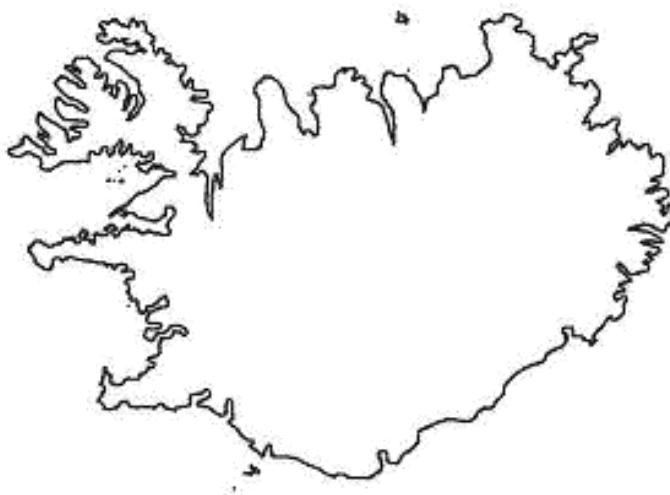
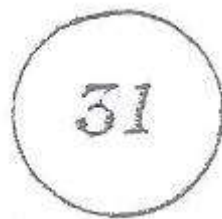


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Please let me have your articles if you want them in the next issue which will be February. If you need help with translations let me know.

The editor will help with the English if necessary.

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News/Comment

As we begin a new year, it might be of interest to show where our 124 readers reside:-

Iceland 30; USA 27; UK 17; Denmark 13; Sweden 7; Holland 6; Germany 5; Norway and Canada 4; France 3; and one each in Spain, Singapore, Hungary, China, Czech Rep., New Zealand, Brazil, and Italy.

Apologies to the Icelandic readers (and anyone else who noticed) for the misspelling of Gleðileg Jól on the front cover of Issue 13. No excuses ☺.

More on the Langanes peninsula (Issue 8) *Hálfdan Helgason*



Colin Stuart asked for a translation of the message on his postcard (shown again here). Hálfdan Helgason has kindly obliged and provides at least part of the message.

Hálfdan writes “Many thanks for all this great philately you sent to me. I’m at full at reading. The small article in #8, More on the Langanes Peninsula by Colin Stuart, urged me to read the message written on the

card’s reverse. And I see that it has nothing to do with Skálar on Langanes. The part of the text that lacks translation should be: I herewith send you a photograph of an Ice maiden (Ísjómfrú) which we made in the “slope by the school” (skólabrekkunni) the other day. i.e. in Reykjavík, as far from Langanes as possible. Interestingly, the addressee, Ari Jóhannesson, was father in law to late collector of Icelandic philately, George W. Sickels from USA.

On with the reading. All the best, Hálfdan”

Why bother forging this?



Seen on Ebay, and described as “a strange forgery”, which it certainly appears to be. If it was just done for fun, someone must have thought it was worth the effort. Any ideas of its origin, or am I revealing my ignorance about the early stamps?

Be honest ~ Did you know about this? Páll Pálsson

It was nice that Páll Pálsson asked for this greeting message to be sent to all readers. Fortunately, a few readers quickly noticed the significance of the story on the cards. The first was Arthur Jennion who wrote:- *I like that, it shows the system proper and how it should work, it would have been interesting if he had put the label on the extreme left of the card to Denmark, there is a chance it might then have got through unnoticed; after all it was the Danes who instituted charity stamps.*



Right-Wrong

If there were any labels affixed to a postcard the card should be handled as a letter of first weightclass.
Postcard to France 1905 with additional charity stamp, correctly franked as a single letter.
Postcard to Denmark 1907 with additional charity stamp, wrongly franked as a postcard. T-stamp and a penalty fee of 20 aur collected.

Jól 2016

Gleðileg jól og farsælt
kemandi safnara ár.

Merry Christmas and
a Happy Collector's year.

Páll A. Pálsson

=====
(And here is more, from Viggo Warmboe)

Brian and Páll,

It's always good to learn something new. I was unaware that a postcard with a label attached required letter rate postage rather than postcard rate. That probably explains the rate on a card (no longer in my possession) which I had believed to be over-franked. Of some personal interest to me, although only tangentially, is the date stamp of C. (Christian) Zimsen, the father of Jes Zimsen, a very influential merchant/businessman. The interest is that my uncle, Gunnar Sigurðsson owned the business Skipaafgreiðsla Jes Zimsen, which was the agent for Sameinða Gufuskipafélagið (Det Forenede Dampskibs-Selskab or DFDS by its native Danish Name). I also worked there for 2 years.

Gleðileg jól og farsælt komandi ár to you both.

Viggo Warmboe

And then, when the editor thought he had the whole story, Páll followed up with a request that, in place of the printed explanation shown on his jólakveðja card, we substitute the following, which he believes gives a better explanation.

"Post Card to France. Cancelled Reykjavík 27.12.1905. Sent on the same postal route as the card above. As on the card above the correct rate for Post Cards was 10 aur, but this Post Card has in addition the Karitas charity stamp, and was therefore treated as a letter with the correct 20aur franking. It was not allowed to use

any additional stamps on post cards. If that was the case, the card should be treated as an unpaid letter, which is a higher rate and penalty. Therefore 40 aur should be the correct rate. According to "Póstblaðið" 1905, an agreement with the Icelandic authorities had been made on the 6th of December 1905, that the Karitas stamps should be excluded from the penalty. This regulation only concerned domestic mail. Post Cards with these stamps to foreign countries should be treated as a normal letter, without a penalty, and franked according to U.P.U. rates, and therefore this card has the correct franking of 20aur. "

(Ed.) It would be interesting to know the views of other readers on this interesting subject. Dare I hope that someone out there might have another example to show us? A big thank you to Páll for his Christmas surprise.

=====

A German puzzle Mike Schumacher



Mike poses the question, why does this cover show both "Airmail" and a manuscript "Esja" ship notation? The helpful Airmail Society at Chicagopex believes that it went by steamship from Iceland to Denmark and then by Airmail to Germany, hence the steamship notation.

(Ed.) It might be as simple as that, except that none of my 1930s airmail covers to foreign destinations show a steamship mark. It could be said that as all foreign mail left Iceland by sea, the addition of a ship name would become an unnecessary even pointless exercise.

I have 4 airmail covers with the same handwriting and the same destination as Mike's cover above; all dated between 1935 and 1937; and addressed to three different Sonnenfeld persons. Three are correctly franked and one is 5aur overpaid. I would say they are attractively franked, as indeed is Mike's cover, so maybe there was a philatelic interest at the Berlin end?

The cover is dated 26.10.37 and franked 80aur in Silver Jubilee stamps. However, the postage paid is a problem. The airmail supplementary charges applicable from 1.3.1937 to January 1941 were 20aur per 20gm plus 35aur surface rate = 55aur. A heavier letter is no help.

Can readers offer any other opinions?

Varðskipið Þór¹ Part 1 *Jakob Arrevad*

There are probably more?

Varðskipið Þór is not a single ship – it is a series of different ships in the Icelandic Coast Guard, but most likely, it is only the two first who has used the cancellation:



There have been comments on the use of the cancellation – all by Ole Svinth:

IslandsKontakt # 71

IslandsKontakt # 74

IslandsKontakt # 75 – all three reproduced in:

IslandsKontakt # 91, 2013: "Varðskipið Þór for the last time"

Ole Svinth has repeated his view in: Iceland Philatelic Magazine Issue 6, 2016: "Warning"

I am not sure, that the "warning" is totally appropriate². Under any circumstances, here is a supplement to the background and findings so that you can judge for yourself.

I have asked the Chief of operations of the Iceland's Coast Guard about the use:

"Over the years our ships have always had a special stamp and it is still so today for official use. The newest Thor which was delivered to the ICG 5 years ago has one. These old stamps have the royal Danish flavour to them as Iceland was part of the Danish kingdom back then. I suppose the one from 1945 is just because the coast guard had not yet changed out the stamp after Iceland became independent in 1944.

I suppose that the Thor as other vessels of the coast guard must have been used to carry mail in the old days when roads did not connect the isolated communities of the island and airplanes did not connect the capital to various airports in each region. That is why the envelopes are stamped with this official stamp of the Thor."

The answer does not give us the specific background for the use on the mail we know, but it does remove the suspicion that the stamp was unofficially used, and that conclusion can be further supported – or?

¹ I have received valuable information and copies from around the world: Jørgen Steen Larsen (DK), David Loe (NZ), Aevan Petersen (IS), Saso (recorded as from Iceland!), Brian Stwalley (US)

² From an informer who wish to be anonymous: "most of these if not all, were made by a late port authority employee, his name was Guðmundur - if I remember correctly, he was a collector and the items he picked to cancel were selected to deceive."

Varðskipið Þór I

It was March 26, 1920 MS Thor arrived in Iceland, Vestmannaeyjar, and here she is at that day:



"This was the first rescue and patrol vessel in Iceland. Previously, all other ships performing rescue were Danish. The ship was bought from Denmark, and was twenty-one years old at the time. It cost 150 thousand crowns. The ship was originally a trawler. It was a steamship, 205 tons, 115 feet (35.05 m) long, 21 feet (6.4 m) in with and operating speed of 10 miles per hour.

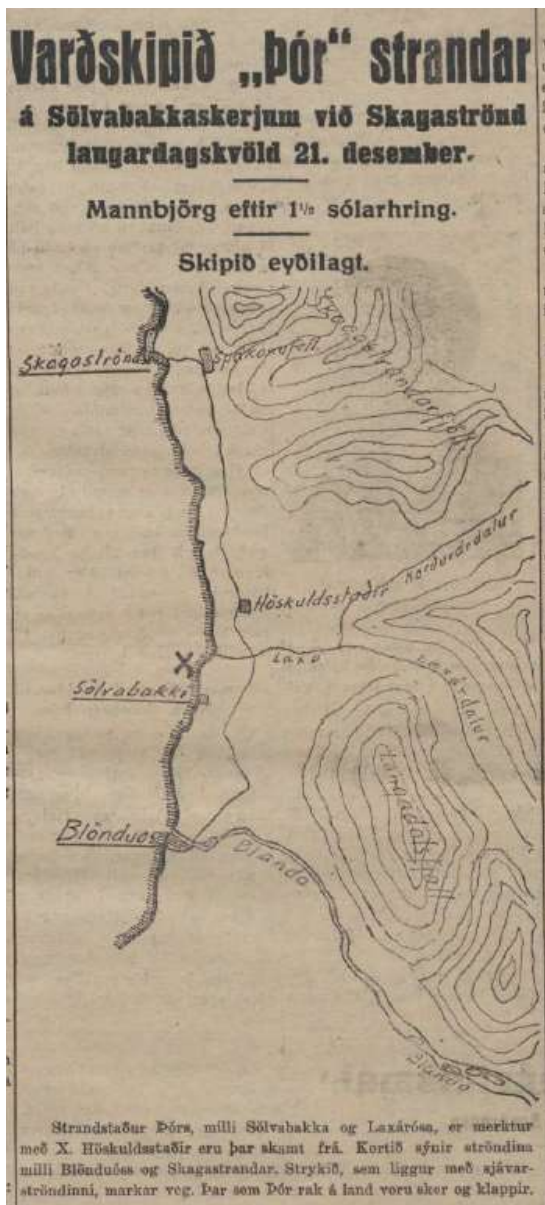
Operation of the ship was rather expensive and there were attempts to negotiate with the government for the lease of the ship as coast guard in the summer. It was sold to the government in July 1924 and it got the right to a stamp with a crown. A cannon was placed on the ship because of the difficulty in the territorial war. M. Einar Einarsson was appointed gunner and was thus the first Icelander to receive official appointment to that office."

The captain was from 1920-1926 — Jóhann P. Jónsson and from 1926-1929 — Friðrik V. Ólafsson

Thor served until 1929, where the ship went aground on the reefs of Sölvabakka Húnaflói and sank. It was described in detail in:



³ http://timarit.is/view_page_init.jsp?issId=276927&pageId=3954833&lang=da&q=Sölvabakka



There is a long story about the end of Varðskipið Þór I. However – here are some examples of cancellations – are they genuine or not?

1924



The recipient did not live in Flensburg Germany as I have seen advertised – Asta Jónasdóttir is at "Flensborgskolen" (Flensburg school) in Hafnarfirði.

From the Icelandic newspapers: Þór was on duty in the "western shores" from September until October 1924. On 24th October "Þór" took "Ninus" from Grimsby to Hornvík.

24.12.1926 – Local postage rate 8 aur.



⁴ (OS) "Here, it is obvious to me that the ship mark is added later. Local Items in Reykjavik" – ore from somebody onboard and send locally.

9.7.1927 - Inland letter 20 aur.



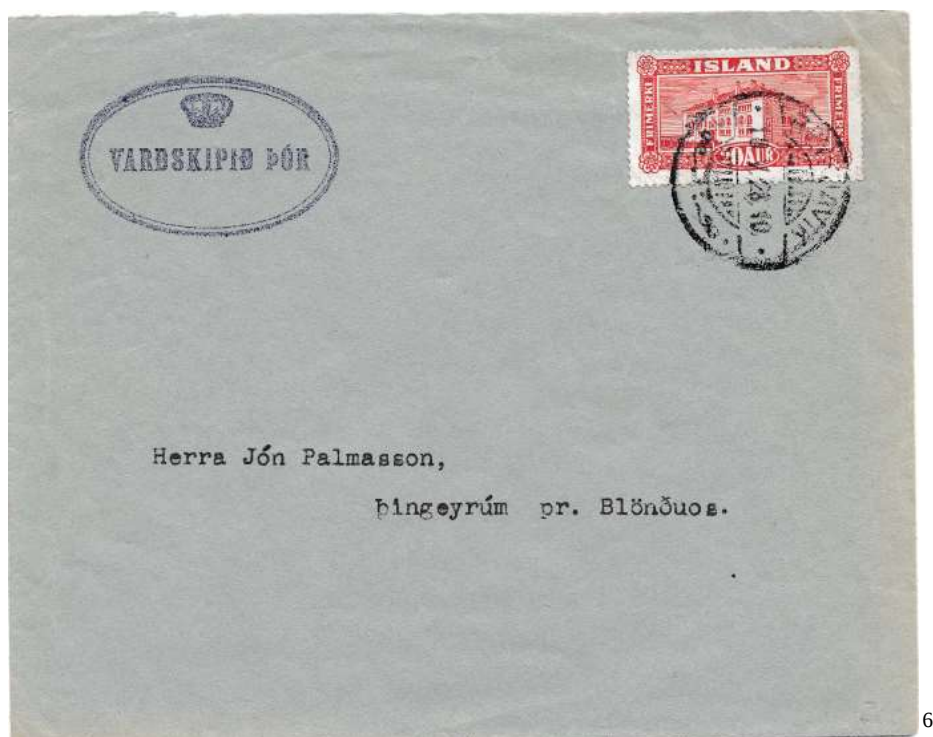
5

4.12.1927 From? Cancelled Reykjavik and Varðskipið Þór. The postal rate 10 aur is postage rate for local letter.



⁵ Landscape (1925) 20 aur red on shipletter with oval with ship mark VARÐSKIPIÐ ÞÓR cancelled Reykjavik 9.7.27 to Húnavatnssýsla. Varðskipið Þór is in the SV corner – see later.

10.5.1928 – Inland postal rate 20 aur.



The sender mentioned on the back is Hugo Abel, Reykjavík

Without date:



⁶ Aevær Petersen's collection and he adds: "Jón Pálmason was a farmer who lived at Þingeyrar for some 60 years. Þingeyrar has been one of the wealthiest farms in Iceland for centuries. A cloister used to be there (now being dug up by archeologists). See an obituary http://timarit.is/view_page_init.jsp?issId=382391&pageId=6346054&lang=is&q=. Jón at Þingeyrar should not be confused with Jón Pálmason at Akur, a nearby farm, but he was a MP at the Icelandic Parliament."



Postcard without stamp. (Schnelldampfer "Deutschland") with Varðskipið Þór to Haagardi on Vestmannaeyjar.⁷

⁷ (OS) "The illustrated post card was carrying no message! This shows that the cancel in this case has not been used with any kind of transport. Anyway, you are now able to judge for yourself about the usage of this cancel." It can be added; it is strange to use a card with "Schnelldampfer Deutschland" after 1920 - it was renamed to "Viktoria Louise" in 1910!



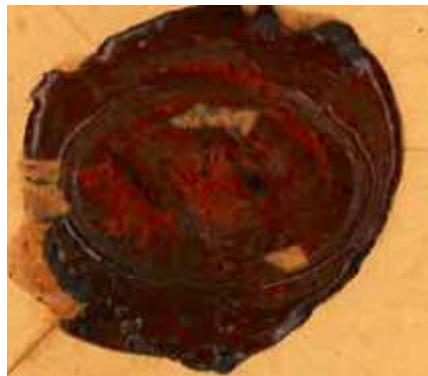
Cancelled with B2c1 Vestmanneyjar.⁸

Reviewing the objects it is not obvious to me, that somebody has added the crown stamp to all the objects – at least not before December 1929.

The stamp looks like the one used by "Inspektionsskibet Godthåb" and some used in Greenland – so I believe it is an official stamp produced in Denmark – and only used after the agreement with the Icelandic government – after 1924.



"Fylla" did have a stamp identical with the one used on Varðskipið Þór, but I only have it on a wax seal on a "Søborg-letter". It is impossible to copy but I try. The use indicates that it was a brass stamp.



"Fylla" did also have another stamp but a little different – but the same crown:



⁸ Jørgen Steen Larsen Collection

"Islands Falk" did have a crown stamp too:



The postmaster in Reykjavik (Póstmeistarinn í Reykjavík) did in 1916 have similar than Þór but as a "sticker".



9

I even have a similar stamp from "Løgstør Toldsted" in 1945.

Varðskipið Ægir did also have a stamp – but a little different.



Part conclusion: There are in my mind no reasons to believe, that the stamp used on Þór should be private.

The time for use - as far as the cancellation date can be seen (but even the one without stamps) – is within the period, where Þór served both on Vestmanna Island and as ordinary coast guard around Iceland – and why should it not carry mail as the Danish coast guard ships "Islands Falk", "Fylla" and "Beskytteren".

⁹ Jørgen Steen Larsen: "I have seen this sticker used already in March 1912 and used until September 1930. A similar stamp with (Crown + POSTMEISTERINN + Í REYKJAVÍK) exist. Seen on a cart cancelled Reykjavík -3.X.29."

Was this cancel ever used here? (5)

B2a Garður. Þing. Ein Suður-Þingeyjarsýsla

Recorded use 1930 -31.12.57
Hjarðarból 1.1.1958 – 31.12.1958



Garður closed on 31.12.1957 and moved to neighbouring Hjarðarból. The office remained there for only one year before closure and did not receive a Hjarðarból cancel of its own.

Although probably very scarce, there must surely be evidence of the B2a Garður. Þing. Ein used with a 1958 postal date?

The above diagram of the cancel is extracted from the handbook, but despite the year date shown thereon, it should not be concluded that the office was open in 1959, unless of course a 1959 cancel can be shown.



B2a Garður. Þing. Ein dated 17.6.43



B1a Heiði Norður Þingeyjarsýsla

Recorded use 1930 – 31.12.1955
Efra-Lón 1.1.1956 – 31.12.1956



Heiði closed on 31.12.1955 and moved to Efra-Lón, which according to the handbook was only open for the one year, 1956. Efra-Lón did not receive a cancel of its own.

By the 1950s these remote localities were becoming largely uninhabited. A Heiði dated 1956, if one exists, must be extremely rare. Is there any evidence of use of the B1a Heiði at Efra-Lón?



16.8.38

A look at the auctions



Sold for 245 \$US



330 \$US



An "ordinary" local cover attracted an "olympic" bid of 157 \$US (Something to do with the label?)



This went for 5 cents short of 200 \$US



The Czech seller of this was not giving it away. The start price was 900 \$US. As far as I know there were no bids.



Exhibition quality 139 \$US Ebay



182 \$US B2a Reynivellir



A numeral 89 cover, sent to the British Zone of Occupied Germany. Date unknown. The numeral was used during the third spell at Bólstaðarhlíð Austur Hún., from 1945-1950

Although the date of posting is unstated, the stamps were issued in December 1948, and 145aur was the correct all-in airmail rate up to 20gm to Europe outside Scandinavia, valid 15.11.1949 to 20.3.1950. This was the first postal period following the termination of the special regulations and postal rates for the occupied zones which ceased circa. November 1949. Subsequently airmail rates to the two German republics conformed to the "Rest of Europe" rates announced from 15th November 1949. The cover sold at auction for 180 \$US.

DALASÝSLA

Dalasýsla is an unremarkable county, very sparsely populated and for the most part uninhabited. It is off the popular roads yet does not provide a centre of its own. The total population is only just over 1500, which compares with 2000 at the turn of the 19th century and 1600 people in 1800. In fact probably the greatest activity in the area was in the first century of settlement and Dalasýsla is the setting for the famous Laxdæla Saga.



6.1 HÖRÐUDALSHREPPUR

Just over the county boundary and close to the southern shore of Hvammsfjörður, [Bugðustaðir](#) was opened as a collecting office 1.1.1915, closed 31.12.1917 and then reopened 16.5.1923 and finally closed 31.12.1963. Three cancels were used: N1c-202 (1915-1917), N2-212 (1923-1930) and B2a (1930-1963).

6.2 MIÐDALAHREPPUR

The first office was opened at the parish rectory at [Kvennabrekka](#) on the advent of the Icelandic Posts 1.1.1873 but only remained open till 31.12.1875 and no cancels were used. The collecting office at [Sauðafell](#) was opened 23.2.1889 but was closed 31.12.1891 again before any cancels could be used. The office was moved to [Harrastaðir](#) where a crown cancel misspelt Harastaðir was used from 1893 and then number 151 till closure 31.12.1922 when it was moved back to Sauðafell. Here the same numeral cancel was used till 1952 but commercial use unknown after 1930, then B1a till closure 31.12.1971.



Harrastaðir is on the main route 54 from Stykkishólmur, Kvennabrekka just south of the junction with route 60 and Sauðafell 3km SE of Kvennabrekka.

6.3 HAUKADALSHREPPUR

[Leikskálar](#) was opened 1.1.1907 and till 31.12.1919 used number 186. The office was then moved down the road to [Mjóaból](#) where 186 continued to be used until closure and from 1930 Swiss type B1a. The office closed 31.12.1945 and moved on to [Smyrlahóll](#). Cancels used here were the old Mjóaból B1a and 186 again (1949-50). The office closed 31.12.1963.

The last place to have an office was [Brautarholt \(2\)](#) that hosted a collecting office 1.3.1945 to 31.8.1971 and used number 293 (1945-1958) and B8e.



Brautarholt is closest to the sea with the other offices spread up Haukadalur.

6.4 LAXÁRDALSHREPPUR

The most important office in the county was the post office at the rectory of [Hjarðarholt \(2\)](#) just outside Búðardalur. On the original northern route the collecting office was opened 1.1.1873 but only lasted a year before being shifted to Hvoll (see 6.9). The office was reopened as a post office 1.1.1876 and was issued with the provincial post office cancel misspelt ĐALASÝSLA. The office was closed 31.12.1917 and moved to [Búðardalur](#), a fishing village at the head of Hvammsfjörður. The office at Búðardalur started life as a collecting office 1.1.1899 and from then till 1903 used a crown cancel inscribed [Hvammsfjörður](#). This was superseded by 134 until the office was made up to post office 1.1.1918 (as described above). The Dalasýsla provincial cancel was used for a few years and then Swiss types B3c, B8e and B8b1 (2 types). The office is the only one in the county still open at the time of writing (Oct 2016).



6.5 HVAMMSHREPPUR

The parish has only ever had two offices. The first was opened at [Hvammur \(3\)](#) 1.1.1901 and was one of the five places to be issued with the temporary crown cancel inscribed BRJEFHIRÐING. This was superseded with number 135 and Swiss cancel type B1a. The office was closed 31.12.1943 and moved to [Ásgarður \(1\)](#) where it remained till 16.10.1979. In that time it used cancels 135, Swiss type B1a (inscribed HVAMMUR), type B2c2 (inscribed ÁSGARÐUR) and B3e. Both these offices are in the 'toe' part of the 'boot' shaped Hvammsfjörður, with Hvammur being the parish church. Ásgarður is where the inland Svínadalur route over to Gilsfjörður leaves the coast road.



135 used at Ásgarður (1)
sometime after 1947 when this
stamp was printed.



6.6 FELLSTRANDARHREPPUR

Continuing round Hvammsfjörður we come to the little community of [Staðarfell](#) containing a school, telegraph and collecting office and parish church. The collecting office was opened 1.4.1888 and used a single ring crown cancel, number 138 from 1903 and later Swiss type B1a, which was in use till closure 8.3.1981. For the calendar years of 1903 and 1904 the office was temporarily relocated at [Skorrevík](#) a few kilometres east and had use of the crown cancel and the new numeral cancel 138.



6.7 KLOFNINGSHREPPUR

The parish guards the entrance to Hvammsfjörður and is named after the mountain overlooking the narrow coastal belt containing a cluster of farms. The collecting office was first opened at [Ormsstaðir](#) 1.1.1905 but used number 174 for only five years before the office was closed and moved to [Hnúkur](#) 31.12.1909. Here the office has remained to 6.11.1981 except between 01.07. 1931 and 01.07.1932 when it was moved to [Melar](#) (2). Hnúkur used number 174 then Swiss-bridge types Bla and B8e. Melar (2) used numbers 174 and 249 (possibly sent by mistake) and Swiss type B1a, and the farm is now uninhabited.



6.8 SKARÐSHREPPUR

[Skarð](#) (1) was opened as a collecting office 1.4.1888 but closed 31.12.1893 and moved to Skarðsstöð before any cancel was used. SKARÐSSTÖÐ was open between 1.1.1894 and 31.12.1912 and used numeral 137. The office was moved back to Skarð (1) where between 1.1.1913 and 31.12.1963 it used cancels 137, B1a and B8e.



A modern view of the farm and church of Skarð

6.9 SAURBÆJARHREPPUR

The collecting offices in the parish have had so many changes over the years that an account of the offices of the parish may be a little tortuous. However, the first office was opened at [Hvoll](#) 1.1.1873 (moved from Hjarðarholt (2) (see 6.4)), closed 31.12.1875, moved to [Máskelda](#), reopened 1.1.1894 (moved from Brunná (1)) and finally closed in 31.12.1898 (moved back to Brunná (1)). For these short periods a single ring crown cancel was used. In the intervening period the office was situated firstly at Máskelda for which no cancel has been recorded, then from 1890 to 1894 at Brunná (1), this time using the Hvoll crown cancel for the last two years. On 1.1.1899 the office was moved back from Hvoll to Brunná but only remained there until 31.12.1902 when it was transferred to [Stórholt](#).



Stórholt used the Hvoll crown cancel, from 1903 number 139 and later Swiss type B1a before closure 5.10.1953 when the collecting office was once again transferred, this time to [Neðri-Brunná](#). The old Stórholt cancel was used for a while and then type B3e till the office closed 31.12.1995. The alternative reference for Neðri-Brunná is Brunná (2).

Two other offices were opened in the area, the first at [Salthólmavík](#) opened 1.6.1910 to 31.12.1923 and again from 1.1.1925 to 31.12.1957 using number 194, and then Swiss type B2a, the second at [Kleifar](#) 1.1.1895. Here a single ring crown cancel inscribed 'KLEIFAR I GILSFIRÐI' was used,

followed by number 136 and Swiss type B1a. The office closed 31.12.1971. Kleifar is at the head of Gilsfjörður with all the other places situated on the southern shore of the same fjord.

Was this cancel ever used here? (4) Issue 13 Eivind Kolstad

From Eivind Kolstad - Below is a photo of my cover from Auðkúla, or rather Gunnsteinsstaðir from January 1952. As you can see, this is one of the “famous” Folmer Østergaard covers, which remind of the P. Petersen, Gamla Bíó covers from 1938. Most of the FØ covers are from 1952, as is this scarce one.

Eivind



Auðkúla B1a dated 20.1.X2 (52) used at Gunnsteinsstaðir.
The inland letter rate was 125aur, so FØ underpaid by 25aur, hence T stamp.

(Ed.) Once again the sleuth from Norway provides an answer: Thanks Eivind.

The celebrated “reversed P”



Offered on Ebay at US\$1850

No takers. I was tempted, but

What would my wife say?

Iceland Charity (Part 2 Issue 9) Henk Burgman



Brian,

Herewith a philatelic inspired, but correctly franked, cover with two charity stamps. Second class (20 - 125 Gr) + Airmail fee = 3.00 + 1.60 = 4.60 Kr. In case you do not get real covers with charity stamps you can use this one. Greetings, Henk

(Ed. This is the first response to the invitation in Issue 9 for covers with charities, preferably non-philatelic. However, despite it being from the well-known philatelist FØ, this is a spectacular mixture of issues and a correct postal rate as well!)

Numeral cover from Grímsey

Seen on Ebay, described as: numeral cancel 63 on cover, philatelic origin.



Is the name Sveinn Björnsson a familiar one to collectors?

The 63 cancel was allocated to Grímsey, and is unknown commercially used after 1930.

Cat. 5000SEK in Facit.

Does anyone know if it sold? I could not find it again.

Cancel replacement after 31.12.1999

When the new Íslandspóstur cancels were introduced from late 1999, the existing cancels were not replaced. However, action had to be taken to replace any cancels which could not be used from the year 2000 onwards... The illustrated covers show old type B8b cancels for the Reykjavík 10 office, which were introduced on 15.12.1975; both are dated in 2001. Therefore Page 75 of *Íslenskir Stimplar 1894-2003* is incorrect, and should be amended by deleting “31.12.1999”. In the capital, only the B8b used at Reykjavík 7 is described as finished on 31.12.1999. That office closed on 7.7.2002. Has anyone seen the R7 B8b used after 31.12.1999?

There are numerous types B8b and B8e shown in the handbook with a finish date of 31.12.1999. Possibly there might be others, which continued in use during the new millennium, and require correction in the manual? If you know of any, please tell your fellow collectors (via the editors).



17.12.2001



19.12.2001

Iceland – Gold Coast



The writer is, I believe a famous botanist, Edgar Milne-Redhead. He was in the Royal Artillery during the war and one of his postings was to the Gold Coast (now Ghana) in West Africa where he carried on with his botany until returning to England to continue his war service where he specialized in searchlight and anti-aircraft defenses. The postcard with a fine photograph of Reykjavík shows “Copyright C.M.S. Bookshop, Lagos” and was printed in England. Was one of his army postings to Iceland, hence the postcard? The postmark is Lagos 9 May 1941 with a fine Censor mark. The connection with Iceland is at best tenuous but still quite interesting

Those Propellers again (Issue 11) Hálfðan Helgason

Hello Brian.

From your number 11 (Iceland's aerogramme – the Harrison Printings), I quote: "In Jerome Kasper's display of the third printing, it is said that the most marked difference compared to the first 2 printings is in the design of the aeroplane propellers. Opinions vary on this, and I confess I cannot detect any difference at all. I will be interested if anyone can demonstrate the difference."

You may by now have observed the difference which is that in the fourth propeller from left (first propeller from right) you see two "shadows" in the third printing when in the two first printings there are three "shadows". Once you know, this is the first thing you will observe :-)

Best regards,

Hálfðan



1st



2nd



3rd



Once again, thanks to Hálfðan Helgason for providing the answer to my question.

The propellers had my head spinning ☺.

Leif Nilsson's cork

Leif sent this image of a 1913 registered cover to Germany, and asks about the franking and the purpose of the cork impression. Our opinion is that the cork in that shape has not been seen before and might be a private marking. The franking of 50aur is certainly "odd". The closest one can get is to assume a heavy cover 21-40gm at 30aur, plus 15aur registration, making 5aur underpaid as Leif suggests. Can the readers offer any opinions, particularly about the "cork" mark?



What was the correct postal rate?

Fyns sale

- Iceland – 195 described as:

20 aur Geysir on posted ship letter cancelled Reykjavik d. 04.01.1940 and side stamped "Skiptibrjef" to Långabro, Sweden. "T" - Strike crossed when the letter might have been sent before the postage increase 01/01/1940. Opened by early British censors PC66/556.



Póst og símatiðindi nr. 3, March 1940, stated that all mail from Iceland was to go via GB because of the war situation and should be charged at the foreign UPU rate. This cover was sent 2 months earlier, so the Nordic surface rate would have been charged to Sweden, i.e. 25aur, applicable from 1.1.40. Presumably that was why the "T" mark was applied for a 5aur underpayment. Why, and by whom was the "T" crossed out, and "0/10" entered in manuscript?



If the cover was in custody of the Iceland post office before 1.1.40, could they have taken a decision to allow the 20aur to pass without penalty? Why would the Swedish post office not apply a penalty? Perhaps the experts can tell us.

A money letter with a difference



B5a Hveragerði dated 20.4.41, value declared letter for 30kr, addressed to Akureyri. 25aur inland letter plus 75aur insurance up to 300kr, which includes registration =100aur. Rates applied from 1.1.40 to 14.11.42. Reykjavík transit cancel 22.IV.41 and Akureyri receiving cancel 30.4.41. The numeral cancel 164 has been used on each wax seal on the reverse.

The sender has asked for the contents to be counted and recorded, a service provided by the post office, and the normal fee of 20aur was charged as required for amounts up to 500kr, and the cover endorsed “Talið”. The fee was not meant to be paid in postage stamps; however this one was, and two 10aur stamps were incorrectly added and cancelled.

Question- how common are value letters with a “Talið” manuscript?

I have not come across this address before:- Ársritið Hlín. Akureyri. The nearest I can get is “The Yearbook, Hlín”, Akureyri. Can our Icelandic readers throw any light on this? Perhaps the sender, Guðrún Snorradóttir in Hveragerði was sending her annual subscription for the year book?



Slogans used at OMK (artering) post office in Copenhagen - Part 4



Used at OMK 1937



By mistake cancelled “Fra Færøerne”. It often happened that ships visited the Faroe Islands on their journey to Copenhagen and then there could be some confusion.



Machine slogan postmark text “Fra Færøerne” on cover to Denmark.
Cancelled København 25 2 37 on arrival. Boxed Paquebot is Hosking 295 used 1895-1960.
Letter rate was 20 aur 0-20 gr.

Machine cancel Fra Færøerne before WW II is known with a star before and after OMK, and without stars as seen above. Without stars used 1937 and with stars 1937-48.



Letter to Denmark cancelled with slogan machine postmark no. 24 on arrival at Copenhagen 15 6 50.

“FRA ISLAND” type II. Postage 0-20 gr. was 100 aur since May 1st 1950.

Letter is franked with old rate 75 aur, but no charge was made.

The green lines at bottom of cover were a marking of delivery (2nd of day).

Red lines would be 3rd delivery. 25 aur def.

After 1946 we find this postmark with small numbers in the lower right part of circle.

1946/47 with no. 13

1947/51 with no. 24

1951/58 with no. 2

1958/61 with no. 19

1961/64 with no. 25

1964/66 without no.



Used at OMK 1937-57

This postmark with slogan “FRA ISLAND” is found in 3 types.

- a Without no. in circle used 1937-1946
- b With no. 1 in outer circle used 1946-57
- c With no. 3 in outer circle used Oct. 17th 1946



Without no. in circle



Without no. in circle



Letter to Denmark cancelled with slogan machine cancel “FRA ISLAND”. Dated 10 1 38.
Without no. in circle. Postage 20 aur 0-20 gr.



"1" in circle



Letter to Denmark cancelled 20 12 46. Slogan machine cancel "FRA ISLAND" with no "1" in circle.
Postage 0-20 gr. was 50 aur.



Late use



Letter to Denmark cancelled with slogan machine cancel FRA ISLAND.

No. 3 in outer circle 17 10 46. Postage 50 aur 0-20 gr.

This postmark is only known dated 17 10 46, and **only 2 copies are known to exist.**

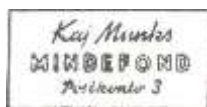


Used at OMK 1937-38



Used at OMK 1938-39

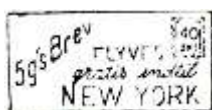
A few post war items are shown on the next pages. After WW II we have many slogans and they will not be shown.



Used at OMK 1945



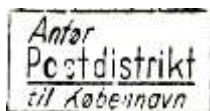
Letter to Denmark cancelled 6 9 45 text "Kaj Munks".
Postage 0-20 gr. was 50 aur. (5 aur overfranked).



Used at OMK 1948



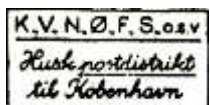
Cover to Denmark cancelled 15 6 48 text "5g's Brev.....". FRA ISLAND type III.
Postage 0-20 gr. was 50 aur



Used at OMK 1946-49



Cover to Denmark cancelled 27 10 47. Text “Anfør POSTDISTRIKT.....”. Postage 20-100 gr. was 100 aur.



Used at OMK 1949-66



If you are interested in further information on these cancels, please contact editor.

Regarding valuation. Some of these markings are rather seldom found even on Danish mail! That means that it is almost impossible to find them on Icelandic stamps or letters.

Most of the slogan marks have been used at other offices than the OMK office. They will be even harder to find on mail arriving from Iceland.

Gleðilegt Nýtt Ár