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Netherlands Philately  
1308 Pin Oak Drive  
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USA



# Netherlands Philately

*Magazine of the American Society for Netherlands Philately*

Volume 38/3

Aanbrengt per Land - Mail.  
Te betalen port ƒ 2,16 koper.  
BATAVIA 3mei 1845

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1 Apr 2014  
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# NETHERLANDS PHILATELY

Magazine of the American Society for  
Netherlands Philately; **Volume 38/3**

March 2014

In front of you is our Netherlands East Indies Special to celebrate 150 years of postage stamps. As editor I want to thank all authors and contributors to this issue for making this possible. It is a remarkable achievement we have accomplished in such a short time.

The postal history, postmarks, stamps etc. of the Netherlands East Indies cover a very interesting and exciting area of research and may be this issue will inspire you to start a new collecting area.

Since I have now your attention with this issue I want to highlight the planning of our Bi-Annual meeting in New York in 2016. This meeting will have a special theme. Celebrating our 40th Anniversary. For this the society is looking for volunteers to make something remarkable out of this.

For our members, specially in Western Europe, I want to highlight a special two-day exhibit in Belgium to commemorate the 100th anniversary of the start of World War I. For more information about this I direct you to the advertisement in our magazine.

From Adelaide I wish everybody a joyful time reading this issue.

Alex Nuijten

## Table of Contents

Editor's Page	73
The Board and Messages of the Board	74
Postal Agent on Board the Batavia - Singapore Mail Steamer 1864 - 1878	77
From the Occupied Dutch East Indies	79
The Exchange Control 1947 - 1949	80
The Netherlands East Indies 1939 - 1942 Part I, Batavia censor mark: GECENSUREERD 1 thru 19	89
A Card Mailed Aboard the M.S. Rengat	101
The First Flight Amsterdam - Batavia - Sydney	104

**Website:** [www.asnp1975.com](http://www.asnp1975.com)

ASNP is founded in 1975 by  
Paul van Reyen

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

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zine are those of the authors and not neces-  
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ASNP is affiliate No. 60 of  
APS Adverting rates per  
issue are:  
\$50 for a full page,  
\$30 half page and  
\$20 for a quarter page.

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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.



## NEW YORK 2016



**In 2015 it will be 40th anniversary of our society. This is a milestone for many philatelic societies these days. The society wants to celebrate this with combining our bi-annual meeting with the World Stamp Show New York 2016. Very few members attended previous bi-annual meetings (less than 5% of our circa 100 members attending). Hopefully we can change that for our 40th anniversary. Therefore, for our event in 2016 the board is looking for a member who wants to plan and coordinate this event. If there are several members who want to do this as a team we welcome that even more.**

**Please send applications and/or enquiries to our President, Secretary or Editor.**

**We need your help!**





# AN EXHIBITION OF POSTAGE STAMPS

*The Postal Service in Times of Turmoil  
(wartime mail, 1914-1918)*

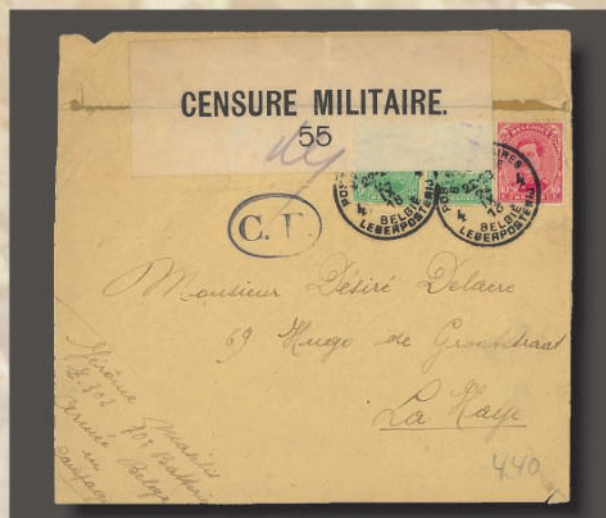
## Where?

Vleeshuis – Neermarkt – Ieper

## When?

Saturday 12 July: 11 pm to 5:30 pm

Sunday 13 July: 11 pm to 4 pm



Letter written by Jérôme Maselis from a trench on the banks of the river Yser



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# Postal Agent on Board the Batavia - Singapore Mail Steamer 1864 - 1878

*by Richard Wheatley FRPSL*

## Background

With the inauguration of the Landmail Route between Europe and the Far East, the carriage of mail over this great distance was speeded up considerably. As with all new ventures, there were teething problems, but these were resolved and the journey time was reduced from about 16 weeks, to 7 weeks by 1850 and then down to 6 weeks when the Suez Canal was opened to traffic in 1870.

The merchants on Java were not slow in taking advantage of this service. In 1845 a regular mail steamer service from Batavia to Singapore was set up to connect with the P & O China Line service. Dutch naval vessels were employed, for there were pirates operating in the area. The naval vessels were named after active volcanoes: ZMS (HMS) Bromo, Merapi and Vesuvius. At first the ships called at Muntok (Banka Island) and Riouw (just south of Singapore).

In 1852 this packet service was privatized and a mail contract was awarded to NISM (Netherlands Indies Steamship Company). This firm was well established in the archipelago and in the fullness of time was to provide the majority of the fleet of the KMP (Royal Packet Company) when it was formed in 1890.

## Postmark

With the introduction of the first Netherlands East Indies 10 cent stamp on 1 April 1864, a Postal Agent was placed on board these vessels. This was in effect a Branch Post Office of Weltevreden / Batavia. His duties were to sort local mail and cancel mail posted on board and those items of mail picked up en route. For this purpose he was provided with a circular date stamp reading:

**EXP. Kr. BATAVIA ML. STR.**  
(Expeditie Kantoor Batavia Mail Stomer)





This postmark is rated RRR (ref. 1) and has been struck in red and black ink. It was mainly used on mail posted on board and mail from Singapore and neighboring countries. As this example is struck in red, it is extremely difficult to make out the date. However, under a good light and with strong magnification the date appears as 9 4 1868. So this pair of stamps most likely came from a double weight NEI inland letter.

The date is significant, for on that day the NISM ship *Koningin der Nederlanden* (Queen of the Netherlands) sailed from Batavia to arrive in Singapore on the 13th. The following day the P & O *Orissa* (ref. 4) arrived from Hong Kong and picked up the mails destined for Europe. On the 8th the P & O *Malacca* had arrived at Singapore with the mails from Europe, and the *Koningin der Nederlanden* collected these and arrived back at Batavia on 18 April.

Bulterman says in his book (ref. 2) that no letters exist with this postmark between 1869 and 1874. In 1870 a quicker service was introduced by missing out the ports of call at Muntok and Riouw (ref.3), but they were re-instated early in 1876 when a 14 day round-trip service was established.

On 1 April 1874 the Postal Agent was issued with "puntstempel 69" (a lozenge of dots surrounding a numeral). This mark was intended to cancel the postage stamps, whilst the date stamp was placed alongside. These two marks were used up to 18 January 1878 when the Postal Agent was made redundant. His work was taken over by their newly established Indies Post Agents in Singapore and Penang. These two new Post Agents were urgently needed to handle the huge amount of Dutch mail.



69  
*Batavia - Singapore*



89  
*Singapore*



90  
*Penang*

### Postscript

Peter Storm van Leeuwen in his book (ref.3) says:

"We have seen a red cancellation of April 1868 on a pair of 10 cent (NVPH NO. 1) stamps. It is unlikely that we shall find another".

So it seems possible that the pair illustrated here are the same stamps and we now know the actual date of use.

### References

1. Storm van Leeuwen, P: Poststempelcatalogus Nederlands - Indie 1864 - 1942
2. Bulterman, PR: Poststempels Nederlands - Indie 1864 - 1950
3. Delbeke, JP: De Nederlands Scheepspost No. 1
4. Kirk, R: British Maritime Postal History Vol. 2



## From the Occupied Dutch East Indies

by Ed Matthews

All Collectors of the Netherlands philately are fully aware of the occupation of the DEI by the Japanese from March 1942 till August 1945.

But this was not the first time the DEI was occupied by a foreign power.

In 1810 Napoleon removed his brother Louis as King of the Kingdom of Holland and incorporated Holland into the French Empire. Great Britain, which had been at war with the French for some years already, decided that the Dutch East Indies (as well as the West Indies) were now enemy territory and proceeded to occupy them in 1811. The well known Sir Stamford Raffles was appointed Lieutenant Governor in Batavia. (The best-known hotel in Singapore is the Raffles Hotel).

The English reorganized the Java Post Office and supplied large double-ring postmarks to Batavia, Semarang and Surabaya. In the post mark there was room to indicate the rate in Dollars and Styvers - Dutch currency was used throughout the English occupation.

This letter from Batavia to Buitenzorg, dated 14 March 1812, the 8 Styver marking has been crossed out as the letter was marked "Service" in manuscript.

8 Styvers was the correct rate for a letter of less than 1 Calcutta Sicca Rupee weight.



# The Exchange Control 1947 - 1949

by H.W. Hönes

translation by Ben H. Jansen

On 15 January 1947 the exchange control was re-introduced in the Dutch Indies and continued until the end of 1949. Even after the handover of the Dutch Indies to the Republic of Indonesia on December 27, 1949, the exchange control continued in Indonesia.

All ordinary and registered letters with a weight of more than 20 grams going abroad, which also included the Netherlands and the Netherlands Antilles and Suriname, had to be delivered open to the post office counters. In case the letters did not contain foreign exchange (which also included post stamps), the sender had to close the letters in front of the postal clerk. They were then released with an inspection certificate for shipping. However, if foreign exchange was to be sent, the sender was referred to the Dutch-Indies Exchange Control (Deviezen Instituut) in Batavia. Suspicious letters weighing less than 20 grams were screened and forwarded to the Deviezen Instituut if they were suspected of abuse.

Banks and large companies obtained a special permit from the Deviezen Instituut in the form of stickers or rubber stamps. They were allowed to deliver their letters, without inspection, closed to the post office. The stickers were provided to the banks or companies dated and signed. They were valid for four weeks. The permits were signed on behalf of the Director of the Dutch Indies Deviezen Instituut. Known signatures are: W.A. van Grunsven, S. Thomas and A.P. van Gogh. Interestingly, Mr. van Gogh was a board member of the Dutch Indies association of stamp collectors. In his case, it probably concerned the trading of stamps between collectors. The signatures could also be provided with a name stamp.

The handbook by P. Bulterman lists fourteen different control marks and texts for special permits. On the following pages I will show you most of these endorsements. The type designation is according to the manual of P. Bulterman.



Fig. 1



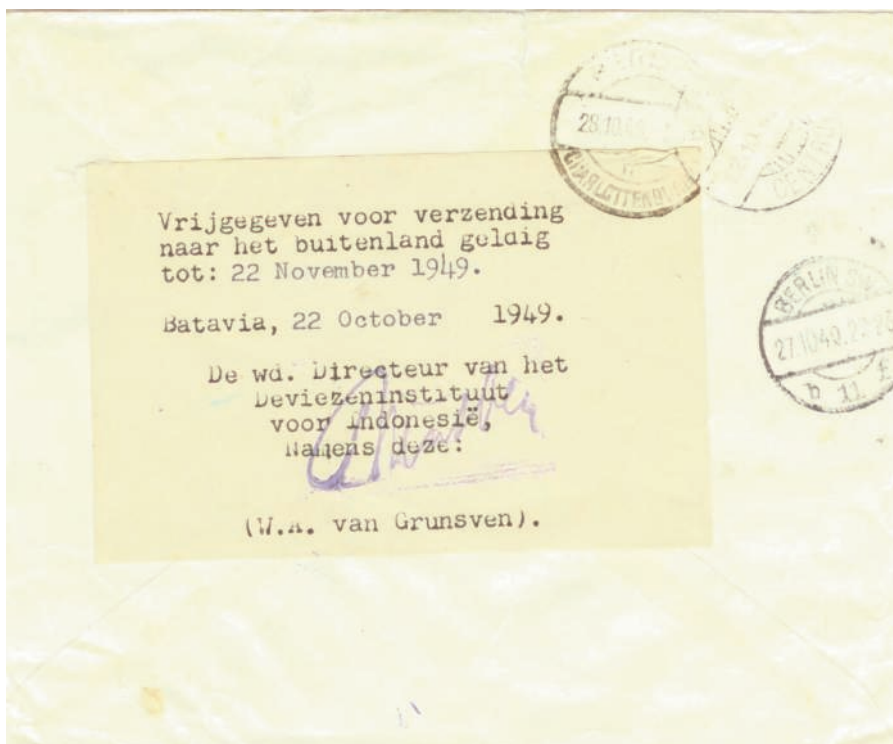


Fig. 1a

Figure 1 + 1a; Sticker Type NCD A, W.A. van Grunsven, BATAVIA 22. 10. 49



Fig. 2

Sticker Type NCD A, A.P. van Gogh  
BATAVIA, 20. 2. 48





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Fig. 3  
Sticker Type NCD A, A. Oudt, BATAVIA CENTRUM, February 15, 47

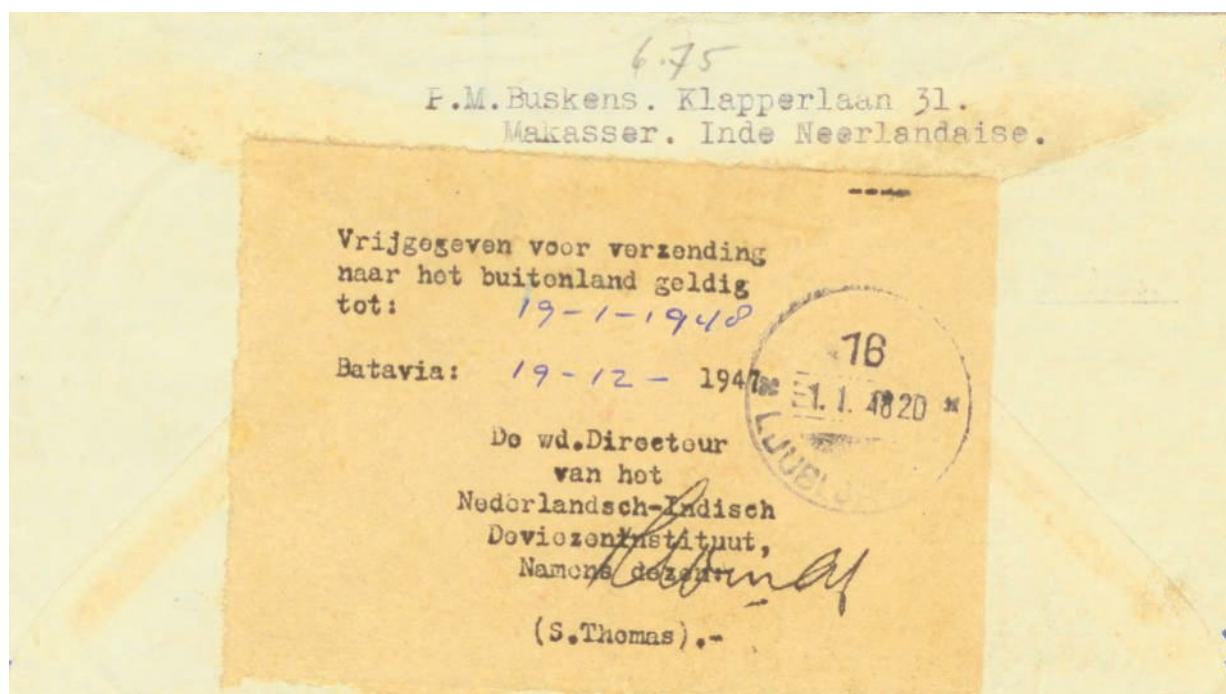


Fig. 4  
Sticker Type NCD A, S. Thomas, BATAVIA CENTRUM, 20 DEC 47





Fig. 5

Improvised sticker Deviezen Controle Type NCD B, BANDUNG 17. 11. 48 and NCD 2 from Batavia stamp: DEV. 2



Fig. 6

Type NCD D red rubber stamp: PALM & VAN AMSTEL, company stamp, BATAVIA 23. 10. 48

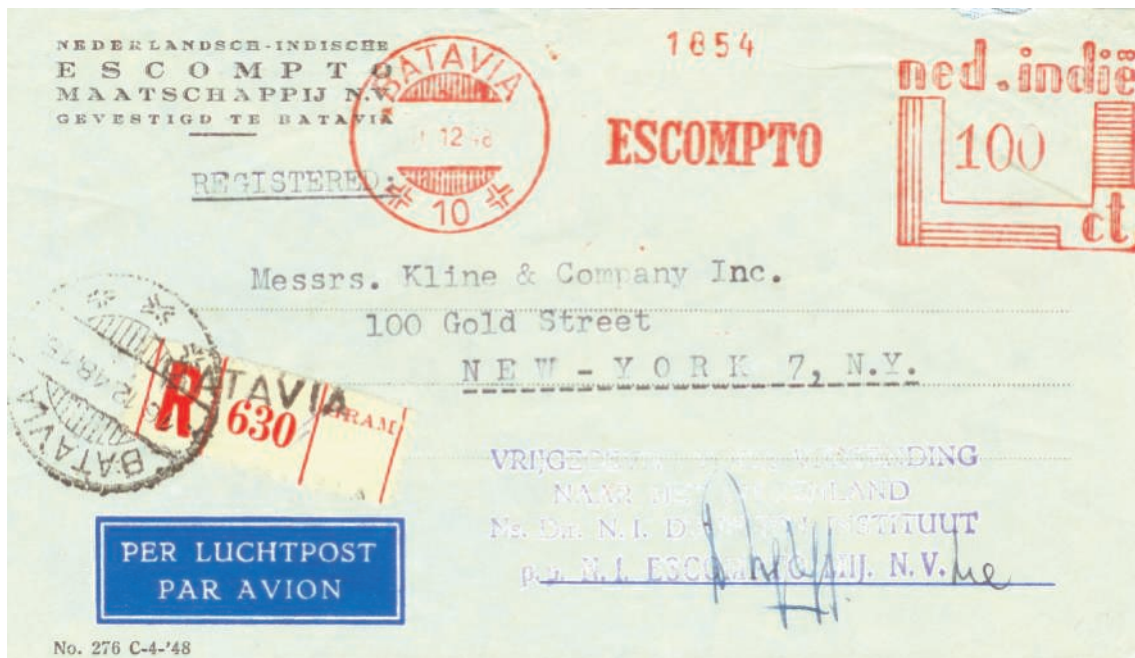


Fig. 7  
Type NCD D Violet release stamp, bank approval BATAVIA 16. 12. 48



Fig. 8  
Type NCD D Violet release stamp bank approval, BATAVA 7. 7. 47



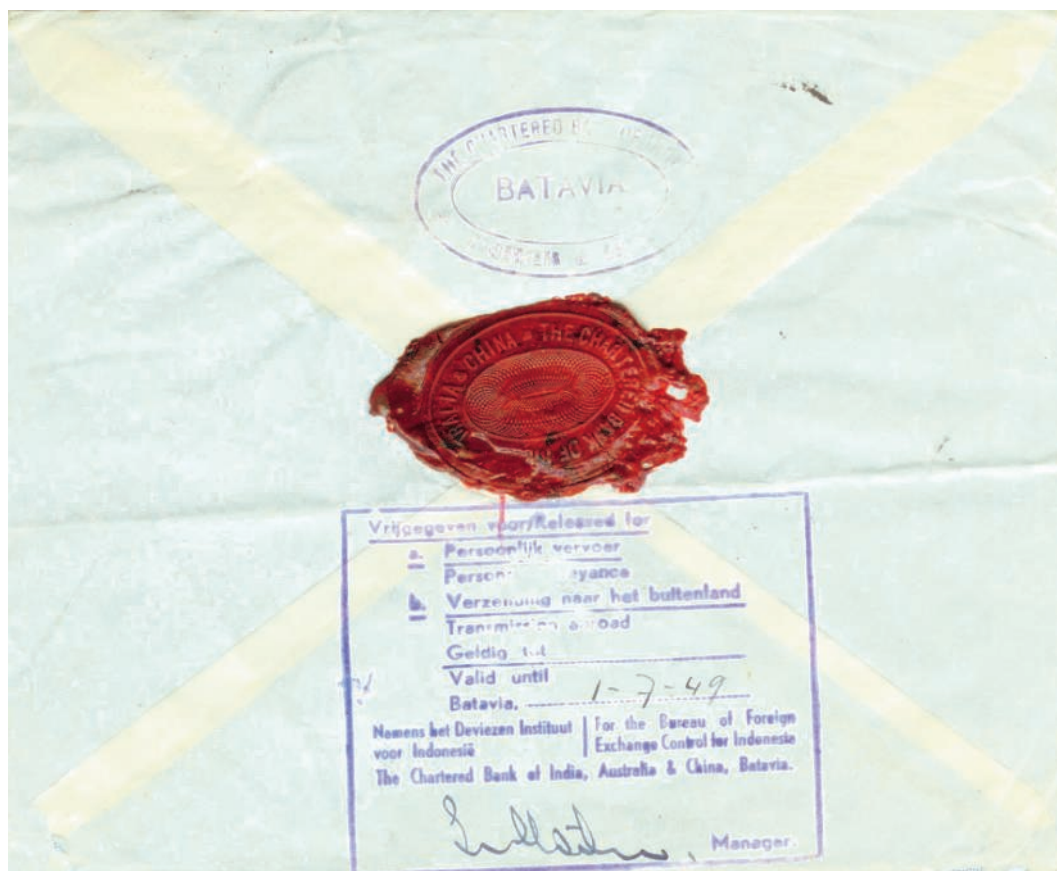


Fig. 9  
Type NCD D Violet release stamp bank approval, BATAVIA 2. 7. 49



Fig. 10  
Type NCD 2 Batavia 1947 black control mark 2 + 3



# **The Netherlands East Indies 1939-1942 Part I,**

## ***Batavia censor mark: GECENSUREERD 1 thru 19***

*by Saburo Masuyama*

Congratulations, It was 150 years ago that the first postage stamp was issued in the Netherlands East Indies. I love the Netherlands East Indies stamps and postmarks.

In Japan, only a few collectors are interested in the Japanese occupation period. It is unfortunate that I have no nearby friends to show my collection, so I've been looking for overseas stamp friends. I do not speak English that well and my wife doesn't like stamps but loves trips, so we went to Indonesia, the Netherlands and California together. The most memorable trip is the day trip with ASNP members after Amphilex 2002 in Amsterdam. (For the details of this trip, please read ASNP Newsletter November 2002, Volume 27#1) We had a good time talking about stamps and shared a nice meal with my collector friends.

Mr. Dann Mayo, a member of the Civil Censorship Study Group in the U.S.A, has taught me about world censor marks. He sent me a list of the first and last day of use of 17 censor marks and ten resealing labels of the Netherlands East Indies. He passed on wonderful knowledge and materials and I've put in a lot work to complete it. Now, it's high time I show an update.

The best reference for the censor marks of the Netherlands East Indies is "Poststempels Nederlands-Indie 1864-1950" by Mr. P.R.Bulterman. 1981.

At POSTEX2013 last fall, I picked up a copy of a new book: "Postcensuur en Kamppost in Nederlands-Indie 1940-1942", published on the occasion of the 45th anniversary of ZWP.

Both publications list Censor mark "GECENSUREERD 1 thru 46" with size 62mm x 15mm, colors black, red and violet, used from June, 1940 to early 1942, except for numbers "12" and "18".

However, it was used as early as May, 1940. First, I would like to show my Batavia censor mark "GECENSUREERD 1 thru 19 ". I've never seen a number "11". I wonder whether it exists or not.

### **Editors Note:**

If any member has information or an image of "GECENSUREERD 11" from a auction catalogue or even better an example in her/his collection, please send an image to Mr. Saburo Masuyama, [sabu03@ny.thn.ne.jp](mailto:sabu03@ny.thn.ne.jp) .

Further any information regarding the different size censor markings in violet shown in figures 20 and 21 on page 100, which were very likely used in Batavia, would be welcome too.

Alternatively you can send the information and/or images to the editor, who will forward this information to Mr. Saburo Masuyama.



Fig. 1

The first Batavia censored mail is addressed to Japan, May 15 with "Gecensureerd 8" in violet and brown resealing label "Door Censuur Geopend".



Fig. 2

Batavia, May 16 with "Gecensureerd 3" in black, to Adelaide, Australia by Quantas (Airlines).





Fig. 3  
 Batavia, May 18 with "Gecensureerd 4" in violet to Medan, domestic airmail.



Fig. 4  
 Tjilatjap, May 27 with "Gecensureerd 9" in violet and Singapore censor mark, to Hong Kong.



Fig. 5  
Bangkok, May 2 with "Gecensureerd 2" in violet to Batavia.

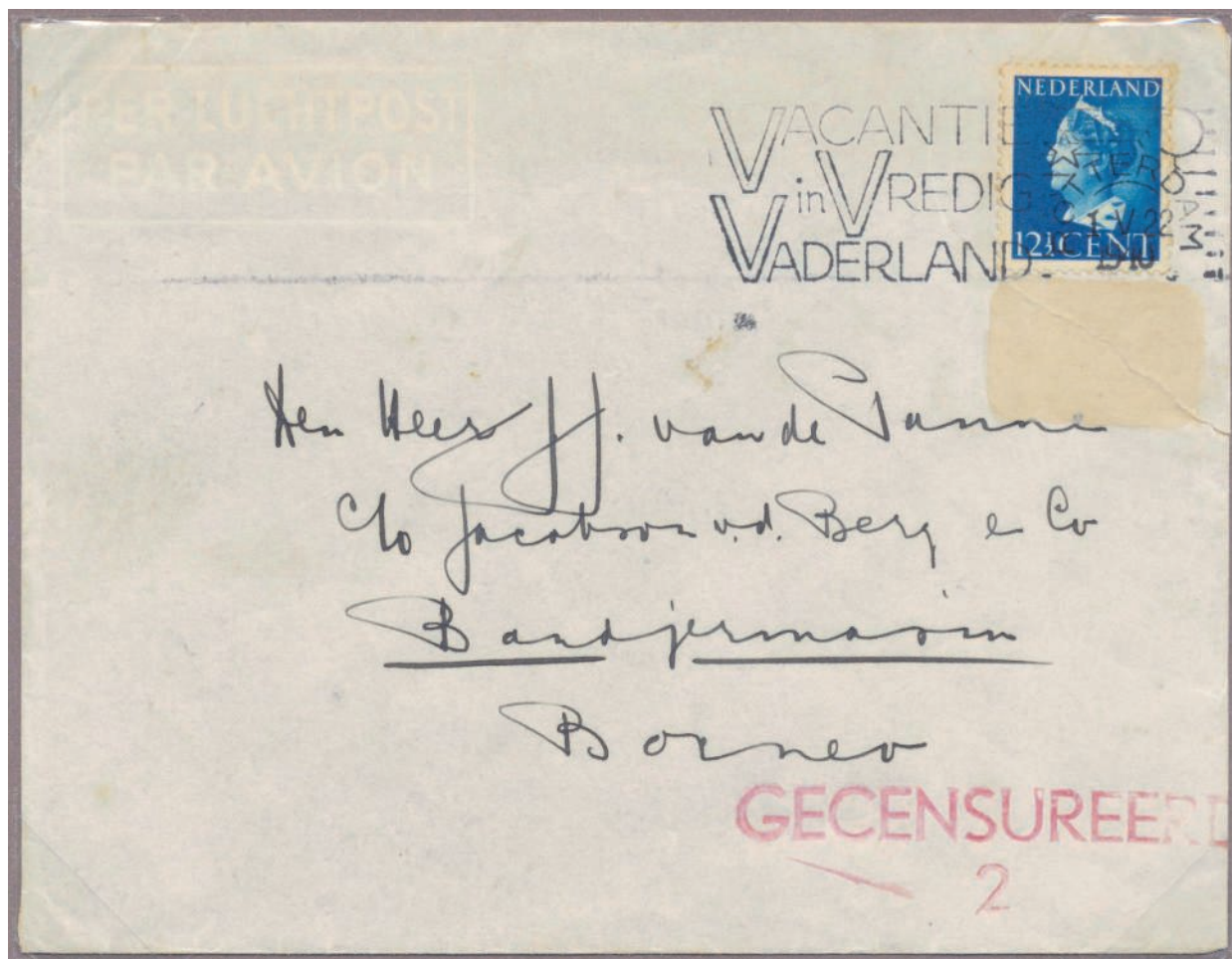


Fig. 6  
Rotterdam, May 1 with "Gecensureerd 2" in red, to Bandjermasin, Borneo.





Fig. 7  
Ngawi, May 27 with "Gecensureerd (?)" in red to Surabaya, domestic postcard.



Fig. 8  
Batavia – Centrum (Camp Onrust), May 27 with "Gecensureerd 2" in red.  
Both postcards were written on May 25. All German camp postcards were censored in Batavia. "Gecensureerd 1 thru 10" were used in red until February 1942.

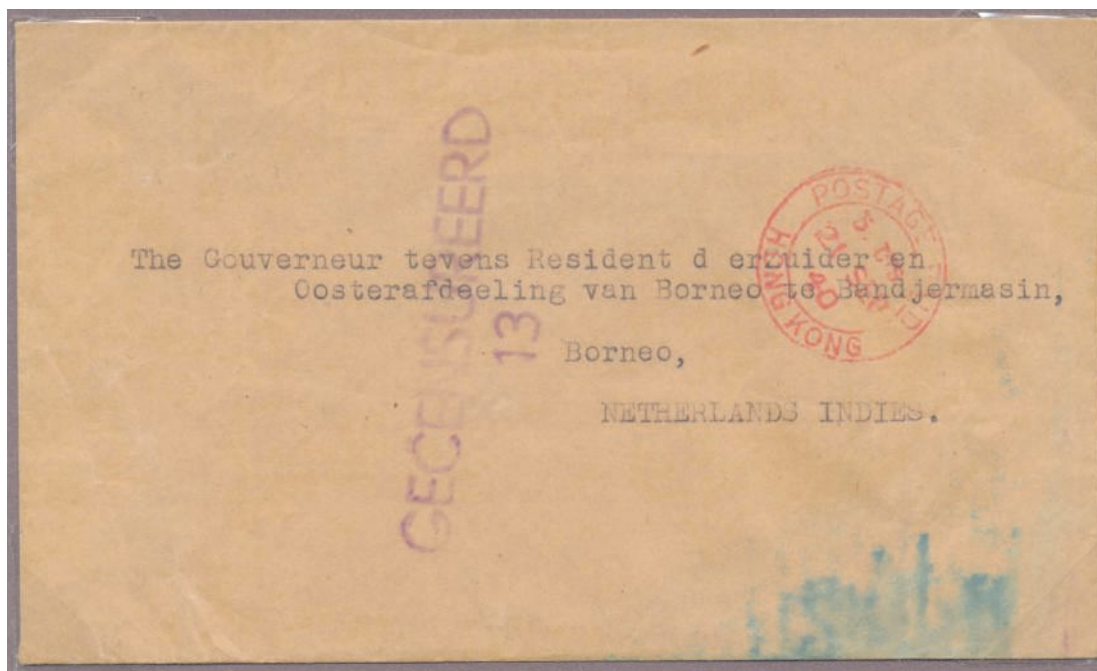


Fig. 9  
 Hong Kong, September 21 1940, via Batavia with "Gecensureerd 13" in violet to Bandjarmasin, Borneo.  
 These censor markings would only be used in violet on printed matter items.



Fig. 10  
 Batavia – Centrum, August 6 1941 with "Gecensureerd 14" in violet.





Fig. 11  
Singapore, September 7 1941, to Batavia with "Gecensureerd 15" in violet.



Fig. 12  
Tokyo in Japan, August 2 1941 to Batavia with "Gecensureerd 16" in violet.



Fig. 13

Hoofdbestuur P.T.T. in Bandoeng, August 2 1941, with "Gecensureerd 17" in violet to Denver, Colorado, USA.



Fig. 14

Batavia - Centrum, April 18 1941 with "Gecensureerd 19" in violet to New York, USA.





Fig. 15

Surabaya, July 3 1940, with "Gecensureerd 19" in violet and "Censuur Gepasseerd 9" in red, via Singapore to England.



Fig. 16

Madioen, December 24 1941 with "Gecensureerd 14" in red to Perth, Australia.

14 and 19 were both applied in red or violet on covers and postcards.

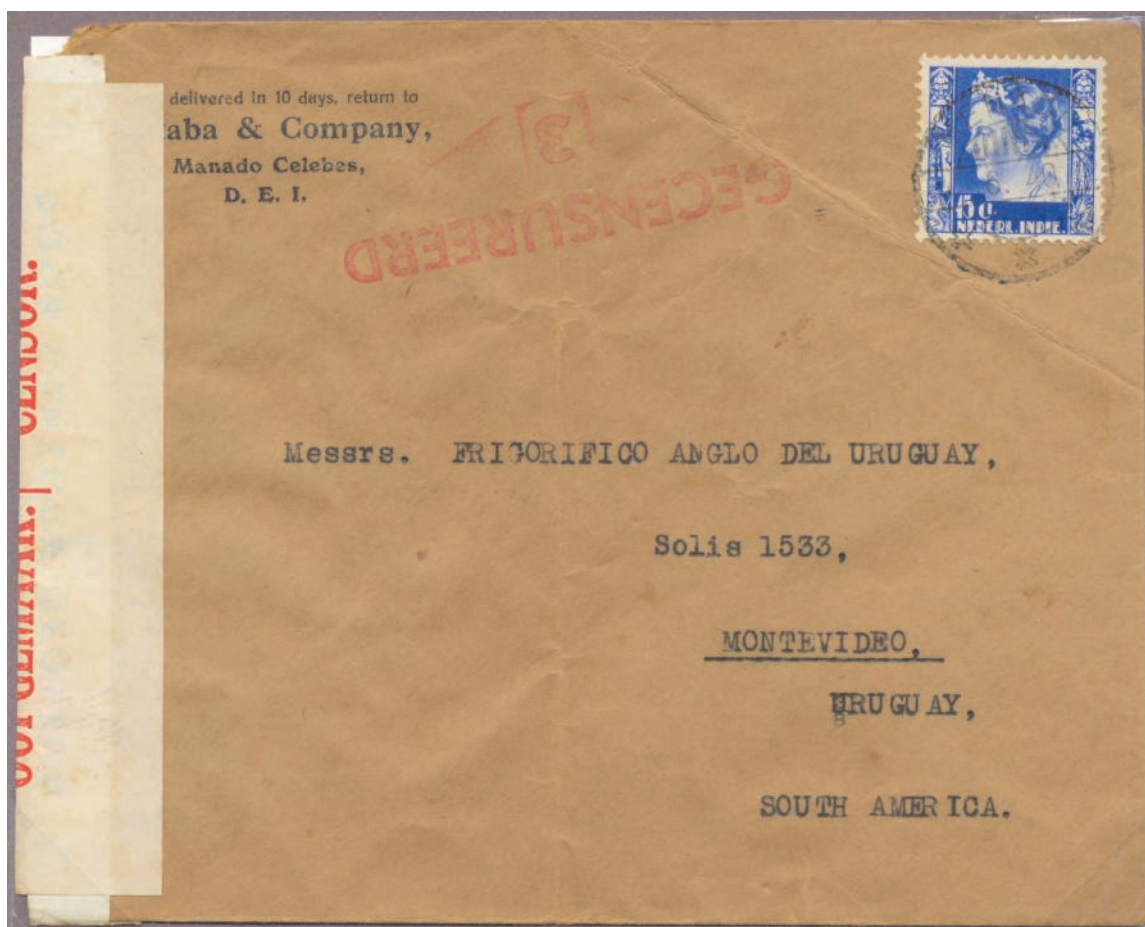


Fig. 17  
*Manado, June 4 1940, to Montevideo, Uruguay.*

“Gecensureerd 3” and “Door Censuur Geopened” white resealing label were applied in Surabaya and the cover was sent to Durban, South Africa. There it was reopened and a new label was placed over the old white label from Surabaya and send to the destination indicated on the cover.

The size of the Batavia censor mark is 62 x 15 mm. However the censor marks used in Surabaya are 64 x 18 mm. Strikes from “Gecensureerd 3” are mostly known with side bars on both sides of the 3. The censor markings from Surabaya were used from June to October 1940. In addition to a “Gecensureerd 3” there is also a “Gecensureerd 6”.



*Batavia  
 censor mark  
 62 x 15 mm*

*Surabaya  
 censor mark  
 64 x 18 mm*





Fig. 18  
Surabaya, October 1 1940, with "Gecensureerd 3" in red to Auckland, New Zealand.



Fig. 19  
Surabaya, September 30 1940 with "Gecensureerd 6" in red to Universal City, California, USA.



Fig. 20  
Saigon, January 21 1941 with "Gecensureerd 15", 66 mm long in violet to Batavia.



Fig. 21  
Yokohama, Japan January 27 1941 with "Gecensureerd" in violet to Batavia.



## A Card Mailed Aboard the M.S. Rengat

by Ben H Jansen

The picture card shown in Figure 1 (it has a picture of a Batak house on the front. Bataks were indigenous people of Sumatra) was written on March 1, 1933 on board of the m.s. Rokan.

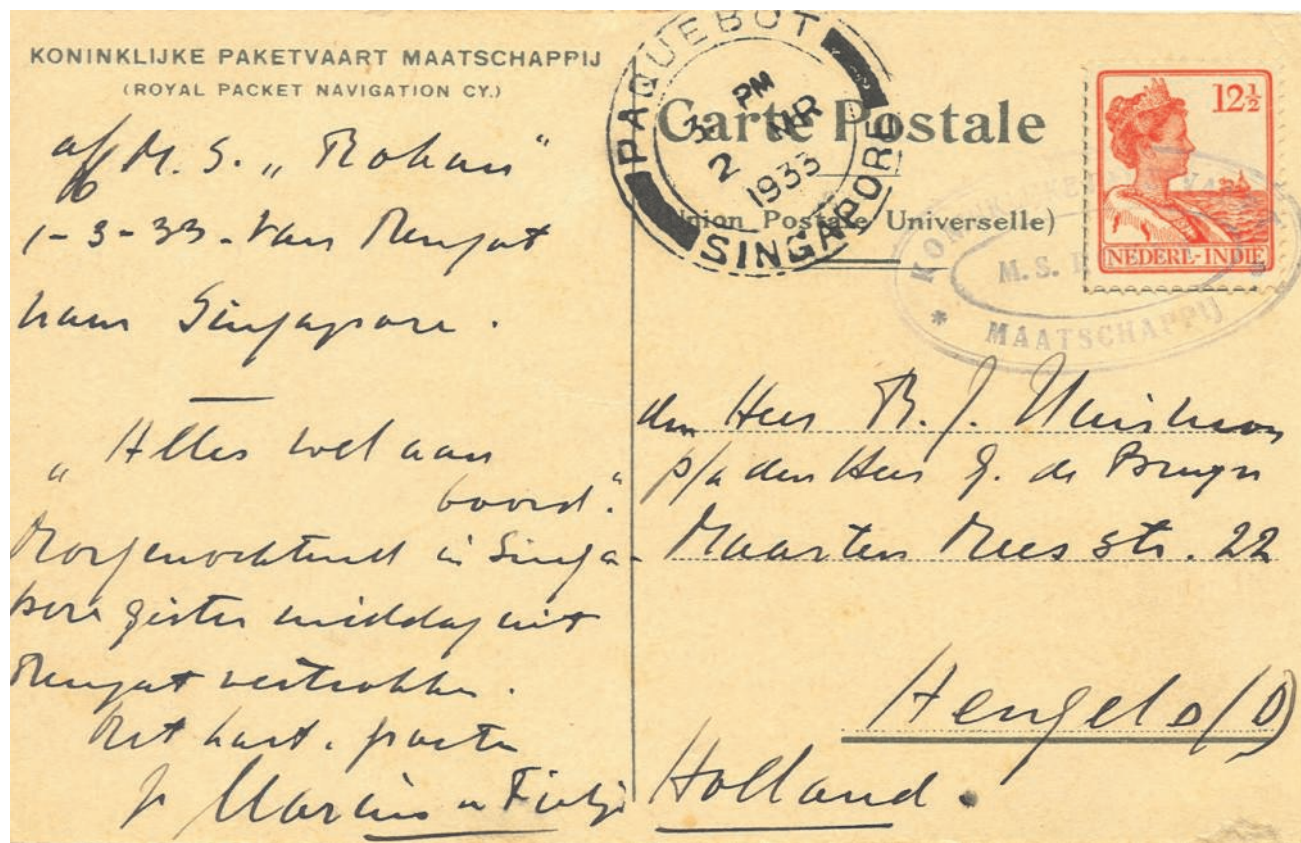


Figure 1: Postcard mailed from m.s. Rokan on March 1, 1933.

The text reads "Alles wel aan boord. Morgenochtend in Singapore gister middag uit Rengat vertrokken. Met hartelijke groeten. Marius en Fietje." (All is well on board. Tomorrow in Singapore departed Rengat yesterday afternoon. Greetings. Marius and Fietje).

The card was franked with a 12.5 cent (red) Queen Wilhelmina NVPH 117, issued between 1913 and 1932 to pay for the postage to the Netherlands. The stamp was invalidated with an oval, rubber cancel from the Koninklijke Paketvaart Maatschappij (Royal Packet Navigation Company) or KPM, with the name of the ship in the center. This is type 2b according to Bulterman. It also received a round paquebot cancel in Singapore on March 2, 1933. This cancel was in use between 1925 and 1936 and is listed as number 3396 in M. Dovey and K. Morris (Paquebot Cancellations of the World, 4<sup>th</sup> Edition, TPO).

and Seapost Society). Paquebot cancels came into existence in 1892, when the Universal Postal Union decided that all ships were their own sovereign territory while on the high seas and outside territorial waters and that a passenger could write a letter, add a stamp of the country the ship was registered in, and put the letter in the ship's mailbox. From there it was taken to the nearest post office in the next port of call and a "paquebot" postmark was added to the letter usually over the stamp.

The KPM was a Dutch shipping company operating in the Netherlands Indies. It was founded by Stoomvaart Maatschappij Nederland (SMN) and Rotterdamsche Lloyd (RL) in 1888 to form a feeding line for their regular steamship services between Holland and Java. KPM became operational on 1 January 1891 with 29 small steamers. It grew quickly, and around 1920, KPM had 92 vessels that operated 50 services with about 300 ports of call. This had grown to 146 vessels running more than 70 services with more than 400 ports of call at the start of World War II. More information about the KPM can be found in the article by Martinus Verkuil, which appeared in *Netherlands Philately*, vol. 19 (1), pp. 2-6, 1994. This article also shows other examples of KPM cancels.



Figure 2: m.s. Rokan (source: [www.studiegroep-zwp.nl](http://www.studiegroep-zwp.nl)).

The m.s. Rokan (see Figure 2) was one of the smaller KPM ships, measuring 563 tonnes, and named after a river on North Sumatra. The m.s. Rokan had accommodations for six passengers in First Class, six in Second Class, and 200 on deck. Given that its overall length was 172 feet, with a beam (width) of 29 feet, it could get crowded on deck.



Figure 3: Aerial view of the wharf 'De Maas', builder of the m.s. Rokan (source: <http://fotos.oudridderkerk.nl>).



The m.s. Rokan was built in 1929 built by the Internationale Scheepsbouw Maatschappij De Maas, Slikkerveer, Rotterdam, The Netherlands (see Figure 3), which also build its sister ships the Makian, Kampar, Mandar, Mapia and Manipi (all for KPM). In fact, Figure 3 most likely shows some of the other KPM ships built by De Maas under construction. I base that on the fact that KPM ships had a yellow-orange (buff) colored funnel with a black top. The almost finished ship in the water also has a black stripe on top of its funnel, which is otherwise uniformly colored. This ship may be the m.s. Pahud or one of its sister ships, and its size and layout resembles the other two ships under construction on the slipways.

The m.s. Rokan was scuttled by its own crew at Tjilatjap in 1942, and raised and repaired by the Japanese in 1943 and renamed Hokuan I-Go. In 1944 it was torpedoed and sunk by the British submarine Taurus in the Strait of Malacca.

Rengat is about 100 km inland, on the Indragiri river in Central Sumatra. The KPM offered regular service from Rengat to Singapore via Tembilahan, Sapat and Prigi-Radja (all on the river) and Tandjong Pinang (Tanjung Pinang) in the Riau Islands (see Figure 4).

On a personal note, the card's recipient is Rienko Jan Huisman He was born in Den Helder in 1933 and died in Amersfoort in 1991. He and his wife, Rosa Klara (Roos) Boelsma,(The Hague, 1909 – Amersfoort, 2006), were friends of my wife's parents, and were 'uncle' and 'aunt' to my wife. Aunt Roos was a well-known classical singer (alt) and uncle Rienko was an engineer and free-mason. The sender, Marius, was a one-year younger brother of Rienko. I 'rescued' the card during a visit to Roos when she was clearing her archives.



Figure 4: Detail of the route map of the Koninklijke Paketvaart Maatschappij (source: [www.studiegroep-zwp.nl](http://www.studiegroep-zwp.nl)).



# The First Flight Amsterdam - Batavia - Sydney

by Alex Nuijten

28 June 1938 was a historical day for Dutch aviation and air-mail delivery. For the first time in the history of the KLM they would operate a route from Amsterdam, via Batavia to Sydney in Australia. The route Amsterdam - Batavia would be done by the KLM and the route Batavia - Sydney would be done by the KNILM.

The first flight opened a service that would leave twice a week from Schiphol Airport near Amsterdam, on Tuesdays and Saturdays, respectively.

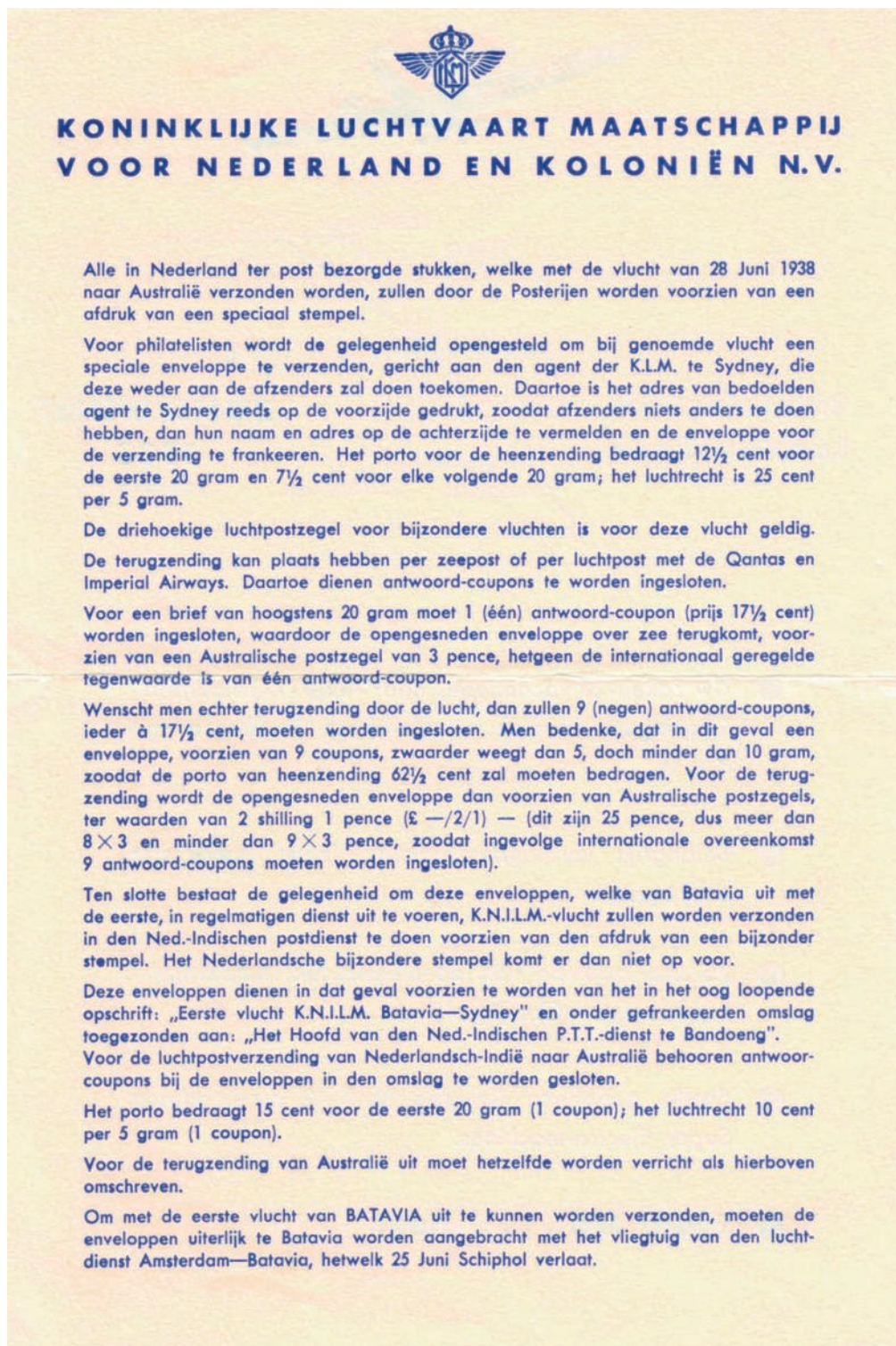
With the first flight, collectors used the opportunity to send mail, directly to Australia. In the Netherlands 65 kilogram (approx. 14.400 pieces) of mail from collectors were loaded together with 3 kilogram of business mail.

Another 4 kilogram of mail was picked up at various foreign airfields during stop overs between Amsterdam and Batavia.

From the Dutch East Indies another 75 kilogram (an estimated 15.000 to 17.000 pieces) of mail was added to the flight.

For the collectors who wanted a special envelope for their collection, the KLM offices were selling a special envelope for 25 cent.

The profits of the sales from the special envelopes went to the National Aviation Foundation (Nationaal Luchtvaartfonds).



*The KLM folder that was issued to inform collectors how and when the mail for this special flight had to be delivered.*



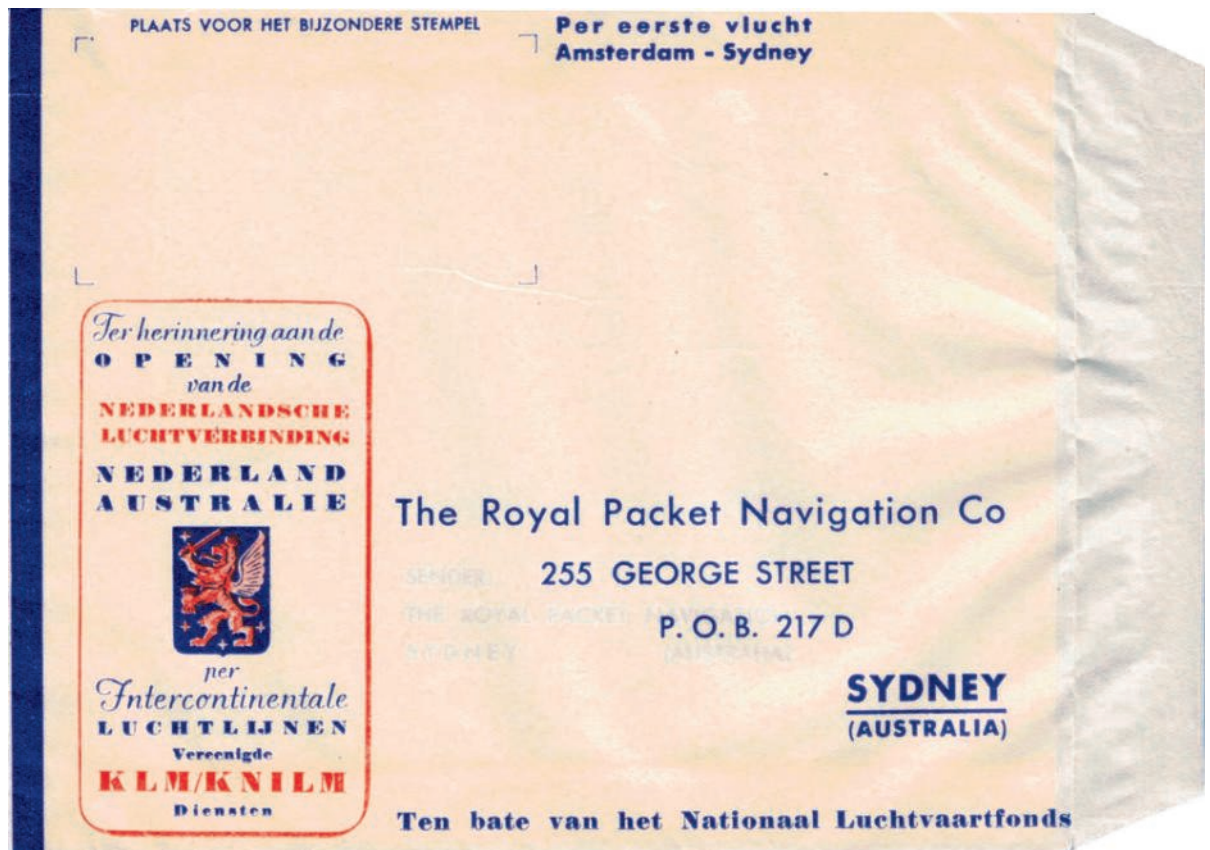


A registered, special envelope send from Arnhem, the Netherlands to Sydney Australia. The international letter rate (up to 20 gram) was 12½ cent, the registration right was 15 cent and the airmail rate was 25 cent per 5 gram. In total for this cover 52½ cent had to be franked, which has been done.

Normally the special airmail stamp issued in 1933 (triangle stamp NVPH number 10) was mandatory on first flights, but for this flight the Dutch PTT made it optional. For the Dutch East Indies this was the same.

In the Netherlands a special postmark in violet was placed on the mail. The postmark showed the text "Amsterdam - Batavia - Sydney, Nederlandsche Luchtdienst, Opening 28 juni 1938" with on the left a Lion and on the right a Kangaroo. In the Dutch East Indies a special postmark, in violet, was used in the shape of a triangle. The postmark had the text "Openings - KNILM - Vlucht, Java - Australië - 3 juli 1938" was placed together with an image of an airplane going through the clouds. For the postmarks used in the Dutch East Indies a number of copies were made and distributed among the post offices in towns where the domestic air routes were established. This way all mail was cancelled on time before going on board of the opening flight.





A unused special envelope, sold by the KLM offices.



The front and rear of an envelope franked with the optional triangle stamp of 1933. The international letter rate (up to 20 gram) was 12½ cent, and the airmail rate was 25 cent per 5 gram. In total 37½ cent had to be franked.



An extra bonus was that the Dutch East Indies PTT did not add a place name in the postmarks so that all used postmarks were the same. Buitenzorg received 3 postmarks, Batavia - Centrum received 5 postmarks, Surabaya received 3 postmarks, Koepang received 1 postmark, Palembang received 1 postmark, Denpasar received 1 postmark and Medan received 2 postmarks.



*Envelope cancelled at Batavia Centrum, including with the special flight postmark used there.*



*Envelope cancelled at Ampenan (island of Lombok), then send to Denpasar (island of Bali), were it was cancelled with the special postmark.. Then it was flown to Australia.*

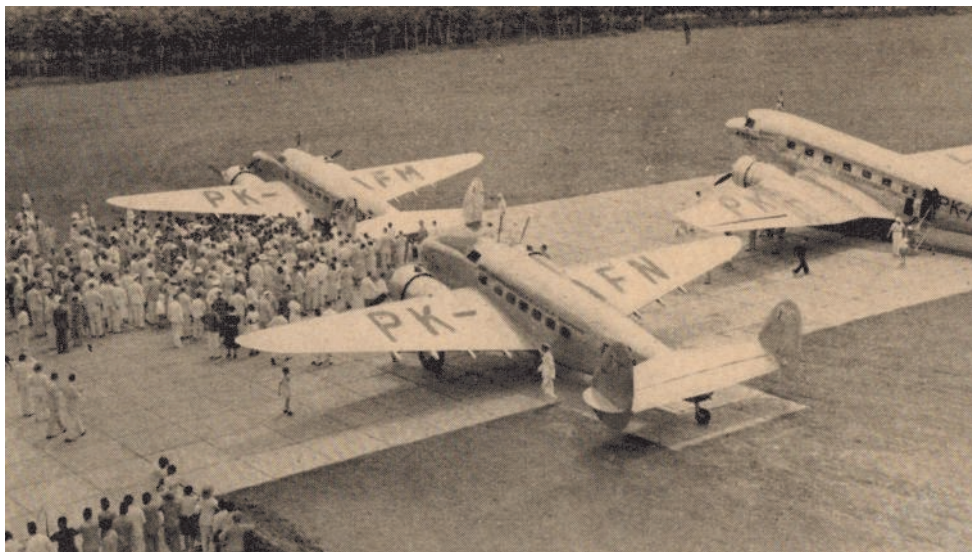


The “Emoe” (Emu) left Schiphol Airport a couple of minutes after 6 am on 28 June 1938 to fly to Athens (Greece) for a stop over. On 29 June it left Athens to fly to Basra (Iraq). There it left on 30 June to fly to Jodhpur (India) where it arrived on the same day. The next day, 1 July, it left Jodhpur to fly to Rangoon (Burma), where it arrived on the same day. On 2 July it flew to Singapore and left it on 3 July to arrive in Batavia. In Batavia all mail and passengers were unloaded and transferred onto the airplane (PK-AFM) from the KNILM for the trip to Australia. On 4 July it left Batavia to fly to Cloncurry (Queensland, Australia). It left the next day for Sydney where it arrived at 14.25 local time.



*The “Emoe” (PH-ARE) leaving Schiphol airport. Source: [www.inoudeansichten.nl](http://www.inoudeansichten.nl).*

The whole trip was flown with so called “land” airplanes, from the KLM and KNILM, since they could not land on water. The interesting part of this flight was that Imperial Airways (England) was flying for the first time with so called flying boats to Australia (Sydney) and New Zealand. The KLM and KNILM proved to the world that their route was faster done with the so called “land” airplanes. The flying boat from Imperial Airways left England 2 days earlier (26 June) and was overtaken near Port Darwin by the PK-AFM from the KNILM on 4 July.



*The PK-AFM at Batavia Airport.*

When it landed in Sydney on the 5th of July it landed about 12 hours earlier than the English flying boat. The English newspapers wrote about this achievement. How could it be that two airfields that are only two hours apart (London and Amsterdam [Schiphol]) could give such a outcome. It proved that the KLM and KNILM route and choice of aircraft were much more effective than the Imperial Airways choice of airplane and route via the same countries.

#### **Acknowledgement:**

All source information and images, where no source is stated, were supplied by J.L.C.M. Tschroots and H.H.C. Tschroots-Boer. Hans and Hennie thank you for your contribution, Alex.

#### **Reference:**

- PTT Dienstorder 354bis/08-06-1938
- Nederlands Maandblad Philatelie (16 June 1938), Opening der KNILM-Luchtlijn Batavia - Sydney op 3 juli a.s..
- Nederlands Maandblad Philatelie (16 July 1938), Openingsvlucht Java - Australië



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