

*Dated Journal*

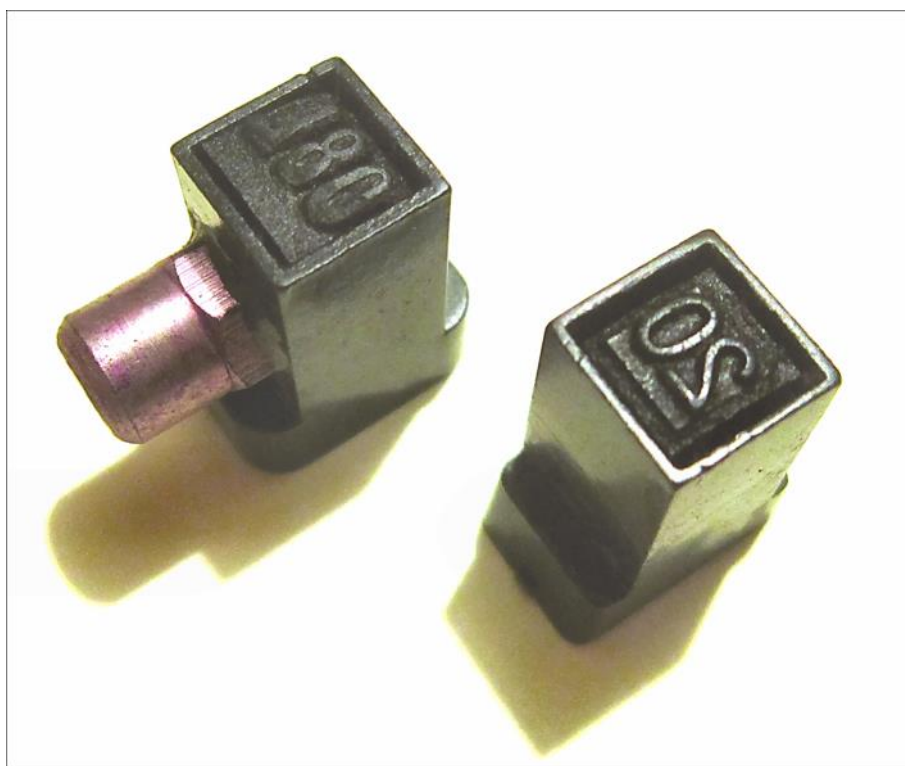
*FROM: Netherlands Philately  
1308 Pin Oak Drive  
Dickinson, TX 77539-  
USA*

Sharing knowledge of Netherlands  
& Overseas Areas philately since  
1975

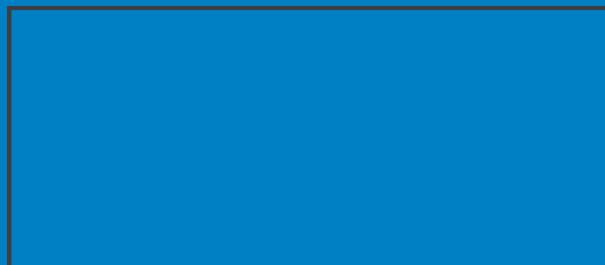
# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 46/3



TO:





PARTNER IN  
THE GLOBAL  
PHILATELIC NETWORK

# A STAMP IS MORE THAN JUST A CATALOGUE NUMBER.

## THE CORINPHILA CARD INDEX KNOWS MORE.

only 4 used  
gutter pairs known

**Rarity**

Hammerschmidt (1984)  
Klaassen (2010)

**Provenance**

only  
horizontal pair

**Importance**



Netherlands, 10 cents red plate X position 75/96 gutter pair, NVPH no. 2p



**CORINPHILA VEILINGEN BV**

Mortelmolen 3 · 1185 XV Amstelveen  
Netherlands

+31 (0)20 6249740  
[www.corinphila.nl](http://www.corinphila.nl)



**CORINPHILA AUKTIONEN AG**  
ZÜRICH · SWITZERLAND  
[www.corinphila.ch](http://www.corinphila.ch)

Official Sponsor



Auction descriptions require more than just catalogue numbers and values. The Corinphila card index of Netherlands and former colonies can be used to provide information about provenance, rarity and importance. A knowledge advantage that pays off when selling your rare stamps and covers with Corinphila Veilingen.

**CONSIGN NOW AND BENEFIT  
FROM THIS COMPETITIVE ADVANTAGE!**

**[WWW.CORINPHILA.NL](http://WWW.CORINPHILA.NL)**

# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 46/3

### Magazine Editor

Ben Jansen  
1308 Pin Oak Drive  
Dickinson, TX 77539-3400  
asnpmagazine@gmail.com

### President

HansPaul Hager  
465 Potter Rd.  
North Kingstown, RI 02852  
hphager@aol.com

### Vice President

Franklin Ennik  
3168 Tice Creek Drive #3  
Walnut Creek, CA 94595  
ennik123@att.net

### Treasurer

Hans Kremer  
50 Rockport Ct.  
Danville, CA 94526, U.S.A.  
hkcremer@usa.net

### Secretary

Ben Jansen  
1308 Pin Oak Drive  
Dickinson, TX 77539-3400  
bjansen@uh.edu

### Board of Governors

Jan Verster, Vancouver, Canada  
John Hornbeck, Washington D.C.  
Benjamin Bump, Hampden, MA

### Advertising Manager

Meindert Mossel  
Lijsterlaan 21  
1971 KT IJmuiden  
The Netherlands  
Mgry21@planet.nl

### Librarian

Stuart Leven  
stulev@ix.netcom.com

### Auction Manager

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

### Webmasters

Alex Nuijten  
stampculture@gmail.com  
Arno Kolster  
akolster@mindspring.com

### British Representative

Richard Wheatley

### Dutch Representative

Meindert Mossel

### German Representative

Peter Heck

### Magazine Editorial Committee

Ton Schrier  
tschrier@aol.com

### Editor's Message

January, 2022

Dear Fellow Collectors,

Last year I wrote "*Another year has passed. The new one promises to be better than 2020, now that Covid vaccines have arrived. Let us hope that philatelic events will commence again soon and that travel restrictions will be lifted.*" However, at present much of the world is still under some form of lockdown and while philatelic events have resumed to some degree, we are far from back to normal. Therefore, I shall not make any more predictions.

By the way, you still have one more year to respond to the Call for Papers for the Special Issue on the occasion of 150 years stamps of Curaçao and Suriname. Just e-mail the Guest-Editor Alex Nuyten at [stampculture@gmail.com](mailto:stampculture@gmail.com).

All the best for the New Year, and do not despair.

Ben

## Table of Contents

Editor's Message	49	A Not-Flown First Flight	
Coding place identifiers and		Cover	63
coding ribbons in		New Members	66
Amsterdam (Part 1)	50	For Sale	66
Dutch Passenger Ships Carrying		Recent Issues	67
American Troops	59		

### Advice to Authors

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.

Netherlands Philately is published 6x per year by the American Society for Netherlands Philately, a non-profit organization founded in 1975 by Paul van Reyen and registered in the State of Illinois.

©Copyright 2016, the American Society for Netherlands Philately (opinions expressed in the various articles in the Magazine are those of the authors and not necessarily endorsed by ASNP or this Magazine)

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

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



# Coding place identifiers and coding ribbons in Amsterdam (1979-1999). Part 1.

*by Jos. M.A.G. Stroom*

## INTRODUCTION

Coding place identifiers (in Dutch: KodeerPlaatsKentekens, KPKs) are postmarks printed on mail items that have been processed in a mechanical or automated sorting process. The purpose of these identifiers is to determine where during the coding process an error has occurred so that it can be quickly remedied.

The philatelic importance of KPKs is that these identifiers can be considered as administrative cancellations and are therefore collectible.

This article describes the KPKs printed on mail items processed at the department 'Automatische postverwerkende systemen' (APVS) (automatic mail processing systems) in Amsterdam. From 1979 onwards coding and sorting based on the postal code took place at this department. A KPK indicates by which manually-operated coding device the sorting index (SIX) was applied to the mail item.

Amsterdam was the first location with an APVS department. In the early days it was called 'Test Facility'. From the start till 1999, when the KPKs were succeeded by machine features, a great variety of forms and contents occurred.

## THE PREDECESSORS OF THE AMSTERDAM KPKS

### *Transorma*

The first time identifiers were used in our country was with the oldest Dutch sorting system, the Transorma (1931 - January 1981)[1]. Each Transorma operator had his own personal identifier called 'Sleutel' (key) with which he put his keyboard and the Transorma machine into operation (Figure 1) [2]. The key applied a red or violet imprint on each mail item that was entered into the machine.

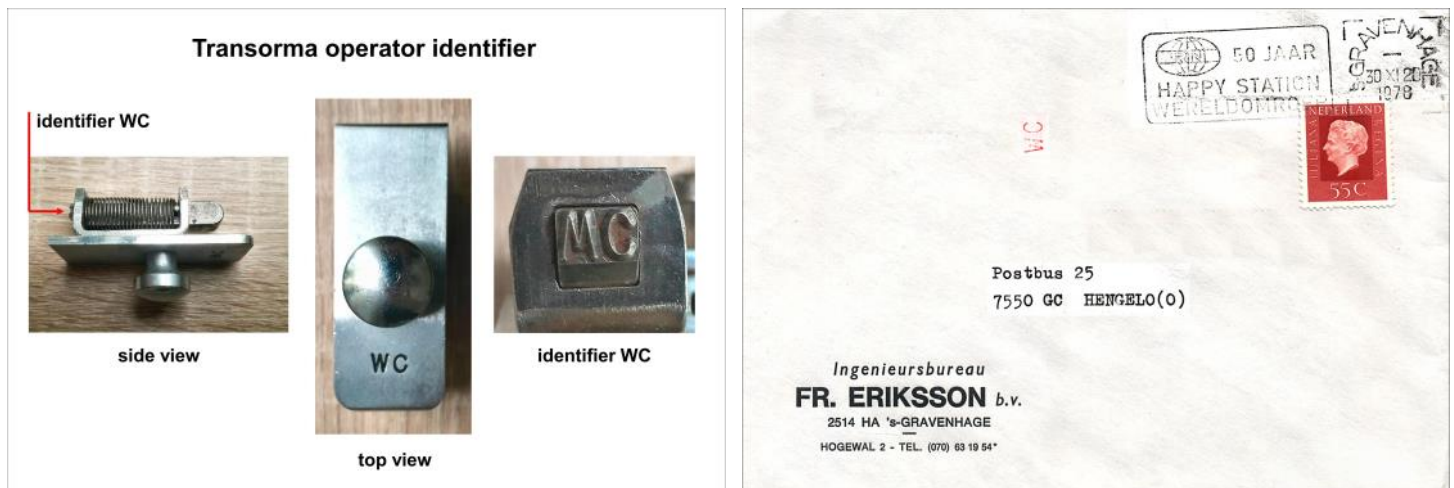
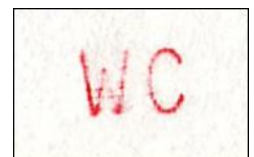


Figure 1: Top left: Example of a Transorma operator identifier, in this case WC. Top right: Letter from November 30, 1978 with Transorma operator identifier WC (enlarged at right) used in 's-Gravenhage on outgoing mail.



## Rotterdam black-matrix place name code

During the black-matrix place name code period in Rotterdam (1964 - May 1981) the sorting process was different. Then, a coding machine printed a matrix code on each mail item (which could be read by the sorting machine software), together with a postal marking that identified the coding machine.

In other words, the Rotterdam markings were not linked to the person of the sorter, but to the coding machine in which the mail item was provided with the matrix code. The name 'Kodeerplaatskenteken' (KPK) (coding machine identifier) came into use in collector's circles. It is a literal translation of the German term 'KodierplatzKenzeichen.'

On the letter in Figure 2 we see, to the left of the wavy line flag cancel, the black-matrix place name code [3]. Underneath the stamp the violet KPK **02R** has been applied which means that the item was processed on the right part of coding machine number two. The letters L and R in the Rotterdam KPKs indicated whether a mail item was processed in the left or in the right part of the coding machine.



Figure 2: Letter dated December 29, 1967 from Rotterdam to Nijmegen. With the black-matrix place name code to the left of the flag cancel. Under the postage stamp the imprint of KPK **02R** (enlarged top right).

The reason for abandoning the personal identifiers- as with the Transorma- had on the one hand to do with the protection of the employees' privacy. Of greater importance was the understanding that during the coding process mechanical failures could occur that had nothing to do with the way of working of the operator. And if an error occurred, the coding machine had to be located quickly.

For the later Amsterdam KPKs, these Rotterdam KPKs served as an example.

The coding device identifiers were applied by small stamp blocks which are shown in Figure 3. At the left we see a Rotterdam KPK block with **08L**, at right the same block type with KPK **20** as used in Amsterdam from 1979 during the postal code sorting.

The Rotterdam KPK block has an ink filling nipple. These nipples were not present in the Amsterdam KPK blocks.

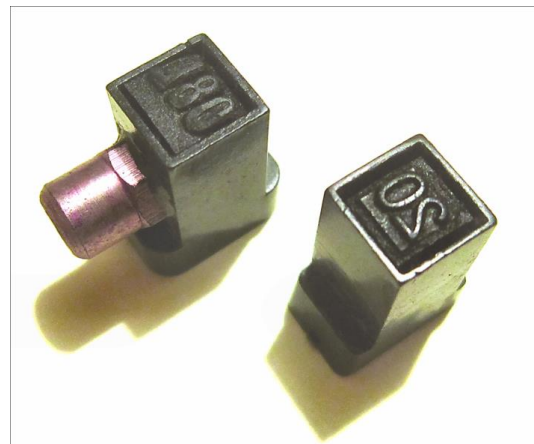


Figure 3: Two KPK stamp blocks. At left **08L** used in Rotterdam during the black-matrix place name code period and at right **20** used during the HIA period in Amsterdam from 1979 to 1984.

In Rotterdam the KPKs were printed on the address side of the postal item below the postage stamp. Especially with large stamps they sometimes ended up on the postage stamp (Figure 4) which raised questions among collectors. Mr. Hedeman, editor in chief of the philatelic magazine 'Mijn Stokpaardje,' even called a KPK on a stamp a 'hallmark' of the stamp paper [4]!



Figure 4: Stamps from 1971 (NVPH 992) and 1978 (NVPH 1162) which received imprints of KPK **01R** and KPK **4** from Rotterdam.

## THE KPKS AT THE INTRODUCTION OF THE POSTAL CODE SORTING IN AMSTERDAM [5]

In 1979, the Amsterdam department 'Automatische postverwerkende systemen' (APVS) was established, serving as 'Proefbedrijf' (test facility) where mail was sorted on the basis of the new alfa-numerical postal code system. On May 21, 1979 the official inauguration took place, which was also attended by the press. Demo cards were handed out on which the sorting index (SIX) was printed on the front of the card (Figure 5). On the reverse side the index system was explained (Figure 6).

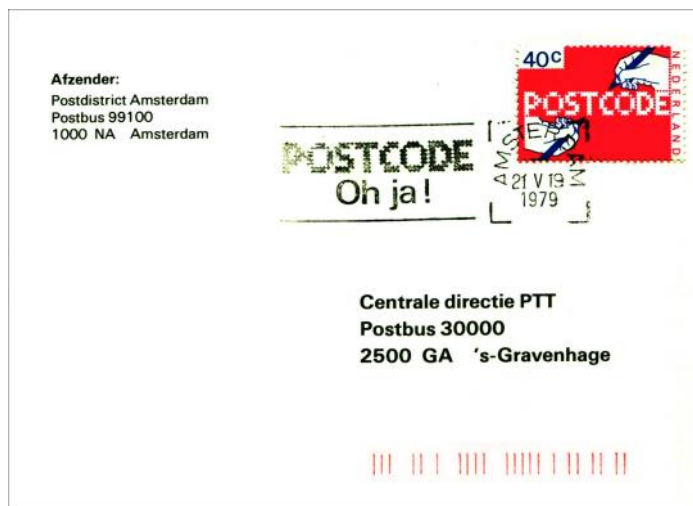


Figure 5: A demo card with a post code stamp of 40c, machine-cancelled with flag cancel 'Postcode Oh ja!' on May 21, 1979 and with the orange-red sorting index of postal code 2500 GA.

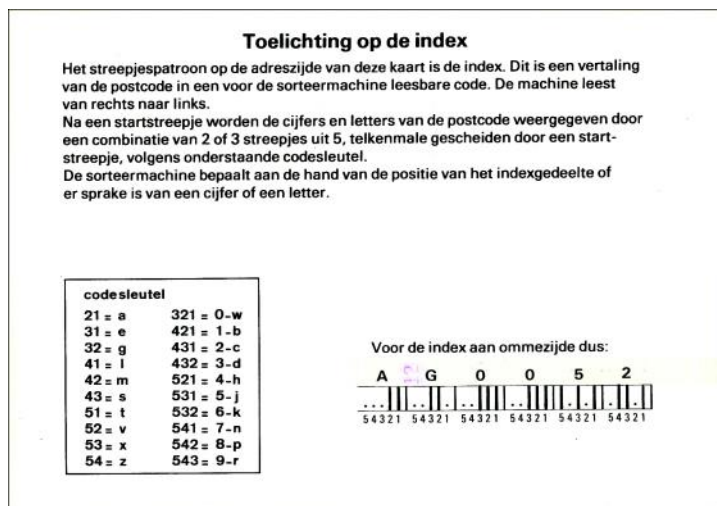
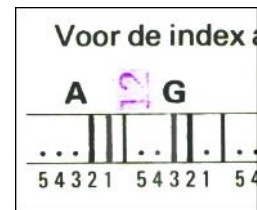


Figure 6: The reverse side of the card shown in Figure 5 with the explanation of the sorting index of postal code 2500 GA in the card's address. KPK **12** is visible above the index, between the letters A and G (see enlargement at right).



Initially, unlike in Rotterdam, the KPKs in Amsterdam were printed on the reverse side of the mail items. On the inauguration cards of May 21, 1979 KPK **12** was printed in a vertical position with the base of the numerals to the right (BR) (Figure 6, enlarged detail).

The sorting index (SIX) and the KPK were applied with a 'Handindexeerapparaat' (HIA) (manual coding device) (Figure 7). Till 1981 encoding was done with one of the twenty HIAs, as there were no machines available that could independently read addresses.

On November 14, 1978, before the new equipment was installed in Amsterdam, the acceptance test had taken place at a Philips factory. Philips had built both the manual coding devices and the sorting machines. During that test, Philips window envelopes were used (Figure 8) on which the violet KPK **1** was printed on the back (Figure 9). Some of these envelopes came into the hands of members of the Postal Mechanization Study Group.



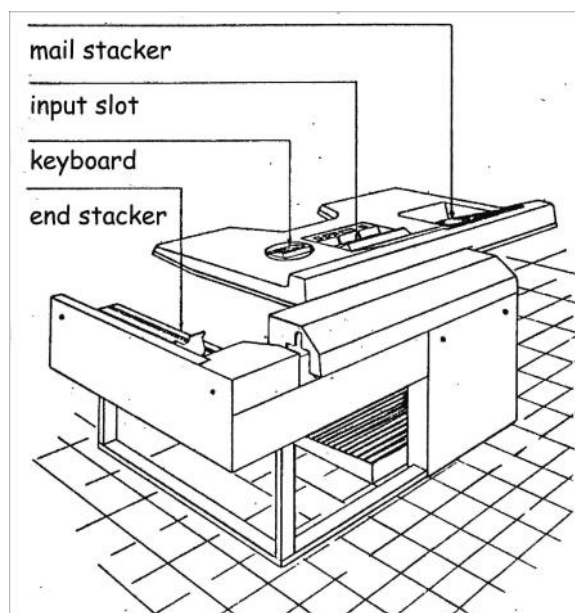


Figure 7: Schematic representation of a 'Handindexeerapparaat' (manual coding device) with which mail items were manually indexed at the APVS department in Amsterdam.

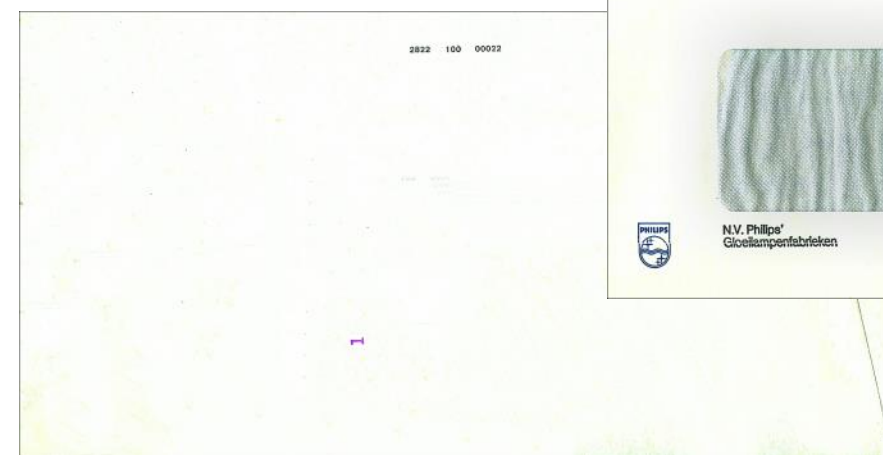
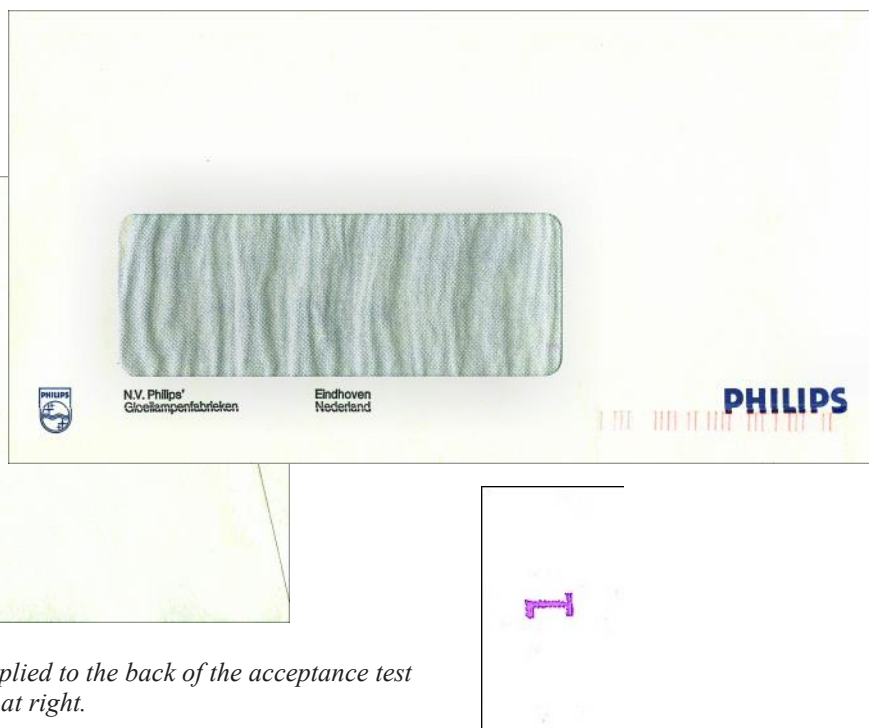


Figure 9: Violet KPK 1 in the Base Right position applied to the back of the acceptance test letter. Enlarged detail at right.



The imprints of this first generation KPKs on the back of the postal items were initially only noticed by few philatelists.

In each HIA a KPK stamp block, clamped in a holder, was present. Figures 3 and 10 show that the blocks were symmetrical, so they could be attached in two ways. Therefore two printing positions occur which we call Base Left (BL) and Base Right (BR).

Periodically the KPK stamp blocks had to be supplied with new violet ink and therefore had to be removed from their holders. Afterwards they were put back randomly, so that the printing position could have been changed.

Therefore an unforeseen problem arose: the single-digit KPKs 6 and 9 could not be distinguished from each other: 6 BR was identical to 9 BL and vice versa (Figure 11).

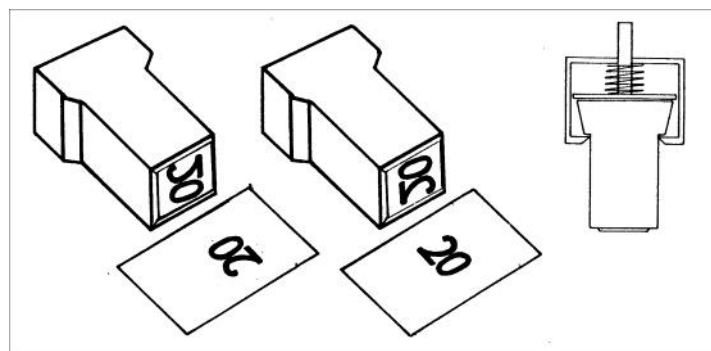


Figure 10: Schematic representation of the two ways the stamp blocks could be mounted, resulting in two different print positions, Base Right and Base Left, which can be found on mail items.

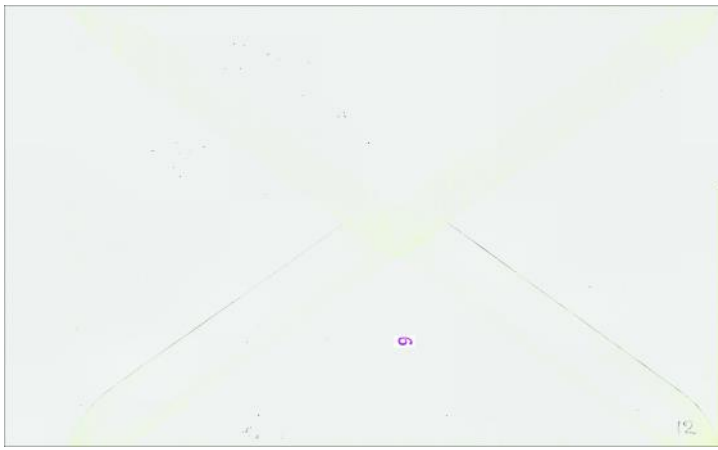


Figure 11: The back of this letter shows KPK **6** in the Base Left position (enlarged at right). Or is it KPK **9** Base Right? It's confusing!

In May 1980 the KPKs 1 to 9 were replaced by **01** to **09** (Figure 12). This solved the problem because the numbers 60 and 90 could not occur as the complete series consisted of the KPKs **01** - **20** only.

This did however not solve all the problems. If the stamp blocks were not regularly provided with new ink - which was a labor-intensive job - they dried out.



Figure 12: From left to right: the KPKs 06BL, 06BR, 09BL and 09BR.

From the start (April - May 1979) little attention was paid to drying out. Only from early 1980 to mid 1981 were the KPK imprints from the HIAs easily readable according to the standards of collectors. After that period they became virtually unreadable.

In 1980 someone must have come up with the bright idea to print the KPKs on the address side of the mail items via the coding ribbon which was used to print the sorting index.

But before discussing the experiments related to this topic, we will stay for a while with the 'old' KPK series **01** - **20** on the back.

In September 1981, the first two 'Automatische lees- en indexeermachines' (Alima) (automatic reading- and indexing machines) were installed in Amsterdam. With the Alima, postal codes in print and in typescript could be read via Optical Character Recognition (OCR) technology and converted into a sorting index (SIX). Because the code printers worked much slower than the OCR readers, two printers were installed in each Alima which took turns to print the sorting index (Figure 13). These printers were identical to those in the HIAs and they also contained the same KPK stamp block type.

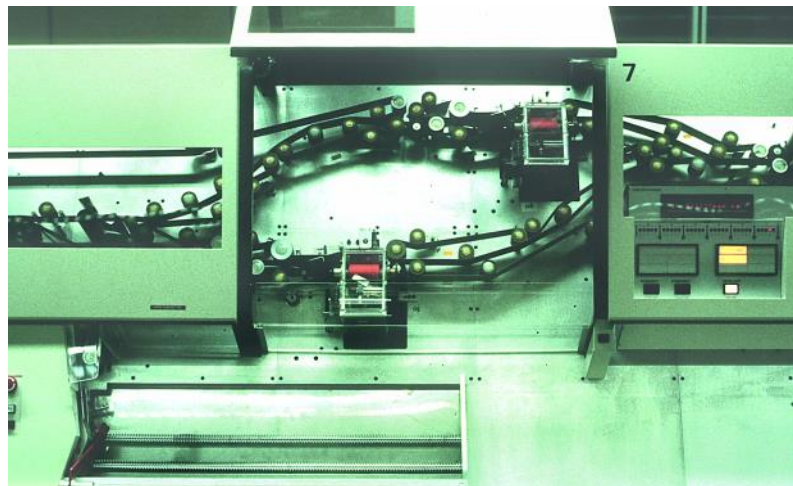


Figure 13: The two index printers in an Alima in EKP Amsterdam.



During the Alima test period, primarily the KPKs **11**, **12**, **15** and **16** were used. On some test envelopes it can be seen that a part of the number '1' had been filed off. This was done to distinguish them from the numerically identical HIA KPKs (Figure 14). I only know of this phenomenon on Alima test mail from September 1981.

In November 1981, the KPKs printed on the back were no longer used in the HIAs; in the Alima they remained until July 1984. Table I shows an overview of these first generation KPKs in Amsterdam.

Before I move on to the KPK experiments announced earlier, I would draw your attention to a special phenomenon which arose through the benevolent cooperation of postal employees in Amsterdam. This phenomenon is shown in Figure 15. There are KPKs imprints known in a horizontal position. It can be said with certainty that they do not originate from a HIA or an Alima.



Figure 15: Enlarged part of the back of an envelope with a slightly mottled KPK **7** in a horizontal print position.

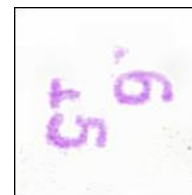


Figure 14: Enlarged part of the back of an Alima test envelope from Amsterdam of September 1981. The number '1' in the KPKs **15** and **16** is partially filed off so that the Alima KPKs could be distinguished from the corresponding HIA KPKs.

When it became known among collectors that KPKs **1** through **20** were used in the coding devices, requests were made to obtain a complete set. Employees - almost as a matter of course - gladly acceded to those requests. But it could happen that a certain HIA was not in use. Then a benevolent employee - completely in good faith - manually placed an imprint but unconsciously in a different way. The position where the imprint is placed on the envelope is also not exactly where it is normally printed.

Table I. Overview of the first KPK series 1 - 20 from Amsterdam.

The KPKs 1 - 20 were applied with violet ink on the back of the mail items:

March	1979 – May	1980	HIA KPKs	1 – 9	(BR / BL)
March	1979 – November	1981	HIA KPKs	10 – 20	(BR / BL)
May	1980 – November	1981	HIA KPKs	01 – 09	(BR / BL)
September 1981 (test mail)			Alima KPKs	11, 12, 15, 16 (with partially-cut number '1')	
September 1981 – July		1984	Alima KPKs	01 – 20	(BR / BL)

Note that during the period September - November 1981, the imprints may have come from either machine.



Figure 16: Letter dated October 13, 1980 with KPK **238** on the front. Both sorting index and KPK are printed in the color of the coding ribbon.

Now the KPK had the same orange-red color as the coding ribbon (Figure 17).

Thirty-six pins (6 x 5 for the postal code positions and six for the - always present - starting bars, see Figure 6) were available for printing of the sorting index. In a rotary motion these pins 'wrote' the bars by pressing on the coding ribbon. Above the pins a hammer mechanism was positioned to which the KPK stamp block was attached (Figure 18).

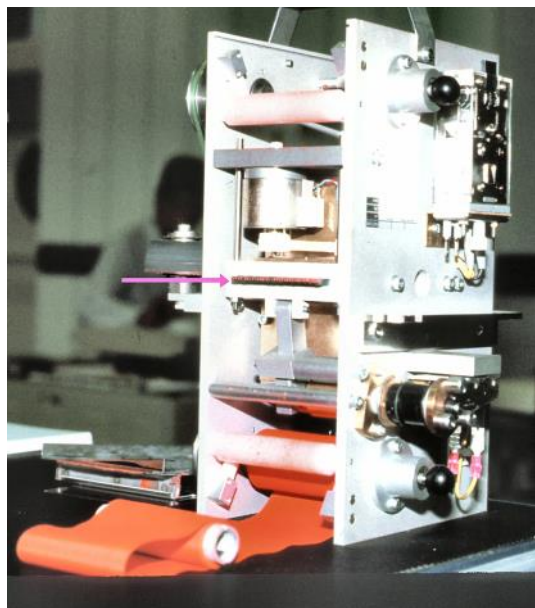


Figure 17: Printer of a 'Handindexeerapparaat' (manual coding device). The fluorescent coding ribbon has been detached revealing the rotating writing pins (arrow). (Photo by author, taken in 1982 in EKP Rotterdam).



Figure 18: Part of a HIA sorting index printer from which the coding ribbon has been removed prior to taking the photo. Above the pins (a part of which was thrust forward during the rotating movement to 'write' the sorting index) is a hammer-mechanism on which a stamping device is mounted, which - also through the fluorescent ribbon - could apply a KPK imprint on the mail item. (Photo by author, taken in Rotterdam in 1982).

The KPK 238 trial lasted until February 1981. In October of that year, for a short period of time experiments were performed with KPK **010** (Figure 19). Unlike KPK **238**, which was printed in a horizontal position, now the vertical Base Right position was chosen. The reason was to prevent the numerals of the new KPK from being considered as part of the address (e.g., the house number).

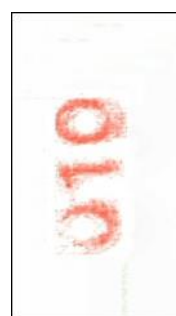
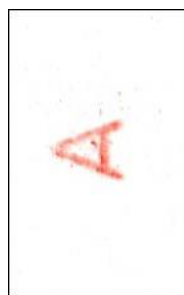


Figure 19: Letter dated October 20, 1981 with KPK **010**, Base Right, printed in the color of the coding ribbon. Enlarged detail at top right.

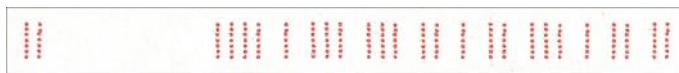
This test was short-lived and after that it remained quiet for several years in the Test Facility. The next change was the printer replacement in the Alimas. As shown in Table I, the violet KPKs on the back were used until July 1984. Two new printers with the KPK letters **A** and **B** had come into use in the previous June. Now the KPKs were printed on the front in the Base Right position (Figure 20).



*Figure 20: Early print of KPK letter **A** from an ALIMA in Amsterdam on a request letter dated June 29, 1984. The KPK is applied in the color of the coding ribbon and printed in the vertical Base Right position. Enlarged detail at top right.*

When the two DNL/PTG Alimas were scrapped in May 1986, in total nine letters (with up to four at a same time) had been in use in the four printers. The letters **A**, **B**, **C**, **E**, **F**, **I**, **K**, **L** and **N** can be found on mail items.

In the new Alimas of the AEG/Telefunken brand, the sorting index bars were no longer 'written' but 'sprayed' by inkjet technology (Figure 21). Regarding the feature that identifies an Alima, we no longer speak of a KPK but of a 'Machine kenmerk' (machine feature).



*Figure 21: Enlarged inkjet sprayed Alima sorting index from Amsterdam. To the left two additional inkjet bars (= the Alima machine feature) indicating that the index was applied by the second AEG/Telefunken Alima device.*

Regarding to the HIAs not much was happening. Following the two trials in 1980 and 1981, both conducted in HIA number 10 - with respectively KPK **238** (horizontal) and **010** (Basic Right) - it would take until April 1985 before all printers were equipped with the hammer mechanism as a follow-up of the **010** trial of October 1981. The KPK series **001** to **020** was introduced (Figure 22).

When you find a KPK **010**, pay attention to the stamp date: KPK **010** from 1981 has larger round zeros and is very scarce (Figure 23).



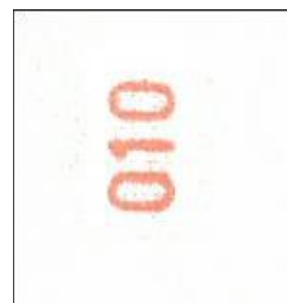
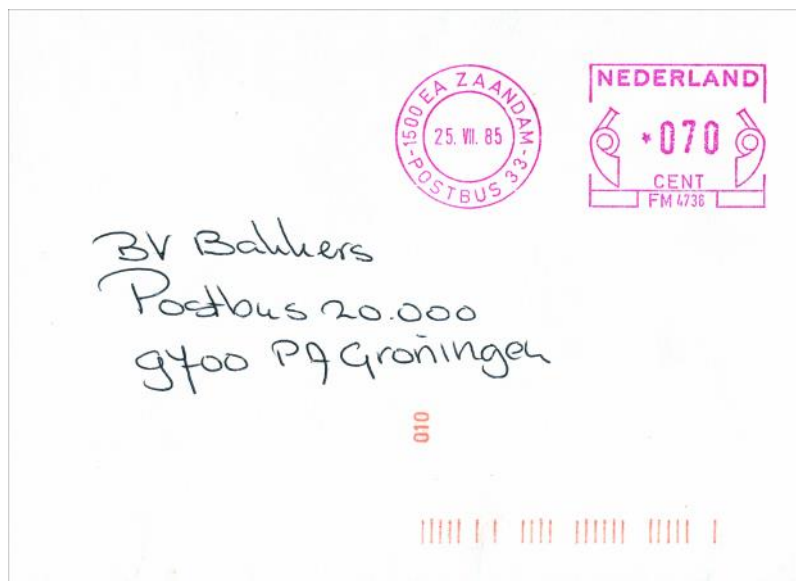


Figure 22: New KPK **010** (Base Right) from a HIA in Amsterdam on a letter dated June 25, 1985.

Figure 23: Enlarged details of Figures 19 and 22 with the two versions of KPK 010 from Amsterdam. Left from the trial in October 1981; right the final smaller version from June 1985.



## NOTES

- 1) For a description of the operation of these machines and their operator identifiers, see: Jos M.A.G. Stroom, De 'kleine' Transorma's – Breda, Postmuseum en 's-Hertogenbosch, Transorma Series part 2, Po & Po / Groep Postmechanisatie, 2017.
- 2) The English translation has been used to modify figures in the original version of the article. The figures 1a and 35 are replaced, figures 1 and 25b has been added.
- 3) W.G. van der Kooij, De Rotterdamse plaatsnaamcode, als onderdeel van de postmechanisatie in Nederland, a publication of UV, Studiegroep voor Postmechanisatie, 1994.
- 4) Despite repeated attempts and cooperation of members of the Studiegroep Postmechanization, I have not succeeded in finding out in which issue of Mijn Stokpaardje this statement was made. In a subsequent issue, the statement was corrected by Mrs. Vrijaldenhoven (then secretary of the Study Group) with a correct explanation.
- 5) See also: Jos M.A.G. Stroom, Na 40 jaar POSTCODE nog eens terug naar het begin, in: Notities van de Nederlandse Academie voor Filatelie, number 55, November 2017. Some text parts and images in this article are taken from this publication.

[This is the first part of the third 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.]

# Dutch passenger ships carrying American troops in World War I.

*by Hans Kremer*

World War I broke out on July 28, 1914. The Netherlands soon declared itself neutral, because it was a small country and could not compete militarily against countries such as England and Germany. If the Netherlands were to join either England or Germany, our overseas territories such as Suriname and the Dutch East Indies would possibly fall into the hands of one of those great powers.

Dutch neutrality did mean that the Dutch shipping companies could continue their activities at sea, albeit under special circumstances. Great Britain blocked trade with Germany and forbade the Netherlands to resell imported goods to the Germans. The Germans tried to get as much food and raw materials from the Netherlands as possible.

Although generally the violence of war did not take place at sea, this did not mean that war was not fought at sea. The British ruled the seas, but under water the German submarines ruled.

Until 1917, the Dutch merchant fleet was mainly affected by the activities of the British. The British tactics were meant on blocking German supply routes and ports.

The British and Americans suffered a serious shortage of shipping space during the war. They had lost many ships to the German submarine warfare and the Americans in particular urgently needed ships to transport equipment and troops to Europe. In the search for more shipping space, their eye had fallen on the Dutch ships. Given the neutral position of the Netherlands, the Dutch government could of course not release these ships for use for war purposes. The United States negotiated with the Dutch government and shipping companies, but were unable to reach a compromise. Finally, in March 1917, the Allies exercised the right of angary. This meant that in urgent cases the main warring parties were allowed to seize neutral ships in their ports to use them for war purposes. As a result, 138 Dutch ships were confiscated. These 138 also included the “Koningin der Nederlanden” of the Stoomvaart Maatschappij Nederland (SMN), the “Rijndam” of the Holland America Line, and the “Zeelandia” of the Koninklijke Hollandsche Lloyd. All three were passenger ships that could be used for the transport of American troops to Europe. After the armistice of November 11, 1918, they were used to return American troops to the US.

## **Koningin der Nederlanden**

Normally the SMN (which the Koningin der Nederlanden belonged to) connected the homeland with the Dutch Indies (see Figure 1), but when that route came to a standstill, a few ships were used for the Java-Pacific Mail Service. From 1917 to March 21, 1918, the Koningin der Nederlanden sailed on the route San Francisco-Honolulu-Yokohama-Nagasaki-Hong Kong, Singapore, Batavia and vice versa. Semarang and Surabaya (on the north coast of Java) were also visited.

She was impounded in San Francisco on March 21, 1918, and came under the American flag. In May she steamed to the Panama Canal Zone for adjustments to the accommodations, etc. and in July with follow-up work in Norfolk, Virginia. During the war three trips were made to France with American troops on board. After the armistice, the repatriation of troops started.

Until mid-August 1919, five homeward journeys were made (Figure 2). In November 1919 she was handed over to the SMN again, after which the ship was repaired in Amsterdam. She was scrapped in 1932.

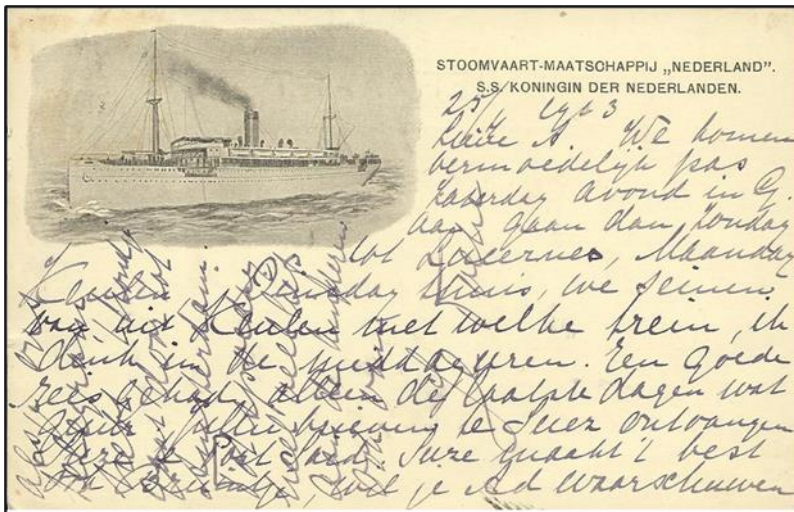


Figure 1: Postcard mailed in Genoa in 1913 showing the s.s. 'Koningin der Nederlanden.' The postcard travelled via Luzern and Cologne to The Hague.



Figure 2: Koningin der Nederlanden after returning to the U.S in early 1919.

## Rijndam

The Rijndam was part of the fleet of the Holland-America Line (HAL). She sailed on the Rotterdam-New York route (Figure 3). After arriving in New York in early 1918, she was 'transferred' to the US Army, as the U.S.S. Rijndam. She could carry 3,200 soldiers. She departed on 10 May 1918 in a convoy of 13 ships for the first of her six voyages to Europe. The American cruiser U.S.S. Frederick escorted the convoy. On May 20, it fired at a 'submarine', which turned out to be nothing more than a buoy. A few days later, the Rijndam arrived safely in Brest (France).







Figure 6: Letter from Brazil to Paris, transported by the Zeelandia in 1915 (?)



Figure 7: U.S.S. Zeelandia with camouflage.

the convoy in which she was sailing. However, the attacker was unable to continue his attack because of the Zeelandia's zigzag tactics and the reasonably strong escort.

The steamer remained in naval service between November 11, 1918 and July 31, 1919, making seven voyages between Europe and America, returning the troops home after the war. During those voyages, she returned 15,737 American soldiers and also transported 3,170 passengers to Europe. She was finally withdrawn from service on October 6, 1919, and returned to her owner the same day. She ended her service in 1935 and was scrapped in April 1936.

## References

Java-Pacific Lijn: <https://historiek.net/de-java-pacific-lijn-een-product-van-de-eerste-wereldoorlog/71224/>

Rijndam : <http://www.navsource.org/archives/12/172505.htm>

Rijndam: <https://www.ibiblio.org/hyperwar/OnlineLibrary/photos/sh-usn/usnsh-r/id2505.htm>

Rijndam: <http://freepages.rootsweb.com/~cacunithistories/military/SS%20Rijndam.html>

Zeelandia: <http://www.navsource.org/archives/12/172507.htm>

Zeelandia: <https://www.ibiblio.org/hyperwar/OnlineLibrary/photos/sh-usn/usnsh-xz/id2507.htm>

Koningin der Nederlanden: <http://www.navsource.org/archives/12/172708.htm>

Koningin der Nederlanden: <https://www.ibiblio.org/hyperwar/OnlineLibrary/photos/sh-usn/usnsh-k/id2708.htm>



# A Not-Flown First Flight Cover.

by Ben H. Jansen

The cover shown in Figure 1 was to be flown on the “Re-opening’s flight LH 125 on April 1, 1964 London- Amsterdam- Frankfurt” as indicated by the underlined typed German text in the upper left corner.



Figure 1: Cover from The Netherlands to (West) Germany to be flown on first flight of LH 125.

A label, in French, obscures most of the address, but when folded back we see that the cover destined for Recklinghausen, in West Germany (Figure 2). Also, a large blue handwritten ‘30’ becomes visible.

Recklinghausen is a small town near Duisburg, where the mail was received on March 28, 1964 according to the arrival postmark. The Duisburg office probably also placed the red ‘Nachgebühr’ mark, dated 30 3 64 (i.e., March 30, 1964), to indicate that postage was due.

Following the end of World War 2, Lufthansa regained the right to conduct domestic flights on April 1, 1955 and was allowed to initiate international flights one month later. In March 1964, articles appeared in the Dutch newspapers that it would start a daily flight between Frankfurt and London via Amsterdam (Figure 3).

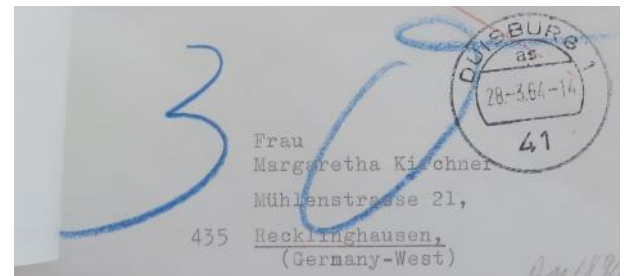


Figure 2: Text covered by label.





Figure 3: Newspaper account announcing the start of a daily Lufthansa flight between Frankfurt and London via Amsterdam.

ALGEMEEN HANDELSBLAD VAN ZATERDAG 21 MAART 1964

### Frankfurt - Amsterdam - Londen vice versa

Op 1 april 1964 opent de Lufthansa een nieuwe luchtlijn, een dagelijkse dienst van Amsterdam naar Londen en Frankfurt. Vertrek naar het drukbezochte centrum van het Britse Gemeenbest aan het eind van de middag, een geschikt moment. Een afgeronde werkdag in Amsterdam en nog een volle avond in Londen. Uw IATA-reisbureau en het Lufthansa-kantoor in Amsterdam geven U graag alle inlichtingen over deze nieuwe reismogelijkheid. Lufthansa, toonaangevend in service: niet alleen voor Uw intercontinentale reizen, maar ook voor de korte trajecten. Welkom aan boord!



LH 124		LH 125	
V 814		V 814	
T		T	
dag.		dag.	
Frankfurt	v. 15.35	Londen	v. 12.05
	café complet		lunch
Amsterdam	a. 16.55	Amsterdam	a. 13.15
Amsterdam	v. 17.25	Amsterdam	v. 13.45
	diner		café complet
Londen	a. 18.40	Frankfurt	a. 15.00

 **Lufthansa**

Figure 4: Advertisement regarding the new Frankfurt—Amsterdam—London connection.

The ads indicate that the flights would be executed using Vickers Viscount 814 planes (Figure 5), a production variant of the Viscount 810 for Lufthansa. The planes were designed and constructed by the British company Vickers-Armstrong, and had 64 seats. Because this type of plane used (four) turbo-prop engines, it was considerably less noisy than planes with piston-driven engines.



Figure 5: Vickers Viscount 814.



Figure 6: First flight cover flown on the Frankfurt to Amsterdam leg.

First flight covers flown on LH 124 received a special postmark by the German post, as can be seen on the cover shown in Figure 6, which was transported from Frankfurt to Amsterdam with Lufthansa flight 124.

No special markings appear to have been used on LH 125, at least not on the Amsterdam – Frankfurt leg. In fact, they seem to have been handled by the Dutch PTT like ordinary mail, receiving postmarks with dates well before the actual flight, e.g., March 26, 1964 in case of the cover shown in Figure 7.



Figure 7: Cover to be flown on LH 125 from The Hague to Frankfurt.

The cover shown in Figure 1 did not receive a Dutch PTT mark at all, but the mimeographed label states that “The Dutch authorities does not utilize the airmail connections provided by Lufthansa and Austrian Airlines.” This explains why mail intended for the Amsterdam - Frankfurt leg was handled like ordinary mail.

Postage for letters to foreign destinations (other than Belgium and Luxembourg) was 30 cents for the first 20 grams per the tariff of April 1, 1959. No additional postage was required for airmail. The cover of Figure 1 has two stamps attached totaling 42 cents, exceeding the 30 cents required so it appears puzzling that postage due was assessed. However, the stamps, celebrating the 25<sup>th</sup> wedding anniversary of Queen Juliana and Prince Bernard, were issued between May 1 and May 15, 1962 and had lost their validity on December 31, 1963. Therefore, the cover had effectively no postage, and would have been returned to sender if (s)he was known, but the cover has no return address. Instead, it was forwarded to the addressee, likely by ground transport.

The cover shown in Figure 7 was also insufficiently franked, albeit with valid stamps, and it remains a mystery why the PTT in The Hague did not indicate that postage was due. This cover has a return address (Stellingen, a neighborhood of Hamburg, Germany), where it was returned to after it was not claimed in Frankfurt, as indicated by the ‘Retour non réclamé’ marking. I assume that this item was forwarded first to Frankfurt by ground transport, but this time without explanatory label or marking.

## New Member.

We welcome yet another new member, Josph Bolton, from Thousand Oaks, California, who collects Netherlands and coils.

## For Sale.

Ton Schrier, one of our members (and part of the Magazine Editorial Committee), has a number of stamps from the Dutch East Indies he is interested in selling to fellow collectors. The Table shown below lists their NVPH catalog number and other relevant details. If you are interested, contact Ton directly by e-mail ([tschrier@aol.com](mailto:tschrier@aol.com)).

### Netherlands Indies

NVPH #	description	
unk	Willem specimen 13	
unk	Willem proof 23	
13B	with certificate	
11G	with certificate	
49v	with certificate	
59A	with certificate	
59A	with certificate	
59cv	with certificate	
61Bv	with certificate	
63fd	with certificate	
79a	with certificate	NH
79f	with certificate	NH
80f	with certificate	
93f	with certificate	
90fab	with certificate	
135fa	with certificate	
140f	with certificate	
145a	with certificate	
171f	with certificate	
160c		
330d	with certificate	
LP6v	with certificate	NH



## Recent Issues

### Children's Stamps

October 11, 2021

This year's children's stamps depict the most well-known comic characters in The Netherlands; Oliver B. Bommel and Tom Poes. The first story (of 177) appeared in 1941, and was conceived by Marten Toonder (1912-2005).

The stamps show the characters pick-nicking on the occasion of the birthday of Tom Poes. Tim Artz of the Toonder Compagnie designed the stamps.



### Day of the Postage Stamp

October 15, 2021

The sheet with ten stamps was issued on the occasion of the POSTEX bourse. The stamps (in two different designs) commemorate the 'Wapenzegel' of 1869. The design of the sheet was done by Sandra Smulders from Gouda.

### December Stamps

November 14, 2021

The sheet with 20 stamps (ten unique designs) were designed by paper artist Geertje Aalders, who creates 3D paper art. Her refined designs combine appealing colors and recognizable (Christmas) displays. One stamp shows a hare picking-up a bunch of roses, and another a squirrel on its way with delicacies.



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

## 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.

<input type="checkbox"/> Mr.	<b>Last Name:</b> _____
<input type="checkbox"/> Mrs.	
<input type="checkbox"/> Miss.	<b>First Name:</b> _____
<input type="checkbox"/> Ms.	
<input type="checkbox"/> Dr.	<b>Email:</b> _____
<input type="checkbox"/> Rev.	<b>Address:</b> _____
	_____
	_____

### 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            | _____  |
| <input type="checkbox"/> Perforation varieties    | <input type="checkbox"/> Selvage information      | _____  |
| <input type="checkbox"/> Proofs & Essays          | <input type="checkbox"/> Franking labels          | _____  |

Payment is due in US dollars by check, money order, or PayPal ([jdlkremer@gmail.com](mailto:jdlkremer@gmail.com)). **When using PayPal, please indicate you transfer money to a "Friend" to avoid a 5% fee charged to ASNP.**

**Please mail your application with payment, payable to ASNP, in U.S. dollars to:**  
**Ben Jansen, 1308 Pin Oak Drive, Dickinson, TX 77539-3400, U.S.A.**  
**Email Contact: [bjansen@uh.edu](mailto:bjansen@uh.edu)**





# Rietdijk

A° 1919



London

## 1919 - 2022



Over **100** years of **excellence** in philately and numismatics

### Stamp and coin auctions

Rietdijk Veilingen situated at the Noordeinde in The Hague has been selling stamps and coins through auctions since 1919. Our auctions belong to the top of Europe regarding Philately and Numismatics.

Complete collections as well as single items are presented in luxurious auction catalogues which are shipped all over the world. Each year we organize four major auctions concerning stamps, coins and all related items.

### Estimates

For small collections non binding estimates, free of charge, take place at our office from monday through friday between 9:00 and 17:00 and only by appointment. For larger and more valuable collections we will be happy to assist you on site.

We are **constantly** in search of stamps and coins!



John Kuin  
assessor

## Stamp auctions

In April and November

## Coin auctions

In June and December



Noordeinde 41, 2514 GC Den Haag

+31 (0)70-364 79 57

info@rietdijkveilingen.nl

www.rietdijkveilingen.nl

Worldwide selling and buying

**Rietdijk** live

www.rietdijklive.nl





# VAN DIETEN

STAMP AUCTIONS



Since 1886

WITH A RICH HISTORY OF AUCTIONS SINCE 1892

International auctions, always including fine and exclusive stamps and postal history with covers and cancellations of the Netherlands and Overseas Territories



Online catalogue with search function  
Live online bidding from anywhere in the World

Are you interested in selling your collection or like an auction catalogue?  
Please do not hesitate to contact us



Van Dieten Stamp Auctions  
[www.vandieten.nl](http://www.vandieten.nl)



Roermond, Bakkerstraat 22, 6041 JR, The Netherlands  
T: +31 (0)475 - 563 500 • F: +31(0)475 330 829  
The Hague, Oranjestraat 6, 2514 JB, The Netherlands  
T: +31(0)70 365 3817

Van Dieten Stamp Auctions is a part of Van Lokven Filatelie