

Dated Journal

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1975

Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 42/1



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Editor's Message

September, 2017

The first issue of Volume 42 is in front of you. Because the Dutch post issued relatively few new stamps since our last magazine, I had enough space for six (!) articles plus a piece on the final publication of the Stamp Club of Nimwegen. They decided to disband after 100 years, but as a last hurrah they produced a final issue of their magazine "De Waalzegel" chock full with publications by many of their (former) members. You can read all about it on page 23. We should do something similar (without terminating the Society, of course) and therefore we issue a Call for Papers on page 24. I really had to dig deep to fill the Magazine this time and desperately need more copy!

I have been busy organizing my postal history collection and finalizing my first exhibit. It will go on view at the Greater Houston Stamp Show on September 15-17. I had asked Alex Nuyten to have a critical look, and his feedback made me reorganize the exhibit to two frames (from three). Hopefully the judges will be lenient.

Looking forward to your contributions, and I'll keep you posted on my exhibit adventure.

Ben

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Advice to Authors

Please submit your text in MS Word, and indicate where each illustration belongs. Submit illustrations as full color scans (at 600 dpi). Contact the Magazine Editor in case of questions.

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Innkeeper Letters: When Letters Were Sent to the Hotel

by Peter Heck

(translated by Ben H. Jansen)

Today it is considered normal to be able to receive messages anywhere and at any time. Calls, emails, WhatsApp messages, Twitter, Facebook etc. reach us no matter where we are or what we are doing. We can answer as well. News, information available around the clock. Some will call it a curse others a blessing. Everyone is a bit right there.

The "good old days" are gone, when one still had time to answer a letter at leisure, even written by hand, without ones communications partner impatiently asking within hours or even minutes when the answer would come.

If you now look back a few hundred years and try to get an idea about how life went then without a smartphone and the internet, you will arrive smiling at our present topic.

Letters, which reached the recipient also while travelling, for example in a hostel or an inn. In the Netherlands these letters are called "Kasteleinsbrieven" (Inn keeper letters).

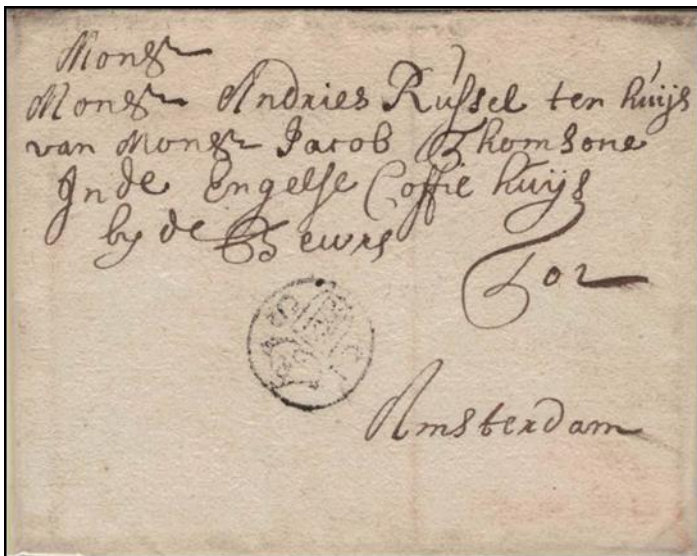


Figure 1: Letter from July 25, 1688 from Rotterdam to Amsterdam, addressed to Mr. Andries Russel, 'in the English Coffee House near the Exchange' (in de Engelse Coffie huis bij de beurs). Porto 3 stuiver, indicated using cancel type 2 (Adema).

On the following pages I would like to take you to this time and introduce a few letters and their background. Picture 1 shows an early Kasteleinsbrief from 1688.

In January 1673 the first cafe was opened in Amsterdam, where coffee was served in public. The male citizenry did not only meet there to enjoy the exotic drink from the Far East, but also for the conversation and the newspapers. In the year 1686 the Amsterdam coffee houses were so popular that one could hardly find a place in them - so crowded were they. Most coffee houses were close to the Rokin exchange. There was the German, the New German, the Zaanse, the Polish, the French and the Amsterdam coffee house. The English cafe had the address "Dam 19". Not only coffee and chocolate were served, but also alcoholic drinks. There was also a lot of chess, backgammon and checkers, playing dice and gambling. In 1697, gambling was forbidden for a period of time and subjected to severe penalties. However, the visitors paid little attention to this ban. Also there was a lot of heavy smoking. The pipes were often distributed free of charge, only the tobacco had to be paid.

Newspapers were particularly important in the coffee houses. There were not only national, but also international newspapers, as well as all sorts of other information.

One went to the coffee shop to get information and to discuss it with the regular visitors.

The English coffee house was called "Quincampoix" at the beginning of the 18th century, after the Parisian street, which was a center for speculators. Originally, the English cafe was the source of information for news from England, but in 1720, together with the French coffee house, it had become the "epicenter" of the excessive speculative trade with securities and company shares.

In pursuit of ever-higher profits, the Amsterdam citizens invested high assets without paying attention to the value of the securities. It came as it had to come: The market collapsed and the papers were worthless, an extended

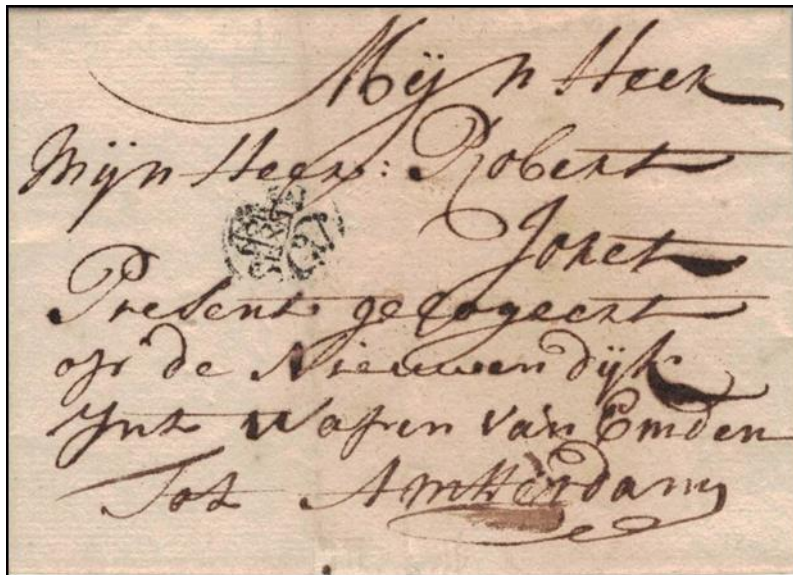
economic fall and a multitude of totally impoverished people remained behind. It is inconceivable how such events repeated again and again, when the craving for ever higher returns does not seem to end.

But back to our letter in Figure 1: Why Andrew Russel, a well-known merchant of Scottish descent from Rotterdam, who traded world-wide in fabrics and furs, and also provided the capital for many ventures, was in Amsterdam, can no longer be ascertained. The letter contains a correspondence with a merchant, James Dunlop, also of Scottish origin. The letter was addressed to Russel in the English cafe and reached him with a handwritten note on the back.



Figure 2: Scene in the French coffee house on the Kalverstreet.

Another letter to Amsterdam (Figure 3)



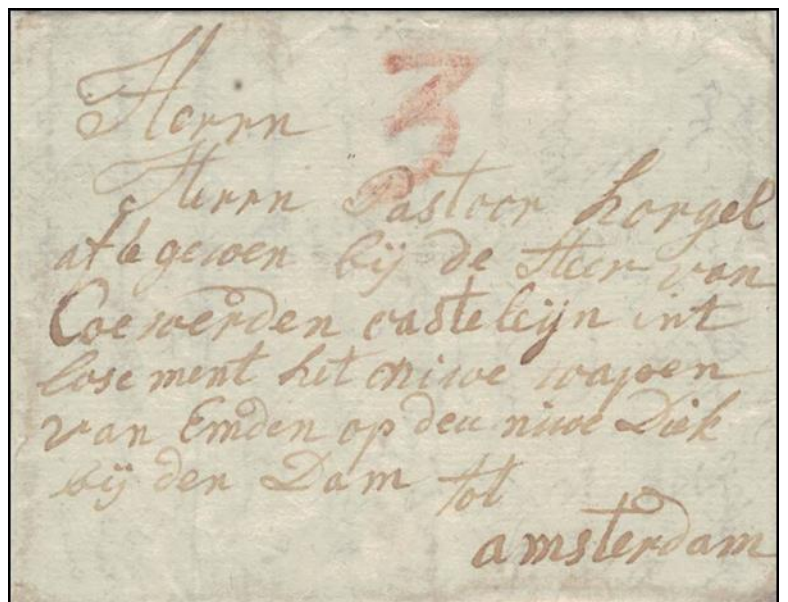
shows us an address to a coffee house / hostel "Wapen van Emden". I have unfortunately not been able to find anything about Mr. Jopet, but the "Wapen van Emden" emerges in the late 1780s as the location of the "Readers Society Doctrina et Amicitia", founded in this period. This society consisted of merchants, notaries, judges and officials. Since a meeting as a political society was not allowed, one formed a "readers society". In 1872 it became the "Groote Club".

Figure 3: Letter of September 27, 1730 from Rotterdam to Amsterdam, addressed to a Mr. Robert Jopet, „present geloggeert op de Nieuwe Dijk int Wapen van Emden“ (currently staying on the New Dike in the Coat of Arms of Emden). Porto 3 Stuiver indicated with cancel Stempel Type 2 (Adema).

Figure 4 shows us another letter also addressed to the "Wapen van Emden" from the year 1789.

Unfortunately, here too, nothing is to be found about Pastor Horgel, nor about Mr. Coewerden. Interesting is that the letter was not canceled with a 3-Stuiver mark, because it did not come from the direction of Rotterdam or The Hague, but from the eastern part of the country.

Figure 4: Letter from Zwolle to Amsterdam of June 7, 1789, addressed to Mr. Pastor Horgel, "afgegeven bij de heer van Coewerden castelijn int logement het niwe Wapen van Emden op de niwe Dijk bij den Dam" (to be delivered to Mr. van Coewerden inn-keeper of the hostel the new Coat of Arms of Emden at the New Dike at the Dam). Porto 3 Stuiver indicated with a handwritten chalk mark.



Also on the "Nieuwe Dijk" was the hostel "de witte Svaen" - The White Swan. This was a popular hostel. Among other things, lumber was auctioned here and the pilots met with the freight carriers and ship owners to settle their services with them. I can show you a nice letter to this address from the year 1738 (Figure 5).

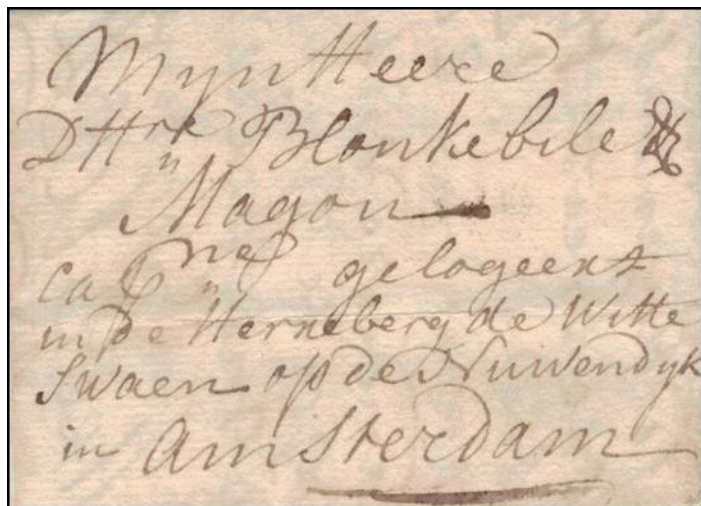


Figure 5: Letter from Leiden to Amsterdam, "Ultimo April 1738," addressed to Mr. Blonkebile Magon, "gelogeert in de Herberg de Witte Svaen op de Nuwendijk in Amsterdam" (staying in the Inn the White Swan on the New Dike). Indication of porto cannot be found. The letter was probably transported with a private carrier.

erveer, but was addressed here with "adres in de Koning von Poolen".

Figure 6: Letter of July 4, 1790 from Eindhoven to Wormerveer via Amsterdam using "Address in the King of Poland". Porto indication 6 Stuiver.

Let's leave Amsterdam and have a look at Leiden. In Figure 7, we see a letter from Scotland addressed to a gentleman "Alexandre Cuninghame ... au Chateau d'Anvers a Leyde". Alexander Cunningham from Edinburgh studied medicine in Leiden and completed his studies in August 1725. The letter originated from Edinburgh, dated November 6, 1725. The Chateau d'Anvers was a better-quality hostel between Leiden and Utrecht. In several contemporary travel reports, which can be found on the Internet, British travelers in particular reported a good experience with a British flair.



As you can see, letters again speak whole stories, the 'kastelijns' letters even in two ways. The building and its visitors are of interest. If you have further knowledge about the historical backgrounds of the individual letters, I would be very pleased to receive a message.

[This article appeared previously in German in 'Nederland onder de Loep' (Vol. 68, issue 1, April 2017), our German 'sister' publication.]

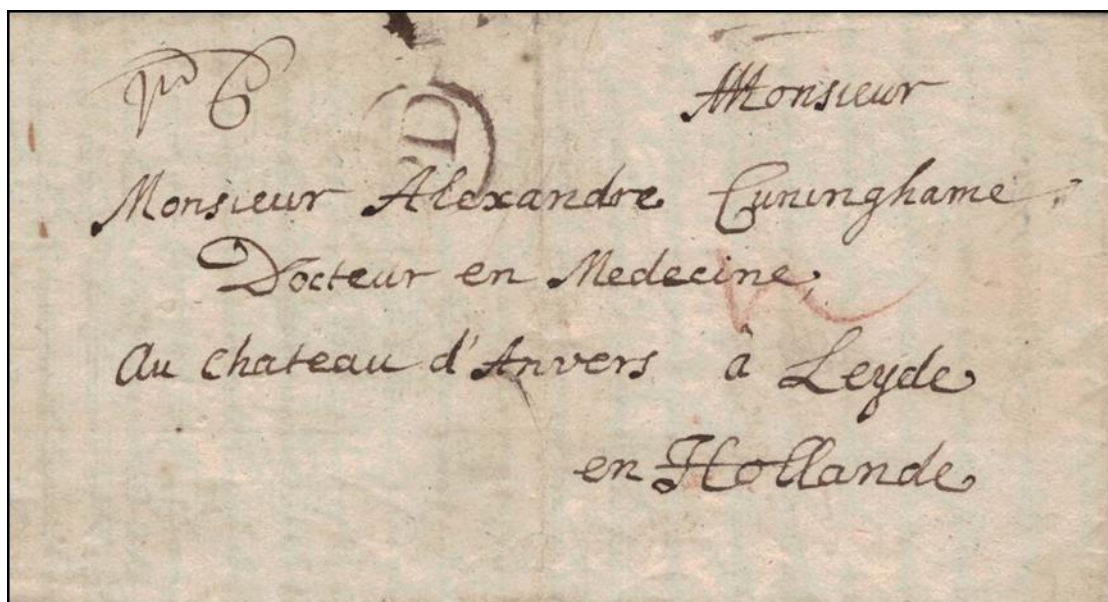


Figure 7: Letter of November 6, 1725 from Edinburgh to Leiden. Route: Edinburgh-London-Harwich-Hellevoetsluis-Alphen-Leiden. Porto till London prepaid, 6 d. Three Stuiver paid on arrival in Leiden (marked with chalk).

A Sailing Vessel Used as Mail Carrier 15 Years After Steam Vessels Were Introduced on the Route

by Erling Berger

The letter shown in Figure 1 can only be fully understood by searching in British and Dutch newspapers, but first we will list what can be extracted from common knowledge of the routes between Britain and Holland



Figure 1: Ship-letter London 26 December 1840 to Schiedam; posted, prepaid and marked in the Lombard Street Branch Office. Transferred to, and marked in the Ship Letter Office. The wish of the sender was obviously that his letter should be carried across the North Sea by the *Antwerp Steamer*, but it was sent via Ostend and marked *par Ostende 30 X^{bre}* (30 December). Then by train to Antwerp (border-office) and by horse-back to Schiedam via Breda (border-office).

Postage of 8 pence was paid for a ship-letter, as indicated by the weak “8” in red standing on the top of the “S” in Schiedam (see Figure 1). The Belgian share was 10 Décimes, repeated as 10 Décimes as a charge on Holland. The addressee in Schiedam paid 50 cent for the Belgian share plus 15 cent for the stage Breda-Schiedam for a total of 65 cent


In 1825, fifteen years earlier, steam-powered vessels were introduced on the routes between London-Antwerp and London-Ostende as announced through the advertisement shown in Figure 2.

**GENERAL STEAM NAVIGATION COM-
PANY** The Direc-
tors further beg to assure the Public, that in April Vessels of the
first class will pass between Brighton and Dieppe, London
and Hamburg, Antwerp, Rotterdam, Ostend, Ramsgate, and
other Ports, for the conveyance of passengers, merchandise,
carriages, &c.—Further particulars may be had at Custom
House-quay, and at the Company's Office, 24, Crutched-friars.
CHARLES BESSELL, Chief Clerk.

Figure 2: Advertisement from the *General Steam Navigation Company* informing the public of several brand new routes driven by steam-vessels from London (Morning Post March 22nd 1825).

These vessels often carried mail. For example, the announcement of the sailing schedule by the General Steam Navigation Company shown in Figure 3 mentions that the steamer to Antwerp carried “a bag of letters from the Post-office”.

**GENERAL STEAM NAVIGATIONCOMPANY.
FOREIGN PACKETS.**



The General Steam Navigation Company's powerful and first-rate Steam Ships are appointed to Sail from London regularly for

HAMBURG—(carrying Her Majesty's Mails) every Wednesday and Saturday, early in the morning. The Caledonia, Wednesday, at 5. The John Bull, Saturday, at 6.

ROTTERDAM—(carrying Her Majesty's Mails) every Wednesday and Saturday Morning at 7 o'clock precisely. The Ocean on Wednesday, Giraffe, Saturday.

ANTWERP—The Soho (with a bag of letters from the Post Office) every Thursday Morning at 9.

OSTEND—The Earl of Liverpool every Saturday Morning.

HAVRE—Saturday, December 5th, and every subsequent 10 days at 8 A.M.

BOULOGNE—every Thursday and Saturday. The Harlequin next Thursday at 4. The Magnet, Saturday, at 7 A.M.

CALAIS—every Thursday and Sunday. The Menai tomorrow, at 9 A.M. The Wm. Jolliffe on Thursday, at 6 A.M.

Further Particulars may be obtained, and berths secured, at the Company's Office, 37, Regent Circus ; or at the Chief Office, 69, Lombard-street, London.

Now the time has come to investigate why the letter wasn't sent by a steam-vessel to Antwerp.

According to Figure 3 the steam-vessel of the *Soho* sailed every Thursday from London to Antwerp. Departures were scheduled on December 17th, 24th and 31st, but newspapers reported on excessive amounts of ice floating in the Scheldt. Figure 4 presents a newspaper article reporting on what happened to the *Soho* when she came down the river Scheldt on its way to Antwerp. After leaving London on the 17 December, she was stopped by ice having steamed as far as Lilló some 20 km from

Figure 3: Sailing schedule of the General Steam Navigation Company (*Kentish Mercury* 12 December 1840).

Antwerp. The mail and passengers were set ashore, and the goods were sent to Ostend.

BELGIE.

ANTWERPEN, den 23 December. De schelde voert meer drijfs dan ooit..... stoomboot **Soho**, Don-
derdag morgen van Londen vertrokken, is Zondag voor Lillo
aangekomen, alwaar hij zijne passagiers heeft ontscheept en
zijne brieven overgeleverd; vervolgens is hij naar Oostende
gevaaren om aldaar zijne lading te lossen.

Figure 4: Message from Antwerp, Belgium, on December 23, 1840 reports that “more ice than ever is floating in the Scheldt ... the steamer Soho, having departed from London on Thursday morning, has reached Lillo on Sunday, where he disembarked his passengers and handed over his letters; subsequently he has sailed to Ostend to unload its cargo.” (Vlissingsche Courant, 29 December 1840)

By searching the Dutch newspapers we can see that the route was halted from December 24th 1840 to January 26th 1841. We must conclude that the present letter wasn’t sent by the Antwerp Steamer. Therefore, let’s investigate the London-Ostend steamer.

Figure 3 shows that there was a steamer by the name of *Earl of Liverpool* to Ostend leaving London every Saturday Morning for example on 26 December 1840. Two things are indicating that the *Earl of Liverpool* did not carry the present letter to Ostend:

- She left London in the morning while the letter was passing through two post-offices.
- As shown in Figure 5, she was back in the London area on 30 December. This doesn’t comply with the note of *Ostende 30 X^{bre}* on the rear of the letter.

Obviously we have to turn to a sailing vessel. Two newspapers were specialized in maritime affairs: *Lloyd’s List* and the *Shipping and Mercantile Gazette*. Searching for arrivals in Ostend on December 30 provides the results shown in Figure 6.

We can exclude the *Onderwinding*, because she had left London on 24 December (*Lloyd’s List* December 26, 1840).

This leaves us with two candidates *Dart* and *Neptune*, which are shown in the *Lloyd’s List* as sailing vessels (Figure 7).

CRAVESEND.

Arrived (Dec. 30) from

→ **Earl of Liverpool (s). Ostend**
M. Dorothea, Grandahl, Cpnbn
Isabel, Medhurst, Fayal

Figure 5: Report that the *Earl of Liverpool* was back in the London on 30 December (*Shipping and Mercantile Gazette* Thursday 31 December 1840).

OSTEND.

Arrived (Dec. 30) from

Dart, Haeks, London
Neptune, Block, do
Onderwinding, Cornelis, do

Figure 6: *Dart*, *Neptune* and *Onderwinding* arrived in Ostend on 30 December 1840 (*Shipping and Mercantile Gazette* 2 January 1841).

This leaves us with two candidates *Dart* and *Neptune*, which are shown in the *Lloyd's List* as sailing vessels (Figure 7).

Dec. 26]

LIST of **SAILING VESSELS** ENTERED OUTWARDS at the CUSTOM HOUSE for FOREIGN PORTS.

Port	Ship	Master	Broker	Nation	Tonnage	Class	Entered outwards	Where Lying	Port	Ship	Master	Broker	Nation	Tonnage	Class	Entered outwards	Where Lying
ARGENTON	Christiana	Whyte	Rule	B	318	E1	Dec 3	Deptfd	BILBAO	Isabel	Hermacheu	Harry	B	102	Dec 11		
VALPARAISO	Swift	Wood	Hawkins	B	146	Nov 11	D		DUNKIRK	Selby	Paul	Hall	B	82	Dec 15	Hdn	
" & Lima	Mina	Leisk	Willcox	B	187	A1	Oct 29	KD	OSTEND	Dart	Haecks	Redhead	Bm	60	Dec 22	Gal Q	
RIO JANEIRO	Circasian	Tatchell	Willcox	B	202	A1	Nov 12	LD	"Bruges&Ghent	Neptune	Block	Redhead	Bm	60	Dec 14	LD	
"	Laura	Zeplien	Leach	D	174	Dec 11	LD		"	St. Pierre	De Potter	Redhead	Bm	72	Dec 14	Chry G	

Figure 7: *Dart* and *Neptune* were sailing vessels (*Lloyd's List*, December 26, 1840).

Both the *Dart* and *Neptune* were cleared to leave London for Ostend on December 26 (Figure 8).

LLOYD'S LIST
LONDON, MONDAY, DECEMBER 28, 1840

Cleared Outwards, Dec. 26.

HOBART TOWN	Dundee	Merchant	Lakeland	B 93 LD	Godwin
MAURITIUS	Pauline	Houghton	Tint	B 241 LD	Cannon
ALGOA BAY	Mary Ann	Cocks		B 201 LD	Cookes
OSTEND	Dart	Haecks		Bm 60 Gal Qy	Redhead ←
DUNKIRK	Selby	Paul		B 82 Hdn	Hall
OST.Bruges&Ghent	Neptune	Block		Bm 60 LD	Redhead ←
ANTWERP	Aquatic	Corlyon		B 75 KD	Hall
SCHEVENINGEN.	Albertus Adriana	Vrolyk		D 29 Customs	Rahn

Figure 8: Lloyds List reporting that the *Neptune* and the *Dart* were cleared outwards to sail to Ostend on December 26.

The *Neptune* did indeed sailed for Ostend as shown in Figure 9. However, no reports were found about the *Dart*.

GRAVESKEND, December 28.
ARRIVED.
The John Bull, from Hamburg; Columbine, from Scheveningen; Superior, Denning, from the Cape of Good Hope; Briton's Queen, Mayhew, from Fayal Caledonia, Harvey, and Spy, Wallis, from Constant nople; Louis Elise, Gignon, from Honfleur; Triton Lavalie, from Gravelines; Wave, Cummings, from Nieudiep; William, Allen, from Jersey.
SAILED.
The Pauline Houghton, Tate, for the Mauritius Nautilus, Williams, for St. Lucia; Judith, Hamon for Malta; Neptune, Block, for Ostend. ←

Figure 9: The *Neptune* sailed from London on 28 December (*Public Ledger and Daily Advertiser* 30 December 1840).

In conclusion, we can say with certainty that the present letter was sent to Ostend on a sailing vessel, but we cannot say whether it was the *Dart* or the *Neptune* that carried the letter to Ostend.

New Dutch Kiosk Stamps (2017)

by Hans Kremer

Officially on January 30, 2017 single vending machine (kiosk) stamps once again became available at selected locations in the Netherlands. The kiosks will be available for about a year to see how the public reacts to them.



Figure 1: Kiosk stamps 2017

The stamps coming out of the kiosks come in two designs (see Figure 1), a butterfly (Plebejus Argon) for domestic (0.78 Euro) and a tulip (Tulipa Jannekes Orange) for international destinations (1.33 Euro). The stamps are printed by Walsall Security Printers and 212,500 of each stamp are produced.

An announcement was also made that prior to January 30, on Jan. 28 and 29, such a vending machine would already be available at the Filabeurs in Hilversum. It turns out that the machine in Bussum was also available on that day. The first day for The Hague was January 30, 2017.

My friend Hens Wolf, prominent member of the Postaumaat (www.postaumaat.nl), was nice enough to send me a letter mailed at the Filabeurs on January 28. The “Internationaal” stamp on that letter is shown in Figure 2.



Figure 2: Filabeurs stamp, January 28, 2017

The stamp shows the following printed text (besides the word INTERNATIONAAL):

Hilversum
2017
B1NL17 NL01-0049-004

What does the code “B1NL17 NL01-0049-004” represent?

B1NL17: The “B” indicates is a machine from the B series; the “1” indicates January.

NL17 represents Netherlands 2017.

NL01 stands for machine 1.

0049 = The session number. A session starts when a customer orders stamps from the machine. After the order has been paid for, the machine dispenses the stamp(s) and the receipt. It starts a new session (in this case 0050), either with the same customer or the next one in line.

004 = Stamp four from a strip of five. If you order for example 15 stamps, the machine delivers three strips of five stamps each. On each of these the number is either 001, 002, 003, 004 or 005.

Currently there are **four** of these machines in operation in the Netherlands:

- 000 = Collectclub (www.collectclub.nl)
- 001 = At bourses/shows
 - 1-28/29 , 2017 Filabeurs, Hilversum
 - 5-11/13, 2017 International Stamp show in Essen (Germany)
- 002 = Collectclub Store, Vlietlaan 44c, 1401 CC Bussum
- 003 = Concept-store (previously Main Postoffice)
Kerkplein 6, 2513 AZ, The Hague

The stamps with these designs are also available on a roll at two locations in Amersfoort (in the center of the Netherlands):

Bruna Emiclaer, Emiclaerhof 2, 3823 EM Amersfoort,
and
Cigo, Noordewierweg 157, 3812 DE Amersfoort.

These “Amersfoort” stamps do not come from a kiosk; they are sold ‘over the counter’, although the pre-printed text on them (B1NL17 NL00....) might make you believe that they too came from a kiosk, but that is not the case (Figure 3).



Figure 3: Stamp from a roll (not a kiosk) in Amersfoort

These pre-printed ‘roller’ stamps come in rolls of 250.

Hens pointed out for the kiosk stamps that if you don’t know how many stamps you would need for a heavier envelope you could weigh your letter on the attached scale and then order the number of stamps needed.

What was peculiar about these is that *the weighted stamps did at first not show the name of the town* (at least not in Bussum and The

Hague) (Figure 4). This was corrected two days later, so since then these stamps too show the place they were printed out. The machines with an attached scale are pre-fixed with a “C” instead of a “B”

Peculiar too is that the ‘weighted’ stamps are printed one at the time while the ‘non-weighted’ stamps are printed in strips of five. The individual stamps are numbered on the back with the numbers running back from 1500 to 1.



Figure 4: The Hague ‘Weighted’ letter stamp; notice *no* “Den Haag”

While Hens was waiting to use the Filabeurs

kiosk a problem had come up that needed a technician’s assistance. As part of this procedure a couple of stamps (one blank and one with the word “VOID”) came out which Hens was fortunate enough to get his hands on (Figure 5).

What does a kiosk look like?
See Figure 6.



Figure 5: Blank and “Void” stamps

Figure 6: Kiosk in The Hague



References

Filatelie January 2017
Postaumaat (<http://www.postaumaat.nl>)
Hens Wolf- Personal correspondence



Rietdijk

A° 1919



Postzegel- en Muntveilingen

- Een **betrouwbare taxatie** van uw verzameling?
- Een **hoge opbrengst** via een internationale veiling?
- Een **gedegen en correcte afwikkeling** van uw levenswerk?

Laat **Rietdijk** uw partner zijn!

Uw collectie is bij ons **in vertrouwde handen!**

Sinds 1919 hielden wij honderden grote internationale veilingen op het gebied van filatelie en numismatiek.

In **april** en **november** telkens een grote postzegelveiling en in **juni** en **december** telkens een grote muntenveiling.

Wij zijn doorlopend op zoek naar **postzegels** en **munten!**

Voor **grote** inzendingen komen wij graag naar u toe!

Bel: **070-364 79 57**

of mail info@rietdijkveilingen.nl



Adres	Noordeinde 41 (schuin t.o. paleis) 2514 GC 's-Gravenhage
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The Final Journey of the Steamship Groningen IV

by Ben H. Jansen

The Groninger-Lemmer Steamboat Company was founded on July 9, 1870 by the brothers Jan, Geert and Reint Nieveen. Initially, its steam ships maintained a regular service between Groningen, Sneek, Lemmer and from there on to Amsterdam and carried people, cattle and goods. Towards the late 1930's, the company had 27 ships and maintained daily service from Groningen with Sneek, Lemmer, Amsterdam, Zaandam, Rotterdam and Den Haag. In addition, its ships sailed directly from Winschoten, Scheemda, Zuidbroek, Hoogezand-Sappemeer and Martenshoek to Amsterdam (see postcard shown in Figure 1).



Figure 1: Private postcard of the Groninger-Lemmer Steamboat Company, detailing its route. (source: www.spanvis.com)

The newly-built steam ship *Groningen IV* was added to the fleet in 1877 and is shown anchored in the harbor of Lemmer in Figure 2.



Figure 2: s.s. *Groningen IV* in the harbor of Lemmer

The company continued to grow and regularly added ships to its fleet. In the 1920's the company started to renew its fleet and in 1928 added the passenger ship *Jan Nieveen* (see Figure 3) which was considerably larger than the *Groningen IV*.

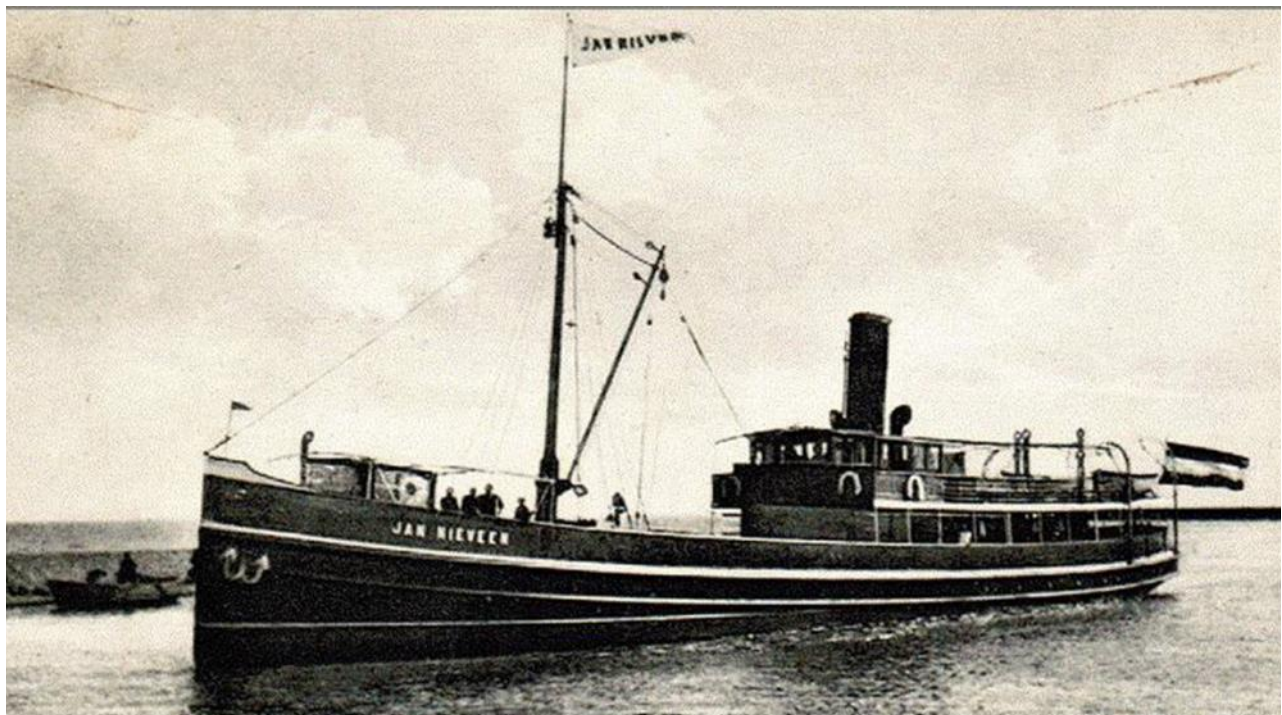


Figure 3: The passenger ship Jan Nieveen

The evening of January 8, 1945, the Groningen IV departed from Lemmer towards Amsterdam under the command of Captain Arjen van der Meer. One of the crew members, 22 year old Tiemen Bouwhuis – a waiter, later reported that:

"It was a cool, clear night and the salon and cabin were full with passengers. After one and a half hour on the job, I calculated that the Jan Nieveen [a sister ship of the Groningen IV, which had left Amsterdam for Lemmer the same night] could be close. A little later I heard a steam whistle, which surprised me as signs were rarely given when passing at night. I was near the stairs to look on deck, but an enormous blow threw me and the people around me to the floor. I was the first one up and realized that this must be a disaster as we were in fairly deep water. The engine had stopped and we were bobbing on a calm sea, but I felt that the ship sloping forward. Without having seen anything, I understood there had been a collision between us and the Jan Nieveen. After I had gotten Yme [Bosma – also a waiter] out of his crib, ... we convinced the passengers in the cabin to go to the deck. A difficult task, because the people wanted to bring their luggage (food) and that was not possible because of the narrow stairwell. ... We were able to get all passengers on deck. In the mean time, the Jan Nieveen had come alongside and passengers started to transfer to this ship. ... It had become quiet and dark on the Groningen IV, the generator had stopped working and the prow was under water but we were moored to the Jan Nieveen. ... The crew was the last to transfer to the Jan Nieveen, which shortly thereafter turned full steam towards the Noordoost Polder dike, with the intend to put the Groningen IV somewhere on the dike ... but the ship showed signs of capsizing, taking the Jan Nieveen with it, and the cables were cut. The wreck floated away and capsized within five minutes. ... We saw in the light of the floodlights the wheelhouse, chimney and deck salon falling in the sea. ... With the ship, thirteen passengers disappeared in the waves; there were hopelessly locked up in the cabin on the fore ship, because the entrance had been blocked by the collision." [www.spanvis.com/historie-friesland/stoomschepen-rond-de-zuiderzee-1/de-groninger-lemmer-stoombootmaatschappij/groningen-1]

Newspapers reported that the collision between the Groningen IV and the larger Jan Nieveen had occurred near Urk. Initially, there was uncertainty about the number of dead, but eventually it was determined that there were thirteen victims.

Ernstige aanvaring op het IJsselmeer 25 slachtoffers

AMSTERDAM, 12 Jan. — Maandagavond is ter hoogte van Urk de Lemmerboot Groningen IV, komende uit de Lemmer en op weg naar Amsterdam, in aanvaring gekomen met de Jan Nieveen van dezelfde maatschappij en van Amsterdam op weg naar de Lemmer. De Groningen IV, een betrekkelijk klein schip, waarop zich circa 100 personen bevonden, is gezonken. De Nieveen heeft de bemanning en passagiers overgenomen en is zelf met een deuk in de boeg doorgestoomd naar de Lemmer. Het aantal slachtoffers bedraagt omstreeks 25. De Nieveen is uit de Lemmer teruggekomen en zou Vrijdag weder uitvaren.

Figure 4: Het Nationale Dagblad, Jan. 12, 1945

The disaster took place during the ‘Hunger Winter’ when the ferry service was frequently used by people from the west of The Netherlands to search for food in Friesland. In fact, all of the dead were from Amsterdam.

The wreck was raised on September 4, 1946 and brought to Enkhuizen. The remains of the dead were recovered and identified, and the ship was auctioned off for scrap (Figure 4).

A committee of the Shipping Council (“Raad van de Scheepvaart”) issued a verdict on September 7, 1946, immediately after the Groningen IV had been raised. On the basis of statements made by the captains and crew of the two ships involved it was found that the Groningen IV had sailed with uncovered lights, because the lamps were fed with gas oil, which does not burn brightly. The Jan Nieveen sailed with covered electrical lights. The two ships met between the buoy of the Enkhuizerzand and the Frisian light heading (nearly) opposite courses. The Groningen IV sees at some point the green side lantern of the Jan Nieveen and steers one compass point ($11\frac{1}{4}^\circ$) to port. The Jan Nieveen sees a fuzzy red light and deviates three compass points to starboard, resulting in a collision under an almost 90 degree angle. Neither ship had a look out on the prow, nor were there four crew members in the wheel house. Both captains shared blame for the disaster, with the captain of the Groningen IV carrying most of the blame because he altered course to port instead of starboard, thus causing the collision.

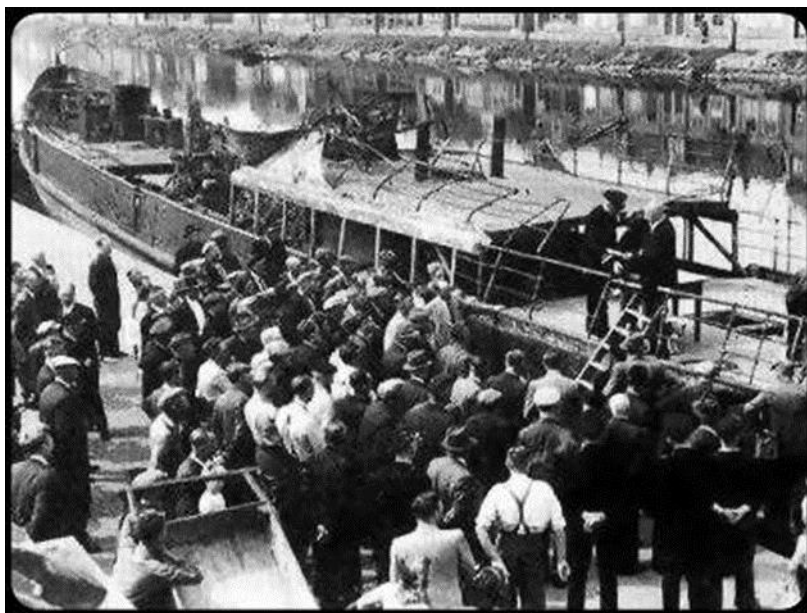


Figure 4: Auction of the raised Groningen IV



Figure 5: “Nieuwsblad van het Noorden” reporting on Jan. 14, 1947 on the recovery and delivery of mail from the Groningen IV

The *Groningen IV* had carried mail, most of which were packages with food that had perished by the time the ship had been raised. However, three small bags with mail and newspapers had been recovered, and the “Nieuwsblad van het Noorden” reported on January 14, 1947, that these items, after drying, had been delivered at last (Figure 5).

Figure 6 shows the front and back, respectively, of one such (badly damaged) envelope in my collection. The front shows a postmark Bussum, December 21, 1946. The letter was addressed to Miss Joustra, Sanatorium “Hoog-Blaricum”, Bussum. The address has been struck out and replaced by the handwritten “Hoofdvaart, Dedemsvaart (dorp [village]).” The back has a label from the PTT, stating that the piece is from the s.s. “Groningen IV” which sunk in the IJsselmeer at the end of 1944 and has now been raised. The original stamp has been soaked off and the departure cancel has been erased by the water. The intended recipient was no longer at the address on the envelope as the cover was forwarded to Dedemsvaart on December 21, 1946 according to the Bussum departure

cancel.

Thus the label on the back of the cover is incorrect regarding the time of the sinking. Also, the punctuation is incorrect; the period after Groningen IV must be a comma. Interestingly, labels with the correct punctuation exist as shown in Figure 7.

The Amsterdam Children’s Sanatorium Hoog-Blaricum was built in 1911, and expanded and remodeled in 1921 and 1931. It is situated along the Crailoseweg in Huizen, just outside Bussum. The building still exists and serves

as a school for physically-handicapped children and revalidation center “de Trappenberg.”



Figure 6: Back (left) and front (below) of envelope recovered from the Groningen IV.

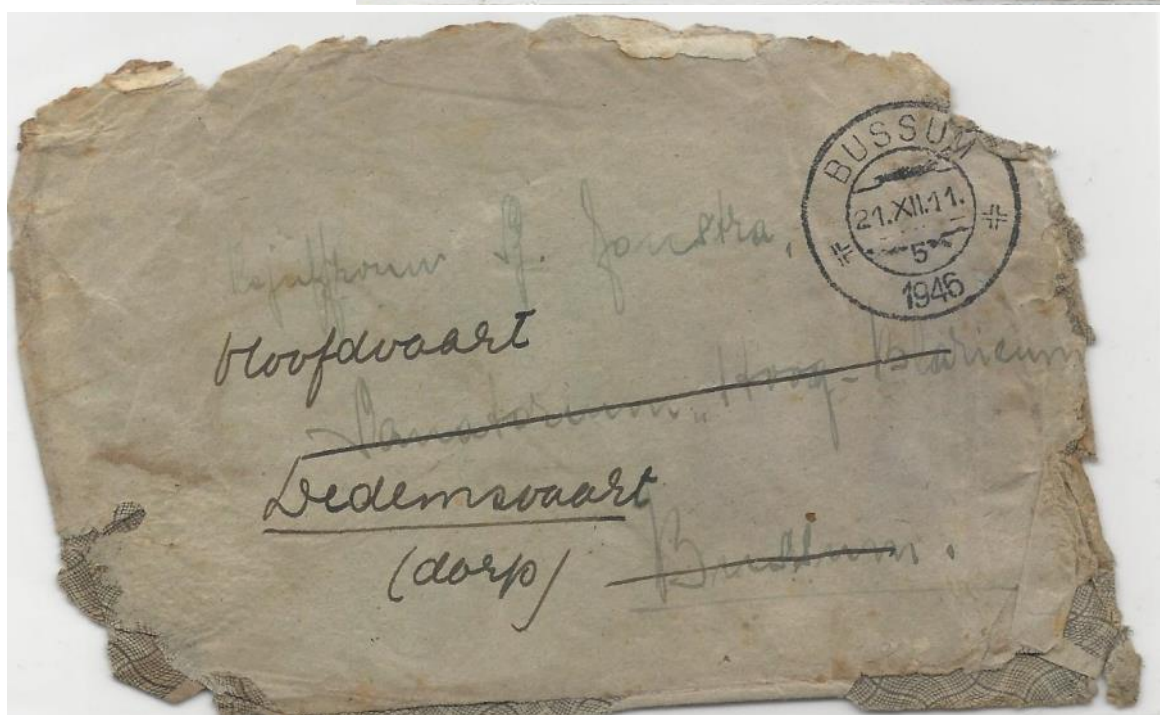


Figure 7: Label with comma instead of period after Groningen IV (collection Willem Pasterkamp).



A 1928 Airmail Flight to and from the DEI and the Associated Airmail Stamps

by Hans Kremer

Much has been written about the series of flights from Amsterdam to Batavia during the second half of 1928.

The official announcement (Dienstorder (DO) No. 507 August 8, 1928) contains the following basic information:

1. During the months of September and October five planes will depart from the Netherlands to the Dutch East Indies. The planes will depart from Schiphol on September 13, 20, 27, and October 4 and 11 at 6. a.m.
2. The opportunity is given to send regular and registered airmail correspondence with these flights to British-India, Burma, Siam, Straits-Settlements, Dutch East Indies and other destinations (China, Japan, Australia etc.). The mail will be collected at Amsterdam C.S (Central Railroad post office) with bags for Karachi, Calcutta, Rangoon, Bangkok, Medan, Palembang, and Batavia. Only the fifth plane will return to the Netherlands.
3. Airmail surcharges will be:
 - a. postcards and money orders 40 cent a piece
 - b. letters and other items 75 cent per 20 grams
4. The airmail surcharge can only be paid for with special airmail stamps which will be available on August 20, 1928.
5. The airmail stamps show the heroes of the first flight from the Netherlands to the DEI in 1924; 40 cent red: Koppen, 75 cent green: Thomassen a Thuessink van der Hoop (Figure 1).



Figure 1: Airmail stamps.

Then the “Hoofdbestuur der P. en T.” (PTT executive board) in October 1928 announced the following:

“The fifth plane leaving on October 11 to the DEI is not just destined for the Ned. Ind. Luchtvaart Maatschappij (N.I.L.M), but will make a round trip, and will carry mail both ways. The airmail surcharges for the return flight will also be 40 (postcards and money orders) and 75 DEI cent (letters and other items) respectively.

It is the plan of the DEI postal administration to issue special airmail stamps in the future, but for right now regular overprinted stamps will be used to pay for the airmail surcharges. These are the only stamps that can be used for this surcharge. According to an Aneta-telegram these stamps were available as of September 20. No details were known but most likely besides the 40 and 75 cent stamps, denominations of 10 and 20 cents will be available for flights in Java. “

It turns out that a 1 ½ guilder stamp was issued as well (HK).

On October 3 another Dienstorder (No. H 639) came out. It read:

“The Dutch PTT in cooperation with the DEI postal administration will make the DEI overprinted stamps (denominations of 10, 20, 40, and 75 cent and 1 ½ guilder) available in the Netherlands in order to be used for those people not having a DEI connection, but wanting to send mail on the return flight.“

It lists the dates and locations in the Netherlands where these stamps could be purchased. One could also order them directly from the Amsterdam post office. The overprints were in black, except for the 75 cent overprint, which is in blue.

The mail on the outgoing flight consisted of 21,629 items, 2044 postcards among them, one of which is shown in Figure 2. It is addressed to I.A. Aler, a name some of you might recognize. Although he was the navigator on this flight, he succeeded Albert Plesman as KLM’s CEO in 1954. So this postcard was carried (without him knowing about it) by the person receiving it upon arrival in Bandung. The card was sent by his in-laws (the van der Stoks). They welcomed him upon his arrival in the DEI and wished him a safe trip home and wrote that they

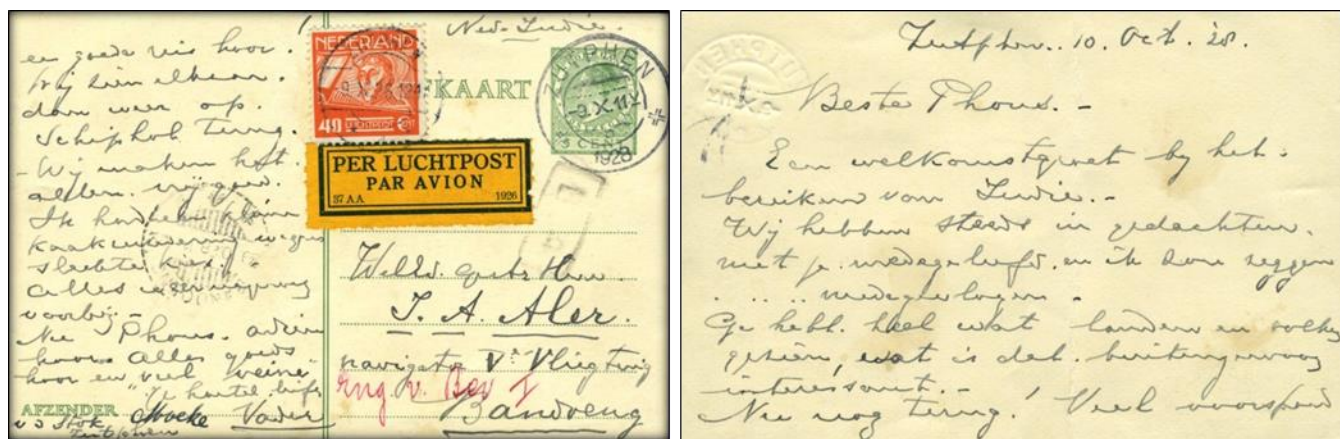


Figure 2: Front and back of postcard sent from Zutphen (Netherlands) to Bandung October 1928 on fifth airmail flight. 15 cent postcard rate plus 40 cent airmail surcharge.

would be at Schiphol when he gets back.

The flight did not quite go as planned. It should have taken twelve days, but due to a delay (caused by damage to the plane upon landing near Baghdad) it did not arrive in Bandung until October 29, six days late.

The return flight departed Bandung on November 6 and arrived at Schiphol on November 16, only ten days later. Due to the limit of the amount of mail that could be taken onboard some of it was left behind and returned with the *Patria* of the Rotterdamsche Lloyd, which arrived in Marseille on November 30. Passengers and mail were transferred to the *Rapide* (also of the Rotterdamsche Lloyd) which arrived in the Netherlands on December 1. The airmail surcharge was refunded for mail traveling this way.

The letter shown in Figure 3 did travel on the return flight, which can be verified by the Amsterdam November 16 arrival marker on the back. One might notice the so-called propeller cancel on the front of the cover. These markers were used for a short time to verify that a postal item indeed had traveled by air. It was used to compare



Figure 3: Letter sent from Bandoeng to Rotterdam on November 7, 1928. Letter rate 12 1/2 (DEI) cent, airmail surcharge 75 cent.

surface to airmail travel time of the mail.

The letter was addressed to Mrs. Aler at the airport Waalhaven in Rotterdam. Her husband was based there at that time.



Figure 4: Two types of overprints on the airmail stamps.

Note:

Although the planes depicted in the overprints appear to be the same there are differences between the lower (10 thru 40 cent) and higher denominations (75 cent and 1 1/2 guilder). As shown in Figure 4, the lower valued ones show a single engine Fokker plane with square wing ends with flaps, while the higher values show rounded wing ends and no flaps. As can be seen from the planes shown in Figures 5 and 6, the lower values show a Fokker F.VII,

while the higher denominations show the Fokker F.VIIa.

Figure 5: Fokker F VII



Figure 5: Fokker F VIIa

References

Nederlandsch Maandblad voor Filatelie: September 1928 (page 161), October 1928 (Pages 184 and 186), November 1928 (page 208, 209)

YouTube Website

Jacques Bot, Personal correspondence

The Royal Philatelic Society London (RPSL) will celebrate its 150th anniversary in 2019.
For this occasion an international exhibition will be held in Stockholm.
H.M. King Carl XVI Gustaf of Sweden has graciously agreed to be the Patron.



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Reading Error

by Ben H. Jansen

The card shown in Figure 1 was mailed on September 13, 1915 from Breda to The Hague. The postcard was mailed as printed matter ('BRIEFKAART' struck out and 'Drukwerk' written above it) using the reduced 1 cent rate (instead of 2.5 cents). The sender only included her name (and address) thus meeting the requirements that a post card mailed as printed matter, may not contain more than the name and place of residence of the sender.

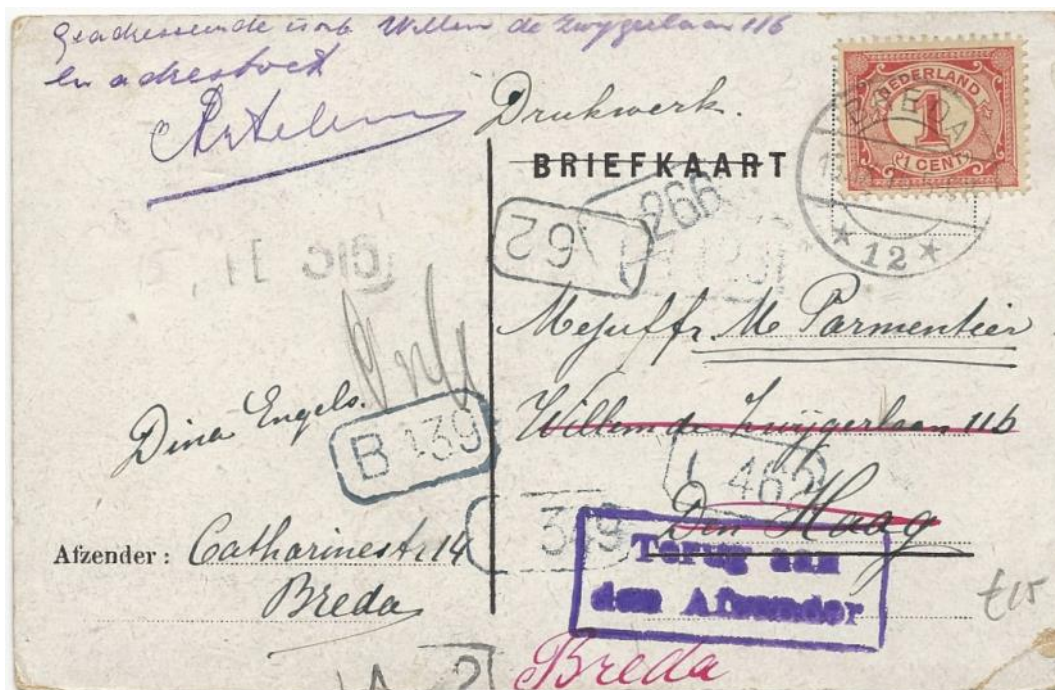


Figure 1: Postcard changed to printed matter

Unfortunately, the card could not be delivered (despite the involvement of eight mail men as indicated by the delivery markers) and was returned to sender (blue, boxed marker) in Breda (handwritten in red below boxed marker).

The reason for returning the card is written at the top: 'Geadresseerde is onb. [onbekend] Willem de Zwijgerlaan 116 en adresboek' meaning that the addressee is unknown at Willem de Zwijger Avenue 116 and in the address book.

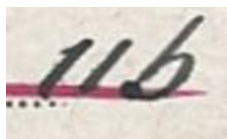


Figure 2: Enlargement of house number

When one takes a closer look at the house number (see enlargement shown in Figure 2), it appears that the number is 11b rather than 116.

The Willem de Zwijgerlaan is a rather long avenue in the 'Statenkwartier' of The Hague (see map presented in Figure 3). Number 11b and 116 are far apart and it is likely that different mail men serviced both ends of the avenue, thus explaining why the addressee could not be found.

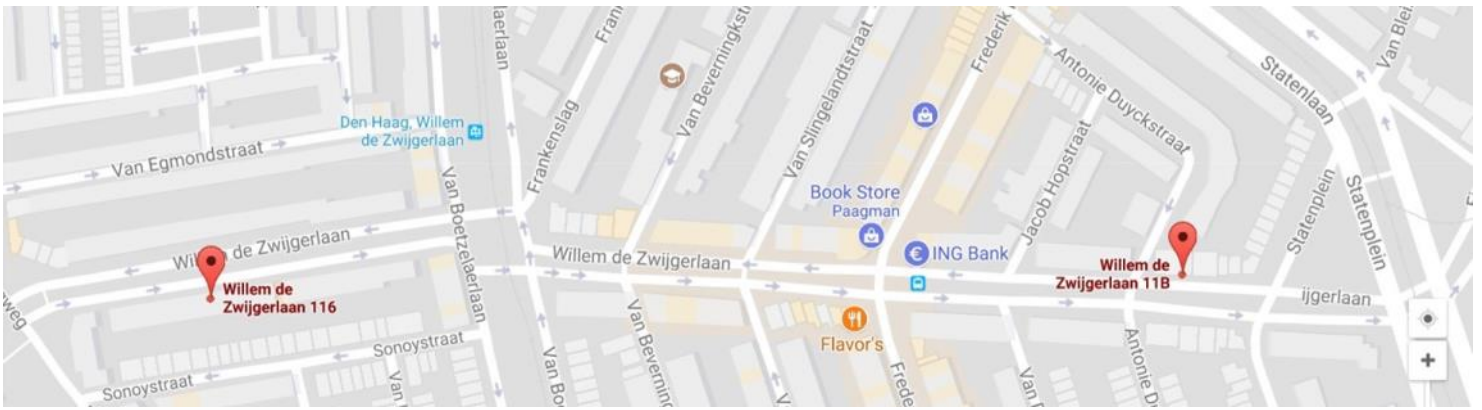


Figure 3: Willem de Zwijger laan (avenue) in The Hague

During World War 2, V2 rockets aimed for London were launched from the Statenkwartier. Several of these rockets failed and two crashed on the Willem de Zwijgerlaan on December 31, 1944 and Februari 8, 1945 (www.statenkwartier.net). Several houses, including 11b, were destroyed (see Figure 4). ‘Luckily’ the Statenkwartier was inside the ‘Sperrgebiet’ established by Germans and since no one was allowed to reside there, no



Figure 4: V2 damage to houses on the Willem de Zwijger laan.

fatalities occurred other than several members of the Sonderkommando that launched the rockets (www.htmfoto.net/Kevin/ScheveningenInDeTweedeWereldoorlog.php#pag9).

By the way, who was Willem de Zwijger? The Dutch verb “zwijgen” means remaining silent and Willem de Zwijger can be translated as William the Silent or William the Taciturn. He is of course “Willem van Oranje” (William of Orange), the “Father of the Fatherland” (see Figure 5) and the name sake of the national anthem of The Netherlands, the “Wilhelmus.” He was born 24 April 1533 and died on 10 July 1584, after having been

shot in his home (the “Prinsenhof”) by Balthasar Gerardts in Delft . The present royal house of the Netherlands is descended from William the Silent through the female line.



Figure 5: Willem of Orange by Adriaen Thomasz Key. (from <https://commons.wikimedia.org/w/index.php?curid=29982157>)

Waalzegel 1917-2017

by Hans Kremer

We are all aware of dwindling membership numbers for philatelic associations. Occasionally the number of members get so low that the existence of a club can no longer be justified. This happened to the N.V.P.V. Nijmegen. They got their start in 1917 but this year (after 'being in business' for 100 years) they decided to throw in the towel. However, we have to be grateful that they did not go down quietly.

The Waalzegel has been their official publication all these years and many great philatelic articles were published over time. To leave a legacy, the remaining - and some previous members, were asked to write a short story about their philatelic passion. The result was a wonderful mixture of articles, 19 in total, resulting in a high quality, full color publication of 78 pages. Only 100 (numbered) copies were printed. The ASNP is grateful to the secretary of the then still N.V.P.V. Nijmegen for sending us a complimentary copy.

Some articles are of a more personal nature, others have information that can be used as reference material. Jos Stroom (well known to Po&Po members) contributed with an article about the



background of the markers used during the Nijmeegse Vierdaagse (four consecutive days of long distance walks starting in Nijmegen) of 1938 and 1939. The article is highlighted by eight covers.

Another of Jos' contributions deals with the 65th anniversary of the Transorma mail sorting machines. The basics of the machines is explained and examples of some of the codes applied to the mail are shown as well.

Ab Klomp shows newspaper clippings dealing with various aspects of philately among them stamp dealer ads, a short note about the proper place for stamps on a letter, the dangers of licking the glue on the back of stamps, and postal fraud.

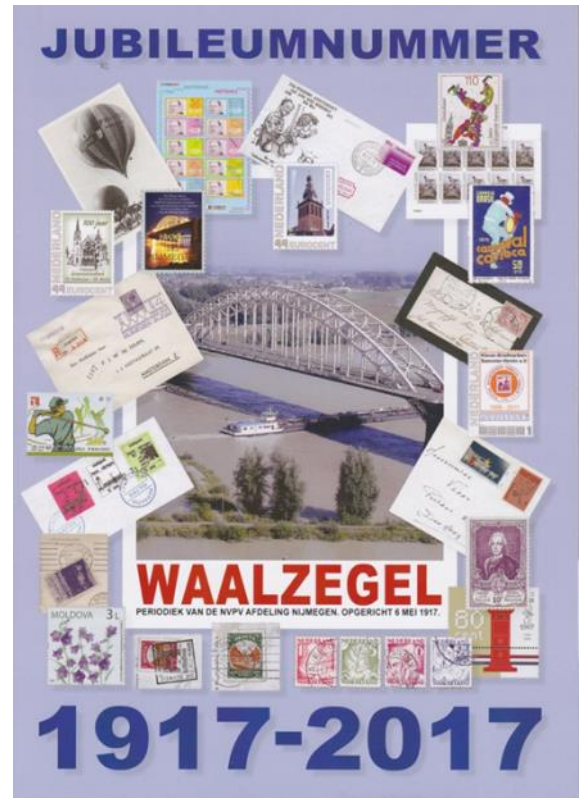
Marcel Claassen pays homage to the Dutch balloon mail pioneers Jan and Nini Boesman. Marcel also writes an informative article about the 18th century handling of the mail in Nijmegen, detailing the various postmasters and how the income from handling the mail was often subject to controversy. There are a couple of articles about private stamps with a Nijmegen connection.

Jo Janssen reminisces about the way the mail was handled in Nijmegen during WWII, while Theo van Steen shows examples of worldwide stamps related to Carnival. The 44 cent Dutch 'business stamp' (NVPH# 2487) is subject of Jan Smith's contribution, showing irregularities of the phosphoric "L" that shows up under a UV light.



Rob van Bruggen discusses an event that took place in Nijmegen in 1910 showing how important electricity was for the common man. A small village, Klein Zwitserland, was especially built where 'stamps' could be bought. They looked like real Swiss stamps but were in effect just Cinderella's with the text Helvetia Elektrizitätsausstellung Nimwegen.

Congratulations to all on this fine publication. If anybody wants a copy of some of the articles please contact me at (hkremer@usa.net).



Call for Papers

Filling a magazine of 28 pages six times a year is no easy task. Luckily, there are a handful of regular contributors, but the Editor fears the day when these members stop writing. Providing material is a responsibility to be shared by **all** members of the ASNP. Therefore, the Board challenges all members to provide the Editor of *Netherlands Philately* with material for publication. You do not have to be an experienced writer. All that is needed are scans of one or more philatelic items in your collection that you consider 'special,' plus a short description of the items and why they are so dear to you. Submit your work to asnpmagazine@gmail.com and the Editor will fashion this into a publication. Of course, longer articles are most welcome too. Also, if you know of a publication that has appeared elsewhere in a language other than English and you think it would be suitable for *Netherlands Philately*, let the Editor know.

To encourage participation, (small) prizes will be given to the first, fifteenth, and thirty-fifth contribution received.

Please heed the motto printed on the cover page of *Netherlands Philately* : "Sharing Knowledge of Netherlands & Overseas Areas Philately Since 1975." That knowledge is in your possession and will vanish if not distributed widely. That is what *Netherlands Philately* is about, and that is why we need your participation.

Recent Issues



Multilateral Hertogpost August 25, 2017

Sheet with two stamps (value domestic 1, and international 1) issued on occasion of the three-day long stamp bourse in 's Hertogenbosch on August 25-27, 2017. The bourse is an initiative of the Netherlands and six German-speaking countries: Germany, Liechtenstein, Luxembourg, Austria, Slovenia and Switzerland.

On the same day, a second sheet of the same design will be issued jointly with Luxembourg, containing a PostNL stamp (International 1) and a Luxembourg stamp (0.95 cents).

King Willem-Alexander June 16, 2017

New issues of the value 1 and 2 of the King Willem Alexander stamps



Detailed information about the recent issues can be found at <http://collectclub.postnl.nl/>

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Cover franked with 90 cent from The Hague December 9th, 1860, to Batavia
From the Aat de Peijper Collection (auctioned November 29th, 2013)

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