

NETHERLANDS PHILATELISTS of CALIFORNIA (now in its 41st year)

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March 2010

February meeting. Attending at the home of Franklin Ennik were: Ed Burfine, Franklin Ennik, Arno Kolster, Hans Kremer, Burt Miller, Paul Swierstra, George Vandenberg and Fred Van der Heyden.

OLD/NEW BUSINESS

Hans Kremer and **George Vandenberg** received award plaques for their Winning Cancel and Winning Other Category of the Year for 2009; **Burt Miller**, declined receiving a plaque for Cover Winner of the Year.

WESTPEX 2010, the West Coast's premier stamp exhibition will hold its 50th Annual Stamp Show at the San Francisco Airport Marriott Hotel 23-25 April 2010. The Show will include: the Western Philatelic Library duplicate literature sales, 300 + frames of exhibits, a 75 dealer bourse, stamp auction, youth and beginner area, club meetings and seminars. A \$5.00 admission fee is good for 3 days. For further information, see their internet website: www.WESTPEX.org.

The NPofC has reserved Room 5096 at the Show on Saturday 24 April 2010 at 11:00am for a general informational meeting that is open to the public. Come join us if you plan to attend the show. Find out what we've been up to.....

NPofC has been exploring various options for transmitting the Newsletter to members. A sample poll of members revealed that for some individuals any one of the options available to us was preferred or OK. We will keep experimenting with these options until we have a system that works.

AROUND the TABLE

Paul Swierstra passed around pages from a 1995 *Ivy & Mader Philatelic Auction catalogue* that offered a seldom seen set of mint, (uncancelled) 1934-37 International Court of Justice stamps (O9-15) and (O20-40). Very impressive and very expensive. Paul also passed around an unfranked make-work postcard with the slogan "*De afzender van deze kaart steunde via de bezorging de jeugd van Excelsior '20*". meaning...."The sender of this card is supported by the delivery of Excelsior Youth '20". The Excelsior '20 soccer club out of Schiedam celebrates 90 years this year.

Ed Burfine, expert and very knowledgeable about Netherlands New Guinea **UNTEA** overprint forgeries and faked, back-dated cancels, showed us examples of his efforts to make and detect the many forgeries of this series. Ed passed around examples of shifted overprints on cover and faked, back-dated cancels on cover with postage dues applied to the reverse.

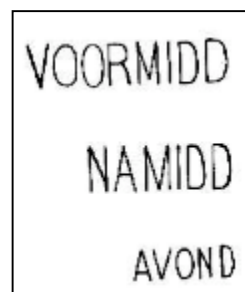
The **March 20th meeting** will be held at the home of Albert Muller, 1200 Russell Way # 538, Hayward, CA 94541 starting at 12:00 noon. Albert's telephone number 510-733-2795. **Note change of time.**
The **April 17th meeting** will be held at the home of George Vandenberg, 8232 Claret Court, San Jose, CA 95135 starting at 1:00pm. George's telephone number: 408-270-6276.

Franklin Ennik passed around three covers: one transatlantic cover sent via Lisbon Clipper from Aalst, (NBr.) to New York dated December 18, 1940, routed through Frankfurt, Germany, stamped with an Ae routing stamp (not opened); a 1st inland flight cover, Paramaribo to Nickeree, Suriname, sent July 17, 1930 by PanAmerican Airlines and an airmail, non-registered commercial cover dated October 10, 1946, franked with 92½ cent postage, 9 grams weight, sent from Leiden to New York.

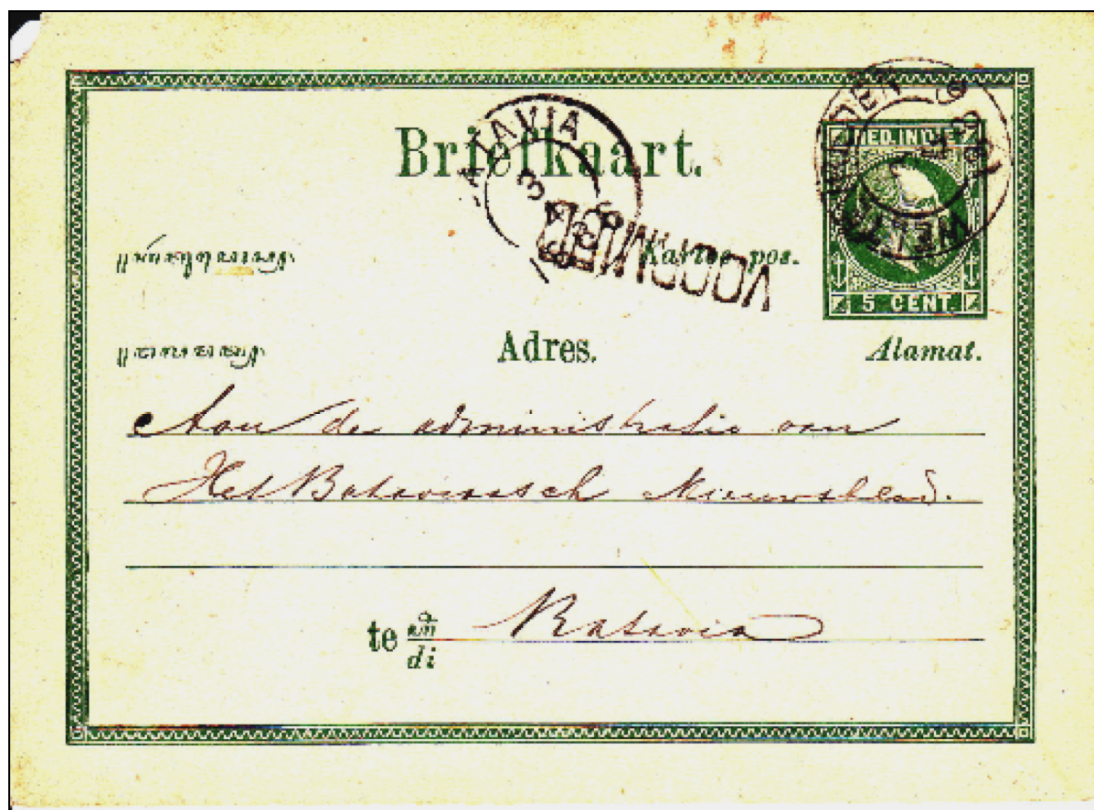
Burt Miller summarized his recent holiday with wife JoAnn on a Caribbean cruise to various West Indies Islands including the joint, Dutch-French island of Sint Maarten/St. Martin.

Hans Kremer showed a rocket cover flown by A.J de Bruijn, an Amsterdam dentist who experimented with rockets as a means to deliver mail. He formed the Nederlandse Ruitevaart Studio and supported his experiments with the sale of covers flown on the rockets.

Hans also showed us an early Netherlands East Indies postcard that is stamped with the word **VOORMIDD**. In 1885 the Weltevreden/Batavia post office started using a set of three different delivery cancels. Weltevreden was the only post office using this type of cancel. The three cancels were: **VOORMIDD** (morning), **NAMIDD** (afternoon) and **AVOND** (evening). They were used to record the time of delivery of a particular postal item. The style shown here was used until 1888 when they were replaced by a different type, although the original cancels can still be found on mail through 1890.



Reference: P.R. Bulterman. *Poststempels Nederlands-Indie, 1864-1950*, pages 235, 236.



George Vandenberg passed around a March-April 2010 issue of *VIA magazine* that featured the Dutch windmill in Golden Gate Park that is currently being restored

CANCEL OF THE MONTH

The February winner is **Hans Kremer** with a smallround cancel of 's Gravenhage. Smallround cancels were introduced in 1877 and were officially replaced by the largeround cancel in 1894, although the smallround cancels actually stayed around much longer. The smallround shown here was posted in 's Gravenhage (The Hague) on May 23, 1886.



The 5 cent blue 1872 Willem III issue was mainly used to mail letters of the first weight class. This 5 cent rate was in use until November 1, 1919, a very long time. No wonder that close to 800 (!) million of this 5 cent Willem III stamp were sold. The last known use date of the 's Gravenhage smallround cancel was August 3, 1903.

COVER of the MONTH

The February winner is **George Vandenberg** with a commercial (drukwerk) envelope franked with a 1935 1½ cent, grey Lebeau cijfer.



The piece is cancelled with the slogan “*Frontzorg is Eere Plicht / Stort op Giro 106156*,” meaning “**Front care (support for our troops) is our honorable duty / Contribute through Giro 106156.**” Frontzorg was an organization catering to the welfare of Dutch Legion soldiers similar to our United Service Organization (USO). Supporters could donate funds to this organization through account 106156 at the post office. The letter was posted August 10, 1944.

Dutch letter, censored in England during WW I.

with thanks to Hans Kremer

The rather poor quality cover shown here is a bit of a mystery. It shows a Dutch departure cancel (Rotterdam), a destination address in the Netherlands (The Hague), it has a 12½ cent Dutch stamp on it (*which I have digitally enlarged to show the cancel details*) and also an English censor tape "OPENED BY / CENSOR".

The departure cancel applied to the 12½ cent stamp shows a date of 29-XII-16 (December 29, 1916).

The first unusual thing I noticed about this cover is that it has a 12½ cent stamp on it while in 1916 five cent would have been sufficient to pay for postage within the Netherlands. If this were truly a domestic letter only 5 cent postage would have been used.



On the back are clear arrival markings of “s Gravenhage 14.1.17” (January 14, 1917). and also an imprinted text ***Stoomvaart Maatschappij Rotterdamsche Lloyd***. This envelope must have been supplied by the Rotterdamsche Lloyd.

From <http://www.theshipslist.com/ships/lines/rotterdamL.htm> I copied the following (slightly adjusted) text:

*“The (shipping company) **Rotterdamsche Lloyd** started life in 1839 as Willem Ruys with sailing ships to trade mostly to the Dutch East Indies and the Far East. Some voyages to South America were also made.*

*In 1870 a steamer service was instituted to carry iron ore between Spain, the Mediterranean and Holland, and a passenger / mail service to Batavia (Jakarta) commenced in 1872. The Stoomboot Reederij “Rotterdamsche Lloyd” (Rotterdam Lloyd) was formed in 1875. In 1881 the name was changed to **Stoomvaart Maatschappij Rotterdamsche Lloyd** and in 1883 the company was re-named once again, this time as **N.V. Rotterdamsche Lloyd**. After the war, the company became **Koninklijke Rotterdamsche Lloyd**. In 1948 Rotterdamsche Lloyd and Nederland S.S. Co. formed the Nedlloyd Line to operate services from the Gulf of Mexico to the Persian Gulf, India and Pakistan. With the independence of Indonesia in 1949 trade with this area gradually declined and the later advent of popular air travel, spelt the end of passenger ships. In 1970 Rotterdamsche Lloyd merged with other companies to form Koninklijke Nedlloyd N.V. and disappeared as a separate entity.*

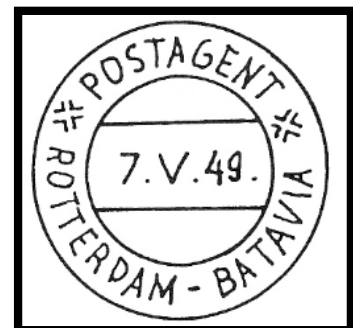
The 1872-1960 route to the Dutch East Indies/Indonesia was Rotterdam - Suez - Batavia (passenger / mail service). Intermediate ports were Southampton, Lisbon, Tangiers, Gibraltar, Marseilles, Port Said, Suez, Colombo, Sabang, Belawan, Singapore, and Soerabaja.”

I noticed that the name **Stoomvaart Maatschappij Rotterdamsche Lloyd** already was changed in 1883, so this is either a ‘leftover’ envelope or the name was never changed on later printings of these company envelopes.

Although the departure cancel is poor, one can easily read “Rotterdam” at the bottom part of the cancel but not much else. As was remarked during the December 2009 NPofC meeting these types of *postagent* cancels always have text at the top. Only if it is a long name, is part of the text continued at the lower end of the cancel. Accordingly, there should be more than just “Rotterdam” on this cancel.

The Stoomvaart Maatschappij Rotterdamsche Lloyd imprint points to this cover as having been sent via ship to the Dutch East Indies.

I’ve concluded that this cancel was a **Postagent/Rotterdam-Batavia** short bar cancel, similar to the one shown here. The first Postagent Rotterdam-Batavia short-bar cancel was delivered by the Mint in Utrecht to the Rotterdamsche Lloyd early February 1916, which fits nicely with what we see here. Upon closer examination of the cancel on the cover one can indeed see parts of both the words Postagent and Batavia.



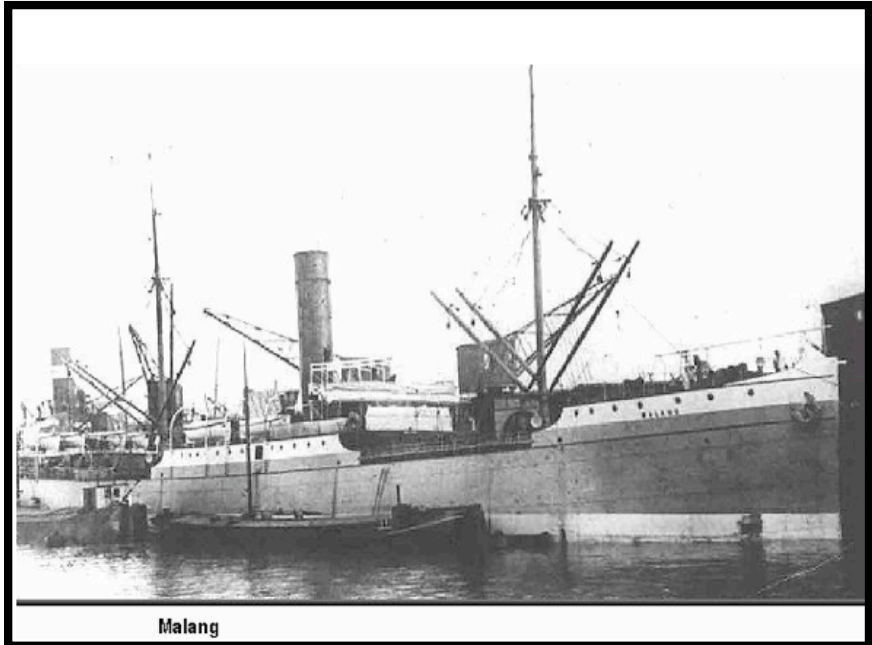
Often passengers on these boats wrote letters to let people know how their journey was proceeding. Mail posted at sea (using the international postage rate, i.e. 12½ cent in this case) is generally held by the ship's acting postal agent until the next port with postal facilities is reached. When the ship reaches the next port, the postal agent delivers all mail received during the voyage to the post office serving the port. At this post office the mail is then usually marked "Paquebot" or the equivalent and is postmarked by the post office and entered into the mailstream for delivery.

What is unusual about this cover is that there are no 'Paquetbot' markers on it. Maybe because an "Opened by Censor" mark was applied, it did not require an additional paquebot marker, but that is just a guess on my part.

Why would there be an English "Opened by Censor" marker on this letter?

One has to remember that the late 1916s and early 1917s is the period where control of the North Sea was hotly contested between the Germans and England and its allies. Any ship coming from the Netherlands (which was neutral during WWI) became 'suspicious'.

Did it have anything (this would include information in letters) on board that could hurt the English or the Germans? Either side would love to find out. In my case it was the English who got their hand on this letter and subjected it to censorship.



After inspection the letter was passed on to the addressee in The Hague where it arrived on January 14, 1917, a full two weeks after the letter was dropped off aboard the ship.

I consulted the Dutch newspapers from that period to see if I could find the name of the ship this letter came from. I found out that the *M.V. Malang* (which belonged to the Rotterdamsche Lloyd) departed Rotterdam on December 28, 1916 on its way to the Dutch East Indies. I assume it was this ship the letter was mailed from, since its first stop would have been Southampton, England.

References:

Cees Janssen. Personal correspondence, 2009

J. Bakker. Scheepstempels en paqueboot, *Filatelie*, November 2005, page 796

A. Bakker. *Catalogus van de postagentstempels gebruikt aan boord van Nederlandse schepen*, PO&PO, 1995

For the story about paquetmail please read:

http://www.linns.com/howto/refreshers/paquebot_20041213/refreshercourse.aspx

March 20th meeting at Albert Muller's home

Join us for lunch with Albert starting at 12 noon before the meeting. The meeting follows directly after in the same room starting at the regular time at 1:00pm.