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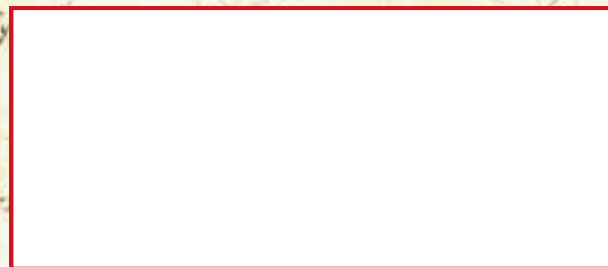
Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 37/2



American Society for Netherlands Philately
Founded in 1975



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NETHERLANDS PHILATELY

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Netherlands Philately; **Volume 37/2**

November 2012

President's message

Showtime!

The Aripex 2013 Show will be held in Mesa, Arizona on April 19 -21.
It is organized by the Arizona Federation of Stamp Clubs and it is the Federation's 55th consecutive show in Mesa at the Mesa Centennial Hall, located at 263 N. Center St., Mesa, AZ 85201.

The ASNP is planning to attend and I would really like to see a reasonable number of our members attend. We will hold a meeting as well as we usually do at such events.

The Phoenix Marriott Hotel Mesa, 200 North Colonial Way, Mesa, AZ 85201, ph. 480-898-8300 has a special cheaper rate for Show visitors. The room rate is \$129 / night + tax and there is complimentary visitor parking. Shuttle service \$15, contact www.supershuttle.com .
Co-show Chairman Ron Cipolla can be reached at Ron@Cipolla.org for show information as well as tourist type of information.

Myself, I plan to look into the possibility of visiting the Grand Canyon.
See you in Arizona in April.

Ed

Table of Contents

President's Page	25
The board and messages of the board	26
Berg en Dal dienst - A dated copy	28
A tale of two ships	30
The travels and travails of the s.s. Kaloma	35
Magazine & Book Reviews	41
Recent issues	43

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Paul van Reyen

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Magazine Notes

Our Magazine is the business card of our society. With modern technology available, a full color magazine is warranted.

Potential authors are asked to send in full color scans (at 600 dpi) of their illustrations. I would like to receive the text in MS Word. Keep in mind that you clearly state where each illustration belongs in the article.

Contact the Magazine editor in case of questions.

For our Members in the Netherlands!

The ASNP needs a new Advertising Manager. Last season Max Lerk passed away having done this job for several years. This is not a difficult job at all and if everything goes well it only asks once a year for some work to be done. But this is essential work, since all our advertisers are based in the Netherlands!

What does the Advertising Manager do?

- Contact all advertisers from previous year to ask to advertise for the upcoming season.
- Advise advertisers how to send in the advertisings, (this advise is made up together with the Editor).
- Collect all advertising fees and transfer this to the Treasurer.
- Be the contact person for the advertisers during the season in case of questions etc.

This does not sound too difficultright?????!!!!!! So send an email to the President or the Editor and help the Society!!!

Exhibition reports

Indonesia 2012 International Stamp Exhibition

By: Richard Wheatley

This exhibition was held in Jakarta from 18 to 24 June. It was quite an achievement for this country to mount such a prestigious event and whilst not without its flaws, there was a lot to commend. There was a good showing of exhibits from collectors in Indonesia, and as one would expect, there were quite a lot of displays from that country, but there were also exhibits of Dutch material from overseas collectors from South Africa and Japan. Here are those that were awarded GOLD medals:

Luis Alemany Indarte, Spain: Holland: Reign of Willem III 1852 - 1864.

Arjan H Lalwani, Indonesia: Netherlands Indies Classic Period.

Sven Pahlman, Sweden: Dutch East Indies: Postal Routes and Rates.

Tono D Putrano, Indonesia: The Development of Postal Cancellations used in Netherlands Indies 1789- 1914.

Richard Wheatley, Great Britain: Netherlands East Indies King Willem III Postal Cards and Envelopes.

Congratulations to our member Richard Wheatley with his achievement!

South Australian Philatelic Congress 2012

By: Alex Nuijten

The Congress was held 6 and 7 October in Adelaide, SA, Australia. It was a small regional exhibition. There was a great friendly atmosphere and lots of laughing. The entries were dominated by the yearly challenge, which was airmail sheets this year, and by the SA club competition. Every participating club has a team of four one-frame entries and the total score of those entries decides which club wins. My entry was placed in this club competition of my club, the PSSA became second. In total there were 5 clubs competing with each other this year. My entry; Varieties in the first issue of the Netherlands received a GOLD medal. It was also the only Dutch related exhibition. For 2013 there will be at least two to admire from my hand.

Berg en Dal dienst - A dated copy

By Jan Verster

A couple of years ago, I purchased the stamp shown in Figure 1 (NVPH 118, Scott 123) which has a SON cancel of Coronie, together with a partial strike of another mark in violet ending in what appears to be the word “dienst”.

Figure 2 shows the stamp with the stamp image lightened so you can see the cancel more clearly.

I thought at first that this would be some sort of official mark, but a search of both Riddell's book and the one by Erfmann and Stuut turned up only two possibilities: “Berg en Dal dienst / Boven Suriname” (see Figure 3) and “Pheadra dienst / Boven Suriname” (see Figure 4).



Figure 3. *Berg en Dal dienst* (From Erfmann and Stuut).

Given the spacing of the two letters on the second line, my copy must be the rare “Berg en Dal dienst / Boven Suriname” mark pictured in Erfmann and Stuut on page 130 (see Figure 3), and in Riddell on page 84.

Berg en Dal, established in 1667, is one of the oldest plantations in Suriname and is about 85 km up the Suriname river from Paramaribo.



Figure 4. *Pheadra dienst* (From Erfmann and Stuut).



Figure 1. Stamp showing fragment of *Berg en Dal dienst* cancel



Figure 2. Stamp showing enhanced cancel.

According to Erfmann and Stuut, this mark was used on the “Gouvernements Vaartuigendienst”, but the advertisement in Figure 5 seems to imply that this was a private riverboat service operated by Motordienst C. Kersten en Co.

Also, according to both Erfmann and Stuut, and Riddell, the usage period is unknown. Erfmann and Stuut record only two undated cover fronts, one piece, and a number of loose stamps, including the 10 cent “with veil” issue of 1936 (NVPH 167, Scott 152), known with this cancel. Riddell also says “No Date”.

My copy, though, has a date, 19.12.1935, which must make this the only known dated copy. This is consistent with the usage on the “Wilhelmina with veil” stamps which were issued early in 1936.

We can speculate on the route my stamp (and its letter) took.

According to the 1936 Suriname Almanak, the ship from Paramaribo to Coronie, Nickerie and Demerara was scheduled to leave on Fridays every 14 days. As 19 December, 1935 was a Thursday, and as Coronie is about 1 day away from Paramaribo, the ship would have been on its return journey and the Coronie cancel must be a departure mark. This is confirmed by a note in the 26 November, 1935 issue of Suriname - Koloniaal Nieuws- en Advertentieblad which states that the ss. Prinses Juliana arrived from Demerara, Nickerie, and Coronie on Friday, 22 November 1935. Twenty eight days later would be Friday, 20 December.

The advertisement shown in Figure 5 indicates that the next voyage of the Berg en Dal dienst was scheduled for 23 December.



Figure 5: Advertisement from Suriname - Koloniaal Nieuws- en Advertentieblad, 17 December 1935.

Thus the letter was probably mailed in Coronie on 19 December, 1936. It arrived 20 December in Paramaribo, and then traveled up the Suriname River on the Berg en Dal dienst which left Paramaribo on 23 December.

References:

1. Erfmann, W.K. and Stuut, E.B. Posthistorie van het Rijksdeel Suriname 1650 – 1975. Arnhem: Po en Po, 2011.
2. Riddell, Dr. J.D. Suriname, A Postal History 1700 – 1956. Arnhem 1970.
3. De Gids. Almanak for Suriname 1936. Marcus, Paramaribo 1936. Online at www.dbnl.org
4. Suriname - Koloniaal Nieuws- en Advertentieblad, various issues 1935. Online at kranten.kb.nl

A tale of two ships

By Ben H. Jansen

I recently acquired two postal items mailed at sea from Dutch ships. Research on the internet found that both ships were at some time owned by the same company—the Holland America Line—and both served during World War II. By the way, rules governing mail posted at sea were regulated by international agreements at various meetings of the Universal Postal Union (UPU) with the 1897 meeting first mentioning the word "Paquebot." The clause, translated from the official French, reads: "The Post Office which receives correspondence posted on board, provides same with its common date stamp, adding handwritten or by a stamp the word Paquebot." In 1924 a further UPU agreement stated that: "Correspondence posted on the High Seas or between two ports of embarkation, and handed to officers of vessels carrying a mail, ... , postage may be paid by means of postage stamps and according to the postage rates of the country under whose flag the vessel sails. But if the mailing on board occurs during the stay of the vessel at one of the two terminal ports of the voyage or at one of the ports of call, prepayment is valid only if effected by means of postage stamps and according to the rates of the country in whose waters the vessel happens to be."



Figure 1: Front of postcard, showing the s.s. Nieuw Amsterdam leaving Rotterdam.

The first item is a post card for which the front and back are shown in Figure 1 and 2, respectively. The front (Figure 1) shows a picture of the s.s. Nieuw Amsterdam and the circular, blue cancel "s.s. NIEUW AMSTERDAM OCEAN POST" on its back (Figures 2), makes clear that it was mailed from this passenger liner of the Holland America Line. The card was posted in Southampton, England, where it received the circular cancel "Southampton Paquebot" with date "17 JNE 1949." The '9' of '49' is hard to read, but some sleuthing established the year (more about that later). Postage was paid using two 6 cent Queen Wilhelmina stamps (designed by S.L. Hartz, issued in 1947-1948 and valid for use through September 30, 1951), which was the correct rate for a card to a foreign destination, after it had been reduced from 12.5 cents on January 10, 1948. A black "FLY by BRITISH AIRWAYS" slogan cancel was placed over the stamps.



Figure 2: Back of postcard.

The Nieuw Amsterdam was built by the Rotterdam Dry-dock Company, on yard 200, with construction starting on January 5, 1936. She was launched on April 10, 1937 by Queen Wilhelmina, and completed March 21, 1938. The HAL took delivery on April 15, 1938 and she started her maiden voyage to New York via Boulogne sur Mer (France) and Southampton on May 10, 1938.

When Germany invaded Poland in 1939, the Nieuw Amsterdam was laid up at Hoboken, New Jersey, and she was put at the disposal of the British Ministry of Transportation after the Netherlands were invaded in 1940. She served for six years as troop ship until she was returned to the HAL in 1946. The Nieuw Amsterdam arrived in Rotterdam on April 10, 1946 (exactly 11 years after her launch) and underwent an 18 months refit. When she recommenced transatlantic service on October 29, 1947, she had increased in size from 36,287 tons to 36,667 tons. The Nieuw Amsterdam was scrapped in 1974.

Now back to the year the card was mailed. Given that the Nieuw Amsterdam was put back in service in October 1947, the card could have been mailed in 1948 or 1949 only. According to newspaper reports (kranten.kb.nl), the New Amsterdam arrived in Southampton on June 14, 1948 (from Rotterdam), and docking in New York on June 22. In 1949, the Nieuw Amsterdam left New York for on June 10, expected to arrive in Southampton on June 17 and arriving in Rotterdam on June 18. Since the 1949 schedule matches the 17 June part of the card's cancel exactly, the year must be 1949.

It is hard to decipher the name and address of the card's addressee, which could be Mrs. Gerson, 569 Rahway Avenue, Woodbridge, New Jersey (according to Google Maps, such an address does exist). The text is not much help either, merely mentioning that the trip is fun with sunny weather and plenty to eat (in that regard, not much has changed on board present day cruise ships).

The second item is the envelope shown in Figure 3, mailed from Bremen, Germany, to Newport, Kentucky, USA on September 17, 1953. The postage was paid using four 5 cent Queen Juliana stamps (designed by S.L. Hartz, issued between 1949 and 1952, and valid for postage through December 31, 1957). Interestingly, the rate for an envelope to a foreign destination had been increased from 20 cents to 25 cents on July 1, 1953, thus postage due should have been levied! The front also shows a black/dark blue cancel “s.s. Alblasserdyk”, a cargo ship owned by the Holland America Line and sailing under the Dutch flag, which explains the use of Dutch stamps on mail from Germany. Searching through the vast amount of information available on the ‘web’, I was able to uncover the following information regarding the ship and the addressee.

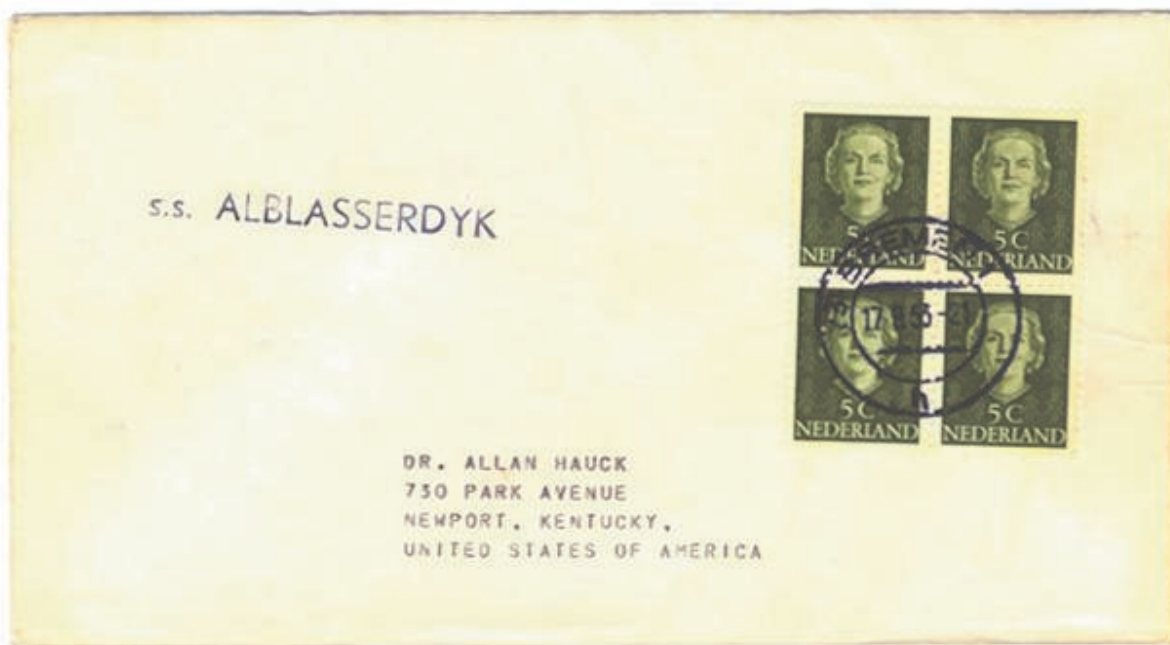


Figure 3: Front of enveloped mailed from the s.s. Alblasserdyk.

The s.s. Alblasserdyk began its life as the USS Bastian, which was an escort aircraft carrier built by Seattle-Tacoma Shipbuilding of Tacoma, Washington. The keel was laid down on August 25, 1942, and launched December 15, 1942. Upon completion, she was transferred to the Royal Navy of the United Kingdom under Lend-Lease, which commissioned her on August 4, 1943 as the HMS Trumpeter.

The USS Bastian was a Bogue class escort carrier (see Figure 4) with a displacement of 7,800 tons, 495 ft 7 in (151.05 m) long, and a beam of 69 ft 6 in (21.18 m). The flight deck was 439 ft (134 m) long and 70 ft (21 m) wide and the ship could reach a speed of 18.5 knots (34.3 km/h) propelled by two geared steam turbines producing 6.3 megaWatts.

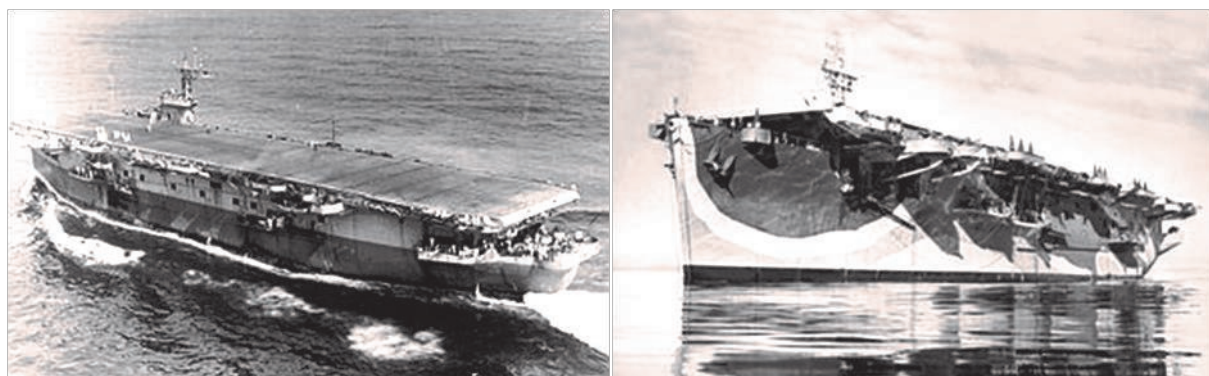


Figure 4: A Bogue class escort carrier (left) and the similarly equipped USS Bastian (right).

On May 4, 1945 eight Avengers and four Wildcats of 846 Naval Air Squadron flew from HMS Trumpeter to take part in Operation Judgement, an attack on the German U-boat depot at Kilbotn, Norway. This 44-aircraft attack destroyed several vessels including the depot ship "Black Watch" and U-711.

The HMS Trumpeter was returned to United States' custody April 6, 1946, stricken from the Naval Vessel Register June 19, 1946 and sold to the Holland America Line in 1948. The HAL converted the ship to the cargo ship *Alblasserdijk*, shown in Figure 5.

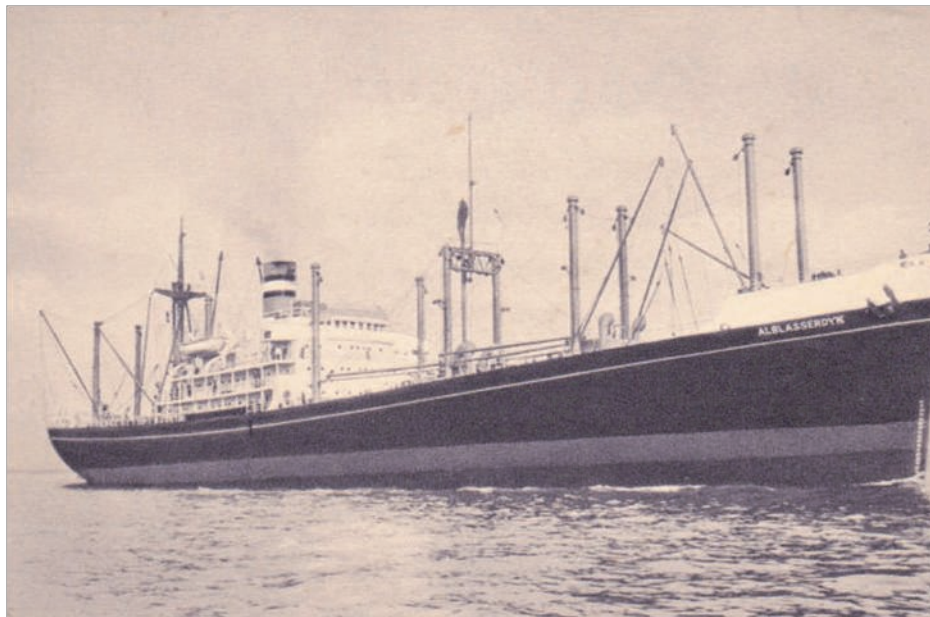


Figure 5: s.s. Alblasserdijk.

The Royal Library of the Netherlands provides access to historical newspapers through their web site *kran-ten.kb.nl* which allowed me to assert that the *Alblasserdijk* arrived in Rotterdam, from Hamburg, on September 20, 1953, thus making it likely that she was in Bremen on September 17.

The *Alblasserdijk* was sold in 1966 to Panama as the *Irene Valmas*, and scrapped in Castellon, Spain in 1971.

The addressee of the card, Dr. Allan Hauck, turned out to be a fellow philatelist, born on May 19, 1925 and who passed away on February 16, 2009 (see Figure 6). According to his obituary, he had Doctorate of Theology from Hartford Seminary Foundation, Hartford, Conn. in 1950. As a pastor, he served churches in Michigan, Kentucky (where the card of Figure 3 was mailed to him) and Indiana and later devoted his efforts to teaching. From 1958-1968 he was Professor of Religion and Philosophy at Midland Lutheran College, Fremont, Neb., and he was Professor of Religion at Carthage College, Kenosha, from 1968 until his retirement in 1989. Dr. Hauck was passionate about philately, numismatics and travel. He was an internationally recognized authority on Reply Coupons and served as editor of *The Reply Coupon Collector* since its inception from 1954 to 1994. He published a number of specialized catalogs and contributed regularly to philatelic journals and magazines on four continents. He was President of COROS (Collectors of Religion on Stamps) for 20 years.

On the web, I have found other cards mailed to Dr. Hauck at the same address as used on my card. His travels must have provided him with many contacts willing to mail him interesting postal items, of which the envelope described here is one example.



Figure 6: Dr. Allan Hauck.

Epilogue

Only a few years ago, it would have been very hard to uncover the background behind the cards shown here, and would have required many hours in libraries and archives. With the introduction of the world-wide-web and the decision by many governments and entities to (start to) digitize their archives, it has become possible to access a vast amount of information with just a few clicks of the mouse. Interesting connections between seemingly unrelated items can be discovered within a short period of time. When I purchased the cards, I had no idea that both ships were at some point in time owned by the same company, nor did I know that both served in World War II for the benefit of the British Navy. Even more surprising was the discovery that one card was produced for a noted philatelists!

Sources

General search engine: [Google.com](http://www.google.com)

On-line encyclopedia: [Wikipedia.com](http://www.wikipedia.com)

Dutch (including its colonies) historical newspapers: <http://kranten.kb.nl/>

The travels and travails of the s.s. Kaloma

by Ben H. Jansen

The postcard for which the front and back are shown in Figures 1 and 2, respectively, caught my interest because of the “EMMAHAVEN” cancel. The front shows a picture of the Bund of Kobe, Japan, with the large building being the Hongkong and Shanghai Bank, on Kaigandori as the Bund is known officially.



Figure 1: View of the Bund of Kobe, Japan.

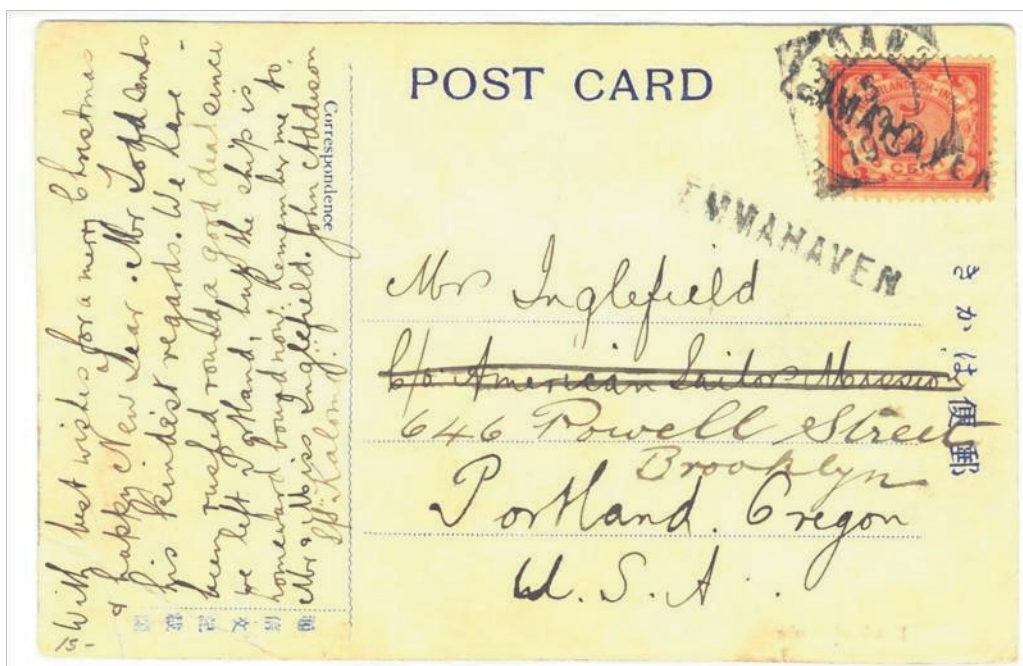


Figure 2: Back of postcard mailed from Emmahaven, Sumatra. The Japanese characters on the right mean 'postcard' and on the lower left 'section for main text.'



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Emmahaven (haven=harbor), now known as Teluk Bayur, is a port located in Bayur Bay of Padang city, West Sumatra, in present day Indonesia. When Sumatra was part of the Dutch East Indies the harbor, named after Queen Emma, was built by the Dutch to ship coal and cement from the Sumatran west coast to the Netherlands. A view of the harbor circa 1895 is shown in Figure 3.

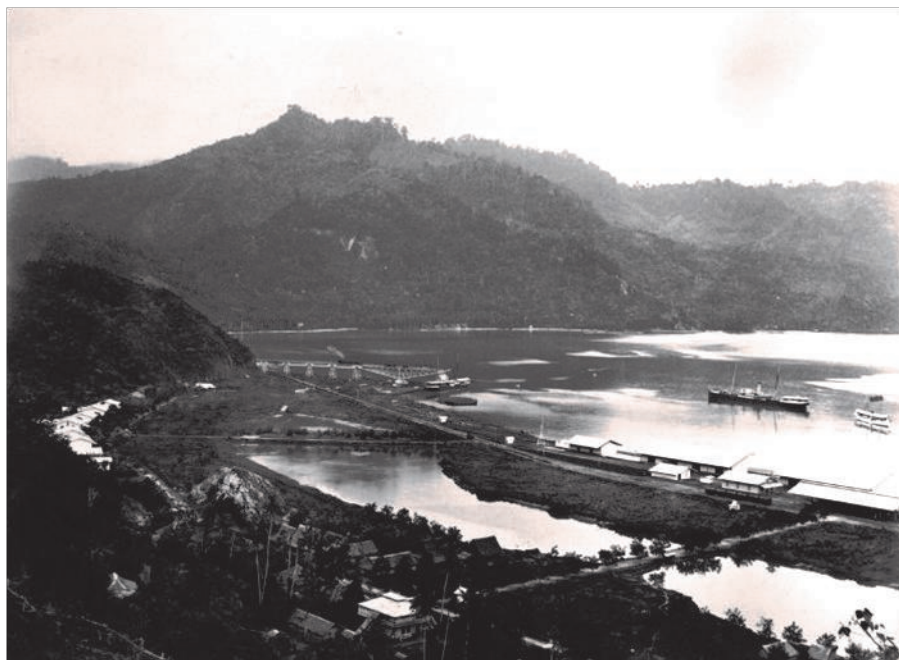


Figure 3: View of Emmahaven circa 1895.

The card was mailed on December 5, 1907, as attested by the squared circle Padang cancel. The 33x4 mm sans serif straight line cancel Emma-haven is listed by Bulterman as type B and another example is also shown in our own *Netherlands Philately*, volume 20(1). The 5 cent Vürtheim numeral paid the rate for postcards to foreign destinations (other than the Netherlands) effective as of January 30, 1907.

The card was addressed to Mrs. Inglefield, care of the American Sailors Mission in Portland, Oregon, but forwarded to Brooklyn. The sender is John Addison, who gives his best wishes for a merry Christmas and a Happy New Year. At the bottom of his message is written “ss Kalomo” in what appears to be a different script.

The s.s. Kalomo (see Figure 4) was built by R. Duncan & Co. Ltd, Port Glasgow, Scotland. She was launched on December 19, 1906 and completed in February 1907. The ship was 400 feet long and 52 feet wide, displaced 5019 gross tons, and had a service speed of 10 knots, propelled by a single screw, driven by a steam engine.



Figure 4: s.s. Kalomo

The s.s. Kalomo started her maiden voyage from Greenock (on the Clyde, east of Glasgow), Scotland to arrive in New York on February 12, 1907 (The Sun, 2/27/1907). However, she did not leave till April 14, 1907 (New York Tribune, 4/15/1907). The following article in The West Australian (Perth, 6/3/1907) explains why:

THE CASE OF THE S.S. KALOMO. WAS THERE FAULTY CONSTRUCTION? REMARKABLE EXPERIENCE SINCE LEAVING THE UNITED KINGDOM.

The new Bucknall liner Kalomo reached Fremantle on Wednesday afternoon, on her maiden voyage from the United Kingdom via New York. Her history is an interesting one from several standpoints; and before the vessel reaches home waters it is possible that a good deal more will be heard respecting it. The Kalomo is a typical tramp steamer. She was built to carry cargo, and has no pretensions to architectural naval beauty. The sailor man used to the graceful lines of a clipper ship or a P. & O. boat would, in his descriptive phraseology, describe the Kalomo as "a box." The vessel was built at the Duncan Shipbuilding Yard, on the Clyde, and, completed in February of this year, during the recent strike in the Clyde yards. As the ship-builder was under contract to finish the ship within a certain period, he had, as his regular men were on strike, to make extensive use of apprentice and the other unskilled labor available. The result is that the serious defects which have since developed have been attributed not to, faulty construction, but to unsatisfactory workmanship. The Kalomo loaded at Glasgow 5,000 tons of pig iron and 2,000 tons of coal for New York, and left the Clyde in due course. Crossing the western ocean, tempestuous weather was met with, and on arrival at the American port it was found that during the voyage the vessel had been making a considerable amount of water, some of the holds having as much as 10ft. of water in them. This was at once reported to the authorities, and after the cargo had been discharged it was decided to place the Kalomo in the dry dock at Brooklyn. When this had been done a thorough examination was made, and disclosed the fact that numerous defects in the riveting of the plates existed. A number of plates had to be taken off and a considerable amount of work done to the hull generally and to the steel decks, which, it was also ascertained, were far from waterproof. Between £8,000 and £9,000 was expended on the ship before she was put on the loading berth for Australia. It may be stated that pig iron is one of the most difficult cargoes to carry, as if a ship meets with bad weather the heavy, dead weight of the iron subjects her sides to the most terrific strains. The presumption is that the rivets in the hull plates sprang owing to this strain of the cargo, while the steamer was bound to New York. On April 14, having embarked a full general cargo, the Kalomo left New York for Fremantle. Several days afterwards water was found to have entered the after peak tank and No. 5 hold, the cause being set down for more rivets having sprung. On arrival at Fremantle the captain reported the matter, and an examination was made by a diver, as already reported. It is believed that the diver found a number of rivets loose aft on the starboard side and in the vicinity of the engine-room on the port side. Mr. A. Ramage, Lloyd's surveyor, is understood to have been communicated with and at once ordered a further and more detailed examination. What the result of that will be remains, of course, to be seen, but, judging from reports, it is probable that on receipt of instructions from the owners, the Kalomo, after discharging her Sydney and Brisbane cargo, will be placed in dry dock at the latter port for a more complete examination than is possible at Fremantle. It might be pointed out that had a graving dock been at Fremantle, the Kalomo would have been placed in it, for underwriters do not like to carry extra risks such as loose rivets cause. The vessel will sail today for the Eastern States.

Thus the ship had to be repaired on its maiden voyage due to shoddy workmanship! As an aside, pig iron is produced by smelting iron ore with a high-carbon fuel, which is then poured in a sand mold, consisting of many individual ingots perpendicular to a narrow channel. This mold resembles many piglets suckling a sow, which explains why the ingots, once broken off the channel, are referred to as pig iron.

Searching through newspaper archives accessible via the web (see Sources), I found that the s.s. Kaloma had arrived in Fremantle (the port of the city of Perth), Australia on May 28, 1907, after having taken on

fresh supplies of coal at St. Vincent (Cape Verde) on April 25. According to several newspapers, the 43-day passage from New York to Fremantle (by way of the Cape Hope, as the Panama Canal was not yet completed) was only one day shy of a record. Also, the West Australian of June 4 mentions that “Martin Selbach, a steward, was charged with disorderly conduct on board the s.s. Kalomo on Sunday morning (June 2) by fighting. He was fined 10 s.”

The Kalomo left Fremantle on June 3 and traveled to Adelaide (a: June 8, d: June 11), where, according to The Register of June 12, “... while working down the hold of the Kalomo, at No 1-Quay, on June 11, Mr. Hill suffered [a] concussion.” Next were Melbourne (a: June 14, d: June 16), Sydney (a: June 22, d: June 26), Brisbane (a: June 27, d: June 29) and back to Sydney, arriving July 2. The Sydney Morning Herald mentions that the Kalomo left Sydney on July 4 for San Francisco (USA) via Newcastle, Noumea (British Caledonia) and Suva (Fiji).

I could not find out when the Kalomo arrived in San Francisco, but she left on September 4 for Portland with captain R. Linklater in charge. This might have been Robert Linklater, born in Daunby on Orkney, Scotland, who was married to Elizabeth Young (his second wife). A son was born from this union in Penarth, Wales, on March 8, 1899, who would become the prolific Scottish historical writer Eric (Robert Russell) Linklater. The San Francisco Call of September 1, 1907 has an advertisement, announcing that merchandise from Portland to Japan and China can be shipped by the s.s. Kalomo. The Sunday Oregonian mentions on September 29, 1907 that the Kalomo cleared for Japan on September 28, with 31,947 barrels of flour, 50,002 bushels of wheat, and 1,015,281 feet of lumber.

The ports visited in Japan (and China ?) remain unclear, but one of them must have been Kobe, the place where the postcard must have been purchased. The trail is picked up again when the Nieuws van den Dag mentions that the Kalomo arrived from Japan in Soerabaya (or Surabaya), Northwest Java, on November 19, Cheribon (or Ceribon) on the North coast of Java, on November 24, and Batavia on November 26. The Nieuws van den Dag of December 9, 1907 reports that the Kalomo departed Padang on December 5 en route to Amsterdam. On her way to Amsterdam by way of the Suez Canal, the Kalomo passes Perim (a volcanic island located in the Strait of Mandeb at the southern entrance into the Red Sea) on December 17, arrives in Marseille (France) on January 1, 1908 and Amsterdam on January 14. On January 17 the ship travels through IJmuiden (where the North-Sea Canal from Amsterdam exits into the North Sea) on her way to Shields (North East England).

The date of departure from Padang coincides with the date in the cancel used on the postcard, and the itinerary supports the message written by John Addison that “We have been rushed round a good deal since we left Portland, but the ship is homeward bound now.” Figure 5 shows the total trip, and it is quite impressive indeed with two crossings of the equator and two of the date line within about 11 months. I have not been able to discover details of the life of the sender, John Addison, or the addressee Mrs. Inglefield. It could be that John met Mrs. Inglefield while the ship was being repaired in Brooklyn, or they may have met at the Sailor’s Mission while docked in Portland. The card also mentions Mr. and Miss Inglefield (husband and daughter, perhaps, of Mrs. Ingelfield) and Mr. Todd, who may have been a crew mate.

Further adventures of the s.s. Kalomo

On December 21, 1908, The Argus, Melbourne, Australia reports that “*the s. s. Kalomo, has been sunk under singular circumstances on December 18. The Kalomo was carrying a cargo of oil from the United States to China, and had reached Singapore on fire. She had 80,000 cases of oil as cargo. The fire had not reached the oil, but there was no hope of preventing it doing so, besides which the Kalomo was a danger to the surrounding shipping. It was therefore decided to sink her, and this was done by turning the big guns of the adjacent fortress upon the vessel, and shelling her.*” The Strait Times (1/6/1909) writes that the shots were fired from a

British gun at Fort Pasir Pajang after the ship's officers had attempted to sink the ship by opening all the outlets from the engine room and other apertures. Other newspaper reports value her cargo at \$42,000 in 174 shipments, including 40,000 pesos in Philippines currency and 1,000 tons of cast iron pipes (The Strait Times, December 29, 1908). With the help of the Danish salvage steamer Protector she was raised, and after the Dutch barge Zee-landia had removed the oil, the s.s. Kalomo was floated into the Victoria dock of

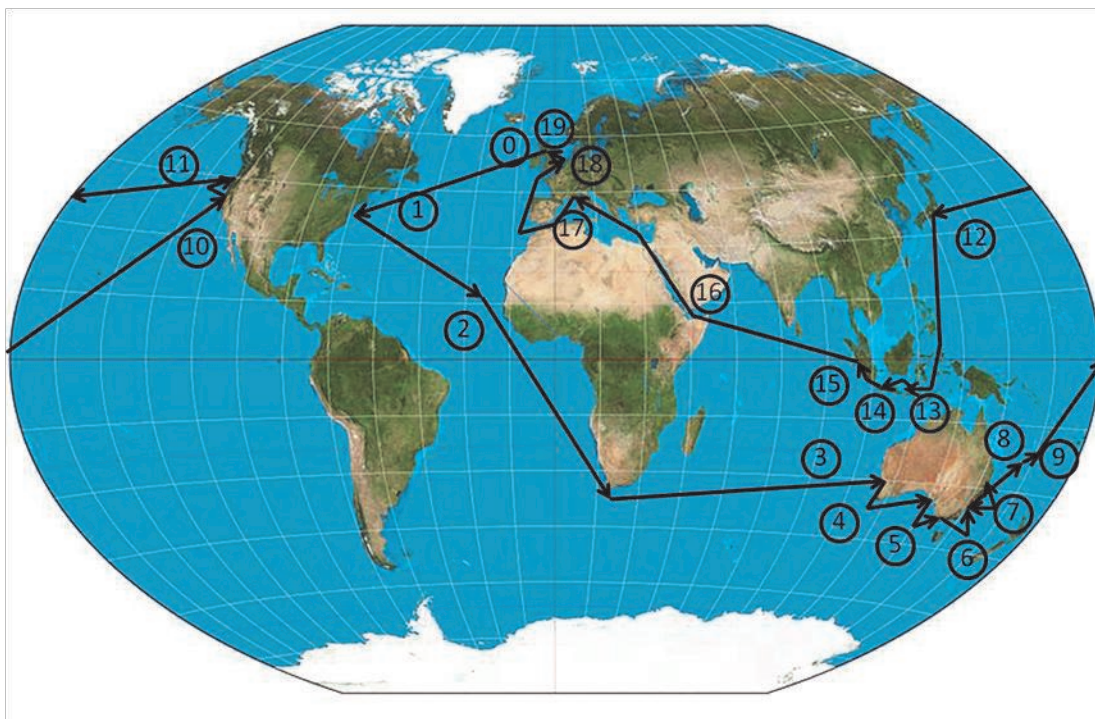


Figure 5: The travels of the s.s. Kalomo during the first 11 months of her life. 0: Greenock, Scotland; 1: New York; 2: Saint Vincent, Cape Verde; 4: Perth; 5: Adelaide; 6: Sydney; 7: Brisbane (and back to Sydney); 8: Noumea (British Caledonia via Newcastle, Australia); 9: Suva (Fiji); 10: San Francisco; 11: Portland; 12: Kobe (and possibly other ports in Japan and China); 13: Surabaya; 14: Batavia (Jakarta) via Ceribon; 15: Padang; 16: Perim; 17: Marseille; 18: Amsterdam; 19: Shields.

Tanjong Pagar (Singapore) on July 25 for repairs. Temporary repairs were made, and on September 14, 1909 the ship “left the East Wharf to take a spin and get her compass adjusted...” (The Singapore Free Press & Mercantile Advertiser, 9/15/1909). Shortly thereafter she sailed to Java for a cargo of manganese ore and on to the Clyde and the ship yard for repairs. By taking on a cargo, the ship's owners would have made at least enough money to pay for the fuel required for the trip home.

The s.s. Kalomo continued to ply the high seas. During World War I, she left New Orleans on July 19 with a cargo of with 64,000 bushels of grain destined for Rotterdam. However, she was detained at Falmouth (England) on August 15, 1914 (S. Davidson Fess, “The Problems of Neutrality when the World is at War”). The end of the s.s. Kalomo came in 1931, when she arrived for scrapping at Inverkeithing (on the Firth of Forth, Scotland) on November 8. At that time, she was known as the City of Halifax due to a change in ownership that had taken place in 1926.

Epilogue

It is truly amazing how much history can hide behind a simple postcard. Even more astonishing is that this history can be uncovered by just a few hours of surfing on the world-wide web. Therefore, I encourage my fellow members to conduct similar studies for some of their postal items, and to make our Editor happy by submitting papers presenting the results.

Sources

<http://www.nzmaritimeindex.org.nz> (lists data about many ships)
<http://www.clydebuiltships.co.uk> and <http://www.clydesite.co.uk> (databases of ships built on the wharfs of Glasgow)
www.trove.nla.gov.au (historical newspapers from Australia and immediate region)
<http://www.ChroniclingAmerica.loc.gov> (historical newspapers from the United States)
<http://kranten.kb.nl/> (historical newspapers from the Netherlands and its Colonies)

Magazine & Book Reviews

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

Digital scans can be made available to anyone interested in a particular article.

Contact your magazine editor for this service, see the e-mail adress under The Board.

Magazine Reviews

Maandblad Filatelie

Language: Dutch.

Maandblad Filatelie- Brouwer Media-, P.O.Box 20, 1900 AA Uitgeest, The Netherlands.

Supscription € 27,= /yr., € 47,05 for foreign countries, free to members of Dutch philatelic societies, who are member of the KNBF.

Website: <http://www.defilatelie.nl/>

September 2012

This issue does not have many articles relating to our collecting interests. One small article discusses a postbox card and its franking. Why was there 10 guilders postage paid if only 9 guilders would have been sufficient?

October 2012

Two articles related to our collecting interests can be found here. The first one, written by Rene Hillesum, goes about additional services for sending letters. You must think in this context of registered mail, Express mail etc.

The second article is written by Willem van der Helm and discusses airmail between South America and the Netherlands and vice versa.

November 2012

The November issue is a German special and except articles about new issues there are no articles related to our collecting area.

Netherlands Philatelists of California

Language: English.

Membership dues are US \$ 12,= for corresponding USA and Canada based members; US \$ 17,= for regular members attending the monthly meetings, and US \$ 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: <http://www.angelfire.com/ca2/npofc/>

September 2012

Beside a well illustrated report of the meeting and the beautiful material members brought with them there is also a interesting article from our Member Hans Kremer about the “proof of flight” letters. To verify that the KLM told the truth about delivering the mail on time, the PTT send airmail letter to it-self during the begin period of airmail. These letters are quite scarce and form an interesting part in a collection of airmail.



October 2012

The issue starts as usual with a report from the meeting and material that the members brought with them. Further in the issue are two articles written by Hans Kremer. The first describes an airmail cover send from the Netherlands to South Africa, but it did not completely fly to South Africa. Hans explains that the cover was flown to Alexandria and from there travelled by train to Cairo from where the cover was flown to South Africa in stages.

The second article shows a postcard never delivered to the intended recipient because of incomplete address. The many mailman cancels on the card attest to the fruitless effort to locate the recipient.

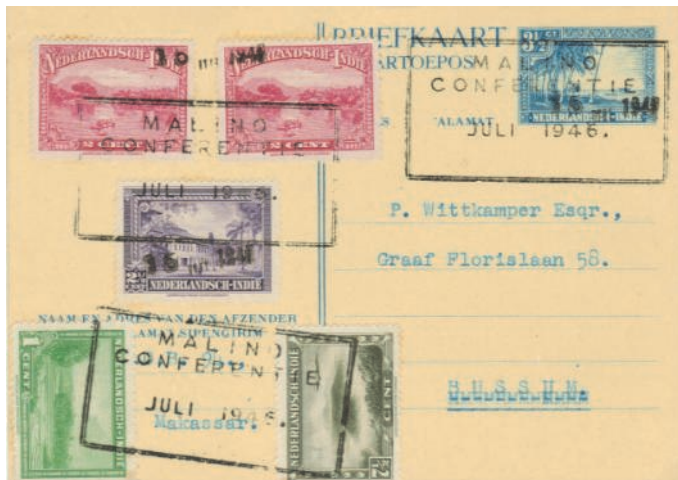
November 2012

The issue starts as usual with a report from the meeting and material that the members brought with them. Further in the issue are three articles.

The first article goes about the "IJspost" flight to Urk in 1938 and the tragedy that came with it. During one flight a 10 year old boy was killed by the tail of the airplane during landing.

The second article goes about the emergency postmark of Hollandia (NNG) and the spelling of it. There are two versions known. One with 1 L in Hollandia and one with 2 L's.

The third article goes about Malino conference in 1946. This conference was held to find a resolution for Indonesia just after the second World War.



De Aero Philatelist

Language: Dutch.

The Aero Philatelist is issued four times a year by "De Vliegende Hollander". Secretary: W. van der Helm, De Kolk 13, 3931 WN Woudenberg, The Netherlands. E-mail: w.vanderhelm@veteranen.nl

Supscription is € 27,50 for foreign countries. Many issues of the "De Aero Philatelist" includes a substantial auction section of interesting airmail covers and/or related items.

Website: <http://www.de-vliegende-hollander.com/>

Magazine # 3

The magazine starts with questions and comments of the new airmail catalogue that the Vliegende Hollander issued in 2012.

The nest article written by Herman Verduijn goes about the historic discovery of Do-X covers and postmarks used on it in 1968.

Hans E. Aitink writes about the preparations and battle against Japan 1942-1946 and the mail that was flown from the different fronts. It is part one so we can expect another episode of this interesting postal history.

Jaques Bot ends with a small article about the rare postcards that were send on the first flight to the Dutch East Indies.

SPP (Studiegroep Particuliere Postbezorging)

Language: Dutch.

SPP is the society for private mail companies or so-called Local Mail of the Netherlands. They study the history and recently issued stamps and/or post-marks used by the companies and their company history. Secretary: Drs. A.F. Buitenhuis, Tolhuis 2030, 6537 LW Nijmegen, The Netherlands. E-mail: buitenhuis@telebyte.nl. No websiste!

33-4

In this issue the normal mutations in the private mail companies are announced. The magazine continues with an overview of private mail companies in Assen. An overview of new issues from the Dutch private mail companies is provided and the magazine ends with the Christmas mail in Stadskanaal.

Recent Issues

125 Years of Carré
10 September 2012

The 125 years of Carré stamp sheet marks the anniversary of the Royal Carré Theatre which first opened its doors on 3 December 1887. The first show was a “Grand Parade Gala Opening Performance of Horsemanship, Dressage and Exercises” presided over by the theatre’s founder, circus ringmaster Oscar Carré. Eight of the ten stamps on the sheet feature illustrations of the main types of performance which characterise the wide range of shows put on by the Royal Carré Theatre. These range from circus, revue and variety shows to musicals, opera, ballet and cabaret. On the remaining two stamps there are illustrations of the striking exterior and interior of the theatre building which is located on the banks of the Amstel river. The stamp sheet was issued on 10 September 2012.

In addition to the stamp sheet featuring ten different stamps, two stamp booklets, a prestige booklet and two first day covers were also issued.

The 125 years of Carré stamp sheet comprises ten different stamps for addresses within the Netherlands, with the non-value indicator 1. Each stamp contains an illustration in silhouette of the various forms of entertainment in which the Royal Carré Theatre has distinguished itself over the last 125 years.

From left to right starting on the top row, the stamps feature illustrations of the theatre’s facade, Toon Hermans as a compere in his one-man show (cabaret), Oscar Carré’s circus horses (dressage), two dancers (modern ballet), a singer with a guitar (popular music), two dancing cats from Cats (musical), a tightrope walker on a bicycle wheel (variety), a ballerina on point (classical ballet), two elephants (circus) and two chandeliers as a symbol of the building’s striking interior.

The silhouettes are supported by curved shapes which serve a different purpose on each stamp. Carré’s logo is incorporated into all of the stamps as a subtle detail - as the dress handkerchief in Toon Hermans’ breast pocket, as the ballerina’s tiara and as the sparkle on the spokes of the tightrope walker’s bicycle wheel, for example.

There is a short text about the form of entertainment illustrated on the selvage adjacent to each stamp. Paul van der Laan’s Oscar Carré Font was used for these texts. The Univers typeface was used for the number 1 and NEDERLAND 2012. The anniversary is mentioned on each stamp with the words 125 JAAR CARRÉ.



Technical Details

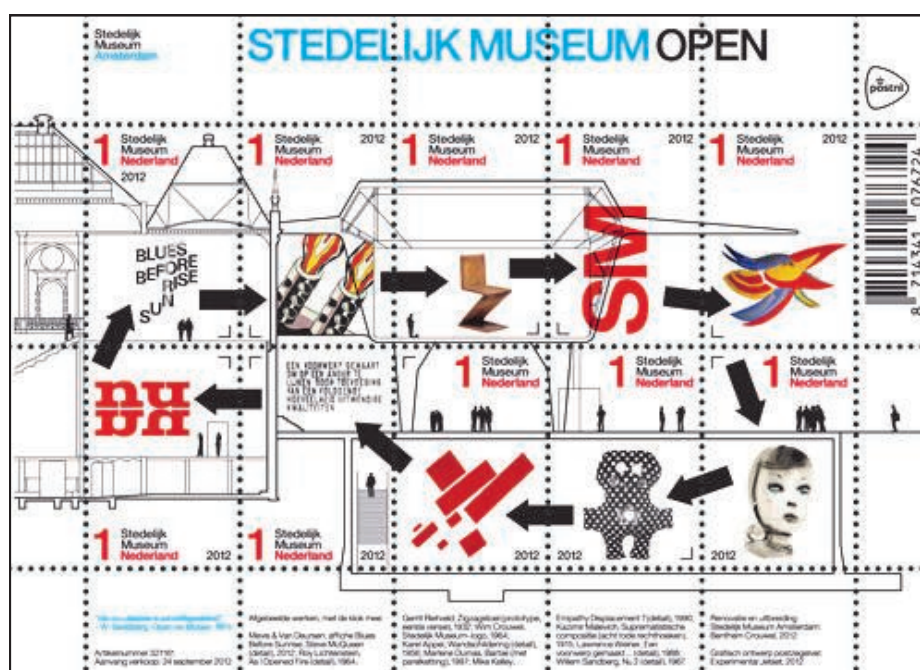
Stamp size:	36 x 25 mm
Perforation:	14 ½ : 14 ½
Paper:	normal with phosphor tagging
Gum:	synthetic
Print process:	offset
Print run:	250,000 stamp sheets
Printer:	Joh. Enschedé Security Print, The Netherlands
Product code:	321162

Stedelijk Museum Open

24 September 2012

The Stedelijk Museum Open stamp sheet was issued by PostNL on 24 September to celebrate the reopening of the Stedelijk Museum in Amsterdam on 23 September 2012. The Stedelijk Museum Open stamp sheet comprises ten stamps with the non-value indicator 1 for addresses within the Netherlands. The sheet marks the reopening of the Stedelijk Museum with an architectural drawing of the renovation combined with details of ten iconic graphic images, all of which are closely related to this museum. These are (clockwise from top left): As I Opened Fire (Roy Lichtenstein, 1964), Poster for Blues Before Sunrise, Steve McQueen (Mevis & Van Deursen), Prototype Zig-zag Chair Version 1 (Gerrit Rietveld, 1932), Stedelijk Museum Logo (Wim Crouwel, 1964), Mural (Karel Appel, 1956), Barbie (With Pearl Necklace) (Marlene Dumas, 1997), Empathy Displacement 7 (Mike Kelley, 1997), Suprematist Composition (Kazimir Malevich, 1915), An Object Made ... (Lawrence Weiner, 1988) and Now 2 (Willem Sandberg, 1967).

In addition to the stamp sheet featuring ten different stamps, two stamp booklets and two first day covers were also issued.



The design of the Stedelijk Museum Open stamp sheet features different levels which complement each other. A line drawing of the side elevation of the museum following its renovation forms the basis for the stamp sheet. The drawing clearly illustrates both the historical building and the new building (the “bathtub”) with its extensive basement level. Arrows lead from the basement up to the next level, guiding the viewer through the exhibition. To complete the design, details from ten iconic images relevant to the Stedelijk Museum are illustrated, with one featured on each stamp. The Helvetica typeface was used for the typography. The typeface makes reference to modernistic traditions and is therefore fitting for the Stedelijk Museum. The designers deliberately chose not to use the Stedelijk Museum’s new typeface (Union) in order to make it clear that the stamp sheet is a view of the museum from without.

Technical Details

Stamp size:	36 x 25 mm
Perforation:	14 ½ : 14 ½
Paper:	normal with phosphor tagging
Gum:	synthetic
Print process:	offset
Print quantity:	225,000 stamp sheets
Printer:	Joh. Enschedé Security Print, The Netherlands
Product code:	321161

Children's book week
08 Oktober 2012

As far as we know, the Children's Book Week 2012 stamp sheet has the first two pop-up postage stamps in the world. Due to the special architecture of the paper, the 2D character of these two stamps changes into 3D when a cardboard slide is pulled out.

The stamps themselves as well as the back of the sheetlet show illustrations of plants, animals and components featured in the Children's Book Week Picture Book. These illustrations were made by Fleur van der Weel. The part of the stamp that folds out shows a bird and a butterfly taking flight, as it were. The trunk of an elephant and the neck of a giraffe are displayed in the horizontal plane underneath. These animals also play a role in the Children's Book Week Picture Book.

The Children's Book Week 2012 stamp sheet was issued by PostNL on 8 October on the occasion of the 2012 Children's Book Week. In addition to the stamp sheetlet featuring two different stamps, a stamp booklet and a first day cover were also issued.

The Children's Book Week 2012 stamp sheet comprises two stamps with a gum layer and the value indication 5, intended for sending letters and packages from 250 to 500 grams.

Both the front and the back of the sheetlet are printed. The illustration on the back is a detail from the large fold-out page of the 2012 Children's Book Week Picture Book, made by illustrator Fleur van der Weel. Separate illustrations of components in this Picture Book are used on the front.

The illustrations on the front of the sheetlet (clouds, sun, flowers) continue in part on the two stamps. The stamp on the left shows the illustration of a bird, the one on the right that of a butterfly. The wings of both fantasy animals point upward. A cardboard slide shows at the bottom of each stamp, with an arrow pointing downward. The slide of the stamp on the left includes part of a giraffe's neck, that of the stamp on the right a fragment of an elephant's trunk.

Each stamp consists of three layers of folded, grooved and perforated sulfate cardboard. The image of the bird and of the butterfly are on the top layer (both on the front and back). The middle layer is the slide and the bottom layer is the carrier, with the gum layer on the back. Pulling out the slide unfolds the top layer so it looks as if the bird and the butterfly are about to take flight. The illustration on the slide becomes visibly longer (the giraffe's neck stretches and the elephant extends its trunk) and connects to a similar illustration on the third layer which does not show until the pop-up is completely unfolded.

The successful cooperation between PostNL and the CPNB Foundation at the 2010 Book Week Stamp was a great reason for joining forces in the project involving the new stamp for the 2012 Children's Book Week as well.

Gijs Schunselaar, assistant manager at the CPNB Foundation: "Just as then, this is a technical tour de force. Moreover, we always want to establish a connection between books and other relevant forms of expression wherever possible, like postage stamps. That draws more attention, which is exactly why we were founded. I expect the Children's Book Week Stamps to be very popular, both with children and with their parents. They have turned out to be fantastically beautiful stamps - I was speechless when I saw them for the first time. A very difficult design order turned into a beautiful final version by Bockting Ontwerpers and Fleur van der Weel. The pop-up technology in itself is already impressive, and they made a wonderful design for that small surface area. A result that we, CPNB, will distribute with pride and love.



The pop-ups in the 2012 Children's Book Week stamp sheet were devised by Royal Joh. Enschedé, world market leader in the area of postage stamp production. "The idea for a pop-up stamp originated here several years ago," according to Paul Meijboom, sales manager at Joh. Enschedé Stamps. "We were just waiting for the right issue. We developed the concept further and tested it extensively to be sure the stamp was suitable for the PostNL sorting process. As a graphic media company, we have a tremendous amount of experience with pop-ups, but these are chiefly used for advertisement purposes. Thus a pop-up as a stamp: in such a format this is really a world premiere. Therefore I expect a great deal of international interest in it.

Postal companies are always looking for something new, so I do not think this one postage stamp will be the end of it. PostNL is the first, but we cannot wait with rolling out the concept further. Despite all our experience, it will of course become very exciting when they are going to be printed. It really is something different than producing regular postage stamps. Those are usually printed on special stamp paper of about 102 grams, while the pop-ups are made of three layers of 240 gram sulfate cardboard. This means they are also 7 times thicker than regular postage stamps. Therefore it is also a very interesting order from a technical production point of view."

Technical Details

Stamp size:	40 x 40 mm
Perforation:	none
Paper :	240 g/m ²
Gum:	synthetic
Print process:	offset
Print run:	225,000 sheetlets
Printer :	Joh. Enschedé Security Print, Haarlem
Type of stamp:	sheetlet with two different pop-up stamps. With value 5 for letterbox packets up to 500 grams
Stamp print colors:	yellow, magenta, cyan and black
Product code:	321261

Day of the postage stamp 2012

19 October 2012

The Day of the Postage Stamp is an annual international event, and this year philatelists in the Netherlands celebrated it on 19 October. The day was marked by stamp marts, exhibitions and other special gatherings for philatelists, and PostNL issued a sheetlet of ten stamps inspired by the Juliana stamps full face from 1949 with a face value of 1 guilder.

A first-day cover and a so-called 'prestige booklet' were issued as well. The prestige booklet is part of the series issued by PostNL to draw attention to the history of permanent stamps. The first booklet in the series was issued in 2009.



Technical Details

Stamp size:	30 x 40mm
Perforation:	13 : 13¼
Paper:	normal with phosphor tagging
Gum:	synthetic
Print process:	offset
Print run:	120,000 sheetlets
Printer:	Joh. Enschedé Security Print, Haarlem
Stamp print colors:	yellow, magenta, cyan and black
Product code:	321361

Children's Stamps 2012

6 November 2012

The sheetlet with the 2012 Children's Stamps consists of photo portraits of Princess Catharina-Amalia, Princess Alexia and Princess Ariane, separate as well as together. The photos were taken by their father, His Royal Highness the Prince of Orange. This issue is also special because the Prince of Orange herewith follows in his father's footsteps. Forty years ago, Prince Claus made photos of his three sons for the 1972 Children's Stamps. The sheetlet was issued on 6 November 2012.

In addition to the stamp sheetlet featuring six different stamps, a stamp booklet and a first day cover were also issued.



The sheetlet with the 2012 Children's Stamps consists of six Stamps with the value marked as 1, the destination in the Netherlands, the year 2012 and a symbol of the 0.25 euro surcharge. Three of the stamps are solo portraits, the other three stamps are group portraits of the three Princesses of Orange. The name of the princess is printed next to each solo portrait: Amalia, Alexia and Ariane. The logo of the Children's Stamp campaign is shown on the top border of the sheetlet and next to it the name of the photographer: His Royal Highness the Prince of Orange. The sheet border shows the motto of the Children's Stamp Foundation on the left and right sides: for children, by children. The font used is Neuzeit S, a corporate font designed in 1928. The colour for all texts on the stamp sheetlet is gold.

Technical Details

Stamp size:	36 x 25 mm
Perforation:	14 ½ : 14 ½
Paper:	normal with phosphor tagging
Gum:	synthetic
Print process:	photogravure
Print run:	4,750,000 sheetlets
Printer:	De la Rue, UK
Type of stamps:	sheetlet with six different Stamps with surcharge
Stamp print colors:	yellow, magenta, cyan, black and gold
Product code:	324160

Representation

- Value 1 + € 0.25: Her Royal Highness Amalia
- Value 1 + € 0.25: Their Royal Highnesses Alexia, Ariane, Amalia
- Value 1 + € 0.25: Her Royal Highness Ariane
- Value 1 + € 0.25: Their Royal Highnesses Alexia, Ariane, Amalia
- Value 1 + € 0.25: Her Royal Highness Alexia
- Value 1 + € 0.25: Their Royal Highnesses Alexia, Ariane, Amalia

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