationery, with letters, postcards, telegrams and such as a basis and as illustrations.

The postal and local element was always the determining factor for my choice: what did people sent to, from or via 's Hertogenbosch?.

The publication should be of interest to a broad group of 'Bosschenaren', philatelists and anybody interested in the history of WWII. I call it a form of applied philately, which to the best of my knowledge is not previously published anywhere before."

I tremendously enjoyed this publication. Anybody who lived thru WWII in the Netherlands will find this book of great interest (HK)



FROM THE LIBRARIAN

Alex Nuijten sent me a copy of the program of **Hertogpost 2010**, held in 's Hertogenbosch May 27-30, 2010. It is now part of the ASNP library. Thanks Alex for this generous contribution

This is a 224 (!) pages hardcover publication, containing not only the usual listing of dealers and exhibitors, but also 11 philatelic articles. It opens with ASNP member Kees de Baar's 24 page article about the mail in the province of Zeeland, during the British-French war of 1808-1810. The island of Walcheren and in particular the town of Vlissingen were of great importance to the French, who had a garrison there. Vlissingen, and the area across the Schelde from Vlissingen (also controlled by the French) controlled access to the port of Antwerp(Belgium). About 15 covers and a detailed text shows the postal impact of this situation. - Frans Govers/Adam van der Linden write about some postal aspects of F. van Lanschot Bankers, which firm has always been closely associated with 's Hertogenbosch, - Cees van Hoek's article contains a detailed description of the 'kleine uurstampels' of 's Hertogenbosch. This article will sure be of interest to quite a few of our members. Cees covers the period 1866-1904 and goes into the one letter (12-5A for example) trial cancel (Korteweg 52), the two letter (as in 8M-12M) cancel (Korteweg 53A/Vellinga 50a), and the small round cancel (Vellinga 54) of 's Hertogenbosch. The article has detailed spreadsheets for all three types of cancels. Excellent, large size illustrations show the various varieties for each type. - René Taselaar treats us to 16 pages of information about numeral cancel 57 ('s Hertogenbosch). The article is a bit short on text but high (25) on illustrations, each one with a detailed description. - Ruud Verbene talks about philatelic aspects of economic crises in the Netherlands, starting with special cancels of 1932, and then in detail the three crisis postalcards of 1933 (3, 5, and 7 1/2 cent). - Huber van Werkhoven shows Cinderellas with a 's Hertogenbosch theme. Amazing how many he came up, close to 40(!).

Marijke van der Meer of the Dutch philatelic library donated a copy of Michel Europe Catalogue, Volume 5, Northern Europe 2007/2008. It covers Denmark, Iceland, Norway, Sweden, Finland, Estonia, Latvia, and Lithuania.

Thanks Alex and Marijke.

RECENT ISSUES

Summer Stamps 2010:

27 April 2010

Dutch heroes past and present: Annie M.G. Schmidt (1911-1995), author of memorable children's books, songs and musicals; Ramses Shaffy (1933-2009) with his heartwarming songs; Fanny Blankers-Koen (1918-2004), voted international female athlete of the 20th century; "Tenore Napolitano" and singer of sentimental songs Willy Alberti (1926-1985); TV icon and children's book author Mies Bouwman (1929); and Dick Bruna (1927), illustrator and author of children's books, including the Miffy series. best known.

The face value of each stamp is 44 euro cents + a 22-euro-cent charity surcharge.

Technical details

Size : 25 x 36 mm
Perforation : 14 1/2 : 14 1/2
Paper : normal with phosphor tagging
Gum : synthetic
Print process: offset
Print run : 440,000 stamp sheetlets
Printer : Joh. Enschedé Security PrintStamp print
colors : yellow, magenta, cyan and black
Stamp type : sheetlet of six special stamps with surcharge

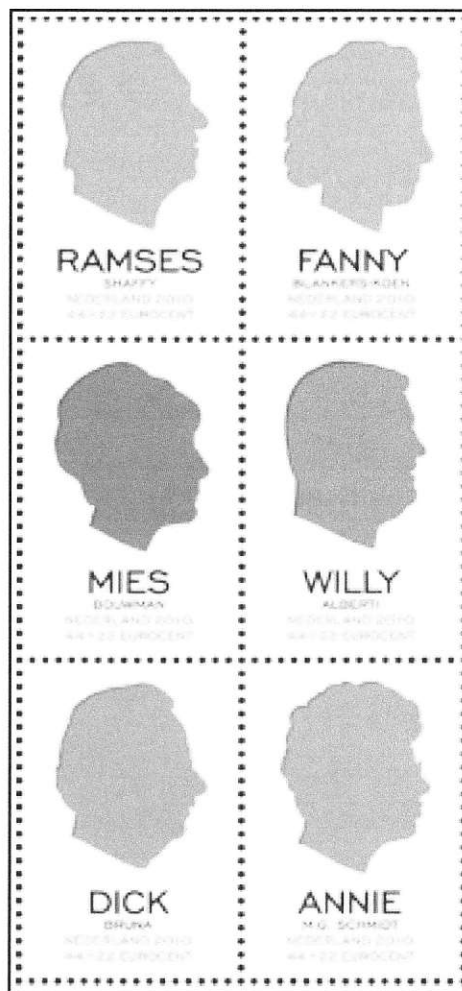
Beautiful Netherlands 2010: Leeuwarden

22 June 2010

On 22 June 2010, TNT Post dedicated a stamp sheetlet from its Beautiful Netherlands 2010 series to Leeuwarden, capital of the province of Friesland. "A stroll through Leeuwarden is a stroll through history"

On the stamps, several points of interest have been ingeniously realigned to provide an unexpected grouping of façades, including the Oldehove Tower, the Chancellery, the spire of the Church of St Boniface and the Achmea Tower. The Harmonie Municipal Theatre and a golden skate (in reference to the *Elfstedentocht*) are positioned in the foreground. Poet Slauerhoff shines like the sun over the newly composed face of Leeuwarden.

The face value of each stamp is 44 euro cents.



Technical Details

Stamp type : sheetlet with five special stamps
Stamp colors : yellow, magenta, cyan and black
Size : 20.8 x 25.3 mm
Perforation : 14 1/2 : 14 1/4
Paper : normal with phosphor tagging
Gum : synthetic
Print process : offset
Print run : 92,500 sheetlets
Printer : Joh. Enschedé



INVOICE

THIS FORM TOGETHER WITH YOUR PAYMENT, MUST BE SENT TO:
JAN ENTHOVEN, 221 COACHLITE COURT S., ONALASKA. WI 54650
(check or money order in US dollars, payable to ASNP or per giro (see below))

DEADLINE FOR RECEIPT OF MONEYS IS SEPTEMBER 30, 2010

Membership Dues for September '10- August '11

Membership dues for 2010-2011 are \$ 20.00 for U.S. residents, \$ 25.00 for Canada residents, and \$ 30.00 for all other members, payable to the ASNP in U.S. DOLLARS. Membership dues may be prepaid for any number of future years at the present rate. If you want to pay also for another member's dues, please use a separate (photo copied) form. As an added convenience, those people who can transfer funds to a Dutch giro account can transfer the money to J. Enthoven's account, giro number 2999435. Please use the current rate at the time of your transfer plus .02 Euro/Dollar to allow for fluctuations and transfer costs. Send the invoice and ballot to me, Jan Enthoven. If you paid by giro, please mark it as such.

LAST NAME _____ FIRST NAME _____

ADDRESS

If you want to have your address omitted from the next membership list check here []

If your interests have changed, mark all your current interests in the list below:

- | | | | |
|---------------------|-----------------------|-----------------------|-----------------------|
| 1. Netherland | 7. UNTEA | 13. Color Varieties | 19. Selvedge Info. |
| 2. Neth. Antilles | 8. FDCs | 14. Stationery/Covers | 20. Frank. Labels |
| 3. Neth. Indies | 9. Perf. Varieties | 15. Revenues/Railways | 21. Perfins or POKO's |
| 4. Neth. New Guinea | 10. Proofs and Essays | 16. Booklets/Comb. | 22. Rep. of Indonesia |
| 5. Surinam | 11. Plate Faults | 17. Coils | 23. Rep. of Surinam |
| 6. Japanese Occup. | 12. Printing | 18. Cancels | 24. Fieldpost |
| | | | 25. Pre-Philately |
| | | | 26. Other |

Dues () year(s) at \$ _____ = \$ _____

Donation = \$ _____

TOTAL = \$ _____

Comments _____

Suggested Bylaws Change

From time to time Bylaws have to be updated to reflect the current situation or to incorporate changes.

Some time ago we switched from annual elections to elections every two years.

Since our beginnings we have had four Governors, but someone pointed out that that way you can get a "hung jury", two Governors saying "yes", and two saying "no". We have never run into that situation so far, but to avoid that possibility we propose to have an uneven number of Governors, and three is the lowest practical uneven number.

We are also proposing, for the sake of simplicity, to combine the positions of Corresponding Secretary and Membership Secretary into one position of Secretary.

You are asked to vote on these changes to the Bylaws.

Ed Matthews, President.

ASNP Bylaws

Article III- Officers

Section 1. Elective officers are: President, Vice- president, Secretary, Treasurer, and a Board of Governors consisting of three members. Elective officers shall serve for two years, or until their respective successors have been elected. The Board of Governors members shall serve four years. Elections to the Board of Governors shall be staggered so that elections take place every other year. All elective officers and Board members may succeed themselves. One person may serve in more than one office.

Section 4. The Secretary shall receive membership applications and dues, issue membership cards, and turn all monies received over to the Treasurer: shall maintain a current membership file: notify the Editor of new or reinstated members with their collecting interests; maintain records of suspensions or expulsions, and make a reasonable effort to publicize the benefits of the Society.

The Secretary shall disseminate information regarding the Society, its activities and its publication, respond to or distribute as appropriate, correspondence of the Society.

At the request of the President, shall attest official Society documents signed by other Officers.

Section 5 will be deleted.

I vote for/against the changes in the Bylaws.

Please circle for or against

Signed: _____

Ballot ASNP Officers

President (check on)

Ed Matthews

write-in _____

Treasurer

Tom Harden

write-in _____

Vice president

Dries Jansma

write-in _____

Governor (check two)

John Hornbeck

Benjamin Bump

write-in _____

Secretary

Jan Enthoven

write-in _____