

**NETHERLANDS PHILATELISTS
of CALIFORNIA
(now in its 48th year)**

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December 2016

November meeting. Attending at the home of Dennis Buss were Dennis Buss, Franklin Ennik, Hans Kremer, and Fred Van der Heyden.

The NPofC 2016 Commemorative 47½ Year Book edition is now ready for printing and release. Once again we have an outstanding line up of color illustrated articles written by our NPofC members. Ten authors have submitted 14 interesting articles on diverse topics pertaining to Netherlands and former Territories philately.

The 47½ Commemorative Year Book is now available for members to view as a PDF file on our Internet website: <http://www.npofc.org/> Members also have the option of printing their own hard copy from this PDF file if they so desire.

AROUND THE TABLE

Fred Van der Heyden passed around a large, vintage collection of "mourning" covers with black or gray borders from the US and Europe. These envelopes announcing the death of a person are called "*Rouw Post/Brieven*" in the Netherlands. Fred also showed us a selection of vintage postal envelopes and letter sheets. And, a holiday post card celebrating the liberation of the Netherlands with Canadian and Polish flags and an added Christmas greeting in 1947.

The Dutch artist, Jan Lavies (1902–2005), spent most of his career working in the Dutch East Indies for the publicity agency Aneta, producing *art nouveau* style travel related advertising posters and art work. These included hotel and luggage stickers, airline and cruise line posters and he was also well known for his whimsical depictions of Dutch children, such as the one shown here. He also produced some 1944 charity propaganda posters that advertised the German *Winterhulp* relief program. See numerous Internet websites in Google.



The **December meeting** will not be held due to the Holiday period and travel conflicts of members. We wish all members a happy Holiday and best wishes for the New Year.

Franklin Ennik passed around several reference booklets (*Jan Boon Jr. 1758-1847. Koopman en Reder in De Rijk* and *<Uit Museum>In 't Houten Huis*) describing the history of the villages of De Rijk/Graft (NH), sent to him by his niece who lives there. During the 16th--19th centuries this area was important in the whaling and herring fisheries industries in all its supporting aspects. De Rijk and Graft is now an artist colony where many craftsmen, painters, sculptors, print makers, etc., etc., live and maintain their display studios and workshops. During the summer every year these artisans open their studios and workshops to the public for an exhibition of their arts and crafts.

Dennis Buss passed around a post card flown on the special round trip flight from Amsterdam that inaugurated KLM's 1927 airmail service to the Dutch East Indies. **KLM's 1927 Flight to Batavia.**



On 14 September 1927 KLM announced a first ever attempt to organize a special round trip airmail flight between Amsterdam and the Netherlands East Indies. The three-engine Fokker F.VIIa plane was to be flown by the well-known Dutch pilot G. A. Koppen. The plane was nicknamed the "De Postduif" or the "the Homing Pigeon." All mail to be posted had to be presented in Amsterdam by 30 September 1927. An airmail surcharge for mailing a postcard was set at 2.50 guilders. Shown is a postcard cover that has five stamps from the Netherlands 1923 airmail set that were used to pay the required surcharge. A registration fee of 15 cents plus 5 cents for the regular postcard rate was also paid. The 1927 15 cent Red Cross stamp and the 1926, 5 cent Zeeland charity stamp were used for this payment with the total postage coming to 2 guilders and 70 cents. The postcard was franked with a distinctive commemorative cancel on 1 October 1927, the same day the airplane took off for the Netherlands East Indies. A total of 2,092 items were posted on the flight including 1,423 postcards. Ten days after take-off, the postcard arrived in Weltevreden, Netherlands East Indies on 10 October 1927 and in Bandoeng on 11 October, 1927. The event attracted great public interest with the newspapers giving daily reports about the progress and problems encountered during the flight. Koppen's return flight from Batavia began on October 17, 1927, carrying a record cargo of 4,642 letters and cards, and landed in Amsterdam on October 28, 1927. Through this accomplishment, the 30-day mail

transit time to the Netherlands Indies, by sea, had been reduced to only 10 days, by airplane. KLM paid the organizers of the flight 12,500 guilders to transport mail to the Indies and, since it was such a success, it was the beginning of a series of contracts between the PTT and KLM for transporting mail. (DB) Dennis also showed us a post card (with airmail postage) postmarked 29 July 1921 and sent to Bandoeng, Java. The card went overland to Germany and forwarded by air to the DEI.

Hans Kremer passed around copies of the recent Willem Alexander stamps; a cover with ship's letter markings by sea to New York and forwarded to Philadelphia but was charged 6 cent postage due; a post card with a Den Haag "brand" cancel; and a photo picture post card showing early European first class flight service, ca mid-1930s, when meals were served.

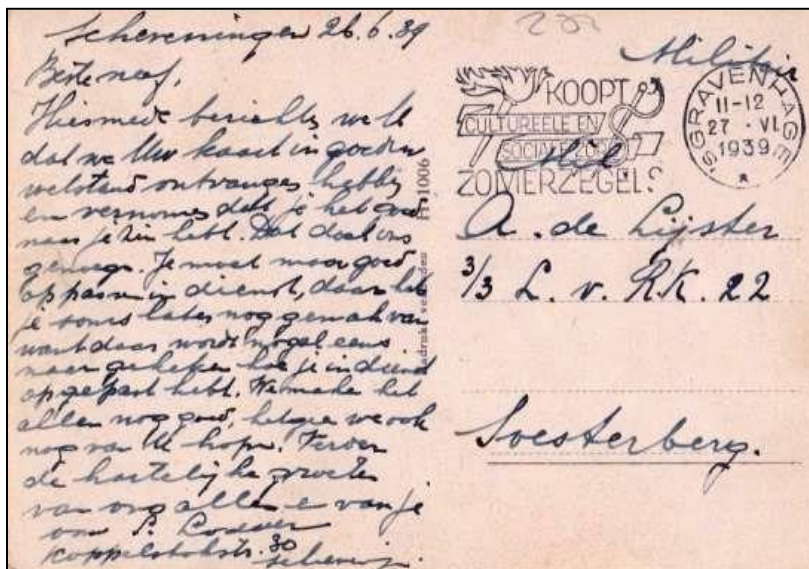
Postage Free postcards during 1939 Mobilisation.

By Hans Kremer

In the *Maasbode Courant* of April 15, 1939 was an official notice, which basically reads:

"Post Cards for the Military Postage Free Temporary Situation"

The Staatsblad no. 385 contains a decision of April 12, listing the items which can be transmitted postage free. It states that as of April 12, until further notice, there will be free postage to and from those in military service for those below the rank of second lieutenant and those of equal rank for: a. postcards, with the exception of those with commercial orders or offers to trade or contain factory goods; b. newspapers and inserts, which meet the definition given in Article 1 of the Postal Act for these pieces, not heavier than 100 grams."



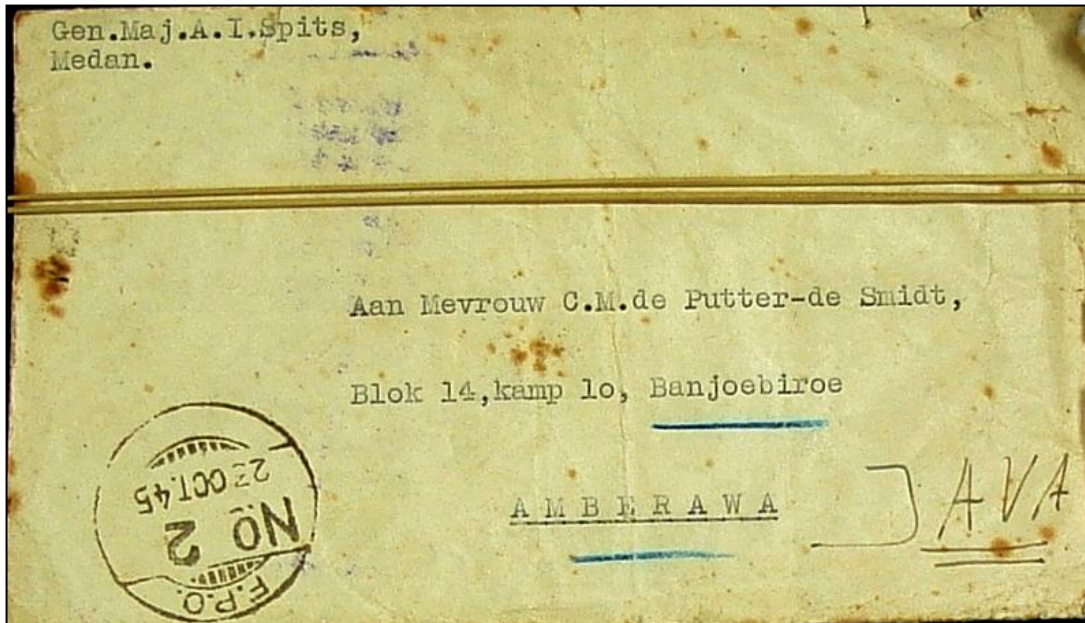
Unfortunately a lot of people didn't read it close enough so as a result many letters and 'ansichtkaarten' (picture postcards without any written text on it) were sent without any stamps applied. The receiver then had to pay postage due at twice the short amount.

Picture post card sent postage free June 27, 1939.

British India mail in the Dutch East Indies 1945-46

by Hans Kremer

During a 'Google exercise' I came across the postal item shown here. It is an envelope sent from Medan, Sumatra to Amberawa on Java (Indonesia) in 1945. The stripes across it represent a string holding the envelope down to take a picture of it. The envelope shows a marker **F.P.O / N^o 2 / 23 OCT. 45.**



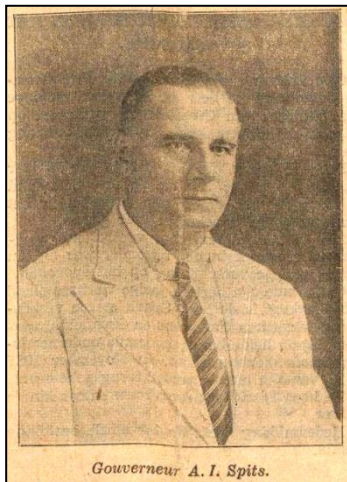
What would a foreign F.P.O (field post office) have to do with sending a letter from one D.E.I island to another?

After the surrender of Japan in August 1945 it was the British who landed first in the D.E.I and they were initially in charge of getting things going again on Sumatra, Java, Bali and Lombok. The British commander in charge of S.E.A.C (South East Asia Command) was Lord Mountbatten. The majority of his forces in the D.E.I consisted of members of the British Indian Army.

One of the responsibilities of these British Indians was the running of the postal service. They did this by setting up various Field Post Offices, among them F.P.O. No 2 in Padang, Sumatra, which was in operation from October 14, 1945 thru November 1946. The envelope shown here then was one of the earliest ones handled by the Indian F.P.O No 2.

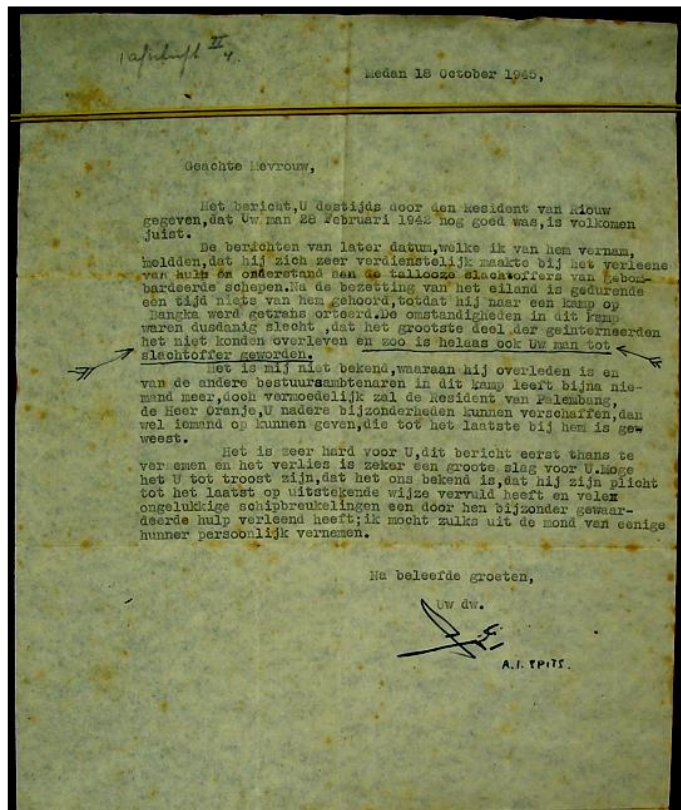
The readers among us with a good memory might have noticed that the person the letter was addressed to (Mrs. De Putter-- de Smidt) as being the same person who was mentioned in the November NPofC Newsletter. Her husband's story can be read there.

Who was Major General A. I. Spits, who sent the letter?



Major
General
A.I. Spits

He was the Dutch Governor of Sumatra, and at the same time Chief commanding Officer of Amacab (Allied Military Administration Civil) Sumatra and it was in that capacity that he wrote the letter. In it he writes that her husband's whereabouts were unknown until he was transported to a Japanese camp on Bangka Island, where the circumstances were so bad that many internees died, which regretfully was also the case with her husband.



Mr. Spits did not know the exact cause of death and he recommends for Mrs. de Putter to contact the Resident of Palembang, Mr. Oranje(!). He writes further that she should find solace in the fact that her husband fulfilled his duties to the end and that he was responsible for saving other people's lives.

You might have noticed that the address where Mrs. de Putter was located reads: Blok 14, Kamp 10, Banjoebiroe Amberawa. Ambarawa(sic) was about 45 kilometers south of Semarang. M Banjoebiroe was approximately 5 kilometers south of Ambarawa. This camp was located in the Prison just east of the town. On August 7, 1945, the camp was enlarged by the addition of some nearby KNIL officer housing and barracks.

In the November NPofC Newsletter one can read that Mr. de Putter died in November 1944 at Muntok on Bangka Island. Muntok was used by the Japanese over two time periods: first for

