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& Overseas Areas philately since
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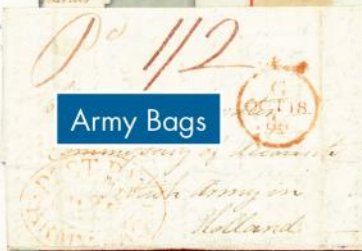
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NETHERLANDS PHILATELY

Magazine of the American Society for Netherlands Philately; Volume 46/1

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Editor's Message

September, 2021

Dear Fellow Collectors,

August was the month when travel resumed, with a one-week cruise to Roatan, Belize and Cozumel from Galveston (just a 25 minute drive from my house), and a five-day trip to Chicago to attend the Great American Stamp Show (more about that on page 22). That involved flying from Houston (Hobby Airport) to Midway. It became rapidly apparent that travellers have returned to the skies en-masse, and that the airlines are not prepared to handle this influx of passengers. As a result, major delays because of absent crews and lack of gates. Bad weather on top of that leads to cancelled flights, a five-day trip becomes a six-day trip and a non-stop flight becomes a O'Hare-Denver-Hobby one.

Anyhow, I have managed to put the first issue of Volume 46 together and I hope you enjoy it.

By the way, if you have not yet paid your membership renewal (hard-copy recipients only) do so now!

Cheers,

Ben

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Please submit your text in MS Word, and indicate where each illustration belongs. Submit illustrations as full color scans (at 300 dpi or better). Contact the Magazine Editor in case of questions.

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Dutch Coding- and Sorting Systems and their Effect on Mail Items. Part 3.

by Eddie IJspeerd

Sorting machine for small mail

The EKP sorting machines were gradually dismantled. The SCBs were equipped with 'Sorteermachines-Klein' (SMKs) (sorting machines for small mail) from the company Alcatel (Figure 54). The word 'klein' (small) in the Dutch name does not refer to the machines, but to the mail formats these machines can handle. Mail items up to size C5 can be processed in the SMK.

A digital image is made of each mail item that passes a SMK. Software packages 'go to work' to recognize only the postal code in the digital address data. Once done, the information is converted into a linear index that is sprayed on the mail item using inkjet technology.

Initially, many postal items still received a bar-no bar code from a HIA, an Alima or an OVIS (the Vicoma is out of order) that had been transferred from an EKP to a SCB. Therefore the SMK also sprayed a sorting index of the bar-no bar code type on the postal items. This temporary sorting index can be recognized by the eleven inkjet dots which makes up each code bar (Figure 55).

During the weekend of January 13 and 14, 2001 a new code type, the Alternate Bar code (AB code), was introduced in the SMKs (Figure 56).



Figure 54: A 'Sorteermachine-klein' (SMK) (sorting machine for small mail) in the Nieuwegein sorting center.

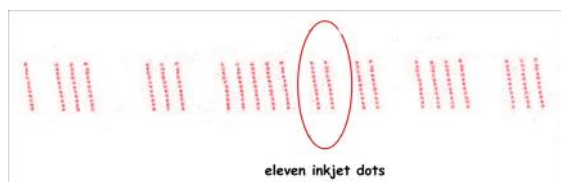


Figure 55: The SMK sorting index during the transition period from Expedition Hub to Sorting Center can be identified by the eleven inkjet dots that make up each code bar.

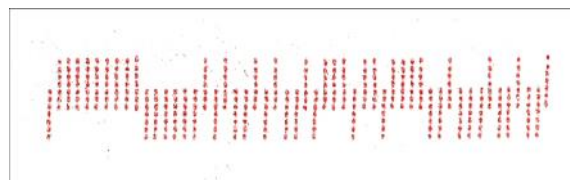


Figure 56: Structure of the Alternate Bar code (AB code) sorting index. The index consists of 52 bars, alternating at a high or a low position. Each code bar is made up of seven inkjet dots.

The software was updated so that now postal code + house number + any house number addition of an addressee can be recognized. In the AB code, however, these three address details are not encrypted. Each delivery point in the Netherlands has been assigned its own unique number. This number represents the postal code and the house number (plus house number addition if needed) of a specific delivery point.

The AB code also contains a redundancy section. Redundancy means: more information present than strictly necessary. This extra information can be used by the software to automatically correct small reading errors. Unfortunately, it is not possible for the collector to decode the AB code with a simple template. This can only be done by software.

During the sorting process the software has 30 seconds to recognize postal code, house number and house number addition. If it fails within that time, the mail item is temporarily removed from the mail stream and a SMK 'Identificatie index' (IX-SMK) (identification index) is applied to the envelope.

In the beginning, the IX-SMK consisted of a Royal Mail 4-State code with 45 bar positions (Figure 57). To read this IX-SMK, the software had not only to determine the position of each code bar but also its length. In practice, the reading efficiency did not meet the quality targets and the code type was changed.



Figure 57: An identification index in Royal Mail 4-State format with 45 bars as can be found on mail items from the early days of the 'Briefpost 2000' period.

In the weekend of January 13 and 14, 2001 both the sorting index and the IX-SMK were converted to the AB code format (Figure 58 and 59). This IX-SMK has 52 bar positions with seven inkjet dots per bar. Meanwhile, the identification process by the software continues. As soon as the software has recognized post



Figure 58: An identification index in AB code format with 52 bars as can be found on mail items after the weekend of January 13 and 14, 2001.

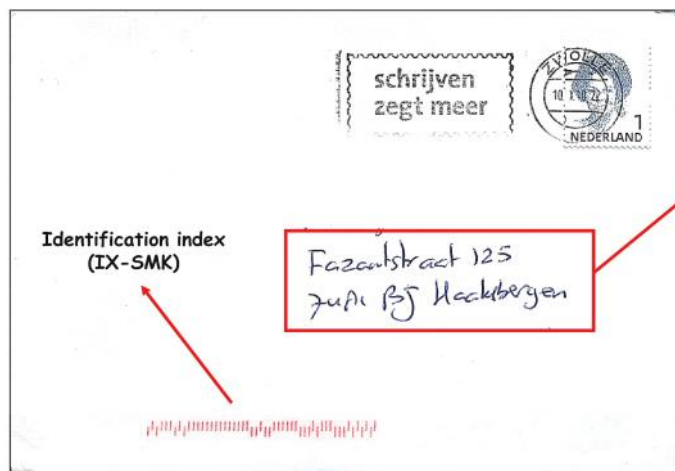


Figure 59: The recognition of the postal code and the house number was not successful within 30 seconds. Therefore an identification index (IX-SMK) in the AB code format is applied and the mail item is temporarily removed from the mail flow.

code-house number-house number addition, a so-called 'Herkenresultaat' (recognition result) is obtained. Together with the IX-SMK data, this result is stored in a digital buffer.

After re-entry of the mail item into the SMK, the software reads the IX-SMK and retrieves the corresponding recognition result from the digital buffer. Then the recognition result is converted into an AB code, which is applied to the mail item (Figure 60).

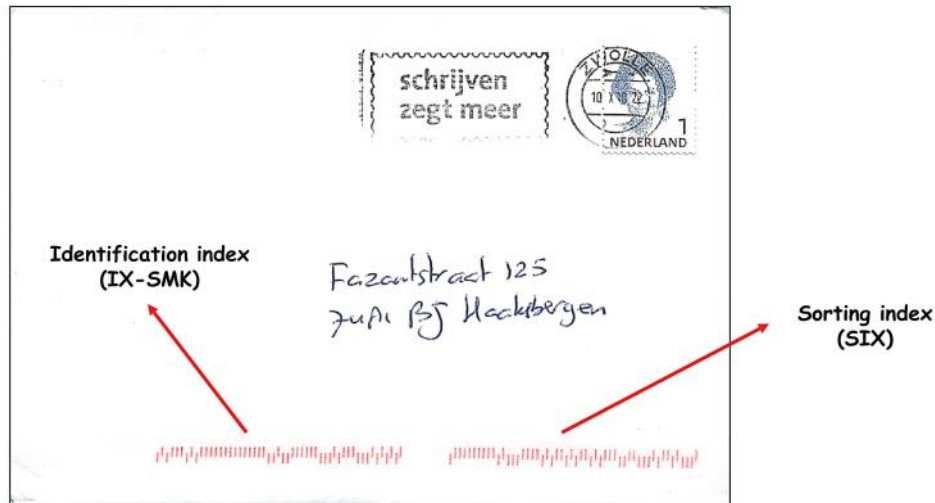


Figure 60: As soon as the recognition result is obtained, the mail item is re-entered and a sorting index is applied to the right of the IX-SMK.

We saw in the Figure 26 that two sorting runs take place at each EKP. This is also the case at the SCBs during the 'Briefpost 2000' period. During the first sorting run the SMK applies a 'Procesinformatie code' (PRIC-SMK) (process information code) (Figure 61) to almost every mail item just above the sorting index.



Figure 61: A process information code is printed on the mail item, above the sorting index, during the first sorting run.

In the PRIC-SMK of Figure 61 for example, Z05VV* provides information about the processing sequence; 7481BJ125* is the recognition result obtained by the software (Figure 62).

The recognition result may differ from the information in the address! The software has then changed the address data because of a different delivery area, the address information was only partially recognized or a reading error has occurred. The recognition result in a PRIC, however, always corresponds to what is encrypted in the sorting index.



Figure 62: The process information code on the mail item in Figure 61, with '*' indicating a space.

Figure 63 explains the meaning of the individual parts of this PRIC type.

Z	= mail item processed in sorting center Zwolle
05	= by SMK number 5
V	= postal code has been recognized via video encoding
V	= house number has been recognized via video encoding
*	= space (house number addition not recognized)
7481BJ	= postal code recognition result
125	= house number recognition result
*	= space (house number addition not recognized)

Figure 63: Explanation of the process information code of Figure 62.

Video coding is used when the software fails to get a recognition result. The digital image of the letter is then displayed on a screen to video operators who type in the postal code, the house number and house number addition on a keyboard after which the SIX and the PRIC are applied to the mail item. For a long time, this video coding was done in the Dutch sorting centers themselves. Since a few years, the digital images are sent by internet to Maastricht where Philippine operators do the video coding job.

Over time, the number of software packages has been expanded step by step in order to recognize postal code, house number and house number addition even under all kinds of difficult circumstances such as an incomplete postal code, an incorrect postal code, an upside-down address, a transverse address, unclear handwriting and so on. Currently (mid-2019) 14 software packages are active, each with their own specific recognition task (Figure 64).

Over the years, many different PRIC types have been found on mail items. In the context of this article they are not discussed in detail. Only a few main lines are presented.

PRICs have been applied to mail items during both the first and second sorting run (Figure 65). PRICs with information about the first sorting run are in use to this day (mid-2019). PRICs with information about the second sorting run have only been applied for a limited number of years.

PCD	= Primary Coding Device	letter P
SCD	= Secondary Coding Device	letter S and s
TCD	= Tertiaire Coding Device	letter T and t
QCD	= Quartaire Coding Device	letter Q
FCD	= Fifth Coding Device	letter F
HCD	= Hexaire Coding Device	letter H
ADB	= Address Data Base	letter A and a
ECD	= Extract Coding Device	letter E
NCD	= Normalization Coding Device	letter N
VCR	= Video Coding Recognition	letter V and v
KIX	= Klantindex (Customer index)	letter K
LCD	= Last Coding Device	letter L and l
VVD	= Voting & Validation Device	letter C
RCD	= ??? Coding Device	letter R

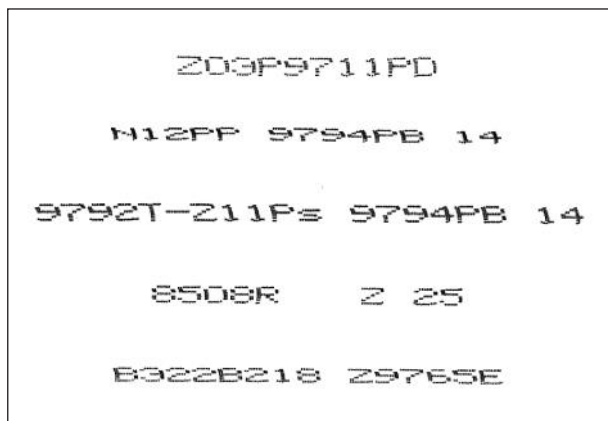


Figure 64: The names of the fourteen software packages, called Coding Devices, which are used to recognize postal code-house number-house number addition in an address. Status: mid 2019. The name of the software package with the letter R is not (yet) known to the author.

Figure 65: Examples of PRICs printed on mail items. The top three were printed during the first sorting run, the bottom two during the second sorting run.

A special PRIC type deserves more attention. If the 'Verhuisservice' (moving service) is used when moving, the new address information is software-linked to the old one. As soon as the SMK software has recognized the old

address, the new street address is printed on the mail item. Also the initial of the sorting center is applied (Figure 66). This allocation system is called ‘*21’, named after the old Dutch system of address retrieval by phone.



Figure 66: A mail item with a ‘*21’ PRIC which displays the new street address and the initial of the sorting center name.

Sorting machine for large mail

The Siemens ‘Sorteermachine-Groot’ (SMG), (sorting machine for large mail), model Cicalis FSS-C440, is used to process mail items up to A4 size (Figure 67). By the way, A4 is 210 by 297 mm. Due to this size, the mail items do not end up in stackers like the SMK, but in containers.

In this machine too, a digital image of each mail item is made, after which the same software packages are used to recognize postal code, house number and a possible house number addition of the addressee.

On mail items processed by a SMG, however, only an identification index (IX-SMG) in the 4-State code format is applied. On colored envelopes or on mail items sealed in plastic, a self-adhesive rectangular label on which the IX-SMG is printed is applied (Figure 68).



Figure 67: A sorting machine for large mail in Sorting Center Nieuwegein.

An IX-SMG has 45 code bars. As that number is not a multiple of four, it is not a Royal Mail 4-State code and decoding is only possible by software.

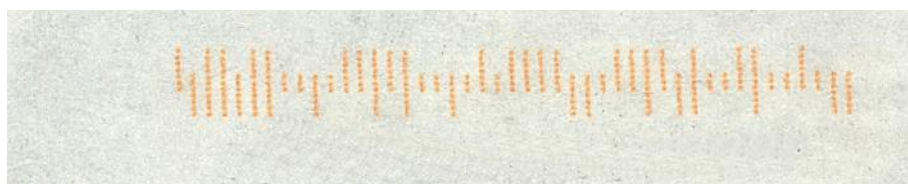


Figure 68: A SMG identification index in the 4-State code format, applied on a label.

Together with the IX-SMG information, the recognition result is sent via the digital highway to the sorting centers of destination where it is stored in a digital buffer.

When the mail item has arrived at the respective sorting center, the IX-SMG on the mail item is read during the second sorting run, the corresponding recognition result is extracted from the buffer and the item is sorted into the correct container.

For some time a process information code (PRIC-SMG) was also applied on SMG mail items during the second sorting run. This was done directly on the mail item itself or on an IX-SMG label (Figure 69).



Figure 69: SMG process information codes printed on IX-SMG labels during the second sorting run.

After the weekend of January 13 and 14, 2001 the IX-SMG and the PRIC-SMG are no longer printed in physical form on the mail items but all sorting data are transferred digitally.

Sorting machine for remaining mail

Mail items with an irregular size and small letter packages are sorted in an AEG 'Sorteermachine-Overig' (SMO) (sorting machine for remaining mail).

The mail arrives at the coding stations via a chute (Figure 70). The operator reads the four numerals of the postal code of the destination and enters them using a keyboard. The four postal code numerals are encrypted as Royal Mail 4-State code (RM4SC) and together with other information printed on a label (Figure 71). The operator sticks the label on the mail item by hand.



Figure 70: The coding stations of a sorting machine for remaining mail in Sorting Center Nieuwegein.

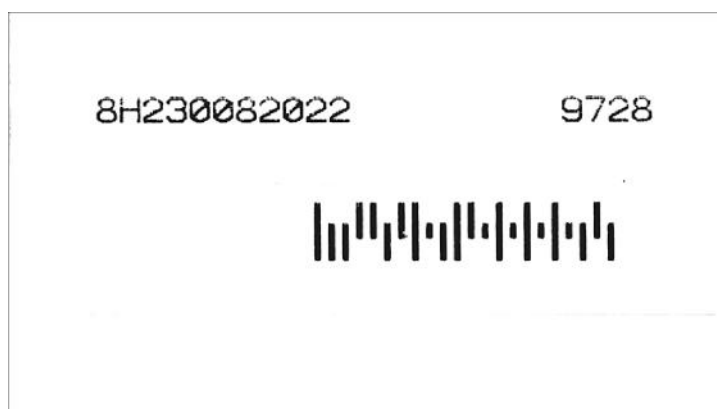


Figure 71: The information on a SMO label.

The meaning of the alpha-numeric text line '8H230082022' on the label is:

8 = coding station number
H = initial of the sorting center name, here the 'H' of 's-Hertogenbosch'
2 = printer number (number 1 also occurs)
3008 = day / month (here: August 30) of processing
2022 = time (hour / minute) of processing

To decode the RM4SC, one must rotate the label 180 degrees (Figure 72). The purpose of the letter 'Z' is still unknown to the author. Perhaps it is meant as a code recognition feature.

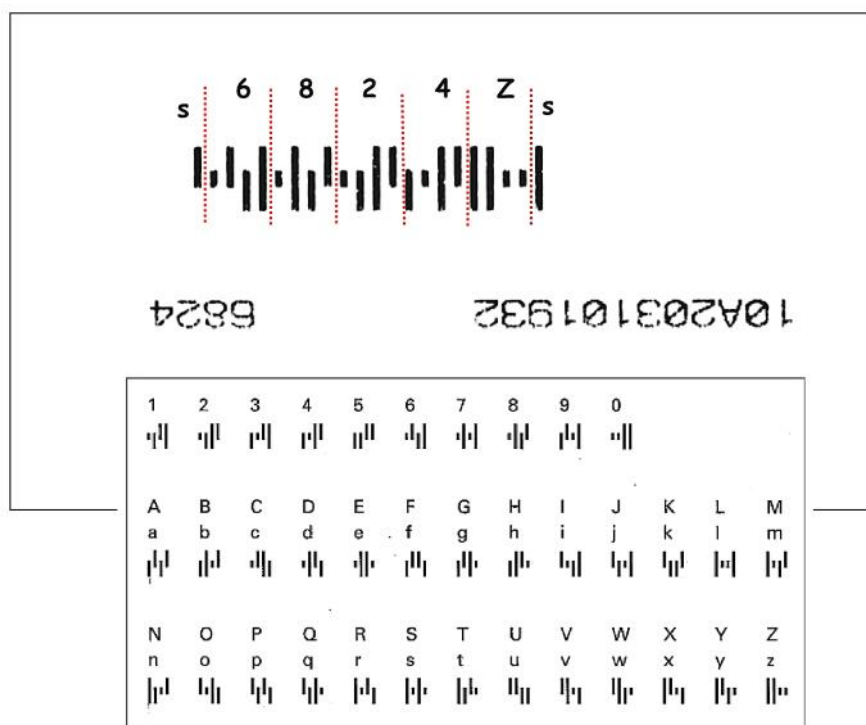


Figure 72: Decoding of the Royal Mail 4-State code on a SMO label ('s' = start / stop).

The sorting center initials on the SMO label (A=Amsterdam, L=Leidschendam, R= Rotterdam N=Nieuwgein, H='s-Hertogenbosch, Z=Zwolle) show where the mail item has been processed (Figure 73).

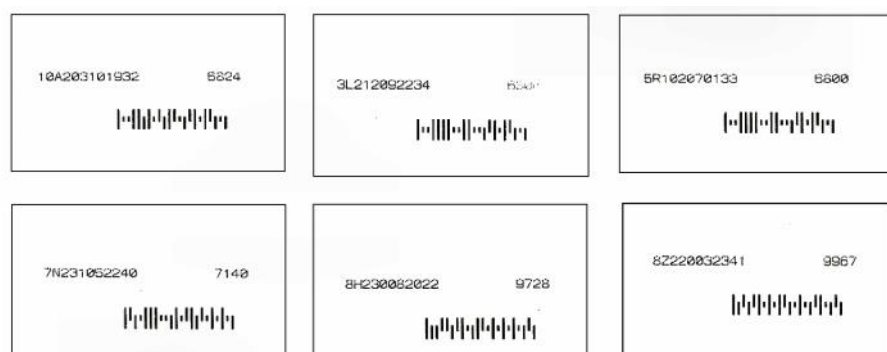


Figure 73: On SMO labels, the six sorting centers can be identified by the initials A-H-L-N-R-Z following the SMO coding station number.

After the label has been affixed, the mail item is placed on a conveyor belt and transported to the sorting section. There the RM4SC on the label is optically read and the item ends up in the correct container.

House number sorting machine

In 2004, the then TPG Post started installing nationwide 'Huisnummersorteermachines' (HSMs) (house number sorting machines) from Solystic, model MARS-NLS in a large number of pre-sorting centers (Figures 74 and 75). At the six Sorting Centers, mail is sorted to five postal code positions (four numerals + first letter) and transported to the pre-sorting centers. The task of the HSM is to automatically sort mail to delivery round sequence. Until then, this was done manually by the carriers themselves. The house number sorting machine leaves no marking on the mail items.



Figure 74: The input station of a 'HuisnummerSorteerMachine' (HSM) (house number sorting machine) in Sorting Center Nieuwegein.



Figure 75: The output stackers of a 'HuisnummerSorteerMachine' (HSM) (house number sorting machine) in Sorting Center Nieuwegein.

[This is the third part of the second chapter of 'In de ban van UV-licht, merktekens en codestreepjes.' Future issues of Netherlands Philately will have subsequent part(s) of this and other chapters of this book issued upon the 50-year jubilee of the Post Mechanization Group of Po & Po.]

1920 “Per Vliegpost” from Weltevreden to Telokbetong.

by Hans Kremer

On Ebay I came across a letter (Figure 1) with a ‘Vliegpost’ cancel, sent in April 1920 from Weltevreden (Java) to Telokbetong (Sumatra). The Vliegende Hollander Airmail Catalog lists it as DEI’s second airmail opportunity. The catalog also has an image of a letter carried on this flight with a departure date of 27.4.20.2.3.N. (Figure 2). The Ebay letter shown here has an earlier date: 26.4.20.7.8.V.



Figure 1: April 27, 1920 Weltevreden—
Telokbetong.



Figure 2: Bulterman, page
155..

The ‘Bataviaasch Nieuwsblad’ of 24 April 1920 had the following article:

“DUTCH EAST INDIES” Airmail to and from Telokbetong.

The Head Office of the Postal Service asks that we make the following public information available.

Sometime during the morning of the 28th, if the weather is favorable, an airplane will depart from Tandjongpriok to Telokbetong and return the same day from there to Tandjongpriok, with the opportunity to carry mail. Due to the available space, the maximum weight of the regular mail can not exceed 15 KG., while for the service mail of the General Secretary space for another 5 KG. of mail remains available. With regard to postal items, only ordinary (therefore not Registered) letters of normal dimensions and postcards, with destinations in the Residentie Lampong districts, with the clear indication “Per Vliegpost” noted, are eligible for this method of dispatch. These must be handed over at the “Inlichtingen” counter at the main post office in Weltevreden, (mail found in the PO boxes or dropped off at other offices therefore do not qualify) from 7 a.m. on Monday the 26th till 6 p.m. on Tuesday the 27th. Also be aware:

1st. that no extra postage is needed for this occasion; however, the mail must be fully franked at the standard rate.

2nd. that on said days the mail to be sent by airmail will only be accepted until the weight of 15 KG. has been reached; the extra mail bearing the heading “Per Vliegpost”, will be sent by the regular postal service.

3rd. that the shipment by airmail takes place entirely at the risk of the senders, so that complaints about delay or loss cannot be processed.

4th. that if the flight on the 28th of April should not take place because of unfavorable weather, it will be postponed until the following day and the available mail will then be sent by air. On the return trip from Telokbetong to Tandjongpriok, letters and postcards, which meet the above conditions, will also be carried up to the same maximum of 15 KG for regular mail and 5 KG for service mail.”

The letter shown here had a 10 cent stamp (NVPH #115) on it; the correct rate for a letter within the D.E.I.

The Dutch airmail catalog also states that the seaplane carrying this letter was a WA W-2 and that 29 postcards and 62 letters were carried on this flight.

WA W-2

In April 1918, a German Hansa Brandenburg W-12 was interned after an emergency landing in the Netherlands. Some testing was done with the plane and the results were good. The Dutch Military Aviation Service (M.L.D.) needed such aircraft, also for use in the Dutch East Indies. Therefore, the Dutch Van Berkel company in Rotterdam, at the time a manufacturer of meat cutting machines and scales, was approached and asked if it was interested in starting an "aircraft construction department".

The Berkel WA was the first serial aircraft built in the Netherlands! The W-2 (Figure 3) had room for two people, the pilot and an 'observer'.

On the D.E.I flight of April 1920, these two were Messrs. Verploegh Chassé (the aviator) and the Officer-engineer of the Navy, Gaastra.

As for the abbreviation WA, I have seen two interpretations:

- 1: Named after the owner of Berkel, Wilhelm Adrianus van Berkel
- 2: Abbreviation of WAterplane.

The Sumatra Post of May 4, 1920 had an extensive report of this flight, including a short paragraph devoted to the mail it carried:

"It should be noted as a nice detail that, when they left the airfield at Priok at half past four in the afternoon, they still managed to get the mail brought from Telok-Betong for Buitenzorg

(including correspondence for the Governor-General, the General Secretary) canceled at the Weltevreden post office, have the bag sealed, (after the Weltevreden area mail had been dropped off) and then get that mail bag on the train, which arrives at 5 o'clock and left later from Weltevreden to Buitenzorg. The train had already started moving when they ran onto the platform with the mail bag and getting it on board. The first air mail has been accomplished with this journey."



Figure 3: Berkel WA W-2.

References

Luchtpostcatalogus van Nederland en Overzeese Gebiedsdelen 2012, De Vliegende Hollander, 2012
Bulterman, P.R, Poststempels Nederlands-Indië 1864-1950, Uitgeverij Davo, 1981
<https://www.ipms.nl/artikelen/nedmil-luchtvaart/vliegtuigen-b/vliegtuigen-b-berkel-wa>

Note: Just in case you were wondering what the D.E.I.'s first airmail flight was: In 1919 the Australian government offered a prize of £A10,000 for the first Australians in a British aircraft to fly from Great Britain to Australia. Of the six entries that started the race, the winners were pilot Ross Smith, his brother Keith Smith as co-pilot, and mechanics James Bennett and Wally Shiers, in a modified Vickers Vimy bomber. The route from London to Australia included a stop in Soerabaja, which was the last stop on the way to Darwin.

Some Aspects of Postage Due in the Netherlands.

by Adam van der Linden

The first postage due stamps of the Netherlands appeared on 15 May 1879 in the denominations 5 cents and 10 cents. During the first ten years their use was limited, only from 1 April 1881 they were used nationwide.

Unfranked and insufficiently franked inland mail

1. Usage limited to the post office's district

- 1.1 15 May 1870 - 1 January 1871. The postage due is rounded up to the next 5 cents (see Figure 1).
- 1.2 1 January 1871 – 1 April 1881. The postage due is rounded up to the next 5 cents and a 'fine' of a further 5 cents is imposed (Figure 2).

2. Usage nationwide

- 2.1 1 April 1881 – 1 April 1892. Eight further postage due stamps are issued. The same calculation is now applied to all inland letters (Figures 3 and 4).
- 2.2 1 April 1892 – 1 October 1908. For Printed Matter postage due is twice the postage less the value of the stamps on the item, rounded up to the next 5 cents (Figure 5).
- 2.3 1 October 1908 – 1 November 1919. For Postcards the 'fine' is reduced to 2½ cents (Figure 6).

Unfranked and insufficiently franked foreign mail

3. 1 April 1879 – 1925. Twice the amount lacking.

Until 1 October 1907 the amount lacking was indicated by the foreign post with a letter T followed by the amount lacking, converted into "centimes d'or" (Figures 7 and 8). After 1 October 1907, the same procedure was followed but **double** the amount lacking was assessed (Figure 9).

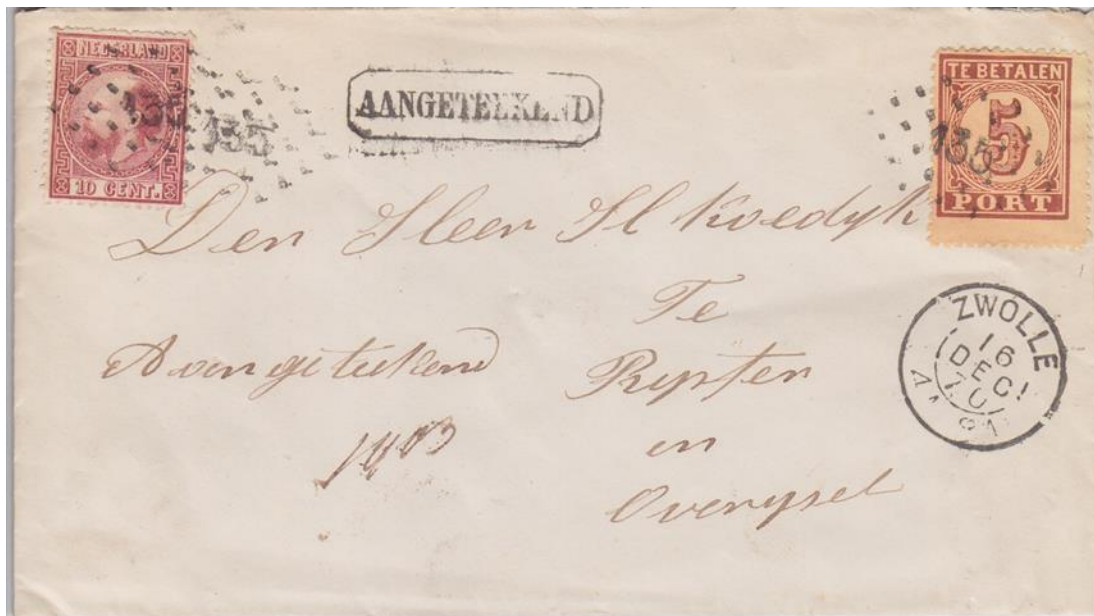


Figure 1: **Zwolle, 16 December 1870.** Registered letter from Zwolle to Rijssen, within the Zwolle district. Up to 1 January 1871 prepayment of postage, letter rate 5 cents, was optional, therefore a Postage Due stamp was applied. The registration fee, 10 cents, had to be prepaid.



Figure 2: 19 November 1877. Unfranked letter from Meerssen, within the Maastricht district, to Maastricht. Letter rate 5 cent so postage due 5 cents + 5 cents 'fine'.



Figure 3: 18 May 1888. Amsterdam, local letter. Rate between 15 and 30 grams 10 cents, short 5 cents. Due: short plus 5 cents is 10 cents.



Figure 4: 22 February 1890. Unfranked letter to Zutphen. Rate: Letter until 15 grams, 5 cents.
Due: short plus 5 cents is 10 cents.



Figure 5: 17 May 1913. Unfranked newspaper wrapper from Amsterdam to Joure. Rate $\frac{1}{2}$ cent up to 55 gram since 1 October 1908. Postage due $2 \times \frac{1}{2}$ cent = 1 cent.



Figure 6: 23 October 1917. Unfranked postcard from Medemblik to Enkhuizen. On 16 October 1916 the inland postcard rate had been increased to 3 cents. This sum + the 'fine' of 2½ cents led to a total of 5½ cents. This frequently applied postage due sum had already led to the issue of a special postage due stamp of 5½ cents.



Figure 7: 28 April 1883. Postcard from London to Haarlem. The rate for postcards to foreign destinations was 1 d. The inland postcard represented only ½ d. Postage due $2 \times \frac{1}{2} \text{ d.} = 1 \text{ d.}$, which converted to 5 cents.



Figure 8: 28 September 1883. Letter from Bordeaux to Amsterdam. The French foreign letter rate was 25 centimes. The T in triangle was applied by the French post. Postage due was 2×10 centimes = 20 centimes, which converted to 10 cents.



Figure 9: 3 January 1908. Letter from London to Haarlem. The British foreign letter rate was $2\frac{1}{2}$ d. The T in hexagon was applied by the British Post Office. Postage due was $2 \times 1\frac{1}{2}$ d. = 3 d., which converted to 15 cents. Late in 1907 the considerable remnants of the De Ruyter commemorative stamps had been overprinted to be used as Postage Due stamps.

Hr. Ms. O-13.

by Ben H. Jansen

Some time ago I purchased the cover, with content, shown in Figure 1.



Figure 1: May 19, 1945 (?) from Navy Headquarters to Den Helder. Back (top) and front (bottom).

The cover, probably mailed on 19 May 1940 given the red date stamp, was addressed to Mrs. Heijkamp-van de Pelt and originated from the Netherlands Navy as can be deduced from the red 'Marine' postmark. The letter could not be delivered and was forwarded to Utrecht, but a note on the back states that the Asterstraat is unknown there, and the cover had to be returned to sender. However, neither sender's name nor address were written on the cover, thus the cover was forwarded to the PTT Central Management in The Hague, where it was opened. Once the sender was identified as Lieutenant-Admiral Fürstner, Commander of the Naval Forces, Department of the Navy, the cover was closed by label L318 – '42 K 983. This white label with grey text refers to article 25 of the Postal Law of 1919 and 1932, authorizing the PTT to open non-deliverable mail.

However, Fürstner was no longer with the Navy and the cover was forwarded once again to the 'Raad van State' (Council of State) at Binnenhof 17 in the Hague. As many of you will know, the Binnenhof is the seat of the Dutch government.

Johan Theodorus Fürstner (Figure 2) was born on 16 January 1887 in Amsterdam, where he completed the H.B.S. (high school) before enrolling at the Royal Marine Institute in Willemsoord, graduating in 1906. He served as sea officer in the Netherlands East-Indies and received training at the Higher Marine Warfare School in The Hague from 1918 to 1920. After another stint in the NEI, he participated in an advanced navy-theoretical study at the École Supérieure de Guerre in Paris between 1927-1928. From 1929 he was first officer on the armored ship Jacob van Heemskerck, became director of the Higher Marine Warfare School in 1930, and commander of the armored ship Hertog Hendrik in 1935. In 1936 Fürstner became a member of the navy leadership, first as Chief of the Naval Staff (with the rank of rear-admiral), and from 1939 in the newly created post as Commander of the Naval Forces (vice-admiral).



Figure 2: Lieutenant-Admiral Fürstner.

After the German invasion of Holland, managed to escape to London by fishing boat, where he organized the remnants of the Dutch fleet. He became Minister of Navy in July 1941, after this particular branch was separated from the Ministry of Defense, and was released from this post on February 23, 1945.

Fürstner retired on 25 August 1945, when he became a member of the Council of State, from which he retired in 1962. This implies that the cover shown in Figure 1 was not returned until late August 1945.

The letter contained in the cover is shown in Figure 3. Translated, it reads:

Now that the Dutch Navy, with triumph flags atop, after 5 years of bitter battle, has returned to the Dutch harbors, thinks her Commander of you.

How much would the returning navy men have wished that also your husband, corporal-machinist G.J. Heijkamp, could have returned to the liberated Fatherland. It was not allowed to be.

On 12 June 1940 aboard the Hr. Ms. Submarine "O 13" with war orders gone to sea he did not arrive in one of the allied or neutral harbors.

The shipmates, who knew him well, had nothing but praise about his sense of duty, his friendship and his faithfulness to a word once given.

All of us in the Navy had declared to faithfully serve Queen and Fatherland. Thus it was simple; faithfulness has to show and your husband drew the fate to show this faithfulness with his life.

I want to tell you what I never wanted to say in public during the war because it quickly sounds too much to Dutch ears: I am proud to have been allowed to be in command over several thousand of men, who – even when it looked as if the enemy was supreme – never desponded.

You have received the official notice about your husband from the Red Cross at the time. Because I know that, during these days of victory celebrations, you will think a lot about your loss, I want to say how much I sympathize with you, in the heavy loss that German violence brought to you.

Fürstner signed the letter in his capacity as "Luitenant-Admiraal / Bevelhebber der Zeestrijdmachten" (Admiral / Commander of the Naval Forces).

DEPARTEMENT VAN MARINE

Mei 1945

NO.....

ONDERWERP

Geachte Mevrouw,

Nu de Nederlandsche Marine, met de triomfvlaggen in top, na 5 jaren bitteren strijd, in de Vaderlandsche havens is teruggekeerd, denkt haar Bevelhebber aan U.

Hoe gaarne zouden de terugkeerende marine-mannen gewild hebben dat ook Uw man, Korporaal-machinist G.J. HEIJKAMP, in het bevrijde Vaderland had kunnen terugkomen. Het heeft niet zoo mogen zijn.

Op 12 Juni 1940 aan boord van Hr.Ms onderzeeboot "O 13" met oorlogsopdracht naar zee gegaan is hij niet meer in een der geallieerde of neutrale havens aangekomen.

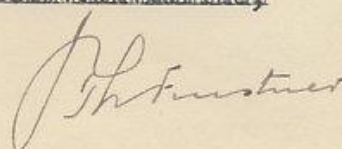
De scheepsmakkers, die hem goed gekend hebben, hadden niets dan lof over zijn plichtsbetrachting, zijn kameraadschap en zijn trouw aan het eens gegeven woord.

Wij allen van de marine hadden verklaard Koningin en Vaderland trouw te zullen dienen. Het was dus eenvoudig; trouw moet blijken en Uw man trof het lot die trouw met zijn leven te bezegelen.

Ik wil U zeggen wat ik nooit gedurende den oorlog in het openbaar heb willen zeggen omdat het voor Nederlandsche ooren gauw overdreven klinkt: ik ben er trotsch op het bevel te hebben mogen voeren over meerdere duizenden mannen, die - zelfs toen het leek of de vijand oppermachtig was - geen oogenblik hebben versaagd.

U hebt via het Rode Kruis het officieele bericht over Uw man indertijd ontvangen. Omdat ik weet dat U in deze dagen van ~~verscheide~~ viering onzer overwinning, veel aan Uw verlies zult denken, wil ik U zeggen hoe zeer ik met U meeleef, in het zware leed dat Duitsch geweld over U heeft gebracht.

De Luitenant-Admiraal
Bevelhebber der Zeestrijdkrachten
~~MINISTER VAN MARINE~~



Mevrouw J. HEIJKAMP-van de PELT

Aster straat 8

DEN HELDER

Figure 3: Letter contained in cover shown in Figure 1.

At the time the letter was written he was no longer ‘Minister van Marine’ (Secretary of the Navy), and that title was x-ed out. The adjective ‘vroolijke’ (cheerful) to celebrations (third line from the bottom) was also x-ed out. Rather sloppy, I would say, and this suggests that this was a ‘form’ letter, probably signed in advance, and it was not possible to redo the letters.

Other issues with the letter that diminish its sincerity are that both the name of the mariner and the name of his widow are misspelled. As Figure 4 shows, a family announcement in the *Dagblad van het Noorden* in April 1944 indicates that the correct names should be ‘Heikamp’ and ‘van de Belt’, respectively. The same announcement also makes clear that widow Jentje Heikamp-van de Belt still lived in Den Helder in 1944, as did other relatives, and that the couple had a child.



Figure 4: Family announcement.

Gijsbert Johannes Heikamp (Figure 5), born in Linschoten, was corporal machinist on the submarine O-13 (Figure 6).

The submarine belonged to a set of three ships that were built by the Koninklijke Maatschappij Schelde in Vlissingen. It entered service on 1 October 1931, and was on patrol in front of the Dutch coast when Germany attacked the Netherlands on May 10, 1940. That same day, O-13 and the mine sweeper Jan van Gelder moved to the South of England and arrived at Portsmouth a day later. During the evacuation of Dunkirk and for a time thereafter the O-13 patrolled in the Channel. After the fall of France, Portsmouth was no longer considered safe, and the O-13 together with the submarines O-20, O-21, O-23 and O-24 was transferred to Dundee in Scotland where it arrived on June 11. One day later the O-13 left port to observe, and if possible to disturb, German ship activity south-west of Norway. No sign was ever heard from her again and on July 2, 1940 admiral Fürstner announces “*That Hr. Ms. Submarine O-13 has been overdue for so long, that her loss unfortunately must be assumed.*”



Figure 5: Corporal Machinist Heikamp.



Figure 6: The submarine O-13 in dock.

All crew members were officially declared dead on July 19, 1948. As the death certificate shows, the date of death was set at 19 June 1940, and the declarant was the Head of the State Inspection of the Civil Registry in The Hague. Gijsbert’s certificate is shown in Figure 7.

The cause of the loss of O-13 has never been determined, nor has the wreck been found. The 34 crew members of the O-13 that lost their lives are commemorated on a plaque (Figure 8) that is part of a memorial revealed by Queen Wilhelmina on 20 June 1947 at the Submarine Service in the Waalhaven in Rotterdam. That monument now stands in Den Helder when the Submarine Service moved there.

1948

Nr. 306.

Naardzee
geadigkund dit
kennari en de
doornhaling van
vijf en twintig
waarden.

Op negentien juli
negentienhonderd acht en veertig ~~te~~ is bij de ondergang van ~~Slacruur~~
Majesteits "O dektien" ~~te~~ in de gemeente Den Helder overleden
Heikamp, Gijsbert Johannes
korporaal-machinist bij de Koninklijke Marine van
beroep _____, oud zes en twintig
jaar _____ geboren te Hinschoten
en wonende te Honden, hier te lande laatste alhier, _____
echtgenoot van: van de Belt, Gentje, zoon van: Heikamp,
Johannes, metselaar, en van: de Jong, Neeltje, zonder
beroep, beiden aldaar wonende te Utrecht.
De aangifte van dit overlijden is gedaan door: het Hoofd der Rijksinspektie
van de Bevolkingsregisters beroep te 's Gravenhage. _____, oud-
jaar _____, wonende _____,
die verklaarde uit eigen wetenschap van het overlijden kennis te dragen.
Deze akte is door mij, ambtenaar van de burgerlijke stand der gemeente
Den Helder opgemaakt en voorgelezen op negentien juli
negentienhonderd acht en veertig.

e am,

Figure 7: Death certificate of Corporal Heikamp.



Figure 8: Commemorative plaque listing the crew of the O-13.

Sources

<https://www.tracesofwar.nl/>
<https://home.hccnet.nl/>
<https://nl.wikipedia.org/>
<https://www.familysearch.org/>

Great American Stamp Show 2021.

by Ben H. Jansen



Against considerable odds, the Great American Stamp Show 2021 took place at the Stephens Convention Center in Rosemont (near Chicago's O'Hare airport) from August 12-15. The show was organized by the American Philatelic Society, American Topical Association and the American First Day Cover Society. More than 75 dealers offered their wares and the show hosted over 850 exhibit frames by 150+ exhibitors.

I had entered a five-frame exhibit titled 'Auxiliary Markings on Correctly -Addressed but Returned Mail of the Netherlands.' It was the only exhibit with material from the Netherlands, and received Large Vermeil (82 points). Not bad for a first attempt at a national show. The jury liked the topic, but indicated that the treatment needs improvement. Apparently 29 subheadings are too many for them to deal with.

The exhibit feedback forum was somewhat of an eye-opener. Having been in Academia most of my life, I am intimate-

ly familiar with the peer-review process of scientific proposals submitted to the National Institute of Health and similar granting agencies, both as a reviewer and as a recipient. Those reviews deal with the *substance* of the science. In contrast, philatelic exhibit reviews seem more focused on the *appearance* of the exhibit. We will see if that is different at international shows.



The five frames of my exhibit. The light-blue ribbon can be seen hanging from the left-most frame.

Recent Issues



Experience Nature: 'Duin en Kruidberg'
June 14, 2021

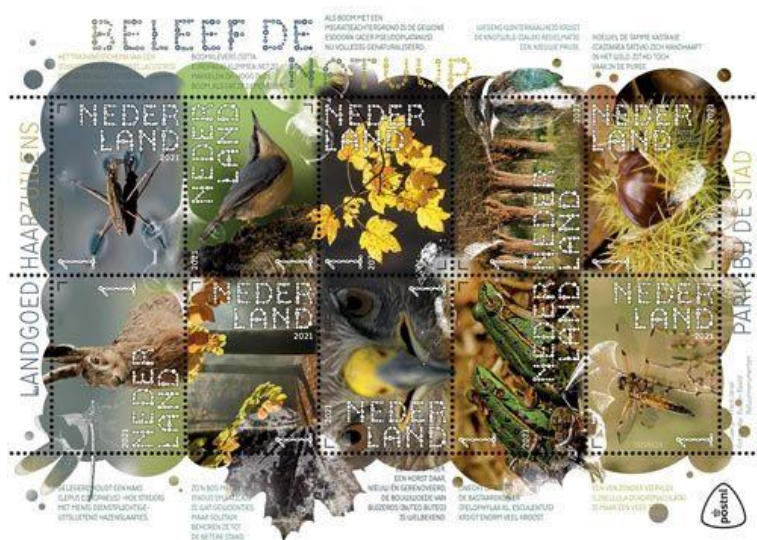
The sheet with 10 stamps is dedicated to the dune area 'Duin en Kruidberg' (Dune and Herb hill). Depicted are plants and animals that can be found in this area.

The stamps were designed by Frank Janse from Gouda.

Experience Nature: 'Haarzuilens Estate'
August 16, 2021

The sheet with 10 stamps is dedicated to the dune estate Haarzuilens in Noord-Holland. The stamps depict flora and fauna that can be found there.

The sheet has been designed by from Frank Janse uit Gouda.



See also <https://www.postzegelblog.nl/>

New Member

Allan Westphall recently joined the ASNP. He is from Denmark and collects Dutch East Indies. We may see an article about his collecting interests soon.

AMERICAN SOCIETY for NETHERLANDS PHILATELY

Membership in the **American Society for Netherlands Philately** (ASNP), affiliate # 60 of the American Philately Society, will give you the following benefits: An illustrated **MAGAZINE** (containing philatelic articles as well as news items) published six times a year and access to the ASNP **LIBRARY** through borrowing privileges.

Membership runs from September 1 through August 31. To join, fill out the form below. You can receive our magazine digitally in PDF format by email and/or in hardcopy sent by snailmail. Tab one of the boxes below to make your choice.

- ☐ **Digital magazine** sent by email (provide your email address!), free for members worldwide.
- ☐ **Hardcopy magazine** sent by snailmail, dues are \$ 25 per year for members living in the USA, and \$ 35 for the rest of the world. You have the option of a six-months membership if you apply between March 1 and August 31 for one half of the above rates (\$ 12.50, and \$ 17.50).
Your full membership will then start the following September 1.
- ☐ **Digital and hardcopy**, dues are the same as mentioned for the hardcopy version.

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<input type="checkbox"/> Mrs.	
<input type="checkbox"/> Miss.	First Name: _____
<input type="checkbox"/> Ms.	
<input type="checkbox"/> Dr.	Email: _____
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My Major collecting interests are:

- | | | |
|---------------------------------------------------|---------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Netherlands | <input type="checkbox"/> Plate faults | <input type="checkbox"/> Perfins or POKOs |
| <input type="checkbox"/> Netherlands Antilles | <input type="checkbox"/> Printing errors | <input type="checkbox"/> Rep. of Indonesia |
| <input type="checkbox"/> Netherlands Indies | <input type="checkbox"/> Color variations | <input type="checkbox"/> Rep. of Surinam |
| <input type="checkbox"/> Netherlands New Guinea | <input type="checkbox"/> Stationery and covers | <input type="checkbox"/> Fieldpost |
| <input type="checkbox"/> Surinam | <input type="checkbox"/> Revenues and railroads | <input type="checkbox"/> EO-Philately |
| <input type="checkbox"/> Japanese Occupation N.I. | <input type="checkbox"/> Booklets or combinations | <input type="checkbox"/> Localmail |
| <input type="checkbox"/> UNTEA | <input type="checkbox"/> Coils | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> FDCs | <input type="checkbox"/> Cancellations | _____ |
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