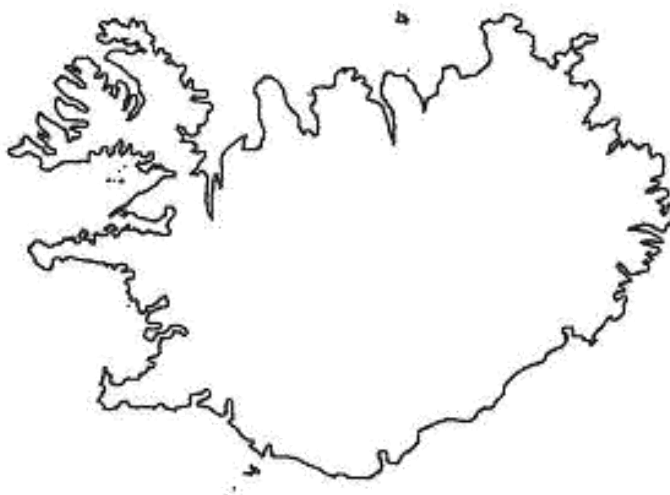
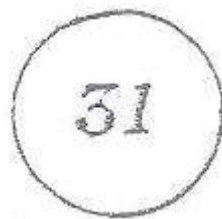


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Next Issue is in April. If you have not seen your favorite subject so far, write about it and send it to the editor, who will be pleased to publish it.

If it is in Danish or Swedish, or even no problem !

Please let me have your articles if you want them in the next issue.
flackbp@gmail.com

News/Comment

New domestic postal rates were announced to take effect from 1st February this year. The changes only affect the first 3 weight steps for letters, the registration rates, bulky letters and bulk mail. The minimum letter rate is now 195kr from 175kr. I doubt if there is a 195kr stamp to be found anywhere. If they had made the rate 200kr, there are plenty of that value around to adorn inland letters. It gets harder and harder, but I keep hoping. Some later minor changes were also announced to take effect from 1st March. Amongst these is that the weight class for letters 1000gm-1500gm has gone. The new class is 1001-2000gm and the rate is ISK630.

~~~~~

### Early Hólmavík B2c1 (IPM Issue 4 p.13)

In the 2003 edition of Íslenskir Stimplar this strike is recorded as known from 1919. The office was upgraded to Póstafgreiðsla from 1.1.1914, around which time it probably received the B2c1 cancel. Readers were invited to provide earlier examples than the 1919 strike shown here.



Here is one below dated 23.II.16

Can anyone go any earlier?



### Ásbyrgi - similar question – again

When I received the picture of the Vatnajökull postal official from Mike Schumacher, I recalled that at some time in the past, (I cannot remember when or where), I asked a similar question about Ásbyrgi. I received no answer; so this is a final try to see if anyone can show a picture of the old farm of Byrgi, which preceded the collecting office, or at least a picture of the building used for the Ásbyrgi collecting office.

~~~~~

Hraukur (Issue 15 p.22) from Ólafur Elíasson

Hraukur page 22. It is really amazing what you can find on the website www.timarit.is, provided you know how and where to look. The farm Hraukur in Vestur-Landeyjahreppur changed its name to Lindartún, officially in effect from Dec. 21st 1942 (not in 1945 as it says in the article).

~~~~~

### Balloon flight (Issue 15 p.28) from Ólafur Elíasson

The rate is combined by domestic letter rate kr. 1.75 + registration fee kr. 2.00 + a special fee kr. 20.00 which went to the Icelandic Aero Club; a total of kr. 23.75.

2480 covers were carried by the balloon. There are also believed to exist 195 faked cards related to the flight. I wrote a short article on this flight in Frímerkjablaðið nr. 27. Best regards Ólafur.

## NOT KNOWN 131 Jakob S. Arrevad

The following Brjefspjald tells a story:



It has the one circle cancellation and "NOT KNOWN 131! It is Mackay no. 1481.



It also has the squared stamp "Inconnu / Not known":



In addition, there are a number of signatures – it is not just sent back – it has been investigated:



Next to examine: The text on the front:



The story is on the back – but note the text on the front: *"If not found (in one day) please return to O.P.Blöndal Reykjavík Iceland".*

And - see the recipient:



You cannot see the full surname – but it looks like the senders surname.

And we turn the card:



Then we learn – it is a competition:

"Dear friend"

I have discussed with Páll Steingrímsson whether it is faster to send a letter now with Skálholt to (added handwritten "to Leith") Christianssand or to Leith with Kong Trygve. To solve – who is right, I send you this card, as I ask you to send back to me as fast as possible, so I can shame Páll for his stupidity as I am of course right.

Yours sincerely, Blöndal"

Both men were active in "The Postal Workers Association of Iceland", so that is part of the background, but it all gives rise to some questions:

1. Where is card number two? – Who won?
2. What were the competition rules? Who was sailing when?
3. How did the card get back to Iceland?

It is not easy, and I need help.

Let us see the given facts:

The card is written 3 November 1905. It is a 10 aur Brjefspjald addressed to Leith England. (☹*Editor, indeed it is, but I have to offer apologies to any sensitive Scottish readers*). It has an Edinburgh cancellation from 14 November 1905 and a "Christianssand. S" machine cancellation from 18 November 1905. Finally a Reykjavík cancellation from 14 December 1905, when the card is back.

The text "*with Skálholt to (added with another handwritten: "to Leith") Christianssand or to Leith with Kong Trygve*" is not clear. To compare a trip to Leith with a trip to Christianssand does not give any meaning, and it might be the reason for the handwritten "*to Leith*".

The competition was between SS Kong Trygve and SS Skálholt. Let us look into them one by one.

## "SS KONG TRYGVE"

As you can see below from the travelling plan from Thore; **SS Kong Trygve** was expected at Reykjavík, 4 November and departure from Reykjavík, 7 November to Leith; expected arrival 12 November and from there to Christianssand; expected arrival 15 November and finally to Copenhagen on 17 November 1905.

|                |      |
|----------------|------|
| frá Reykjavík. | 7    |
|                | nóv. |

.....

|                |    |
|----------------|----|
| Leith . . . .  | 12 |
| Bergen . . .   | .. |
| Stavanger .    | .. |
| Christanss.    | 15 |
| ( Khöfn. . . . | 17 |

SS Kong Trygve did leave Reykjavík on 7 November (Þjóðviljinn + Þjóðviljinn ungi - 8 November 1905)

SS Kong Trygve returned to Reykjavík on 14 December 1905 (Þjóðviljinn + Þjóðviljinn ungi - 14 December 1905).



So, a possibility and my solution is, that SS Kong Trygve came a bit late to Leith and left on the 14<sup>th</sup> – and therefore also came late to Christianssand on the 16<sup>th</sup> – got the letter back again and took it all the way to Copenhagen and back to Iceland – as Christianssand wasn't a part of the route upwards. SS Kong Trygve carried my card – but it is impossible to see the arrival day in Leith – so it is not possible to determine any winner.

However, lets us look into the other competitor:

## "SS SKÁLHOLT"

**SS Skálholt** on the other hand left Reykjavík for Copenhagen, 3 November (Ísafold 4 November 1905), but she did not, as far as I know, go to Christianssand – and as far as I can see, not even to Leith.

Strandferðabátarnir eru báðir komnir úr sinni síðustu ferð, s/s Hólar í fyrra dag, en s/s Skálholt á miðvikudaginn. Mikill sægur farþega var á Hólum, eitthvað á 5. hundrað, og margt nokkuð á Skálholti. Skálholt lagði á stað heim til Khafnar í gærkveldi. Hólar eiga að fara á mánudaginn.

*(Ed. My attempt at a translation of the Icelandic: - Coastal boats both appeared from their last journey, s / s Hólar on the previous day, but s / s Skálholt on Wednesday. A large crowd of passengers were on Hólar, something like 5 hundred, and rather more on Skálholt. Skálholt was moored at Copenhagen harbour last night. The Hólar was to leave on Monday).*

(Ísafold 4 November 1905)

She went for some unknown reasons to Frederikshavn - it might be for supply – and was there on 11 November 1905. We know (or believe) that because of a card cancelled at that time, and indicating it was carried with Skálholt - see Leif Fuglsig: "IslandsKontakt" no. 51 page 16.



So – what became of the competition?

Does another card intended for SS Skálholt exist?

## More on Vatnajökull Mike Schumacher



Vatnajökull B8e dated 15.VI.1959 to Reykjavík.  
225aur inland letter plus 300aur registration.  
Rates current 1.7.58 to 29.2.60

(Ed. Some years ago, ISK84 published an article of mine showing the cover illustrated here. It does not resemble a typical philatelic cover seen with this postmark. I described it as a large thick manila envelope 25mm x 17.5mm, folded into half to reduce the size, and the flap gummed down to seal it. It probably contained something worth sending by registered mail. The cover did not arouse any interest, and no opinions were offered. However, I did put a further question - Has anyone seen a picture of the post office used on the glacier? Now, six years later I received this, from Mike Schumacher).



Mike also added some interesting items from the Vatnajökull Glacier office.

He says - 

*An often over-looked aspect of the 1960 cachet covers is the inverted cachet. Some have the year above the snowflake and others have the year below the snowflake. A careful look at the snowflake reveals it is inverted, thus the difference with year above and below the snowflake.*







*The rarest one/type that I have is on a 1972 World Chess Championship Cover. It is the only one that I have seen and so far no one has been able to explain it.*

*Hope you find these of some interest and an answer to your question. Mike*

(Ed.) Mike also sent this image of a registered envelope, very similar in appearance to mine (same date and handwriting).



Unfortunately the 8kr franking does not correspond with any contemporary rate. Yet someone was sending “not very philatelic looking” registered covers from the glacier post office. To muddy the waters a little, it is strange that the two registration labels no. 487 and No. 416 are so far apart, and yet they were posted on the same day?

If one were preparing registered philatelic covers from Vatnajökull, surely smaller and more attractive envelopes would have been preferable to the large manila examples shown here? But what do I know?

## The Censored FDCs of Iceland in WW2, Part 1 *Alan Warren*

I once had a collection/exhibit of censored first day covers of the Nordic countries. It occurred to me that the Iceland censored FDCs portion of the exhibit might be of interest to readers of IPM. The time period is from the outbreak of World War II until the war was over. In relation to the postal rates, as with many FDCs, some examples are over franked, since they were not used for the mail services for which they were issued, or because the sender used the entire set of the new issue.

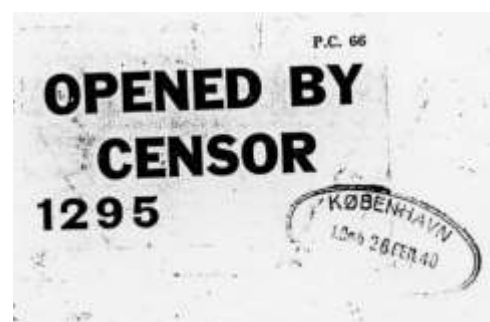
(1938) -1941



Registered FDC of 1938 Leif Ericsson issue to the United States, backstamped New York Grand Central Annex and New York Registry Division 26 October 1938. The cover was carried back to England and remailed to Newark NJ with U.S. 3c stamp tied with November 1941 First Marine provisional cancel, and passed by U.S. Naval Censor.



1940



These three values all issued on 6 January 1940. The rate to Denmark at the time was 25 aur plus 40 aur for registration, or a total of 65 aur, so the letter is overpaid. However, during the war, mail from Iceland went to Great Britain for censorship. The 80 aur on this cover would be short by 5 aur to meet the 45 aur to Britain plus 40 for registry. In Britain, the letter was opened and resealed with PC 66 tape and sent on to Copenhagen where it arrived 26 February.



“1940” overprint issue to Sweden, passed by British censor (hand-stamp H2B1 with T. for Trade). Backstamped Liverpool transit 1 December 1940 and Norrbystrand arrival 29 May 1941, i.e. over one year to reach destination. Small bridge FD cancel.



“1940” overprint issue to England, opened by British censor and resealed with tape. Sutton Coldfield/Birmingham arrival 23 May. Large bridge FD cancel.



1941



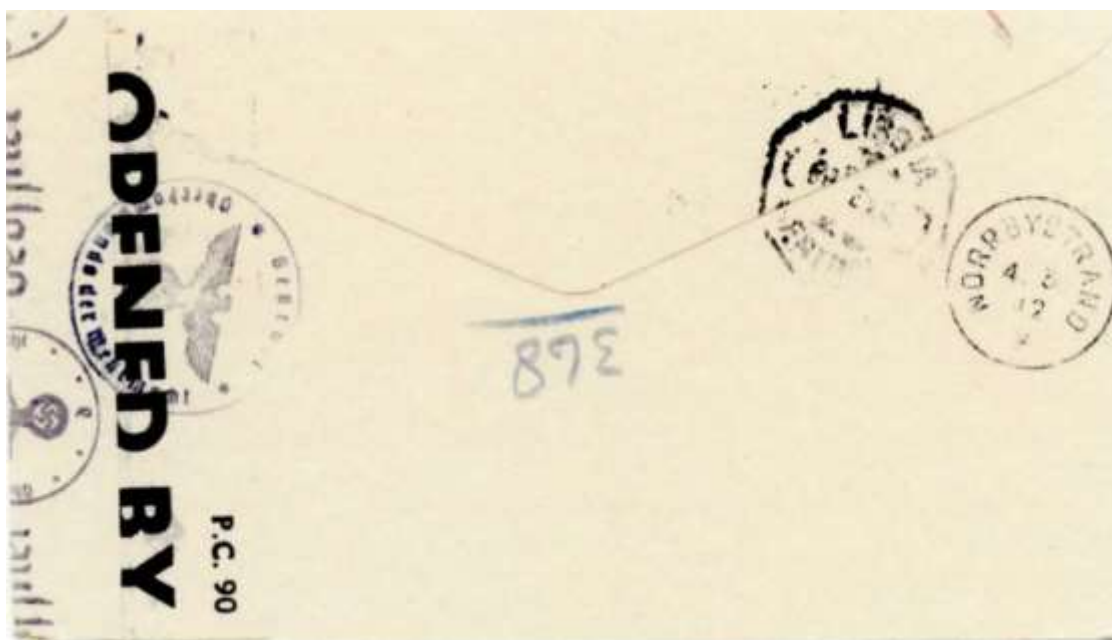
The domestic rate was increased in 1940 from 20 to 25aur. To meet the shortage, the 1935 3 aur Jochumsson issue was surcharged 25 in 1941. The block of 4 overpays the foreign letter rate of 45 aur plus 40 aur registration fee. Opened and resealed by the British with plain brown tape and PC90 label. Back-stamped New York 4 April.



Snorri Sturluson issue to London. Examined and resealed with plain paper tape of uncertain origin. Presumably the inspection was done in England. However, the resealing tapes described by Torrance and Morenweiser in their book on U.K. WWII civil censorship are printed, e.g. PC 66, PC 90, or continuous crowns. No backstamps.



Snorri Sturluson issue to Sweden via Britain and Portugal. Letter rate at the time was 25 aur to Nordic countries, 40 aur registration fee, and 20 aur airmail supplement. Censored by the British and again by Germany at Munich where mail from Spain and Portugal was examined. Even with air service, the cover that was posted 17 November 1941 arrived at Norrbystrand, Sweden 4 March 1942.



To be continued



A good guess or knowledge?



The  
Oradian

WHERE ARE WE?





You might have guessed the area from the newspaper front, saying the “Orcadian”. We are at the Orkney Islands in the Atlantic Ocean. The number “316” was distributed to the post office of Stromness.

Stromness was first recorded in the 16<sup>th</sup> century when a local inn was mentioned. In the old days there was growing activity at Stromness, as many merchant ships visited the harbour on their way to “the new world”.

The wars between Britain and France in the late 17<sup>th</sup> century made all traffic in the English Channel dangerous and accordingly many ships took the route north of Scotland. Stromness was an essential harbour for The Hudson Bay Company, who in 1670 decided to have their last stop here on the way to Canada, and of course also the first stop on their return. Stromness had only 13 houses then. This was the start of a long period of growth.



In order to have a further “philatelic” item, I have found this old photo of the staff of the local post office, although I doubt, that you can recognize any person.

The person who cancelled the shown stamp might be in the photo at the age of approximately 65.



The postcard to the left shows the harbour.

For a Dane having spent his life off the coast it looks rather difficult to board the boats.

From the colours it looks as if we are back in the early 1900's.

We are not. If you make a close up (which I don't), you can see car models from after WW II.

However, I am sure the buildings are much, much older.

## VESTUR-BARÐASTRANDARSÝSLA

Remarkably, the first documented visit to Iceland, that of Flóki Vilgerðarson, was to this county. Flóki wintered on its shores in 865 - 866 AD., returning home in the spring after all his cattle had died of starvation, and such was his dislike of the island he called it Ísland - the land of Ice.

He could have picked a more favourable area for his visit, for this part of the North-Western Fjords is bleak at best, with its enormous, storm racked cliffs and barren upland moors.



Even in 1940 it was said of the North-West that there are only very poor roads without any possibility of motor transport except in or near the towns.

### 8.1 BARÐASTRANDARHREPPUR

There have only ever been three offices on this south coast -more famed for the heroic rescue of the crew of a British trawler wrecked on the Latrabjarg cliffs in December 1947.

The original collecting office was opened in 1873 on the branch route at [Brjánslækur](#) and since then has used a single ring crown cancel, number 129 and later Swiss-bridge type B1a, with the crown cancel inscribed 'BRJÁMSLÆKUR'. The office closed 31.3.1990.

Further west on the same coastal road is a second farming community, and numeral cancel 129 was used at [Haukaberg](#) from 01.01.1945 until 31.12.1963 when the office was closed. No Swiss-bridge was issued to this place. It was additionally issued with N2-211 for which there was some use in 1952. Haukaberg is on Route 62 where the road turns north away from Barðaströnd.

[Hagi](#) was the location of a collecting office from 1.1.1923 to 25.7.1978 and again from 1986 to 1.4.1990. It used N2-211, B1a and B8e.



### 8.2 RAUÐASANDSHREPPUR

This is the western-most parish in Iceland and at one time or another has had quite a few offices situated here. [Saurbær\(3\)](#) opened 1.1.1906 using number 132 and then type B2a inscribed 'SAURBÆR BARÐ'. The office closed 8.3.1974 (not as claimed in some sources) and the farm is now abandoned. [Kirkjuhvammur](#) was open



1974 to an unknown date prior to 1984 and used the old 'SAURBÆR BARÐ' cancel. Most of these farms in [Rauðasandur](#) are now abandoned.



[Breiðavík](#) gives a good view over the Denmark Strait and a collecting office was opened at the rectory (one of two in this parish) 1.1.1916 using number 125. Later Swiss type B1a was used before the office was moved to [Gjögrar](#) 31.12.1947, location of the district school. Here it stayed, using the old Breiðavík cancel and a new type B2c2, till 31.12.1966 when it was again moved, this time across Örlygshöfn to [Hnjótur](#). This office had previously been open between 1.6.1945 and 30.9.1948 (combined with Gjögrar). The B2c2 Gjögrar

cancel was used here along with a straight-line temporary cancel until the arrival of the new B8e in early 1968. The office closed 30.11.1985. Both of the last two places are in sheltered Patreksfjörður

The second church is situated at Sauðlauksdalur an inland valley to the east of the parish. The collecting office used a very rare crown cancel between 1.1.1896 and 1903 and then number 129 and finally type B2a until closure 31.12.1945. On the coast of Patreksfjörður is the tiny farm of [Hvalsker](#) which was officially open between 1.7.1945 and 31.12.1954 using N1a-129 and the old Sauðlauksdalur B2a cancel and then type B2c2. On the north coast opposite is [Hlaðseyri](#) otherwise known as Vestur-Botn or Botn (2) where an office was open for the whole of 1896 but no postmarks are known.

Finally an office was supposed to have been opened at [Melanes](#) and cancel B8b was sent there on 22.7.1974. But it was returned to Reykjavík 4.12.1974 without an office opening. The cancel is known CTO.

### 8.3 PATREKSHREPPUR

The fjord was named after Bishop Patrick of the Hebrides by his foster-son who landed here with other Celts in the early days of the settlement. [Vatneyri](#) today has a population of just over 1000 and is an important fishing town and trading station. It is a port of call of the State Shipping department and is often visited by foreign trawlers. There is a twice weekly tenuous bus connection with Reykjavík in summer and the town even boasts a hotel. A collecting office was opened here 1.1.1878 when the population was just about 400. It used a crown cancel (inscribed 'PATREKSFJÖRÐUR' as the town is known) and then number 132. The office was made up to post-office status in 1907 and so used a Swiss cancel type B1b. The town is also sometimes known as [Geirseyri](#). Other cancels used since have been B8e, B7b, B8b, B8b1 and roller - R8a.



## 8.4 TÁLKNAFJARÐARHREPPUR

This is the next fjord to the north and it was 13.4.1891 that a collecting office was opened at [Sveinseyri](#). A crown cancel was used (1894-1903), then number 131 which is unknown after 1930 before Swiss type B1a inscribed 'SVEINSEYRI'. Sveinseyri is otherwise known as [Tálknafjörður](#).



In 1935 a whaling station was opened by the Norwegian company, Kopur at Suðureyri on the opposite side of the fjord and this brought some prosperity, it being the only whaling station in Iceland at the time. Forty to fifty men were employed until just after the war. Suðureyri is now deserted. The office was closed and moved to [Innsta-Tunga](#) 20.6.1961 - a farm about a kilometre away. The office at Tálknafjörður was reopened as post-office status 01.1.1968 and has used the old B8e of Innsta-Tunga, followed by B8e, B8b and then B8b1 (all inscribed TÁLKNAFJÖRÐUR). It closed 1.5.2015.

Innsta-Tunga itself was therefore open firstly as a collecting office on 21.6.1961, was upgraded to post office on 1.10.1964 and was closed and moved to Tálknafjörður 31.12.1967. Cancels used were the B1a of Sveinseyri and then its own B8e. It is otherwise referred to as Tunga (2).

## 8.5 KETILDALAHREPPUR

No offices

## 8.6 SUÐURFJARÐAHREPPUR

Continuing north we come to Arnarfjörður, over Tunguheiði moor. There was once a string of farms round the peninsula but the whole area is deserted now. The first office in the area was opened at the rectory in [Selárdalur](#). The collecting office was opened 1.1. 1896 and used one of the C2e crown cancels inscribed BRJEFHIRÐING and then number 130 from 1903 till it closed 31.12.1910 and was moved to [Bakki](#) (2) further SE along the fjord. From 1.1.1914 the office returned to Selárdalur where it remained till 31.10.1962 using number 130 and then Swiss type B2a. Bakki was open 1.1.1911 to 31.12.1913 (moved to Selárdalur) and then again from 1.1.1922 to 31.12.1955 (moved to [Hóll](#) (4)). Between 1911 and 1913 it used the numeral 130 and for the second period used N1c – 209 followed by Swiss type B1a. Hóll is just inland from Bíldudalur and was open for a short time (1.1.1956 to 31.10.1958) using the old B1a cancel of Bakki.



The collecting office on the Barðastrandarsýsla Post was opened in 1873 and used a crown cancel inscribed 'ARNARFJORDUR' then number 125. It became a post-office on 01.01.1914 and so used a Swiss-bridge cancel, type B2c1x (27 mm. diam.) then B2c1y (28 mm. diam.) and lately type B8b1, B8e, B7b and at some time the Bakki B1a cancel and the Selárdalur B2a cancel. The post office was closed 31.10.2001 and became a postal agency, firstly Sparisj. Vestfirðinga (1.11.2001-21.2.2008) then Sparisj. Keflavíkur (22.2.2008 to 6.3.2011) and since then at Landsbankinn hf, all of these institutions operating out of the same building. It closed on 10.11.2012.

////////////////////////////////////

To open cut along this line

**FORCES  
LETTER**

Not suitable  
for enclosures

Loftleiðis  
Par avion

ISLAND 1 KR

POSTAGE REVENUE

ISLAND 1 KR GEYSIR

MR E. A. BAKHAM.  
5 RICHMOND AVE.  
HALF-WAY TREE.  
JAMAICA B.W.I.

Making allowances for my ignorance concerning WW2 forces mail, is this rather unusual?

## Was this cancel ever used here? (7)



### B2a Höskuldsstaðir Hún Austur Húnavatnssýsla

Recorded use 1930 -31.12.1966

Ytri-Hóll (2) 1.1.1967 – November 1968



The collecting office at Höskuldsstaðir Hún closed on 31.12.1966 and moved only 1km north to Ytri-Hóll in the same parish of Vinhælishreppur. Ytri-Hóll did not receive a cancel with its own name until November 1968, and so the Höskuldsstaðir Hún B2a cancel was presumably used there for nearly 2 years. I am hopeful one of our readers will be able to show it used at Ytri-Hóll. I have yet to see an example.



B2a Höskuldsstaðir Hún dated 17.12.50. Correct 1kr inland letter rate from 1.5.50 to 31.12.51.



### B8e Innsta-Tunga Vestur Barðastrandarsýsla

Recorded use Sveinseyri B1a 21.6.1961 – August 1961

Innsta-Tunga B8e 18.8.1961 – 31.12.1967

Tálknafjörður 1.1.1968 – 28.1.1968



Here we have the slim possibility of “killing two birds with one stone”. Innsta-Tunga was a collecting office when it opened on 21.6.1961 following the closure of Sveinseyri. It was open for nearly 2 months before the arrival of the Innsta-Tunga B8e cancel on 18.8.1961.



**Can anyone show an example of Sveinseyri B1a at Innsta-Tunga?** As you know, Facit disregards periods at different offices, and B1a Sveinseyri is listed as a common 50SEK cancel. I imagine an example used at Innsta-Tunga should be many times that price?



B8e Innsta-Tunga dated 1.V.65, 450aur inland rate, on Tálknafjörður Freezing Plant stationery.

Innsta-Tunga was upgraded to post office status from 1.1.1964, and on 31.12.1967 it closed and was moved to nearby Tálknafjörður. The B8e Tálknafjörður cancel was available from 29.1.1968. The possibility of a B8e Innsta-Tunga used at Tálknafjörður is restricted to 28 days. However

it was a post office and the postal traffic should have been reasonably busy. I regret I have not seen an example, and I ask can anyone show a B8e Innsta-Tunga used between 1<sup>st</sup> January and 28<sup>th</sup> January 1968?



## Unusual destinations ~ A

More years ago than I care to remember, I started a collection of covers sent from Iceland to unusual destinations. The selection process was not difficult, since a large proportion of outgoing Icelandic mail went to a fairly tight bunch of countries which collectors see all the time, and could safely be ignored. However, as the years passed, it became evident that even some “well known” countries rarely show evidence of mail from Iceland, which I suppose is a reflection of a lack of trade or cultural links. Some years ago, editors of several journals published my offerings under the title “Exotic Destinations”. In this new series, I have done my best to exclude any covers shown previously. I begin with the letter “A”.

### ADEN



Hafnarfjörður B8e dated 11.VIII.69.

The old town of Crater, was the commercial centre of the port city of Aden, and is well-named, as it sits in an extinct volcano. British colonial rule had ended 2 years previously, and it became South Yemen. Unity with the north followed, to become the Republic of Yemen, and more recently secession and civil war.

The airmail rate to South Yemen from 1.1.69 to 31.10.70 was 17kr50 up to 5gm, or 25kr to 10gm. It is guesswork which stamp or stamps were removed, leaving only 10kr on the cover.

## ANDORRA



Reykjavík machine cancel dated 15.12.04. 65kr was the airmail Europe rate from 1.7.2004 to 30.4.2005. As the return label indicates, the person was not at that address. Andorra CDS dated 22.12.2004.

The principality of Andorra was admitted to the UN in 1993.

## AUSTRALIA



Maybe not as unusual as a destination, but the franking is attractive.

Reykjavík B1c dated 25.VIII.56. 705aur all in airmail rate.

Valid 1.10.53 to 30.6.58

## Exceptional franking

The first example is a very unusual item. The wrapper was for a consignment value 2kr50, weighing up to 150gm, sent at the printed matter rate of 7 aur per 50gm = 21aur, plus C.O.D 35aur up to 12kr =total 56kr.

Rates applied 1.4.25 to 31.12.39. Cancelled by a Reykjavík roller cancel dated 2.IX.38.



In relation to this 1926 incoming parcel form from France, I will go so far as to say that it was charged a 25aur handling fee (valid from 1922 to 31.3.1930); beyond that, I am not attempting to work out the customs duties contained within a total of 26kr 80aur paid in stamps. I imagine (or hope) we have an expert amongst our readers who will explain it to us. It attracted a good number of bids and sold for \$455 on Ebay.





## Modern machine cancels – but what type are they?

Forgive me if this question has been answered before; if it has I cannot find any evidence of it. Illustrated below are machine cancels from Húsavík and Egilsstaðir. Both are almost identical with the type M-4 Ascom 337 described in *Íslenskir Stimplar Íslandspóstshöfundar, Rúllu- og Vélstimplar 1998-2007* by Gestur Baldursson and Þór Þorsteins. Both gentlemen are subscribers to this magazine and so hopefully will offer an opinion on this matter. The cancels shown below have 6 wavy lines compared with 5 or fewer in the Reykjavík and Akureyri cancels shown in their book.



Questions:-

Are the Egilsstaðir and Húsavík cancels type M-4 Ascom 337? If not, what are they?

What dates were these cancels introduced at those two offices? (Maybe Vilhjálmur Sigurðsson might know?)

Can anyone show examples of this cancel type from any other offices?

## Boxed registered mark on APO cover John Penrose

I recently bought this cover. It is not in particularly good condition. I have looked in Hopballe and Eliasson and I can't find a reference to the boxed registered mark or the circular "American Base Forces APO810 Registered cancel on the reverse. I wondered if anyone could shed light on the cover, for example how usual are registered covers from APOs?

Like the Magazines by the way. Regards John Penrose



(Ed.) Can anyone advise John via the editor please?

## A corking story *Henk Burgman*

I have no news from Germany involving this cork cancel (*Leif Nilsson's cork* IPM 14 p.23). However I have asked Roland Daebel to contact you to give you some info about this canceller.

What I can tell you is this:-

In Germany, before WW 1, it was pretty usual to cancel stamps on packet-cards with this kind of cancel. This was done to be sure that the stamps were not stolen by corrupt postal employers or other persons who especially wanted, the high values to sell them to collectors. This happened particularly at the "Auslandsstelle" where packets to and from abroad were handled. Such an "Auslandsstelle" was situated in Hamburg.

These cancellers were also used on larger postal items or bigger letters with uneven and rough content. A normal canceller would probably not work well on them. These cancellers were named “Grobsendungs-Stempel” (large mailings canceller) in German. Another way of destroying the stamps, i.e. making them unattractive for stealing, was to damage the stamps. In Germany, you will find many big sized high values with one or two large perforation holes in them.



The 1910 Danish parcel card that I am showing here, has these holes, together with the cork canceller. If you look closer, you will also note that the two 50 øre stamps have little tears at the top. Coincidence?? Possibly; but maybe also a way of destroying the stamps. I also have a Danish Packet-card (1910), also via Hamburg and Köln where you see no cork canceller and no holes. But if you look closely, you will see that the stamps have been slit or cut with a very sharp penknife, so that the stamps will fall apart if soaked off the cards.

If any of this story applies for Leif's cover I don't know, but at least it is a high value and it is the same period before WW 1.



## "Now for something completely different" Henk Burgman

Enclosed I send you a scan of a local EXPRÈS cover within Reykjavík, cancelled 8.IV.1959. The piece has a franking of 15 Kr. which is way too much. Can you say anything about it?

Greetings from a sunny Amsterdam.

Take care for now.

Henk



(Ed.) Well, what can be said? Why would an invitation card to a marine engineer and his wife, to attend a supper in the same town be sent by express mail? If you ignore that he could have used the local mail rate anyway, the amount due for an express ordinary letter from 1.7.58 to 29.2.60 was 2kr25 plus 5kr express. There is no other imaginable rate in that period which would add up to 15kr. Imagine the extravagance if there were 25 invitations sent out!

## Help on Edinburgh cancels please *Páll A.Pálsson*

From the north of Iceland, a request from Páll Pálsson for information about some Edinburgh cancels. He would like to know the cancel type/classification and period of use of the illustrated cancels. I know there are readers out there who know all the answers.

