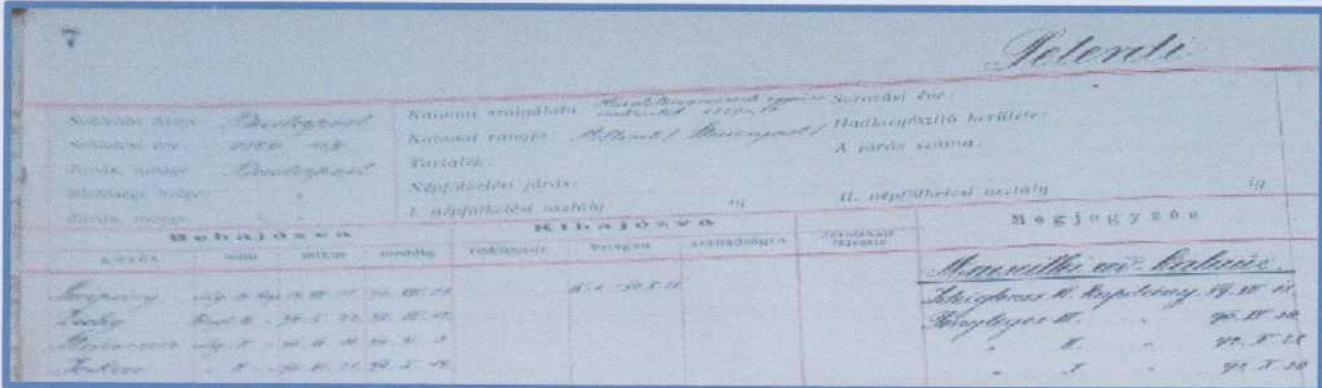


## Chapters from the Captains' Registry of Adria: The Peterdi letters' story

The goal of the exhibit is to present Captain Peterdi's philatelic heritage in the light of the data of the Adria Captains' Registry. Under the relevant entries of the Registry, which has been researched for first time from the philatelic point of view, the letters and the special Peterdi-handstamps created during the trips are presented on the exhibition pages.

Fiume (now: Rijeka, Croatia) was the tenth busiest and one of the most modern ports in Europe during the first decade of the 20<sup>th</sup> century. The Adria Shipping Company's headquarter has been operated there since 1882. Of Adria's 43 ships, 19 were under István Peterdi's command during his 27 years of service. The Universal Postal Union (UPU) congress in Vienna (1892) established the regulation of the shipping postal service and made it possible for Captain Peterdi to fulfil the function of postmaster on Adria ships. Nearly a thousand individually designed and always precisely exempted letters were created by him during his more than 25 years of activity.

The most exciting part of the philatelic research is when the opportunity arises to compare the philatelic documents of a certain era with other contemporary documents. This fantastic opportunity arose for me when I was able to compare Captain Peterdi's letters with the data of the Captain's Registry of the Adria Hungarian Royal Sea Navigation Company.



### Detail of Peterdi's file from the Adria's Registry

#### Content:

- |     |                               |            |
|-----|-------------------------------|------------|
| 1.  | Early years                   | 1887-1897. |
| 2.  | Captain of S.S. Andrassy:     | 1897-1904. |
| 3.  | Captain of S.S. Széchenyi     | 1898-1899. |
| 4.  | Captain of S.S. King Matthias | 1899-1900. |
| 5.  | Captain of S.S. Szapáry       | 1900.      |
| 6.  | Captain of S.S. Petőfi        | 1900.      |
| 7.  | Captain of S.S. Zrínyi        | 1901-1902. |
| 8.  | Captain of S.S. Zichy         | 1903.      |
| 9.  | Captain of S.S. Szt. László   | 1904-1908. |
| 10. | Captain of S.S. Rákóczy       | 1908-1914. |
| 11. | Captain of S.S. Szeged        | 1914-1917. |
| 12. | Epilogue                      |            |



**Captain Istvan Peterdi**  
(In Adria's service: 1889-1917)

#### Literature:

1. F. Nagy, G. Homonnay, D. Czirók: The golden age of Hungarian sea navigation 1868-1914. Philatelica 2015/2.
2. Captains' Registry - Adria Shipping Co, State Archive, Rijeka (Croatia)



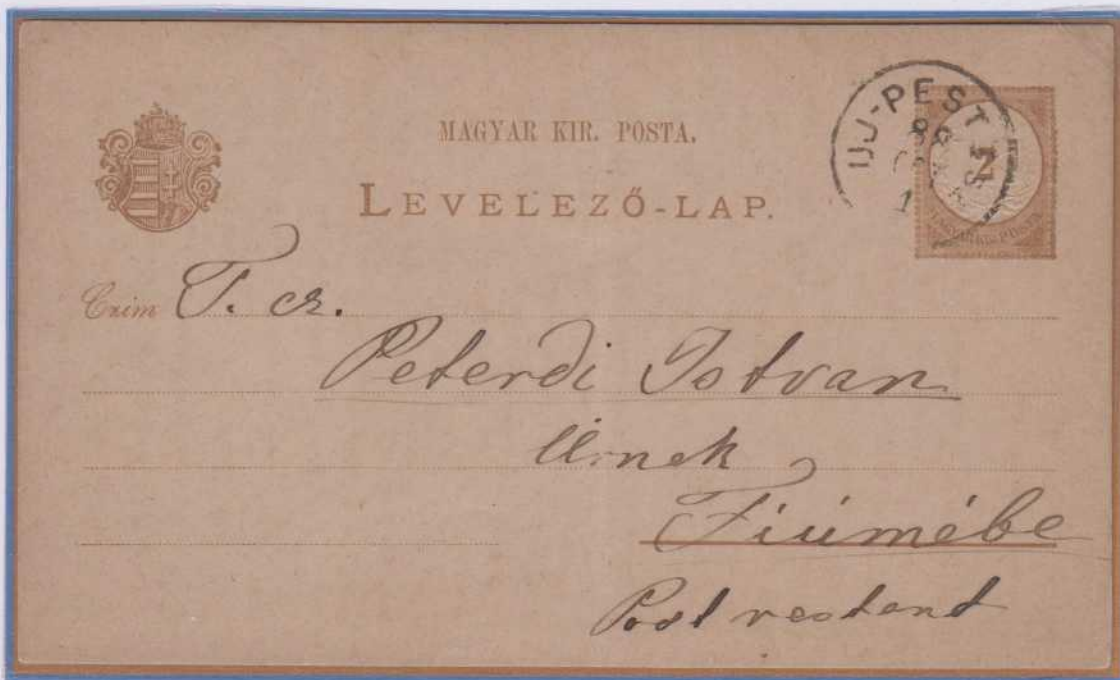
# 1. Early years

1887-1897

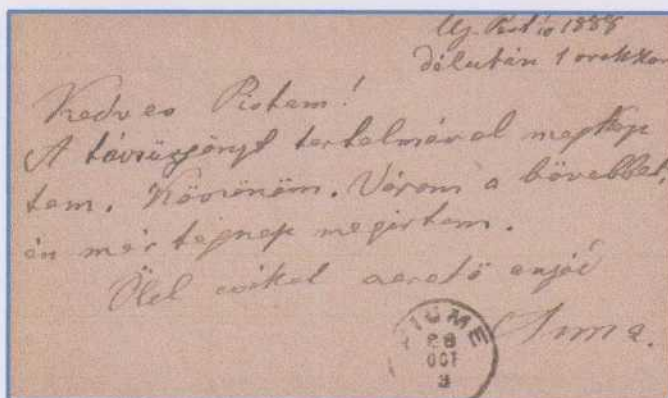
## 1.1. Maritime Academy (1887-1888)

In the basic personal data, we also find references to military service ("Katonai szolgálata"). From 1887 to 1888. The 24-year-old Peterdi completed his one-year volunteer naval service as a non-commissioned officer ("Altiszt=Steuergast").

Születési helye:	Budapest	Katonai szolgálata:	Katonai szolgálata egyenesen szolgálat 1887-88
Születési éve:	1864	Katonai rangja:	Altiszt/ Steuergast
Járás, megye:	Budapest	Tartályok:	



01/10/1888. Hungarian stationery card (2kr) from Új-Pest (now: Budapest, Hungary) to Fiume (now: Rijeka, Croatia) from Peterdi's mother to her son during the last weeks of his volunteer naval service informing him on the arrival of his telegraph.



Új-Pest, 01/10/1888

13:00 pm

My dear Stephen!

I received the telegram with its contents.

Thanks. I'm waiting for more,

I already wrote mine yesterday.

Hug and kiss from your loving mother,

Anna

Copy of the rear (40%) with the arrival postmark (03/10/1888, Fiume) and the text translated into English.

## 1. Early years

1887-1897

### 1.2. Captain of S.S. SZAPÁRY-II. (30/12/1892-21/04/1894)

Peterdi became the captain of the "Adria Hungarian Royal Sea Navigation Inc." on July 18, 1889. During the early years of his service (1889-1894), the regulation of the UPU (Universal Postal Union) on the sea mail was not yet in force. Letters before January 17, 1894, still used the "normal" postal route. **Currently, only three letters written by Peterdi are known from this period.**

Szapary I. 30. 1892 II. 21

Malta 22/02/1893  
Angelo Comolli,  
grazie per le tue buone  
lettere giate di Sopron. I. se.  
Ante buona. Scrisse in  
spiazi all'uff. di postale  
nella prossima parte  
di mare. m'è lettere e l'altro  
sotto dopo prova. 3. esempio. L.

Copy of the rear (40%) with the text written in Italian.



22/02/1893. One penny stationery Maltese card sent from Valletta (Malta) to Fiume (now: Rijeka, Croatia). This card was sent to his wife Emma from the capital of Malta. The early letter does not bear the characteristics of the later ship mail ("Paquebot") letters. **(This is the currently known third letter written by Peterdi.)**



## 1. Early years

1887-1897

### 1.3. Captain of S.S. BUDA (07/04/1897-14/11/1897)

On July 4, 1892, the UPU (Universal Postal Union) regulated the handling of maritime post by decree. The Hungarian Decree was published on June 27, 1892, in the PTRT (Directory of Postal and Telegraphic Decrees). The use of the "PAQUEBOT" handstamp was ordered only by the decree of December 13, 1893, which entered into force in Hungary on January 17, 1894.

At the time the first "PAQUEBOT" letter was written, Peterdi was the captain of S.S. Buda

*Buda* I. 95. II. 14. 95. 11. 25.



Copy of the rear (70%) with the postmarks: 06/11/97 (Siracusa) and 07/11/97 (Malta).



06/11/1897. Newspaper strip sent from Siracusa (Italy) to Malta franked by 5 centesimi Italian stamps. Mr. Arturo Kohen was the Adria's agent in Malta. According to UPU sea post regulations the item bears the "PAQUEBOT" handstamp.

*(First recorded usage of "PAQUEBOT" handstamp.)*



## 2. Captain of S.S. ANDRÁSSY

1897-1904

### 2.1. Period of 15/11/1897-04/07/1898

According to the UPU regulation, if the letter was posted in the port, only the postage stamps of the port's country could be used. On the high seas, only the postage stamps of the country that owns the ship are valid.

At the time the second "PAQUEBOT" letter was written, Peterdi was the captain of S.S. ANDRÁSSY. During his career, Peterdi was the captain of S. S. ANDRÁSSY for five different periods between 1897 and 1904.

*Andrassy - I. 1897. 11. 15. 11. 4*

*Per mare 19/11/97*  
*Carina mamma,*  
*Del mezzo del mare la salute e la vita con buon si: Salvo questa carta trasportata e consegnata alla Commissione. Le baci le mani. J. Peterdi*

Copy of the rear (50%) written in Italian. "Per mare" (at sea)



20/11/1897. Hungarian stationary card (2kr) with additional 3kr franking sent from Molfetta (Italy) to Fiume (now: Rijeka, Croatia) bearing the "Paquebot" and the regular postmarks. The card was sent to Ms. Deidamia Rossi, who became Peterdi's wife on 15/12/1889. The handwriting on the postage stamp indicated that the letter was posted at sea ("Piroscalo Postal"). (Second recorded usage of "PAQUEBOT" handstamp.)



2. Captain of S.S. ANDRÁSSY

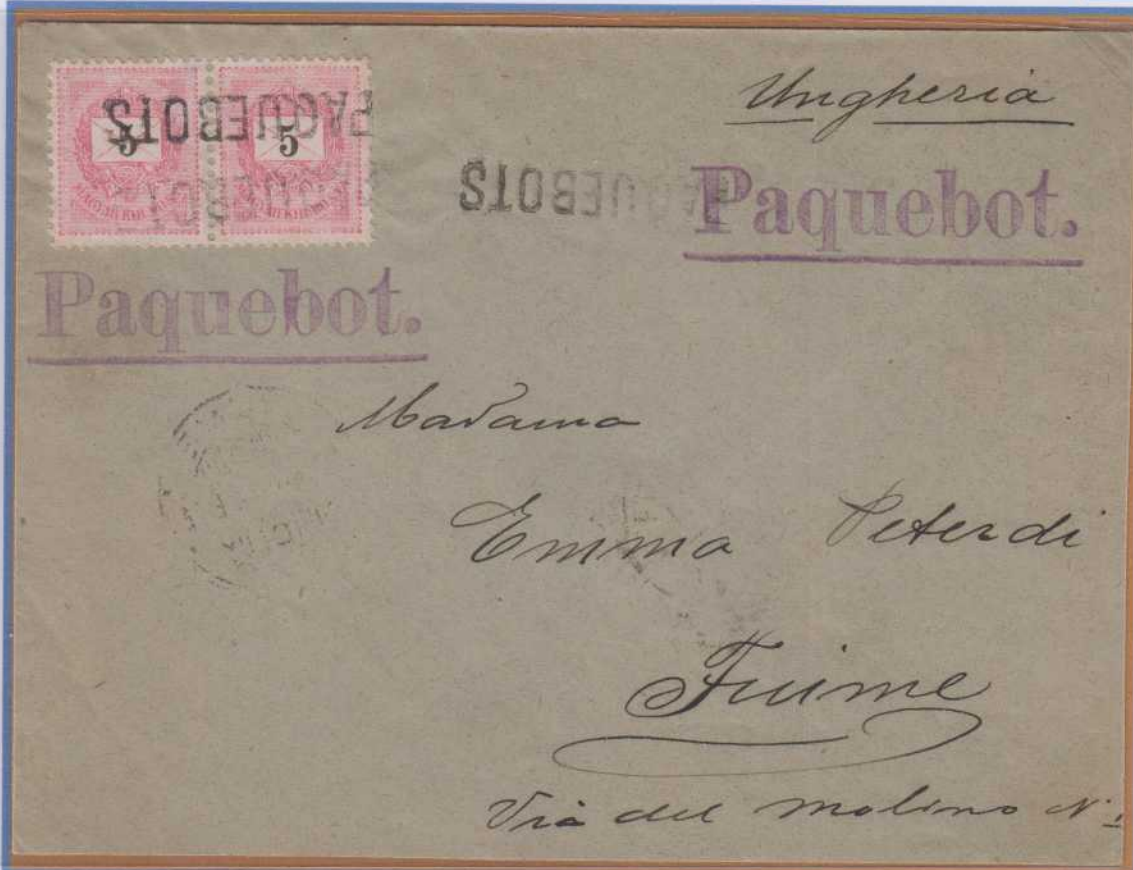
1897-1904

2.1. Period of 15/11/1897-04/07/1898

In 1897, Peterdi was captain of the S.S. Andrassy and travelled the Mediterranean sea routes. At that time, he did not use individual "Peterdi" stamps. We can only discover the ship's deck stamps and the "PAQUEBOT" handstamp.

*Andrassy - I. 1897. 15. 11. 97.*

**Paquebot.**



25/12/1897. First weight step letter sent from Naples (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 2x5kr. "PAQUEBOT" handstamp



25/11/1897. First weight step letter sent from Catania (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 2x5kr. "PAQUEBOT" handstamp



2. Captain of S.S. ANDRÁSSY

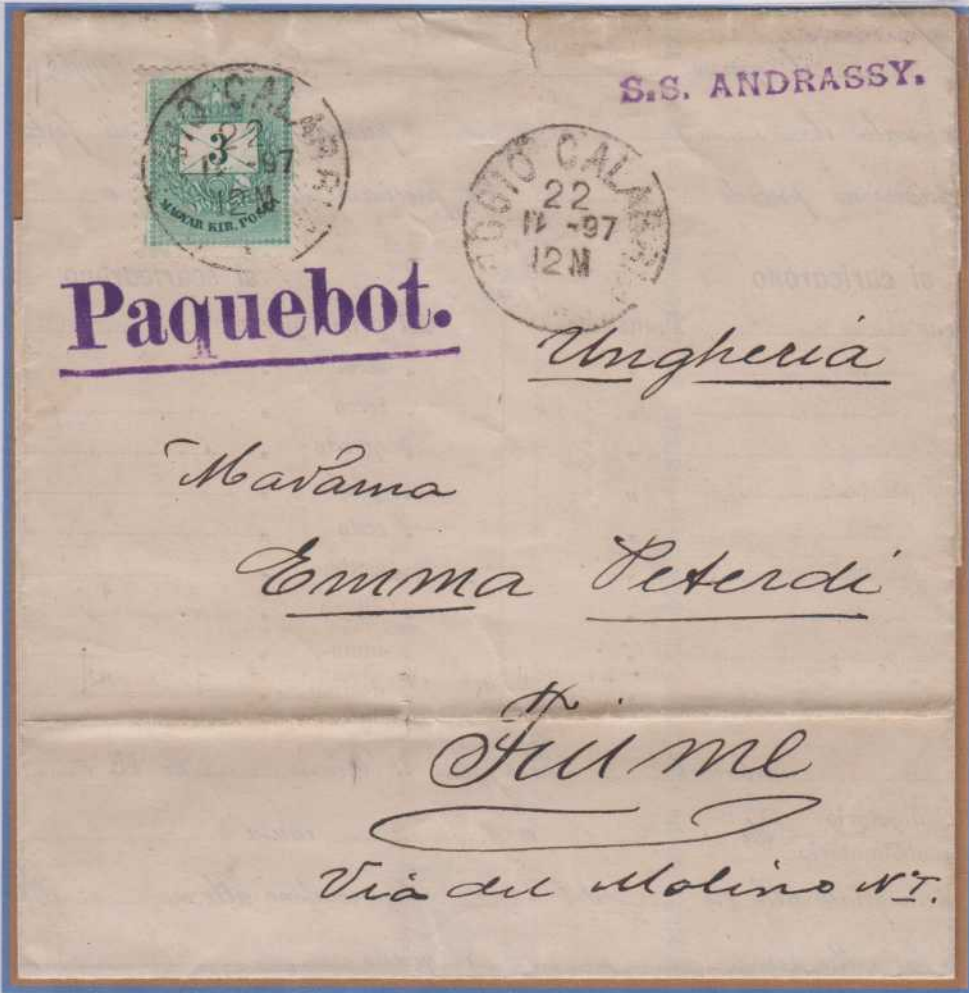
1897-1904

2.1. Period of 15/11/1897-04/07/1898

In 1897, Peterdi was captain of the S.S. Andrassy and travelled the Mediterranean Sea routes. At that time, he did not use individual "Peterdi" handstamps. We can only discover the ship's deck-handstamps and the "PAQUEBOT" handstamp.

*Andrassy - I. - 97. II. 15. 97. II. 4*

**Paquebot.**



22/11/1897. Printed matter sent from Calabria (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 3kr. "PAQUEBOT" handstamp.



03/12/1897. Printed matter sent from Marseille (France) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 3kr. "PAQUEBOT" handstamp.



2. Captain of S.S. ANDRÁSSY

1897-1904

2.1. Period of 15/11/1897-04/07/1898

During the first half of 1898, Peterdi was still the captain of S.S. Andrassy. The "PAQUEBOTS" that can sometimes be found is not a "Peterdi" handstamp, but the ship-mail canceller of the different ports.

*Andrassy - I. 97. II. 15. 98. II. 4.*

**Paquebot.**



Top:  
01/02/1898. First weight step letter sent from Messina (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr. "PAQUEBOT" handstamp.

Bottom:  
14/02/1898. Newspaper-strip sent from the ship to Valletta (Malta) with Hungarian franking of 5kr. "PAQUEBOT" handstamp.





2. Captain of S.S. ANDRÁSSY

1897-1904

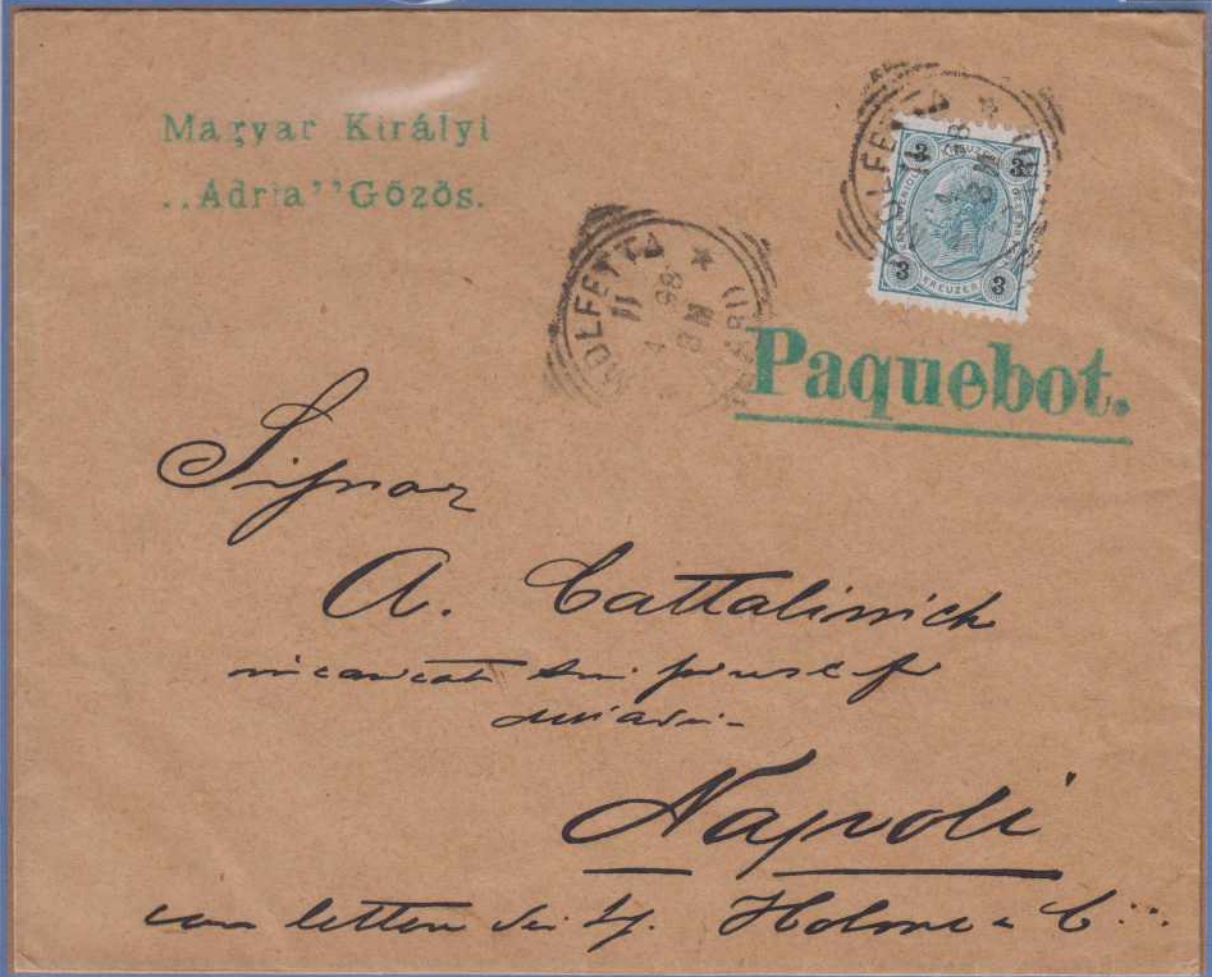
2.1. Period of 15/11/1897-04/07/1898

In 1898, the flood of letters started, and the characteristic Peterdi-handstamps appeared. From February 1898, the "Hungarian Royal Adria Gőzös" handstamp appeared. "Adria" refers to the company and not to the ship named Adria.



Magyar Királyi  
„Adria” Gőzös.

Top:  
14/02/1898. First weight step letter sent from Calabria (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 2kr+5kr mixed franking.



Bottom:  
11/04/1898. Printed matter sent from Molfetta (Italy) to Naples (Italy) with Italian franking of 3kr.



2. Captain of S.S. ANDRÁSSY

1897-1904

2.1. Period of 15/11/1897-04/07/1898

In 1898, the flood of letters started, and the characteristic Peterdi-handstamps appeared. From April 1898, another "Hungarian Royal Adria Gőzös" handstamps appeared. "Adria" refers to the company and not to the ship named Adria.



☆☆ M.K. ADRIA ☆☆

Top:  
23/04/1898. Printed matter sent from Marseille (France) locally with Italian franking of 5 centesimi. "M. K. ADRIA" handstamp.



Bottom:  
18/04/1898. First weight step letter sent from Malta to Marseille (France) with Maltese franking of 2.5 pennies. "M. K. ADRIA" handstamp.



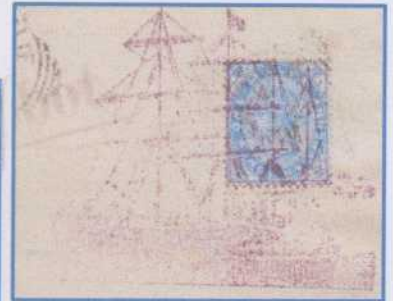
## 2. Captain of S.S. ANDRÁSSY

1897-1904

### 2.1. Period of 15/11/1897-04/07/1898

In late April and early May 1898 approximately for two weeks he used the extremely rare "Large Sailing" handstamp, which is known in the colours of green and purple-grey.

*Andrassy - I. 97. II 15. 01. IV. 4*



Top:  
01/05/1898. First weight step letter sent from Italy to Valetta (Malta) with Italian franking of 5 centesimi. "Large green sailing" handstamp.



Bottom:  
01/05/1898. First weight step letter sent from Italy to Valetta (Malta) with Italian franking of 5 centesimi. "Large green sailing" handstamp.

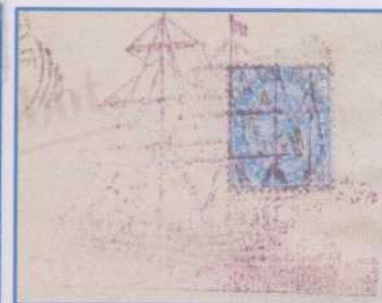
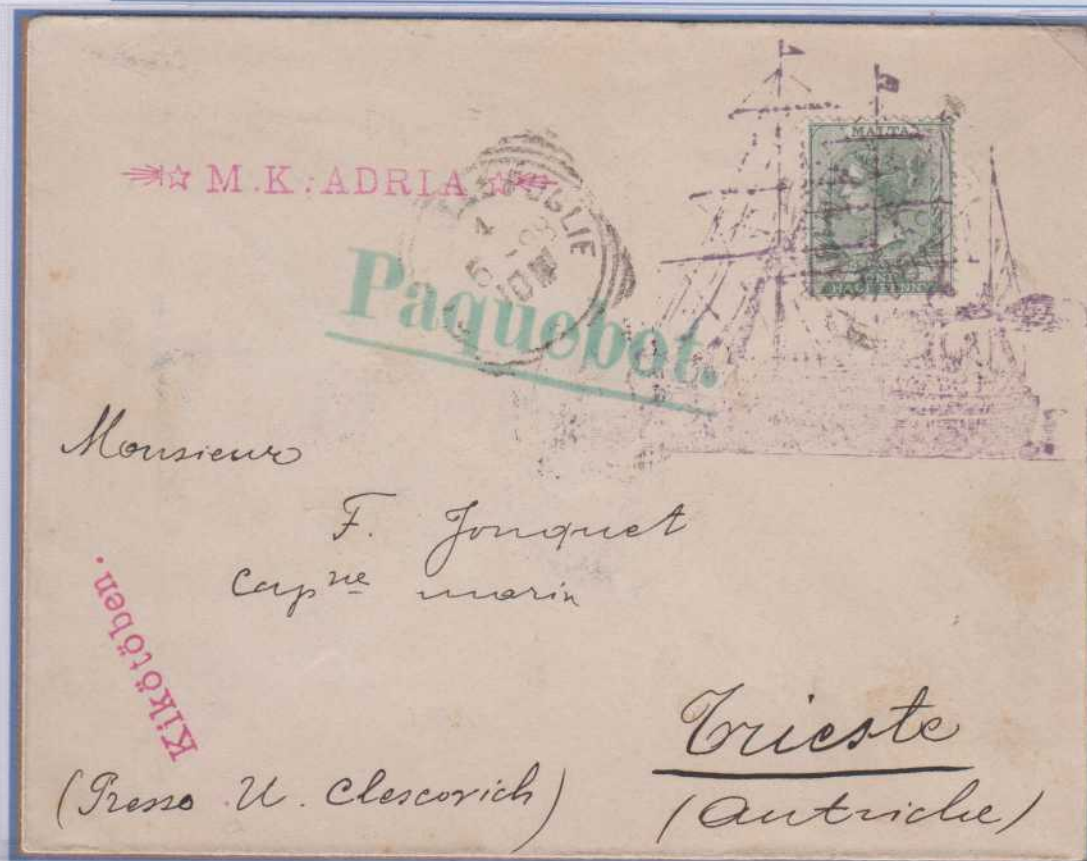


## 2. Captain of S.S. ANDRÁSSY

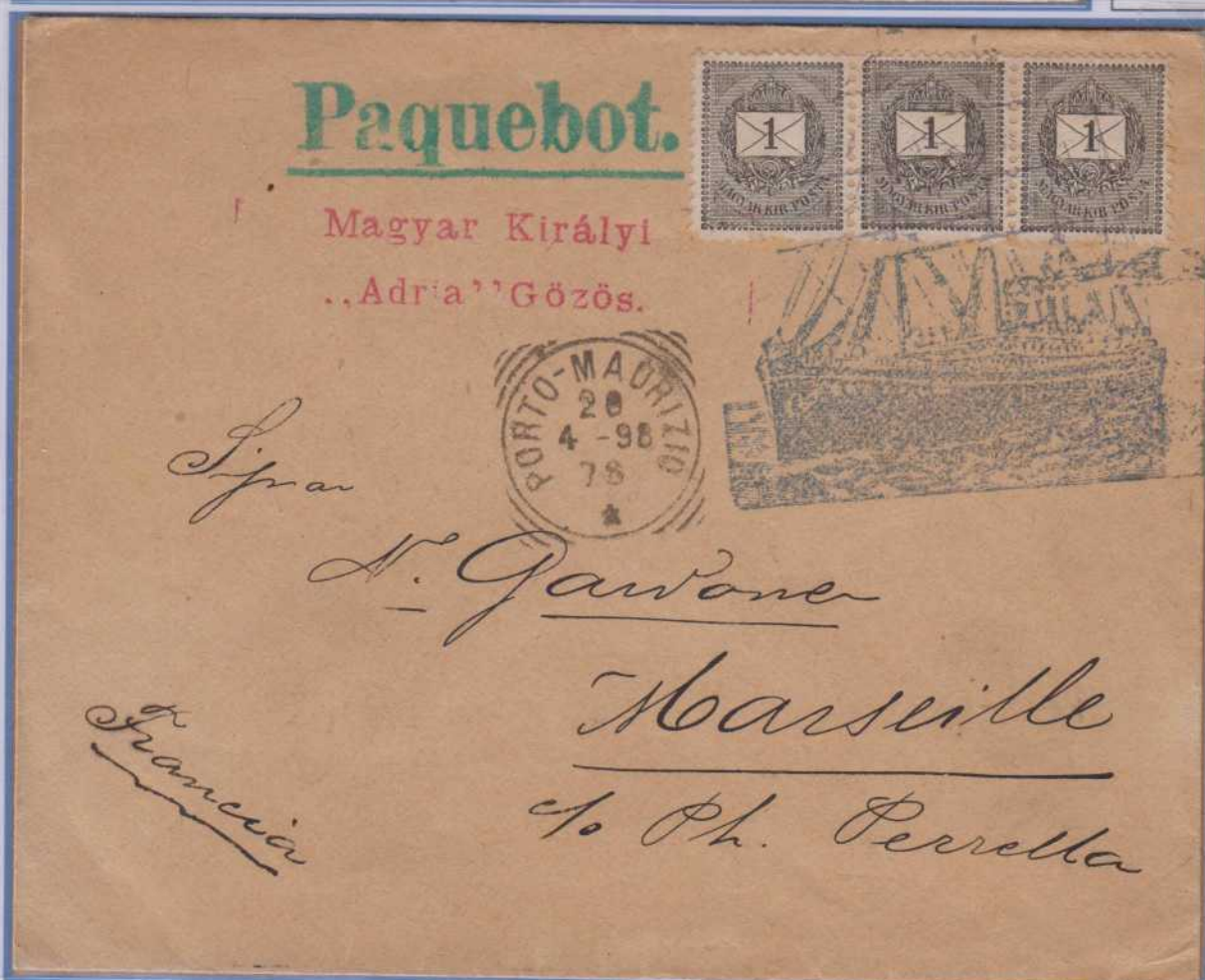
1897-1904

### 2.1. Period of 15/11/1897-04/07/1898

In late April and early May 1898 approximately for two weeks he used the extremely rare "Large Sailing" handstamp, which is known in the colours of green and purple-grey. First appearance of "At sea" ("Tengeren") and "At port" ("Kikötőben") handstamps.



Top:  
04/05/1898. First weight step letter sent from (Bari) Italy to Trieste (now: Italy) with Maltese franking of half penny. Combined usage of "M.K. ADRIA" and "Large Sailing" handstamps.



Bottom:  
28/04/1898. Printed matter sent from (Maurizio) Italy to Marseille (France) with Hungarian franking of 3kr. Combined usage of "Magyar Királyi Adria Gőzös" and "Large Sailing" handstamps.

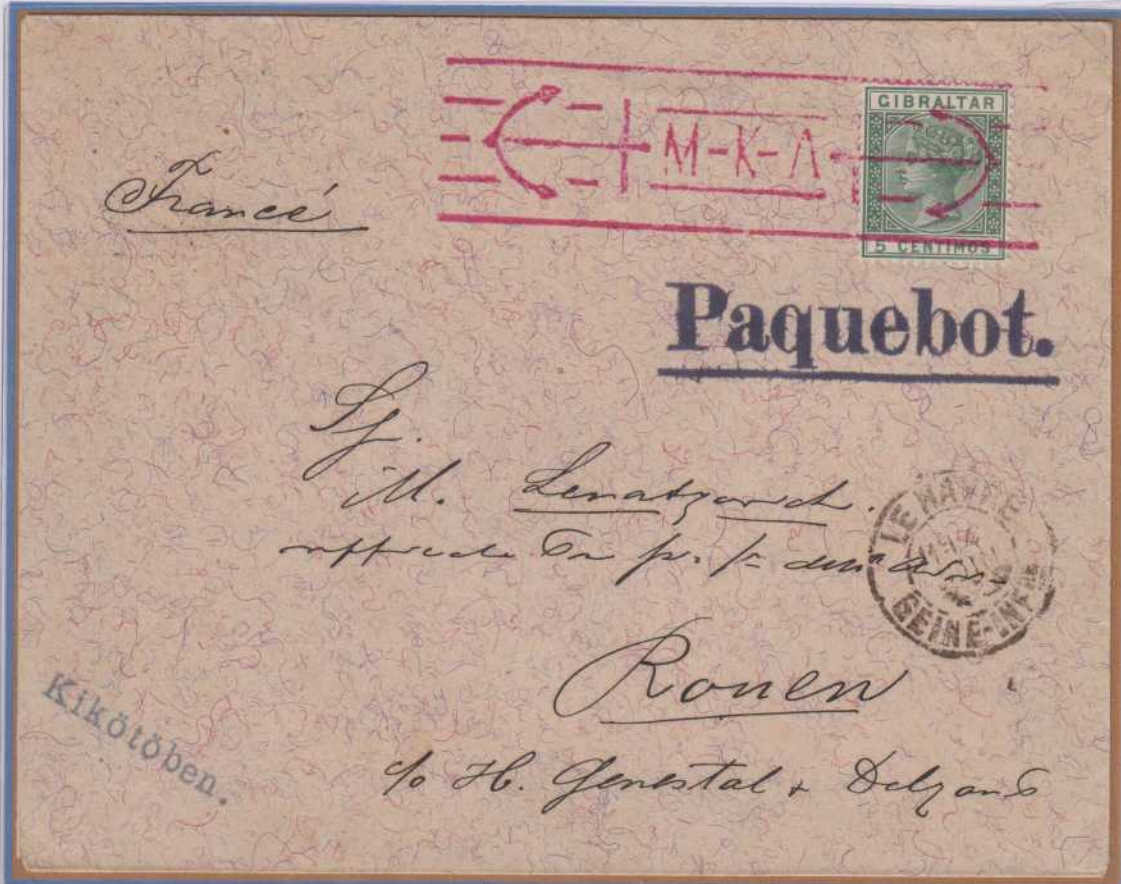


2. Captain of S.S. ANDRÁSSY

1897-1904

2.1. Period of 15/11/1897-04/07/1898

In the middle of 1898, the "Lying Anchor" stamps appear (*altogether 6 copies are known*). The routine usage of the "At sea" ("Tengeren") and "At port" ("Kikötöben") handstamps started in mid-1898.



Top:  
 14/06/1898. Printed matter sent from Le Havre (France) to Rouen (France) with Maltese franking of 5 centimos. "Lying Anchor" and "At port" ("Kikötöben") handstamps.



Bottom:  
 11/06/1898. First weight step letter sent from Rotterdam (Netherlands) to Bari (Italy) with Netherlander franking of 12.5 cents. "Lying Anchor" and "At port" ("Kikötöben") handstamps.



## 2. Captain of S.S. ANDRÁSSY

1897-1904

### 2.1. Period of 15/11/1897-04/07/1898

Peterdi was not satisfied with the multitude of unique handstamps, the variety of colours and franking. Although only on four letters and only in January of 1898 he also started to use **bisected stamps**.

*Andrassy - I. 97. II. 15. 98. II. 4.*



Matching halves.

06/01/1898. First weight step letter sent from Catania (Italy) to Fiume (now: Croatia) Hungarian franking of 10kr. **The bisected Hungarian 20kr stamp was accepted by the Italian post office in Catania.**

The letter shows a Hungarian handwritten explanatory text stating that the stamp was officially bisected by the captain of the vessel.



06/01/1898. First weight step letter sent from Fiume (now: Croatia) to Trieste (now: Italy) with Hungarian franking of 10kr. The bisected Hungarian 20kr stamp was not accepted by the Hungarian authorities in Fiume. The letter was charged by additional 10kr on 10/01/1898.

The handwritten Hungarian text states that it arrived by sea with a subsequently replaced stamp through Fiume. The Italian explanatory text states that the stamp was officially bisected by the captain of the vessel.

**(The bisected stamps on the two letters are matching halves. See copy of the halves (120%) at the top.)**



2. Captain of S.S. ANDRÁSSY  
2.2. 11/03/1899-17/05/1899

1899

Between March 11 and May 17, 1899, we find our captain again on the board of the S.S. Andrassy. During this two-month period, almost exclusively the "Lozenge" handstamp was used by Peterdi.

*Andrassy. I. 1899. II. 11. 17.*



13/03/1899.  
First weight step letter sent from Bari (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing black "Lozenge" handstamp.



16/03/1899.  
First weight step letter sent from Valletta (Malta) to Genova (Italy) with Hungarian franking of 10kr and bearing two red "Lozenge".



2. Captain of S.S. ANDRÁSSY

1899

2.2. 11/03/1899-17/05/1899

Between March 11 and May 17, 1899, we find our captain on the board of the S.S. Andrassy. During this two-month period, he almost exclusively used the "Lozenge" handstamp.

*Andrassy - I. 1899. II. 11/03, I. 17.*



26/03/1899.  
First weight step letter sent from Maurizio (Italy) to Haraszi (Hungary) with Hungarian franking of 10kr and bearing two blue "Lozenge" handstamps.



19/04/1899.  
Printed matter sent from Riposto (Italy) to Genova (Italy) with half penny Maltese franking and bearing a blue "Lozenge" handstamp.



During my research done on the registry and the Peterdi letters, I came across a hitherto unsolved question. According to the registry and the letter presented on the previous page, Peterdi wrote to his mother from Italy on March 26, although according to the letter presented below, he sent a letter to Fiume from Brazil on March 30. Four days were not enough to cross the ocean. This question requires further research.

*Andrassy - I. 1899. 11. 30. I. 17.*



30/03/1899. Printed matter sent from Pernambuco (Brazil) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 3kr and bearing green "PAQUEBOT" handstamp. The addressee was a relative of Peterdi's wife. The handwriting is undoubtedly Peterdi's.





21/04/1899.  
First weight step  
letter sent from  
Palermo (Italy)  
to Genova (Italy)  
with 2.5 pennies  
Maltese  
franking and  
bearing blue  
"PAQUEBOT"  
handstamp.



21/04/1899.  
Printed matter  
sent from  
Palermo (Italy)  
to Marseille  
(France) with  
half penny  
Maltese  
franking and  
bearing blue  
"PAQUEBOT"  
handstamp.





28/04/1899. First weight step letter sent from Marseille (France) locally with French franking of 15 centimes and bearing blue "PAQUEBOT" and "At port" ("Kikötöben") handstamps. Play with the numbers: *the stamps are in ascending order according to their face value.*



11/05/1899. First weight step letter sent from Bari (Italy) to Fiume (now: Rijeka, Croatia) with Italian franking of 25 cents and bearing blue "PAQUEBOT" and "At port" ("Kikötöben") handstamps.



## 2. Captain of S.S. ANDRÁSSY

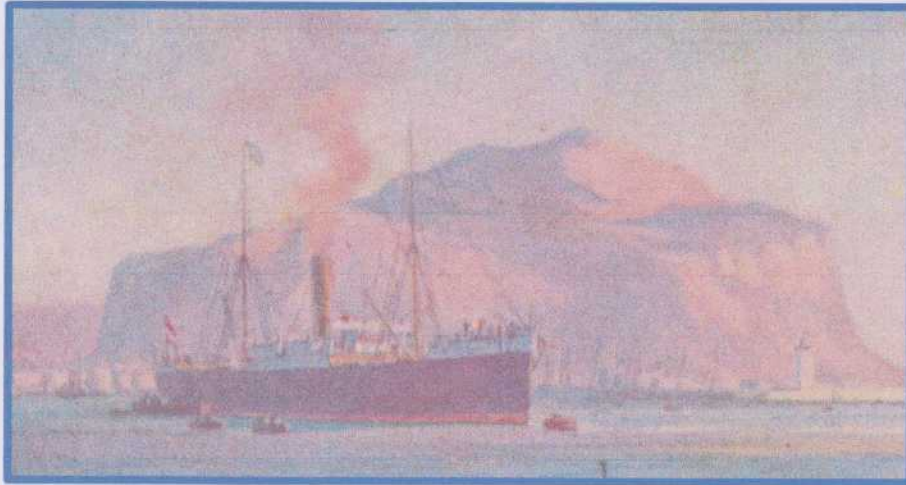
1897-1898

### 2.3. 14/11/1900-18/12/1900

According to the Registry, Peterdi was on sick leave between October 18 and November 13, 1900, after his return from Brazil. He served on board of the S.S. Andrassy between November 14 and December 18. From this one-month period, only one item has survived.

He was on sick leave again between December 19, 1900 and January 19, 1901.

*Andrassy - I. 1900. II. 14. 1900. II. 18.*



S.S. Andrassy on the Adriatic Sea (1900).



13/12/1900. Hungarian stationery lettercard sent from Molfetta (Italy) to Budapest (Hungary). The lettercard was posted "At sea" ("Tengeren") and bears the red "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") and blue "PAQUEBOT" handstamps. **(Only known letter from this one-month period.)**



**2. Captain of S.S. ANDRÁSSY**  
**2.4. 28/04/1902-19/11/1902**

**1902**

Between April 15 and April 27, 1902, Peterdi did not sail, but from April 28 to November 19 he was captain of the S.S. Andrassy. From 1902, the number of letters produced each year is very small (barely reaching ten), so presenting even one or two pieces is a great challenge. In 1902 there was no new handstamp, the well-known "Big Anchor" was used.

*Andrássy . I. 28. IV. 1902. II. 19*



Copy of the rear (20%) with the postmarks.



11/06/1902. Second weight step letter posted at sea to Fiume (now: Rijeka, Croatia) with Hungarian franking of 25 fillér and bearing black "Big Anchor", Paquebot and "At sea" handstamps. The correct franking was achieved with stamps in five different colours: 1x1fill + 2x2fill + 2x3fill + 2x4fill + 1x6 fill. (1x2fill + 1x3fill+1x4fill stamps were placed to the back of the envelope).



**2. Captain of S.S. ANDRÁSSY**  
**2.5. 20/11/1903-24/02/1904**

**1904**

According to the data of the registry, after the S.S. Zichy Peterdi served on the S.S. Zrínyi from June 11, 1903 until November 19, 1903. Unfortunately, not a single letter from this period could be presented. From November 20, 1903 until February 24, 1904, he was the captain of the S.S. Andrassy.

*Andrassy - I. 903. II. 20. 904. II. 24.*



S.S. Andrassy in the port of Fiume with the Adria headquarters in the background (1904).



26/11/1903. Second weight step letter sent form Bari (Italy) to Budapest (Hungary) with Hungarian franking of 25 fillér and bearing blue "At sea" ("Tengeren"), "Paquebot" and "Big Anchor" handstamps.

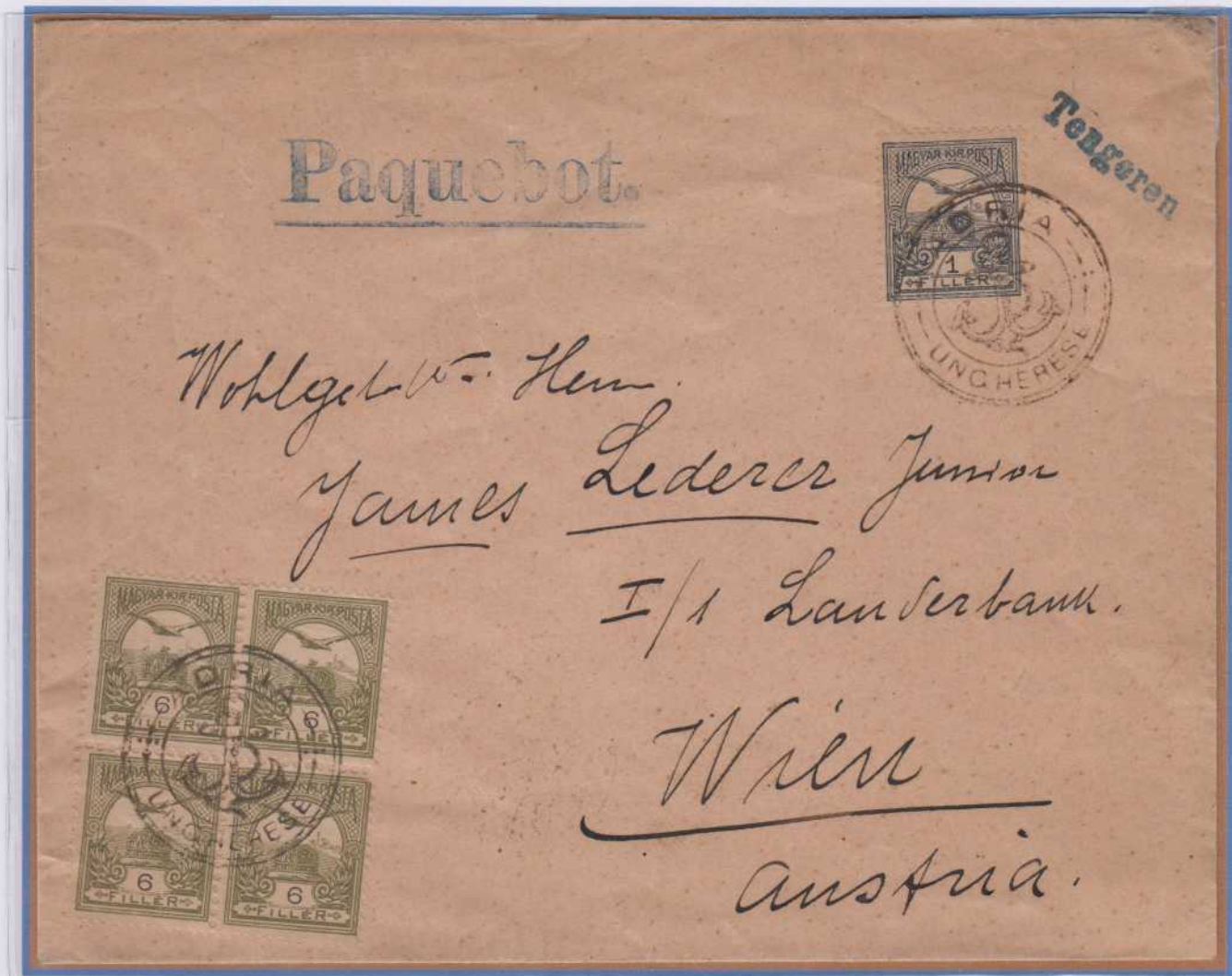


2. Captain of S.S. ANDRÁSSY  
2.5. 20/11/1903-24/02/1904

1904

According to the data of the registry, after the S.S. Zichy Peterdi served on the S.S. Zrínyi from June 11, 1903 until November 19, 1903. Unfortunately, not a single letter from this period could be presented. From November 20, 1903 until February 24, 1904, he was the captain of the S.S. Andrassy.

*Andrassy - I. 903. II. 20 904. II. 24.*



25/01/1904. Second weight step letter posted at sea and sent to Vienna (Austria) with Hungarian franking of 25 fillér and bearing double black "Big Anchor", blue "At sea" ("Tengeren") and "Paquebot" handstamps.



### 3. Captain of S.S. SZÉCHENYI

1898-1899

#### 3.1. Period of 02/09/1898-02/03/1899

According to the Adria's Registry, the captain was on leave between July 5, 1898, and September 1, 1898. Accordingly, there are no letters from this period. In September 1898, he set off for Scotland aboard the S.S. Széchenyi and sent a lot of letters from the Greenock dock.

*Széchényi I. 9. II. 1898.*

**Paquebot.**



25/09/1898. First weight step letter sent from Greenock (Scotland) to Glasgow (Scotland) with Spanish franking of 25 centimos.

On his way to Scotland, Peterdi had the opportunity to obtain Spanish stamps. Surprisingly, the Greenock post office accepted them.



25/09/1898. Hungarian stationery card (5kr) with additional franking of 5kr sent from Greenock (Scotland) to Haraszi (Hungary). The card was posted at sea in Bay of Biscay (Spain).



3. Captain of S.S. SZÉCHENYI

1898-1899

3.1. Period of 02/09/1898-02/03/1899

The "Lozenge" handstamps first appeared on the Greenock letters. Adria's ships were repaired in Greenock docks. This was probably the main goal of the trips.

*Széchényi - I. 9. II. 2. 99. II. 2.*



21/11/1898. First weight step letter sent from Greenock (Scotland) to Glasgow (Scotland) with Hungarian franking of 10kr and a red "Lozenge".



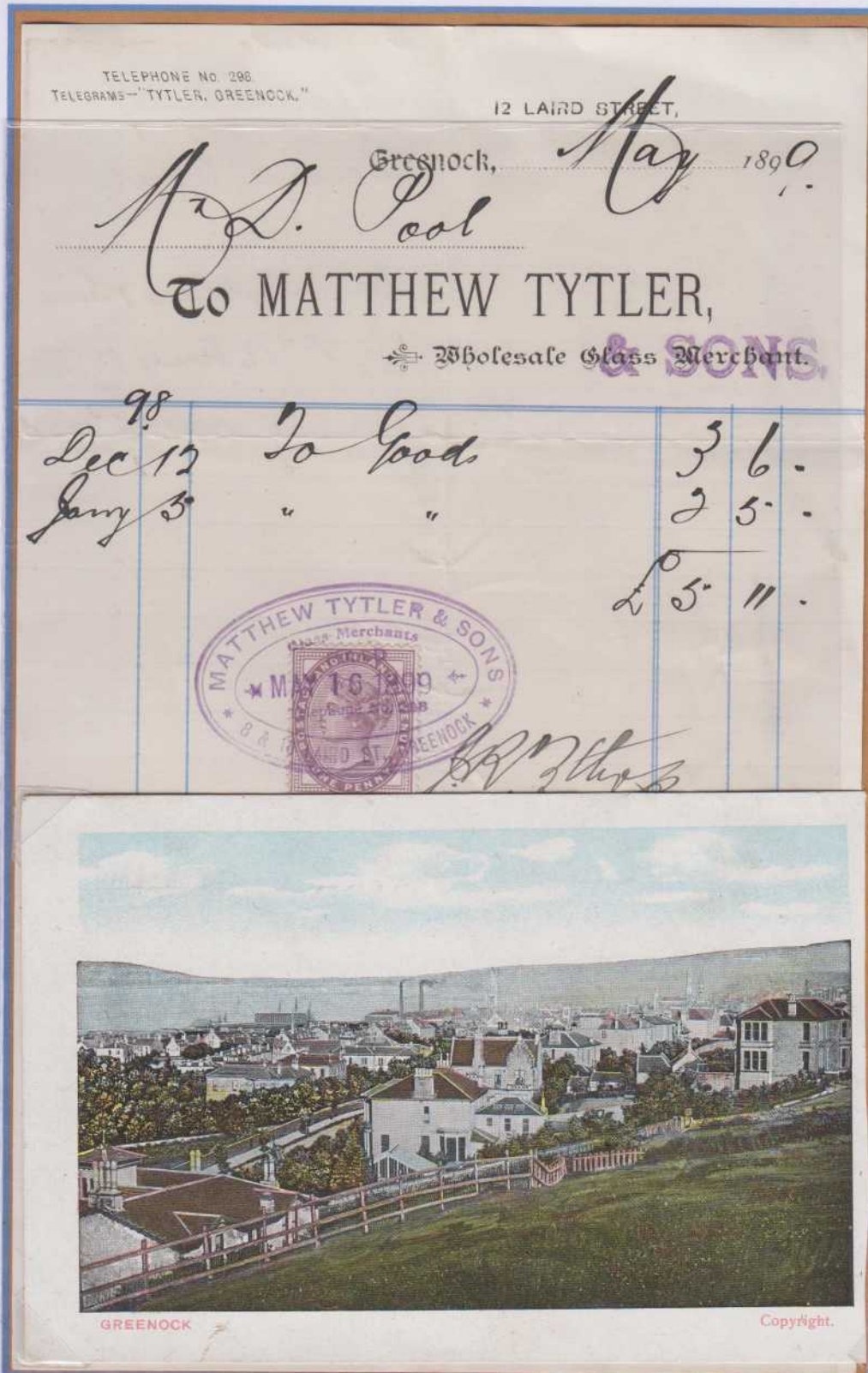
21/11/1898. Hungarian stationery card (3kr) with additional Hungarian franking of 7kr sent from Greenock (Scotland) to Fiume (now: Croatia) and written in the Bay of Biscay (Spain) at the sea. Stamped by multiple red "Peterdi-Lozenge" handstamps.



3. Captain of S.S. SZÉCHENYI  
 3.1. 02/09/1898-02/03/1899

1898-1899

"Matthew Tytler & Sons" was a long-time glass supplier to Greenock Dock. It is conceivable that the windows of the Adria ships were also covered with their products. Greenock has been building ships for



16/05/1899. Greenock Receipt for glass supplies bearing "1d Queen Victoria 1881" stamp. "Matthew Tytler & Sons" was one of Adria's suppliers that time.



3. Captain of S.S. SZÉCHENYI  
3.1. 02/09/1898-02/03/1899

1898-1899

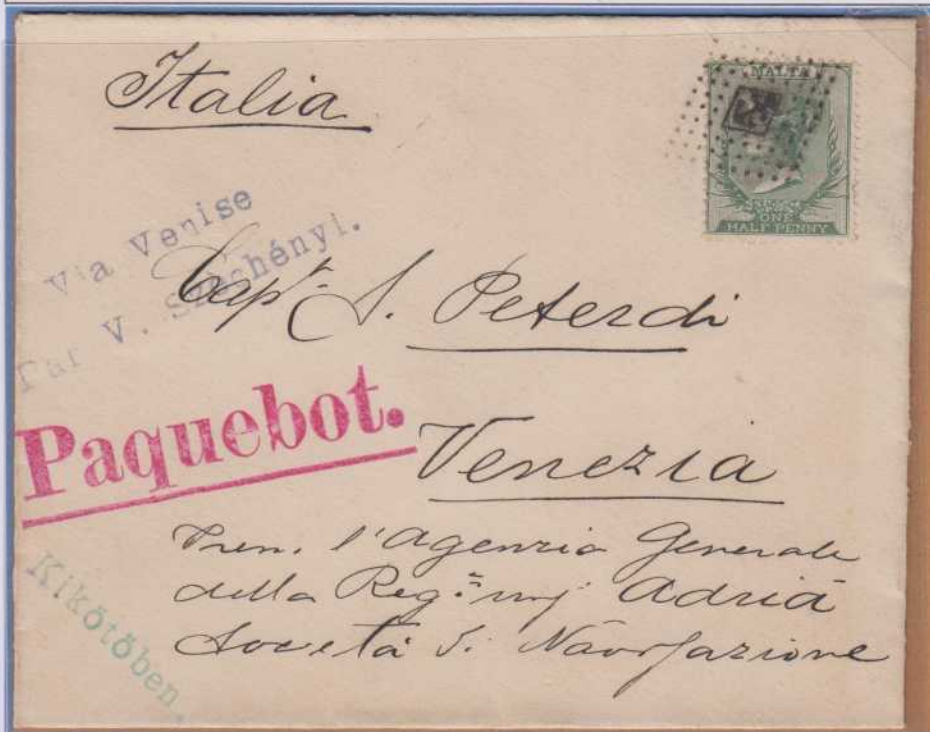
Letters treated with an overprint board stamp from S.S. Széchenyi are considered a unique rarity.

*Széchenyi - I. 9. 5. 9. 8. 8.*

Via Venice  
per V. Széchenyi.



14/09/1898. First weight step letter posted at sea to Almeria (Spain) with Hungarian 10kr franking and bearing the S.S. Széchenyi's board handstamp.



23/10/1898. Printed matter sent from Malta to Venice (Italy) with half penny Maltese franking and bearing the S.S. Széchenyi's board handstamp.



**3. Captain of S.S. SZÉCHENYI**  
**3.1. 02/09/1898-02/03/1899**

**1898-1899**

During its European voyages, the Széchenyi steamer also reached Gibraltar. In 1898, Peterdi started playing with colors and shapes. Notice the multi-colored "Paquebot" stamp and the stamps on top of each other.

*Széchényi - I. 1898. 9. 2. 9. 2. 9.*

**Paquebot.**



13/11/1898. Second weight step letter sent from Gibraltar (UK) to Glasgow (Scotland) with Hungarian franking of 20kr and bearing Gibraltar Post's "A26" handstamp. Stamps glued to each other and the red/white/green national colours of Hungary make the letter unique.



13/11/1898 Gibraltar  
 Hungarian stationery 2kr newspaper-strip sent to Glasgow bearing the "A26" Gibraltar



3. Captain of S.S. SZÉCHENYI  
3.1. 02/09/1898-02/03/1899

1898-1899

At the end of 1898, Peterdi on the board of the S.S. Széchenyi travelled around Europe and started to use the "Lozenge" stamp.

*Széchényi I. S. S. S. S. S.*



17/12/1898. Postcard sent from Malta to Genova (Italy) with 1 penny Maltese franking and blue "Lozenge" handstamp. The card was posted at port ("At port" red handstamp).



19/12/1898. First weight step letter sent from Malta to Fiume (now: Rijeka, Croatia) with Maltese franking of 2.5 pennies and bearing double blue coloured "Lozenge" handstamp.



3. Captain of S.S. SZÉCHENYI  
3.1. 02/09/1898-02/03/1899

1898-1899

According to the registry, we find the captain in Gibraltar at the beginning of 1899.

*Széchényi I. 1898-1899*



08/01/1899. First weight step letter sent from Gibraltar (UK) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing Gibraltar Post's "A26" handstamp.



08/01/1899. First weight step letter sent from Gibraltar (UK) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing Gibraltar Post's "A26" handstamp.



3. Captain of S.S. SZÉCHENYI  
3.1. 02/09/1898-02/03/1899

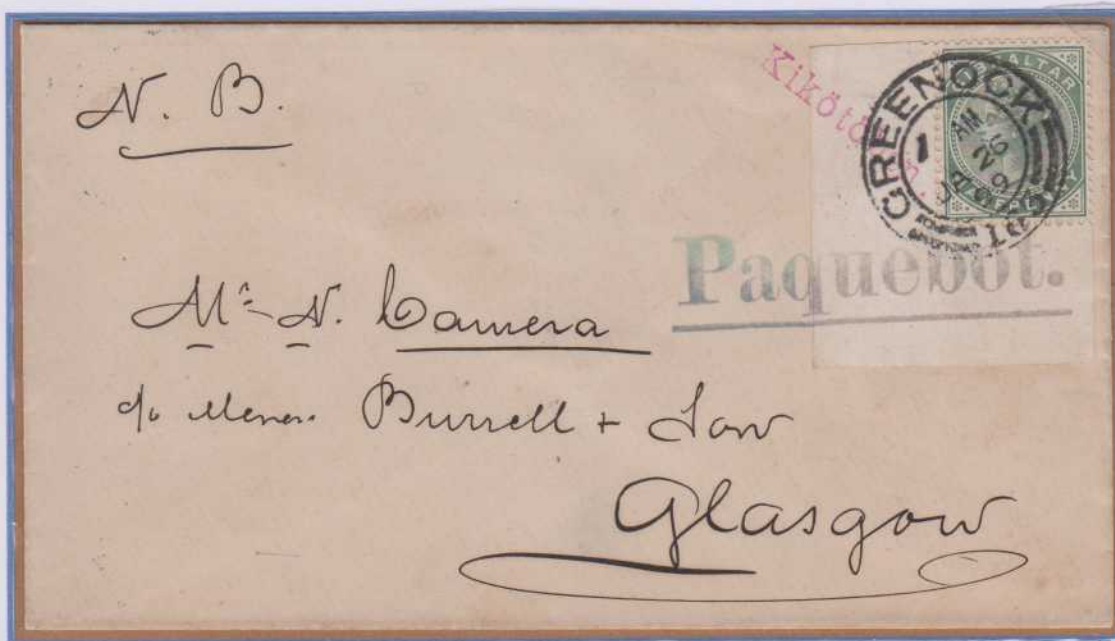
1898-1899

By the end of January, the captain sailed for the English coast, and we will find him in Greenock on 26<sup>th</sup> January.

*Széchényi . I. 9. 1898. 9. 1899.*



26/01/1899. Small letter sent from Greenock (Scotland) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 3kr.



26/01/1899. Printed matter sent from Greenock (Scotland) to Glasgow (Scotland) with Gibraltar franking of half penny.



3. Captain of S.S. SZÉCHENYI  
3.1. 02/09/1898-02/03/1899

1898-1899

The register reveals that from 3<sup>rd</sup> March to 10<sup>th</sup> March 1899, Peterdi did not sail. His last journey aboard the S.S. Széchenyi took him across Malta back to Fiume at the end of February. Let's discover the appearance of the "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamp on the Maltese letter at the end of February. This Peterdi handstamp will not appear again until five months later.

*Széchenyi - I. 9. II. 2. 9. II. 2.*



22/02/1899. First weight step letter sent from Malta to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing Maltese Post's "five lines" postmarks.



22/02/1899. First weight step letter sent from Malta to Catania (Italy) with UK franking of 2.5 pennies and bearing Maltese Post's "five lines" postmark and "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamp.

4. Captain of S.S. KING MATTHIAS

1899-1900

4.1. 04/06/1899-30/01/1900

According to the registry, Peterdi did not set sail between May 18 and June 3, 1899. On June 4, 1899, he set sail again aboard the S.S. King Matthias (S.S. Mátyás Király). During his more than half a year of service as S.S. King Matthias's captain, he used the "Lozenge" and "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps.



10/06/1899.  
First weight step letter sent from Kerkypa (Greece) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing red "Lozenge" handstamp.



09/06/1899.  
First weight step letter sent from Valona (now: Vlorë, Albania) to Rouen (France) with Austrian Levante franking of 10 para and bearing red "Lozenge" handstamp.



4. Captain of S.S. KING MATTHIAS

1899-1900

4.1. 04/06/1899-30/01/1900

According to the registry, Peterdi did not set sail between May 18 and June 3, 1899. On June 4, 1899, he set sail again aboard the S.S. King Matthias (S.S. Mátyás Király). During his more than half a year of service as S.S. King Matthias's captain, he used the "Lozenge" and "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps.

*Matyas Kir. I. 99. II. 4. 90. I. 30*



26/08/1899.  
First weight step letter sent from Porto Maurizio (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing blue "Lozenge" handstamp.



06/06/1899.  
First weight step letter sent from Bari (Italy) to Rouen (France) with Hungarian franking of 10kr and bearing black "Lozenge" handstamp.



4. Captain of S.S. KING MATTHIAS

1899-1900

4.1. 04/06/1899-30/01/1900

Multiple usage of red and black "HAZÁNAK HASZNÁLI" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps from Rouen (France) and Gibraltar (UK). This Peterdi handstamp matched the Adria's logo.

*Matthias Kap. I. 99. II. 4 90. I. 30*



11/08/1899.  
First weight step letter sent from Gibraltar (UK) to Trieste (Italy) with Hungarian franking of 10kr and bearing multiple red "HAZÁNAK HASZNÁLI" handstamps.



03/07/1899.  
First weight step letter sent from Rouen (France) to Fiume (now: Rijeka, Croatia) with French franking of 25 centimes and bearing multiple black "HAZÁNAK HASZNÁLI" handstamps.



4. Captain of S.S. KING MATTHIAS

1899-1900

4.1. 04/06/1899-30/01/1900

Multiple usage of blue "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps from Malta and Scotland. The "HAZÁNAK HASZNÁLJ" handstamp matched the Adria's logo.

*Matthias L. I. 99. II. 4. 90. I. 30*



06/08/1899.  
First weight step letter sent from Valletta (Malta) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 10kr and bearing multiple blue "HAZÁNAK HASZNÁLJ" handstamps.



18/08/1899.  
First weight step letter sent from Greenock (Scotland) to Glasgow (Scotland) with 2 pennies Gibraltar franking and bearing a blue "HAZÁNAK HASZNÁLJ" handstamp.



4. Captain of S.S. KING MATTHIAS

1899-1900

4.1. 04/06/1899-30/01/1900

Multiple usage of black and red "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps from Malta and Belgium. The "HAZÁNAK HASZNÁLJ" handstamp matched the Adria's logo.



25/12/1899.  
First weight step letter sent from Antwerp (Belgium) to Abbazia (now: Opatija, Croatia) with Hungarian franking of 10kr and bearing multiple red "HAZÁNAK HASZNÁLJ" handstamp.



14/11/1899. Second weight step letter sent from Valletta (Malta) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 20kr and bearing multiple black "HAZÁNAK HASZNÁLJ" handstamps. Posted "At sea" ("Tengeren").



#### 4. Captain of S.S. KING MATTHIAS

1899-1900

#### 4.2. 01/01/1900-30/01/1900

In the year 1900, Peterdi served only one month on the S.S. King Matthias ("S.S. Mátyás Király"). Accordingly, the letters from this period are extremely rare. **(Only known letter from this period.)** According to the Registry, Captain Peterdi was on sick leave between February 1 and February 15, 1900.

*Mátyás Király. I. 1900. II. 4. 1900. I. 30*



The S.S. King Matthias was the Zrínyi-type, single-screw sea steamer of Adria Company.



11/01/1900. First weight step letter sent from Malaga (Spain) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 20kr, bearing multiple black "HAZÁNAK HASZNÁLJ" handstamps.



**5. Captain of S.S. SZAPÁRY II.  
5.1. 16/02/1900-26/04/1900**

**1900**

As the commander of the S.S. Szapáry-II., he almost exclusively used the "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamp. During the two months period, he visited only European ports.

*Szapáry J. 1900. II. 16. 1900. II. 26*



Top:  
01/03/1900.  
First weight step letter sent from Nice (France) to Pécs (Hungary) with French franking of 10 centimes and bearing multiple green "HAZÁNAK HASZNÁLJ" handstamps.



Bottom:  
04/04/1900.  
Second weight step letter sent from Palermo (Italy) to Budapest (Hungary) with Hungarian franking of 25kr and bearing multiple black "HAZÁNAK HASZNÁLJ" handstamps.



## 5. Captain of S.S. SZAPÁRY II.

1900

5.1. 16/02/1900-26/04/1900

As the commander of the S.S. Szapáry-II., he almost exclusively used the "HAZÁNAK HASZNÁLJ" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamp. During the two months period, he visited only European ports. "PAQUEBOTS" was the official handstamp of the ports to mark ship-mail.

*Szapáry* I. 900 II. 16 900 II. 26



Fiume (now: Rijeka, Croatia), Port Szapáry (1900)



03/04/1900. Second weight step letter sent from Naples (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 25kr and bearing multiple black "HAZÁNAK HASZNÁLJ" handstamps. Peterdi's game with the numbers: **the stamps are in ascending order according to their face value.**



5. Captain of S.S. SZAPÁRY II.

1900

5.1. 16/02/1900-26/04/1900

Peterdi returned to Malta in March 1900. On the same day, he sent two printed matters with no personalised handstamps on. Observe the Maltese post office's "A25" postmark of on both items.

*Szapary I. 1900. II. 26*



08/03/1900.  
Printed matter sent from Valletta (Malta) to Marseille (France) with Hungarian franking of 3kr and bearing multiple black "A25" Maltese postmarks.



08/03/1900.  
Printed matter sent from Valletta (Malta) to Messina (Italy) with Hungarian franking of 3kr and bearing multiple black "A25" Maltese postmarks.



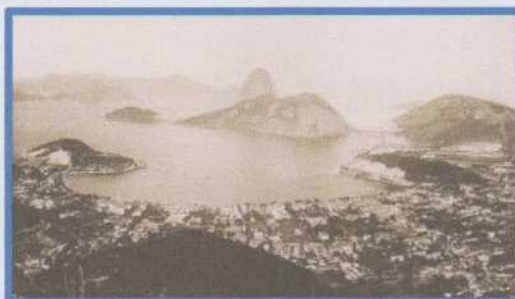
## 5. Captain of S.S. SZAPÁRY II.

1900

### 5.2. 27/04/1900-19/06/1900

According to the data of the Registry, Peterdi was on holiday from April 27 until June 19, 1900. From the Peterdi's research point of view, this is an exceptionally important information. So far, it has been assumed that the Adria ship arrived in Brazil in May 1900 under Peterdi's captaincy. In possession of this official information, however, we can be sure that Peterdi could have visited Rio de Janeiro at that time as a passenger, a simple tourist. This is also supported by the minimal number of surviving letters.

*Szapary, J. 1900. I. 16. 900. II. 26.*



Port of Rio de Janeiro (Brazil) 1900.



13/05/1900. Printed matter sent from Rio de Janeiro (Brazil) to Marseille (France) with Hungarian franking of 3 fillér and bearing the Brazilian post office's postmarks. There are no personalised handstamps. Peterdi probably posted this letter as a passenger.

**Note:** In January 1900, the transition to the new Hungarian monetary system made it necessary to issue new denominations for postage stamps as well.



**6. Captain of S.S. PETŐFI**  
**6.1. 20/06/1900-17/10/1900**

**1900**

From June 20 to October 17, 1900, Peterdi served aboard the S.S. Petőfi. The ship's most significant trip was the trip to Brazil. The most significant letters from this period are the letters from Brazil bearing the characteristic horizontal anchor "TENGERENTÚL" ("OVERSEAS") stamp. The "TENGERENTÚL" stamp is only found on letters from Brazil.

*Petőfi* I. 900. II. 10. 900. I. 17.



08/08/1900. Second weight step letter sent from Pernambuco (Brazil) to Bari (Italy) with Hungarian franking of 25 fillér and bearing the famous "TENGERENTÚL" ("OVERSEAS"), "PAQUEBOT" and "S.S. PETŐFI" handstamps.

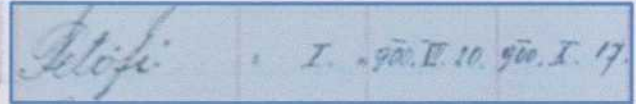


## 6. Captain of S.S. PETŐFI

1900

### 6.1. 20/06/1900-17/10/1900

From June 20 to October 17, 1900, Peterdi served aboard the S.S. Petőfi. The ship's most significant trip was the trip to Brazil. The most significant letters from this period are the letters from Brazil bearing the characteristic horizontal anchor "Tengerentúl" ("Overseas") stamp. The "Tengerentúl" stamp is only found on letters from Brazil.



08/08/1900. Rear of postcard sent from Pernambuco (Brazil) to Budapest (Hungary) with Hungarian franking of 10 fillér and bearing the "TENGERENTÚL" ("OVERSEAS"), "PAQUEBOT", "S.S. PETOFI" handstamps.

08/08/1900. Postcard sent from Pernambuco (Brazil) to Budapest (Hungary) with Hungarian franking of 5 fillér and bearing the "TENGERENTÚL" ("OVERSEAS"), "PAQUEBOT", "S.S. PETOFI" handstamps. Peterdi's creativity is characterized by the postcards' small additions: "Equator", the western direction ("Nyugat") and the ship's name ("Petőfi") above the anchor. He wrote the postcards while crossing the Equator.

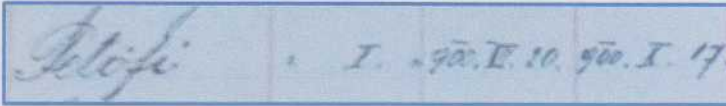




6. Captain of S.S. PETŐFI  
6.1. 20/06/1900-17/10/1900

1900

From June 20 to October 17, 1900, Peterdi served aboard the S.S. Petőfi. The ship's most significant trip was the trip to Brazil. The most significant letters from this period are the letters from Brazil bearing the characteristic horizontal anchor "TENGERENTÚL" ("OVERSEAS") stamp. The "TENGERENTÚL" stamp is only found on letters from Brazil.



13/08/1900. Second weight step letter sent from Pernambuco (Brazil) to Santos (Brazil) with Hungarian mixed franking of (4x3 kr+1 fillér) and bearing multiple "TENGERENTÚL" ("OVERSEAS") handstamps. During the Brazilian trips, they also travelled between Brazilian cities. This is proven by these letters sent from Pernambuco to Santos.



08/08/1900. Second weight step letter sent from Pernambuco (Brazil) to Santos (Brazil) with Hungarian mixed franking of (3x2kr+2x3kr+1 fillér) and bearing multiple "TENGERENTÚL" ("OVERSEAS") handstamps.



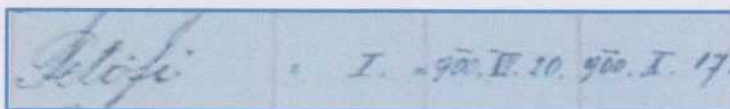
6. Captain of S.S. PETŐFI  
6.1. 20/06/1900-17/10/1900

1900

From June 20 to October 17, 1900, Peterdi served aboard the S.S. Petőfi. The ship's most significant trip was the trip to Brazil. The most significant letters from this period are the letters from Brazil bearing the characteristic horizontal anchor "TENGERENTÚL" ("Overseas") stamp. The "TENGERENTÚL" stamp is only found on letters from Brazil.



At 200% magnification, the text "TENGERENTÚL" is clearly legible.



08/1900. First weight step letter sent from Santos (Brazil) to Palermo (Italy) with Brazilian franking of 300 reis and bearing double "TENGERENTÚL" handstamp.



## 6. Captain of S.S. PETŐFI

1900

### 6.1. 20/06/1900-17/10/1900

From June 20 to October 17, 1900, Peterdi served aboard the S.S. Petőfi. The ship's most significant trip was the trip to Brazil. The most significant letters from this period are the letters from Brazil bearing the characteristic horizontal anchor "TENGERENTÚL" ("OVERSEAS") stamp. The "TENGERENTÚL" stamp is only found on letters from Brazil.

*Petőfi* I. 900. II. 10. 900. I. 17.



Port of Pernambuco (Brazil, 1900)



08/08/1900. First weight step letter sent from Pernambuco (Brazil) to Rio de Janeiro (Brazil) and forwarded to Santos (Brazil) with 5 Heller Austrian Levante franking and double red coloured "TENGERENTÚL" handstamps.



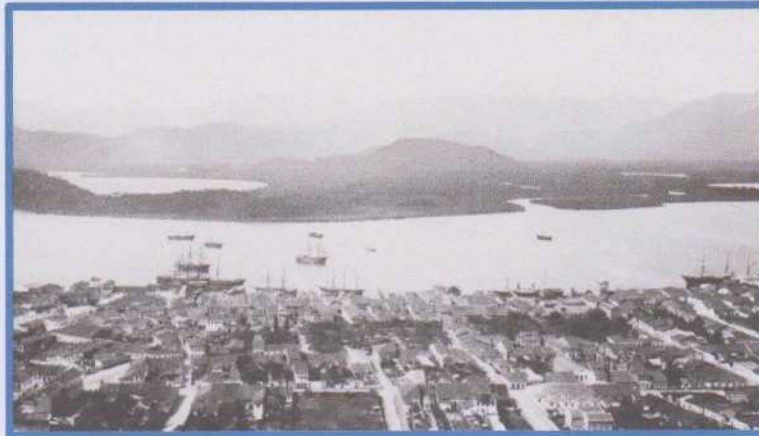
## 6. Captain of S.S. PETŐFI

1900

### 6.1. 20/06/1900-17/10/1900

From June 20 to October 17, 1900, Peterdi served aboard the S.S. Petőfi. The ship's most significant trip was the trip to Brazil. The most significant letters from this period are the letters from Brazil bearing the characteristic horizontal anchor "TENGERENTÚL" ("OVERSEAS") stamp. The "TENGERENTÚL" stamp is only found on letters from Brazil.

*Petőfi* I. 900. II. 10. 900. I. 17



Port of Santos (Brazil, 1880)



09/1900. Brazilian 40 reis stationery with additional franking of 10 reis sent from Santos (Brazil) to Fiume (now: Rijeka, Croatia) and bearing double black coloured "TENGERENTÚL" handstamps.



8. Captain of S.S. ZRÍNYI

1901-1902

8.1. 20/01/1901-14/04/1902

Between January 20, 1901 and April 14, 1902, Peterdi served on the S.S. Zrínyi. During the period of more than a year, he makes European trips and uses the already well-known handstamps.

*Zrínyi*  
*Zrínyi*  
I. 971. I. 20. 971. II. 10  
I. 971. II. 2. 971. II. 14



07/03/1901. Second weight step letter sent from Palermo (Italy) to Fiume (now: Rijeka, Croatia) with mixed Hungarian franking of 47 fillér+2kr and bearing multiple green "HAZÁNAK HASZNÁL" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps.



27/02/1901. Second weight step letter sent from Naples (Italy) to Fiume (now: Rijeka, Croatia) with Italian franking of 25 centesimi and bearing multiple green "HAZÁNAK HASZNÁL" ("FOR THE BENEFIT OF YOUR COUNTRY") handstamps.



7. Captain of S.S. ZRÍNYI

1901-1902

7.1. 20/01/1901-14/04/1902

Between January 20, 1901 and April 14, 1902, Peterdi served on the S.S. Zrínyi. During the period of more than a year, he makes European trips and uses the already well-known handstamps.

*Zrínyi* I. 1901. I. 20. 901. 15. 10  
*Zrínyi* I. 1901. II. 2. 901. 15. 10



01/02/1901.  
 Printed matter sent from Porto Maurizio (Italy) to Bari (Italy) with Hungarian franking of 5 fillér and bearing double blue "HAZÁNAK HASZNÁLJ" "FOR THE BENEFIT OF YOUR COUNTRY" handstamps.



07/02/1901. Second weight step letter sent from Palermo (Italy) to Valletta (Malta) with mixed Hungarian franking of 25 fillér and bearing "PAQUEBOT", S.S. ZRÍNYI and "At sea" handstamps.



## 7. Captain of S.S. ZRÍNYI

1901-1902

7.1. 20/01/1901-14/04/1902

Between January 20, 1901 and April 14, 1902, Peterdi served on the S.S. Zrínyi. During the period of more than a year, he makes European trips and uses the already well-known handstamps.



At 200% magnification, easy to observe that the "HAZÁNAK HASZNÁLI" "FOR THE BENEFIT OF YOUR COUNTRY" Peterdi-handstamp is completely identical to the Adria logo.



12/03/1901. Printed matter sent from Trieste (Italy) locally with Italian 5 centesimi franking and bearing multiple green "HAZÁNAK HASZNÁLI" "FOR THE BENEFIT OF YOUR COUNTRY" handstamps. The left side of the envelope is dominated by the "Adria Company" logo, which served as a model for the "HAZÁNAK HASZNÁLI" "FOR THE BENEFIT OF YOUR COUNTRY" handstamp.



**7. Captain of S.S. ZRÍNYI**  
**7.1. 20/01/1901-14/04/1902**

**1901-1902**

The summer of 1901 found the captain at the Italian and English coasts and brought a fantastic new stamp. According to the currently available philatelic literature, the "Adria Ungherese" handstamp has survived on only four items.

Zrínyi	I. 971. I. 20. 971. II. 10
Zrínyi	I. 971. II. 2. 971. II. 10

*Adria  
Ungherese.*



25/07/1901. Second weight step letter sent from Messina (Italy) to Fiume (now: Rijeka, Croatia) with 25 fillér Hungarian franking and bearing double blue coloured "Adria Ungherese" handstamps. The black "PAQUEBOTS" handstamp is not a Peterdi design, but Messina port's postmark. (One of four known letter with "Adria Ungherese" handstamp.)



## 7. Captain of S.S. ZRÍNYI

1901-1902

7.1. 20/01/1901-14/04/1902

The following two items are true gems of the philatelic research and can only be interpreted simultaneously. The English "Victoria 2.5d" revenue stamp together with the Italian postage stamp are extremely rare and with no sense at the first look. The explanation lies in the handwritten text of the lettercard presented on the following page.

*Zrinyi*  
*Zrinyi*

I. 1901. I. 20. 901. 15. 10  
I. 1901. II. 2. 701. II. 10

*Adria  
Ungherese.*



03/09/1901 First weight step letter sent from Bari (Italy) to Palermo (Italy) with British "Victoria 2.5d" revenue stamp franking and bearing a red "Adria Ungherese" Peterdi-handstamp.

The captain placed the "Kikötöben" ("At port") handstamp in the upper left corner of the envelope, as he planned to mail the letter from the port's post office in England before departure. However, he did not have time for this, as they had to leave the English port with a rush, so he could only leave the letter at the Italian port (Bari) at their next station. Of course, the "PAQUEBOT" handstamp can also be found on the letter.

**(One of four known letter with "Adria Ungherese" handstamp.)**



7. Captain of S.S. ZRÍNYI  
7.1. 20/01/1901-14/04/1902

1901-1902

According to the Registry, Peterdi was on sick leave from September 11 and November 1, 1901. This information is completely correct, since on the page presented below, he wrote to his mother that he is ill again and will probably not be able to sail any further.

*Zrínyi*  
*Zrínyi*

I. 1901. I. 20. 901. II. 10  
I. 1901. II. 2. 901. II. 14

*Adria  
Ungherese.*



03/09/1901. Hungarian stationery card with additional franking of 6 fillér sent from Bari (Italy) to Budapest (Hungary) and bearing a red "Adria Ungherese" handstamp.

From the back of the card, we learnt that Peterdi planned to arrive in Bari on September 3, and in Fiume on September 9-10. We were also informed that the captain was ill and planned to take sick leave. All of these coincides perfectly with the known data: his letters were posted from Bari on September 3 and he was on sick leave from September 11 until November 1. **(One of four known letter with "Adria Ungherese" handstamp.)**

*Gibraltári tenger 28/VIII/01.*

*Kedves anyám!*

*Olgyon hamarosan el indítotok Angliát*  
*long orman mái nem irhattam. Fogyt arondan*  
*hát ötten két forint / 24 forint / és is én*  
*maradtak előttem a főre lora. -- 3-án fo-*  
*gud / szeptember / Pariba siri te lalai on*  
*halalom az bmmáidat. -- A földet megint*  
*gáldit, te is meg halai kétem maradt a*  
*francoson. 9 van 10 el szeptemberen mái*  
*Fiume kétem deki egy lapom az*  
*vadand halat. -- Az teke alifon meg*  
*vadand földet az az*  
*multi par*  
*hát.*

Straits of Gibraltar 28/VIII/01

Dear Mother!

We had to depart from England so quickly that I could no longer write from there. However, I bought 2 pounds (24 forints) of money. We will arrive in Bari on the 3rd of September and maybe I will find Emma there. My ear is running again, if it goes like this maybe I'll stay out in the dry. We will be in Fiume on September 9-10. May God bless you with all good things. Hugs and kisses from your loving son,

Stephen

Copy of the rear (40%) with Peterdi's handwritten text in Hungarian and the English translation.



7. Captain of S.S. ZRÍNYI  
7.1. 20/01/1901-14/04/1902

1901-1902

1901 also brought a spectacular new stamp. The captain, returning from his sick leave, immediately started to use the circle shaped, so-called "Big Anchor" stamp.

*Zrinyi* I. 979. I. 20. 979. II. 10  
*Zrinyi* I. 979. II. 2. 979. II. 14



12/03/1901. Second weight step letter sent from Trieste (Italy) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 25 fillér and bearing two black "Big Anchor" handstamps. The upper half of the envelope is dominated by the "Turul" stamps stuck on each other.



14/11/1901. Second weight step letter sent from Genova (Italy) to Fiume (now: Rijeka, Croatia) with Italian 25 centesimi franking and bearing a red "Big Anchor" handstamp.



7. Captain of S.S. ZRÍNYI

1901-1902

7.1. 20/01/1901-14/04/1902

1901 also brought a spectacular new stamp. The captain, returning from his sick leave, immediately started to use the circle shaped, so-called "Big Anchor" stamp.

<i>Zrínyi</i>	I. 1901. I. 20. 901. U. 10
<i>Zrínyi</i>	I. 1901. II. 2. 901. U. 14



Copy of the new Peterdi-handstamp (130%) in rare red colour.



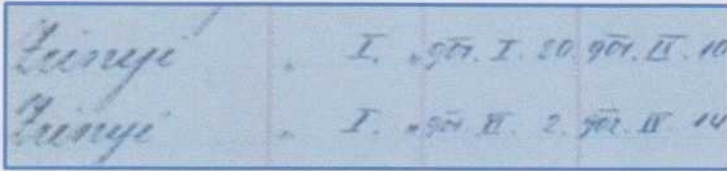
01/12/1901. First weight step letter sent from Bari (Italy) to Messina (Italy) with 5 Heller Austrian Levante franking and bearing a red "Big Anchor" Peterdi-handstamp.



**7. Captain of S.S. ZRÍNYI**  
**7.1. 20/01/1901-14/04/1902**

**1901-1902**

In 1902 Peterdi used almost exclusively the "Big Anchor" handstamp. He liked to combine colours, shapes, multiple stamps and stamps stuck together.



István Peterdi's logo with the initials of his name, which is often found on the back of letters.



01/1902. Second weight step letter posted "At sea" ("Tengeren") and sent to Budapest (Hungary) with Hungarian 25 fillér franking and bearing multiple black "Big Anchor" Peterdi-handstamp. The correct franking was achieved with stamps in four different colours: 14x1fill + 1x2fill + 1x4fill + 1x5 fill.

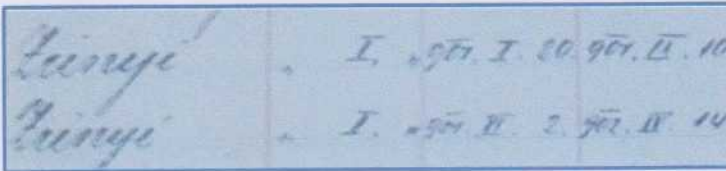


## 7. Captain of S.S. ZRÍNYI

1901-1902

### 7.1. 20/01/1901-14/04/1902

In 1902, he uses the "Big Anchor" handstamp almost exclusively. He likes to combine colours, shapes, stamps stuck on each other and multiple stamps.



0703/1902. Second weight step letter posted "At sea" ("Tengeren") and sent to Vienna (Austria) with Hungarian franking of 25 fillér and bearing nine green coloured "Big Anchor" Peterdi-handstamps.



**7. Captain of S.S. ZRÍNYI**  
**7.1. 20/01/1901-14/04/1902**

**1901-1902**

In 1902, he uses the "Big Anchor" handstamp almost exclusively. He likes to combine colours, shapes, stamps stuck on each other and multiple stamps.

*Zrínyi*  
*Zrínyi*

I. 1901. I. 20. 901. 11. 10  
 I. 1901. II. 2. 901. II. 10



03/01/1902. Second weight step letter sent from Riposto (Italy) to Budapest (Hungary) with Hungarian franking of 25 fillér and bearing multiple "Big Anchor" handstamps. The correct franking was achieved with stamps in four different colours: 2x2fill (yellow) + 4x3fill (orange) + 1x4fill (purple) + 1x5 fill (green). The game of colours is fantastic, provided by blue "Tengeren", "Paquebot", and "Big Anchor" handstamps.



7. Captain of S.S. ZRÍNYI  
7.1. 20/01/1901-14/04/1902

1901-1902

1901 also brought a spectacular new stamp. The captain, returning from his sick leave, immediately started to use the circle shaped, so-called "Big Anchor" stamp.



Bottom:  
24/02/1902.  
Second weight  
step letter sent  
from Bari (Italy) to  
Fiume (now:  
Rijeka, Croatia)  
with Hungarian  
franking of 25 fillér  
and bearing a  
black "Big Anchor"  
handstamp.

Top: 03/02/1902. Postcard sent from Messina (Italy) to Vienna (Austria) with Italian franking of 10 cents and bearing a black "Big Anchor". The addressee was Rudolf Friedl the worldwide known stamp dealer and collector.





## 8. Captain of S.S. ZICHY

1903

### 8.1. 19/12/1902-10/06/1903

From November 20 to December 18, 1902, Captain Peterdi was on annual leave, then from December 19, 1902 to June 10, 1903, he became the captain of the S.S. Zichy. He continued to use the "Big Anchor" handstamp and the S.S. Zichy's circle shaped handstamp appeared as a novelty.

*Zichy* I. 1902. 12. 19. 1903. 10.



Copy of the S.S. Zichy's circular shaped handstamp (160%).



22/04/1903. Second weight step letter posted at sea and sent to Fiume (now: Rijeka, Croatia) with Hungarian franking of 25 fillér and bearing blue "At sea", blue "Paquebot", and the S.S. Zichy's blue circular shaped handstamp. The correct franking was achieved with stamps in three different colours: 1x2fill (yellow) + 1x3fill (orange) + 1x20 fill (brown).



8. Captain of S.S. ZICHY

1903

8.1. 19/12/1902-10/06/1903

From November 20 to December 18, 1902, Captain Peterdi was on annual leave, then from December 19, 1902 to June 10, 1903, he became the captain of the S.S. Zichy. He continued to use the "Big Anchor" handstamp and the S.S. Zichy's circle shaped own handstamp appeared as a novelty.

Zichy I. 1902. 19. 10. 1903. 10.



Copy of the S.S. Zichy's circular shaped handstamp (160%).



08/02/1903. Second weight step letter sent form a Spanish port to Fiume (now: Rijeka, Croatia) with Spanish franking of 25 cents and bearing black "Kikötöben", "Paquebot" and S.S. Zichy's circular shaped handstamp.



## 9. Captain of S.S. SZT. LÁSZLÓ

25/07/1904-10/11/1908

9.1. 1904

According to the Registry Peterdi was on sick leave from February 25 until April 25, 1904. He was the captain of S.S. Szt. László between April 26 and May 26, 1904. The captain did not sail for three weeks between May 27 and June 15, 1904. He became captain of the S.S. Zrínyi between June 16 and July 24, 1904. Unfortunately, no letter has been discovered from these months until now. From July 25, 1904 until November 10, 1908 he was the captain of the S.S. Szt. László.

*Szt. László - I. 904. II. 25. 905. II. 16*

<i>Szt. László</i>	<i>905. II. 11</i>	<i>906. IV. 20</i>
<i>" "</i>	<i>906. V. 22</i>	<i>908. II. 2</i>
<i>" "</i>	<i>908. III. 13</i>	<i>908. IV. 10</i>



**Paquebot.**

Alla Spettabile Direzione

della

R. Ung. Società Anonima di Navigazione Marittima

**„ADRIA“**



**FIUME**

UNGHERIA.

14/12/1904. Second weight step letter posted at sea and sent to Fiume (now: Rijeka, Croatia) with Hungarian franking of 25 fillér and bearing the green coloured, *very rare* "Rectangular Adria UNGHERESE" handstamp. The rectangular Peterdi-stamp contains handwritten date.



**9. Captain of S.S. SZT. LÁSZLÓ**  
**9.2. 1905**

**25/07/1904-10/11/1908**

From July 25, 1904 until November 10, 1908 he was the captain of the S.S. Szt. László.

In 1905 Peterdi was on annual leave from 17<sup>th</sup> June until 10<sup>th</sup> August.

The "Small Anchor" ("Small-circled Adria Ungherese") Peterdi-handstamp was first used in 1905.

*Szt. László I. 904 VII. 25. 905 XII. 16*



<i>Szt. László</i>	<i>905 VII 11</i>	<i>906. VII. 20</i>
<i>" "</i>	<i>906. V. 22</i>	<i>908. II. 2</i>
<i>" "</i>	<i>908. III. 13</i>	<i>908. XI. 10</i>



02/10/1905. First weight step letter sent from Malta to Vienna (Austria) with 2.5 pennies Maltese franking and bearing double green "Small-circled Adria Ungherese") handstamp. The addressee was Rudolf Friedl the worldwide known stamp dealer and collector.



15/10/1905. First weight step letter sent from Malta to Fiume (now: Rijeka, Croatia) with 2.5 pennies Maltese franking and bearing a black "Small-circled Adria Ungherese") handstamp.



**9. Captain of S.S. SZT. LÁSZLÓ**  
**9.3. 1906**

**25/07/1904-10/11/1908**

From July 25, 1904 until November 10, 1908 he was the captain of the S.S. Szt. László.  
 In 1906 Peterdi was on annual leave from 21st April until 21st May.  
 This year he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") Peterdi-handstamp.

*Szt. László . I . 904 II. 25. 905 IV. 16*



<i>Szt. László</i>	<i>905 III 11</i>	<i>906. VII. 20</i>
<i>" "</i>	<i>906. V. 22</i>	<i>908. II. 2</i>
<i>" "</i>	<i>908 III. 13</i>	<i>908. XI. 10</i>



?/01/1906. First weight step letter sent from Malta to Vienna (Austria) with 2.5 pennies Maltese franking and bearing double green "Small-circled Adria Ungherese") handstamps.  
 The addressee was Rudolf Friedl the worldwide known stamp dealer and collector.



**9. Captain of S.S. SZT. LÁSZLÓ**  
**9.3. 1906**

**25/07/1904-10/11/1908**

From July 25, 1904 until November 10, 1908 he was the captain of the S.S. Szt. László.  
 In 1906 Peterdi was on annual leave from 21st April until 21st May.  
 This year he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") Peterdi-handstamp.

*Szt. László - I. 904. VII. 25. 905. XII. 10*



<i>Szt. László</i>	<i>905. VII. 11</i>	<i>906. VII. 20</i>
<i>" "</i>	<i>906. V. 22</i>	<i>908. II. 2</i>
<i>" "</i>	<i>908. III. 13</i>	<i>908. XI. 10</i>



20/10/1906. Hungarian 10 fillér stationery card with additional 15 fillér franking sent from Bari (Italy) to Kőszeg (Hungary) and bearing four red "Small-circled Adria Ungherese"), green "Paquebot" and green "At sea" ("Tengeren") handstamps.



9. Captain of S.S. SZT. LÁSZLÓ

25/07/1904-10/11/1908

9.4. 1907-1908

From July 25, 1904 until November 10, 1908 he was the captain of the S.S. Szt. László.  
 In 1906 Peterdi was on annual leave from 21st April until 21st May.  
 This year he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") Peterdi-handstamp.

*Szt. László - I. 904 VII. 25. 905 XII. 16*



<i>Szt. László</i>	<i>905 XII 11</i>	<i>906. IV. 20</i>
<i>" "</i>	<i>906 V. 22</i>	<i>908. II. 2</i>
<i>" "</i>	<i>908 III. 13</i>	<i>908. XI. 10</i>



17/02/1907. First weight step letter sent from Malta to Fiume (now: Rijeka, Croatia) with 2.5 pennies Maltese franking and bearing double green "Small-circled Adria Ungherese") handstamps.



07/07/1908. Postcard sent from Gibraltar (UK) to Loitsch (Austria) with 10 centimos overprinted Moroccan franking and bearing two black "Small-circled Adria Ungherese") handstamps.



# 10. Captain of S.S. RÁKÓCZY

11/11/1908-08/01/1914

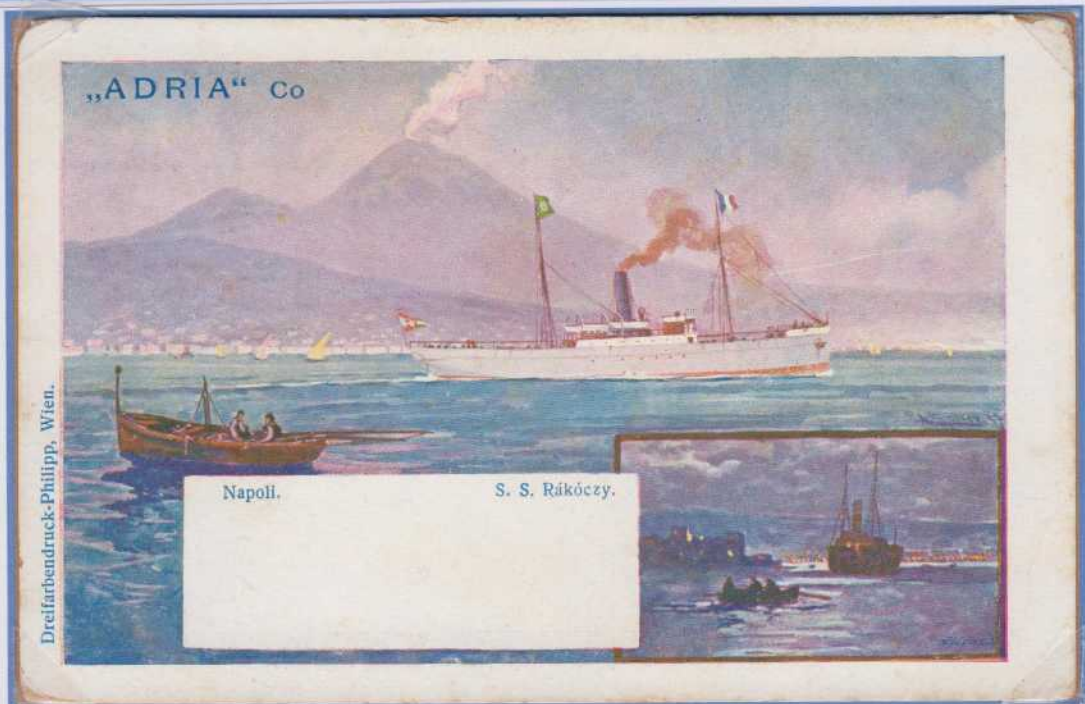
10.1. 1908

From November 11, 1908 until January 08, 1914 Peterdi was the captain of the S.S. Rákóczy. During these years he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") and the "Big Anchor" ("Big-circled Adria Ungherese") Peterdi-handstamps.

Rákóczy	908. II. 11	910. II. 19 <sup>20</sup>
"	T. I. k.	910. II. 3 1912. I. 26
"	" " "	1912. III. 8 1914. I. 8



11/06/1908. First weight step letter sent from Malta to Fiume (now: Rijeka, Croatia) with 2.5 pennies Maltese franking and bearing two black "Big Anchor", a "Paquebot" and an "At port" ("Kikötőben") Peterdi-handstamps.



Promotional postcard of the Adria company with the image of S.S. Rákóczy.



**10. Captain of S.S. RÁKÓCZY**  
**10.2. 1909**

**11/11/1908-08/01/1914**

From November 11, 1908 until January 08, 1914 Peterdi was the captain of the S.S. Rákóczy. During these years he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") and the "Big Anchor" ("Big-circled Adria Ungherese") Peterdi-handstamps.

Rákóczy	908.II.11	910.II.19 <sup>20</sup>	
"	T.I.k.	910.II.3	1912.I.26
"	" " "	1912.III.8	1914.I.8



1909.  
 First weight step letter sent from Malta to London (UK) with Maltese franking of 1 penny and bearing a black "Small-circled Adria Ungherese" handstamp.



14/04/1909.  
 Hungarian 10 fillér stationery card with additional franking of 15kr posted at sea and sent to Marseille (France). The card bears two green "Small-circled Adria Ungherese" handstamps.



**10. Captain of S.S. RÁKÓCZY**  
**10.3. 1910-1911**

**11/11/1908-08/01/1914**

From November 11, 1908 until January 08, 1914 Peterdi was the captain of the S.S. Rákóczy. During these years he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") and the "Big Anchor" ("Big-circled Adria Ungherese") Peterdi-handstamps.

Between February 21, 1910 and April 02, 1910 Peterdi was on sick leave. Unfortunately, no letter from 1910 was found.

Rákóczy	908. II. 11	910. II. 19 <sup>20</sup>
"	5. I. k.	910. II. 3 1912. I. 26
"	" " "	1912. III. 8 1914. I. 8



Behajózva				Kihajózva		
gőzös	mint	mikor	meddig	randelkezésre	beteg	szabadságra
Rákóczy	908. II. 11	910. II. 19 <sup>20</sup>			910. II. 21. - III. 2	←

Excerpt from Peterdi's personal sheet with data on his sick leave: 21/02-02/04/910 ("beteg"=sick leave).



28/03/1911. First weight step letter sent from Malta to Budapest (Hungary) with 2.5 pennies Maltese franking and bearing a black "Small-circled Adria Ungherese", Paquebot and "At port" ("Kikötőben") Peterdi-handstamps.



**10. Captain of S.S. RÁKÓCZY**  
**10.4. 1912**

**11/11/1908-08/01/1914**

From November 11, 1908 until January 08, 1914 Peterdi was the captain of the S.S. Rákóczy. During these years he continued to use the "Small Anchor" ("Small-circled Adria Ungherese") and the "Big Anchor" ("Big-circled Adria Ungherese") Peterdi-handstamps.

Between January 27, 1912 and March 07, 1912 Peterdi was on annual leave.

Rákóczy	908. II. 11	910. II. 29
"	J. I. k.	910. II. 3 1912. I. 26
"	" " "	1912. III. 8 1914. I. 8



Behajózva			Kihajózva		
gőzös	mint	mikor	meddig	rendel. kezésre	szabadságra
Rákóczy	908. II. 11	910. II. 29			910. II. 21. - II. 2
"	J. I. k.	910. II. 3	1912. I. 26		1912. I. 27. - III. 7
"	" " "	1912. III. 8	1914. I. 8		

Excerpt from Peterdi's personal sheet with data on his annual leave: 27/01-07/03/1912 ("szabadságra"=annual leave).



25/03/1912. Hungarian 5 fillér stationery lettercard with additional franking of 5 fillér posted at sea and sent to Budapest (Hungary). The lettercard bears two black coloured "Small-circled Adria Ungherese" handstamps.



**10. Captain of S.S. RÁKÓCZY**  
**10.5. 1913**

**11/11/1908-08/01/1914**

From November 11, 1908 until January 08, 1914 Peterdi was the captain of the S.S. Rákóczy.  
 As a real rarity the "Rectangular Adria UNGHERESE" handstamp appeared again in 1913.

Rákóczy	908.II.11	910.II. <sup>20</sup> 19
"	T.I.k.	910.II.3 1912.I.26
"	" " "	1912.III.8 1914.I.8



*Pregovi gentilmente  
 di conservarmi la busta  
 in caso di questa lettera.*

Copy of a section of the back of the envelope (100%) with Peterdi's autograph writing in Italian with a frequent message to the addressee: "Pregovi gentilmente di conservarmi la busta"="Kindly keep the envelope for me".



18/09/1913. Second weight step letter sent from Gibraltar (UK) to Trieste (Italy) with 25 cents Spanish Moroccan franking and bearing three extremely rare, undated "Rectangular Adria UNGHERESE" Peterdi-handstamps.

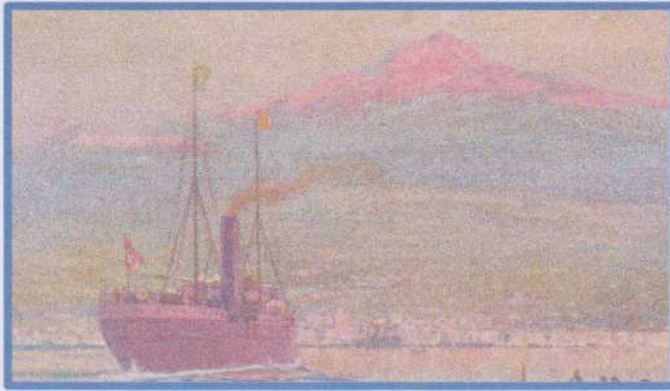


**10. Captain of S.S. RÁKÓCZY  
10.5. 1913**

**11/11/1908-08/01/1914**

From November 11, 1908 until January 08, 1914 Peterdi was the captain of the S.S. Rákóczy.

Rákóczy	908. XI. 11	910. II. 19 <sup>20</sup>	
"	J. I. k.	910. II. 3	1912. I. 26
"	" " "	1912. III. 8	1914. I. 8



S.S. Rákóczy with the Etna volcano in the background.



02/10/1913. Second weight step letter posted at sea and sent to Roma (Italy) with 25kr Hungarian franking and bearing a green "Paquebot, a green "At sea" ("Tengeren") and four green "Small Anchor" handstamps.



**10. Captain of S.S. RÁKÓCZY**  
**10.6. 1914**

**11/11/1908-08/01/1914**

According to the Registry Peterdi was on sick leave from 9<sup>th</sup> January 1914 until 30<sup>th</sup> March 1914. This regular letter was sent by Captain Peterdi during his sick leave; therefore, it **does not bear the distinctive stamps of the sea post.**

Rákóczy	908.VI.11	910.VI.19 <sup>20</sup>	
"	5.I.k.	910.VI.3	1912.I.26
"	" " "	1912.III.8	1914.V.8

*Abrenda*  
*J. Peterdi*  
*Via C. de Ausweis 3.*  
*Fiume*  
*Ungarn.*

Copy of the rear's upper quarter (100%) with Peterdi's (sender) details.



19/01/1914. First weight step letter sent from Fiume (now: Rijeka, Croatia) to Kassel (Germany) with 10 fillér Hungarian franking and "Fiume" postmarks. Peterdi sent this letter during his sick leave.



**11. Captain of S.S. SZEGED**  
**11.1. 1914**

**31/03/1914?**

Peterdi became captain of the S.S. Szeged on 31<sup>st</sup> March 1914. At this time the S.S. Szeged was traveling on the Alger-Malaga-Antwerp-Glasgow line. It is not known how long he served on the ship.

*Szeged ... 1914 31*



31/03/1914. Postcard sent from Siracusa (Italy) to Malta with Italian franking of 10 cents and bearing a "Big Anchor" and the Maltese port's "Paquebot" handstamps. The postcard was written by a passenger on the first day of Peterdi's service on S.S. Szeged.



25/05/1914. Postcard sent from Alger (Algeria) to Dunaharaszti (Hungary) with Hungarian franking of 5 fillér and bearing a red "Big Anchor" and a red "PAQUEBOT" handstamps. The card was written by a passenger on 24/05/1914. on the board of S.S. Szeged in Alger.



11. Captain of S.S. SZEGED  
11.1. 1914

31/03/1914-?

On July 28, 1914, the first World War (WWI) broke out. Like the bigger ships of the "Adria Inc.", the S.S. Szeged also came into military use.

The presented postcard was created during the last weeks of his civil service, just two weeks before the outbreak of the WWI. From August 1, 1914, S.S. Szeged entered the service of the Navy.



S.S. Szeged



14/04/1914. Second weight step letter sent from Livorno (Italy) to Budapest (Hungary) with Hungarian franking of 25 fillér and bearing "PAQUEBOT", "S/S 'SZEGED'" and Livorno's post office's handstamps.

(Last known letter Peterdi wrote as a merchant ship captain.)



**11. Captain of S.S. SZEGED**  
**11.1. 1914**

**31/03/1914-?**

On July 28, 1914, the first World War (WWI) broke out. Like the bigger ships of the "Adria Inc.", the S.S. Szeged also came into military use.

The presented postcard was created during the last weeks of his civil service, just two weeks before the outbreak of the WWI. From August 1, 1914, S.S. Szeged entered the service of the Navy.

*Szeged . . . 1914 7 31*



Dr. Frigyes Verzár  
(1886-1979)



14/07/1914. Postcard sent only two weeks before the outbreak of the WWI. from the board of S.S. Szeged (on the high seas close to Algeria) to Marillavölgy-fürdő (Hungary) with Hungarian franking of 5 fillér and bearing red "PAQUEBOT" and "Big Anchor" handstamps.

The sender of the card was the ship's doctor (Dr. Frigyes Verzár, see on above photo), who became professor of medicine and since 1967, he has been an honorary doctor of the Medical University of Debrecen.



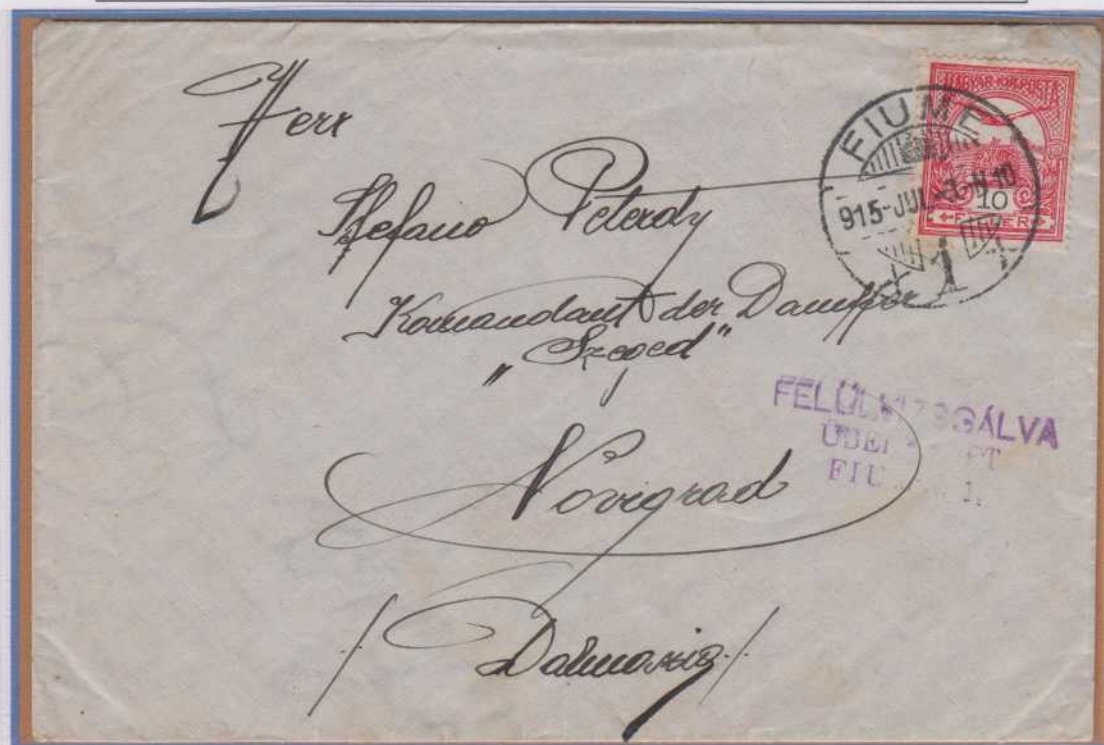
11. Captain of S.S. SZEGED  
11.2. 1915

31/03/1914-?

In July, 1915, part of the Adria's fleet was sent to the Novigrad Harbour until further notice. Captains who previously served as merchant marine officers were reclassified to the rank of corvette lieutenant. Both letters shown below were addressed to *István Peterdi*, the commander of the warship "Szedged".



20/03/1915. First weight step letter sent from Fiume (now: Rijeka, Croatia) to Risano (Bay of Cattaro; now: Risan, Montenegro) with Hungarian franking of 10 fillér and bearing a censorship and Fiume's post office's handstamps.



03/07/1915. First weight step letter sent from Fiume (now: Rijeka, Croatia) to Novigrad (now: Croatia) with Hungarian franking of 10 fillér and bearing a censorship and Fiume's post office's handstamps.



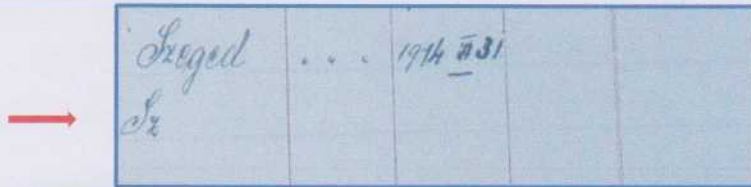
# 11. Captain of S.S. SZEGED

31/03/1914-?

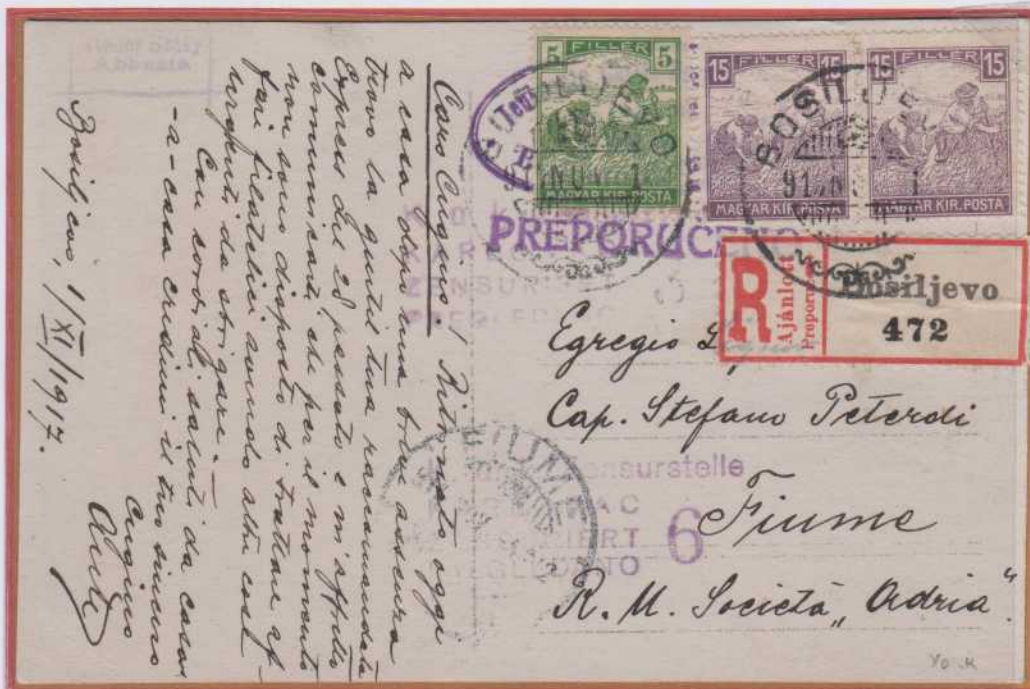
11.3. 1917

The last entry in the registry is just a letter "Sz". What can it refer to?

Brehm in his book "The World of Animals" wrote, that the commander of the Adria's "Szt. István" ship (Captain István Peterdi), often observed seals from the deck of the ship during its stay in the Novigrad Harbour. It is possible that the letter "Sz" refers to "S.S. Szt. István", but for some reason it was not finished.



Novigrad Harbour (now: Novigrad, Croatia)



01/11/1917. Registered postcard sent from Bosiljevo (Croatia) to Fiume (now: Rijeka, Croatia) with Hungarian franking of 30 fillér and bearing the post office's handstamp. The last known postal item addressed to Captain Peterdi (to Adria Inc. in Fiume).



## 12. Epilogue

The Peterdi-letters can rightly be called the pearls of Hungarian philately. In every aspect, they are masterpieces, designed by their creator down to the smallest detail. Peterdi always awkwardly tried not to break the rules, although he also took advantage of loopholes. The franking was always tariff-correct, and his letters were always delivered by the postal services of different countries. The multi-coloured franking, the variety of colours and shapes of the handstamps make each letter unique, and so unique that only the letters of the hyperinflation could show anything like it. I consider it very important to emphasize that, in accordance with the UPU regulations, foreign stamps were also used for his letters, uniquely including the philatelic products of many countries in the circulation of Hungarian philately. With the help of Adria's ship registry, the stamp, letter, etc. used on the given route can be recorded and assigned to each day of Peterdi's service, and the processing of his philatelic work in this direction has now become a forerunner in the history of stamp exhibitions. Unfortunately, the registry could not answer what happened to Captain Peterdi after the WW1. This requires further research.

He was a genius.

*Let this exhibition material and the stamp wreath protecting his photo be a memorial to him.*



28/12/1904. Autograph postcard sent from Catania (Italy) to Rudolf Friedl philatelist in Vienna (Austria) with Italian franking of 10 cents meticulously placed around Peterdi's photo and above his signature.