

ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



EDITOR
Brian Flack
E-mail address
flackbp@gmail.com

Issue 29/September 2018

Iceland Philatelic Magazine

Contents	Page
News	3
Why 16aurar?	3
Unusual destinations ~ J	4
A Danish stamp on a Danish ship from Iceland (Issues 27 and 28)	5
Continuation of the Flateyri debate from previous issues	6
Circled numerals – more commonly seen on Iceland 1919 mail? <i>Peter Sondhelm</i>	7
16 øre “FRA ISLAND” cover (Issue 21 p.10 and Issue 28 p.22) <i>Jakob Arrevad</i>	8
The Hvammur picture (Issue 28)	8
The Christian X EIN KRÓNA variety (Issue 28) <i>Brynjólfur Sigurjónsson</i>	9
Borsteinsson’s Shoe Shop	11
Skagafjarðarsýsla G2 cancel <i>Jørgen Steen Larsen</i>	12
That Early Official Airmail cover again <i>Ólafur Elíasson</i>	13
Lundar - a question left unanswered (Issue 28)	13
1873 covers – What does the red crayon figure 2 signify? <i>Steinar Fridthorsson</i>	14
Iceland Gazetteer Part 12 Vestur Skaftafellssýsla <i>David Loe</i>	15
Reykjavík Local Post (Issue 28) <i>Gústi Gústafsson</i>	19
Question regarding forwarding protocol <i>Viggo Warmboe</i>	20
Hrafnagil anyone? (Issue 28)	21
Höfn crown cancel – a curious example? (Issue 28)	21
Roller Cancels Part I	22
Bridge cancel question from Issue 28	25
“Móttekið” covers	26
Variety on the 5aurar Two Kings Postal Stationary Card (Facit 24, Ringström 42Ac)	27
<i>John Penrose</i>	

Please let me have your articles if you want them in the next issue which will be November. If you need help with translations let me know.
The editor will help with the English if necessary.
flackbp@gmail.com

News/Comment

As part of a reorganization of the postal service to meet modern service needs, the design of post office premises is undergoing changes. New post office buildings have, or are being constructed at Akranes, Húsavík, Reyðarfjörður, Selfoss, Stykkishólmur and Sauðárkrúkur. At Borgarnes, Egilsstaðir and Vestmannaeyjar the offices have been moved into more suitable buildings. Apart from a statement of intent to utilize more self service facilities, it remains to be seen to what extent new developments might impact on the interests of stamp and postal history collectors.

.....



In the February (Issue 26) edition I mentioned the introduction of the new priority letter domestic service for delivery the next day after posting, at a cost of ISK595.

After 6 months availability of this service, please can anyone show an example?

.....

Why 16 aurar?



Dated Reykjavík 24.XII.25, the 16aur franking fits neither the 20aur ordinary letter rate nor the 4aur local letter rate, both applicable from 1.6.1925. One possibility is that it was a heavy item, but surely it is unlikely that this quite small letter was so heavy as to require 16aur (4 x 4aur) for the 200gm local printed matter rate? It was posted on Christmas Eve and maybe the only stamps available to the sender were 8aur ChrX; but why use two? Can anyone suggest other possible reasons for this franking?

Unusual destinations ~ J

After a lapse of many months, this second series on unusual destinations resumes.

Jamaica



Reykjavík B1c dated 31.1.59. 225aur surface rate valid 1.7.58 to 28.2.60
Jones Town receiving cancel on reverse dated March 30 1959

Japan



Reykjavík M/c dated 3.III.39 to Nagasaki. 35aur letter rate. Japanese postman's translation of the address in red crayon.

A Danish stamp on a Danish ship from Iceland (issues 27 and 28)

(Ed. This subject continues to draw comment and I am glad to show the latest series of observations listed in order of their arrival).



From Leif Fuglsig, As for the card with a 5 øre Danish stamp (Ellis question, Ole answer) I can say, that S/S Ansgarius left Reykjavík on 17-10-07 bound for Troon. According to the register for "aðrir pósthutningar" (other mail deliveries) which lists the post sendings with random ships, not the regular post-carrying route ships, the ship was paid 1,50 kr for the job, that indicates very few letters/cards. The ship does not figure in the Danish ships register. Why the Icelandic Post accepted 5 øre Danish instead of the correct 10 aur Icelandic is very odd.

Best Leif Fuglsig

From Wilbur Jonsson, Hi: I seem to remember that I wrote the Editor about UPU rules for mail posted aboard ships. Stamps (and rates) could be used: of the country of registration of the vessel; of the country of the last port of call; of the country of the next port of call.

So if the item had been handed to the purser on the high seas, put into the mailbag surrendered to the postmaster at the next port of call (in this case Rv.) where it received the Rv. postmark, then put into the bag of outgoing mail given over to a boat whose first port of call on leaving Iceland was Troon, then Ole's analysis is correct.

Best wishes, Wilbur

From Jakob Arrevad.

A Danish stamp on a (Danish) ship from Iceland via Troon

The shown card has given rise to several descriptions/questions/answers:

Postiljonen description: "Postcard sent from Reykjavík dated 17.10 (1907), handed in at ship's side. The card canc. "TROON" OC 25 07" as well as boxed "SHIP LETTER TROON" (Hosking 186). The stamp canc. on arrival in Denmark by railway canc. "NYBORG-VAMDRUP" 27.10.07". Correct rate for postcards with Danish ships."

Ellis: "I had to ask the experts, because I do not recall ever seeing anything like it before.

Ole Svinth: "You could only use Danish stamps from Iceland to Denmark if the ship is Danish, unless you put directions on the cover/card via GB." The Danish card rate was 5 ore.

Wilbur Jonsson: "The UPU rule was that mail handed in on board can be franked with stamps of either the country of departure, of registry or of arrival"

Ellis: "I noted that the date of mailing was 17 Oct. 1907 and the handwritten message contained more than five words. At that time, the applicable Nordic rate for such cards to Denmark was still 8 aur and the UPU rate via GB was 10 aur. So, how does the 5-ore Danish franking constitute the "correct" rate per Postiljonen's description?

Ole Svinth replied: "My answer is that on a Danish ship you are in Denmark, Inland rate was 5 øre. I naturally think the Card was handed over to the ship being in the harbour. Do you think I am right?

Jakob continues: I am not an expert in different rates from Iceland to Denmark – but I do know something about the transfer of mail by ship.

Start by reading "IslandsKontakt Special 2015.2 TROON", you will see two other examples from OC 25 07. They are not addressed to Denmark - but you will see, from Þór Þorsteins compiled list that it is the opinion, that "Ansgarius" carried the mail.

"Ansgarius" is a bit of a problem, but I believe, that it was S/S Ansgarius: Build by Brunchorst & Dekke, Georgernes Værft, Bergen, 1898: delivered as ANSGARIUS to A/S D/S Ansgarius (E. Berentsen), Stavanger.

Therefore, it is not a Danish ship – so the explanation about the rate for a card delivered to a Danish ship is not correct.

But – on 1907.6.15 you can read in the paper: „, *A n s g a r i u s* ", *leiguskip O. Wathnes erfingja, kom s. d. með timbur og salt og fl.; fór héðan norður til Akureyrar í gær. Sveinn kaupm.Einarsson frá Ravifarhofn var með skipinu frá útlandum. Héðan fór Otto Wathne vorzlunarm., sem mnsjónarmaður skipsins.*

(Ed. My thanks to Steinar Fridthorsson and Ólafur Elíasson who helped with the translation from the Icelandic). It reads:- *Ansgarius, a ship rented by the heirs of O. Wathne arrived in the afternoon with timber, salt etc., sailed from here northward to Akureyri yesterday. Merchant Sveinn Einarsson from Raufarhöfn sailed with the ship from abroad. From here the merchant Otto Wathne went as caretaker of the ship.*

The important news is that O.Wathne chartered Ansgarius. It was chartered as a cargo vessel – but O. Wathne did have an agreement/permission to carry mail. That might be the reason for the acceptance of the Danish stamp.

But, there are no signs that "Ansgarius" continued to Denmark from Troon – so the rest of the journey is unknown and as far as I can see is not covered by a Danish 5 øre stamp.

Who can continue the story?

A continuation of the Flateyri debate from previous issues

Here is an interesting angle from Steinar Fridthorsson:-

Regarding the issue of the Flateyri crown cancellation, it has been my long impression that it is one of the most common of those cancellations preserved on cover. Most of the covers I have seen through the years have actually been sent abroad. I have yet to see other examples than those that surfaced recently at various German auctions that are of such purely philatelic nature. The other examples I remember seeing, at least all seem to have been postally forwarded (having either transit or arrival cancellations, if not both). The fact that most covers (mostly postal stationery cards or postcards) cancelled at this office have been sent abroad (and that there seem to be a number of them around) seems to go well in hand with the story of Flateyri itself.

In 1889 a whaling station was built at Solbakki by Flateyri by a Norwegian by the name of Ellefsen. According to a couple of the written sources that I have studied, there seems to have been a sudden stream of foreign workers of all sorts from different countries associated with the setup of the factory, as well as running it until it burned down in 1901. There must also have been a large number of foreign whalers, as well as transport ship crews associated with the factory during the period. After having read this, I must say that I no longer find the number of preserved cards/covers sent to foreign destinations from this remote postal station to be as odd!

Best regards, Steinar

Circled numerals – more commonly seen on Iceland 1919 mail ? *Peter Sondhelm*

I am showing a couple of scans of some 1919 post war material in my Faroe Islands collection. They both have a circled numeral 24, about which I have found very little. I've had it postulated to me these are fiscal or censor marks, but I've never seen anything definitive on them. I've been shown illustrations of Iceland covers sent between Iceland and Denmark that also carry the same kind of marking in the same period between April and June 1919. Unfortunately I don't have any illustrations of the Iceland covers, as these were shown to me a while ago when I was in Denmark. But perhaps you could ask your readership if they have any knowledge of what these markings actually are, and whether there is any philatelic literature on them, or other sources of information?



Commercial cover sent April 1919 with circled numeral 24.
10th June 19 receipt postmark on reverse (so taking almost one and a half months to arrive).



Philatelic postcard, sent by the Thorshavn postmaster sent at the correct 7 øre inland postcard rate. Postcard illustrates late usage of provisional stamps (which were still valid). 11th June 1919 receipt postmark, so likely travelled on the same boat as the above envelope (taking a month to arrive).

16 øre "FRA ISLAND" cover (Issue #21 p. 10 and # 28 p. 22) Jakob Arrevad

The presumption about Laura carrying the letter is probably wrong.

The only clue is the arrival cancellation, which I read as 5.5.03 (It might be 6.6 but my conclusion will be the same)



Laura left Reykjavík as scheduled on April 26 for Copenhagen via Leith – expected arrival May 1 1903. It might have been delayed – but in April 5 days?

Ceres left Reykjavík as scheduled on May 16 for Copenhagen via Leith – expected arrival May 31 1903 – and again; delayed?

But according to Guðskipafélagið Thore:-

Mjöltnir were scheduled to arrive at Eyjafirði (Akureyri) on April 16 but came on April 20. She was scheduled to depart April 19 but was delayed as a result. Mjöltnir was scheduled to go north around Iceland, via Faroe Islands and expected to be in Copenhagen on May 1 – but she was probably delayed. She did not go to Leith.

Mjöltnir is back in Akureyri on May 22 – scheduled to departure April 24 again north of Iceland, Faroe Island and Stavanger to Copenhagen – estimated arrival June 5 1903. Again – no Leith on the plan.

Per UK rules "Ordinance of 1657 and Act of 1860" all mail has to be handed over when a ship enters UK harbour (There might be a possibility that there were two different mailbags – one for mail going over land from UK and one for mail direct to Denmark – but I am not sure – it is an open question).

My conclusion:

The letter was either send by **Mjöltnir** with arrival in the beginning of May or on their next trip arriving in the beginning of June.

The Hvammur picture (Issue 28)



Dear Brian,

You ask in issue 28 if this picture is of one of the six Hvammur collecting offices mentioned in Pósthús og bréfhirðingar

The farm, Hvammur (1) in Norðurárdalshreppur in Mýrasýsla in the West (of Iceland) is certainly on the picture you published. This farm is now for sale; for ISK 160.000.000 or about GBP 1.142.857.-

Kveðja, Vilhjálmur Sigurðsson

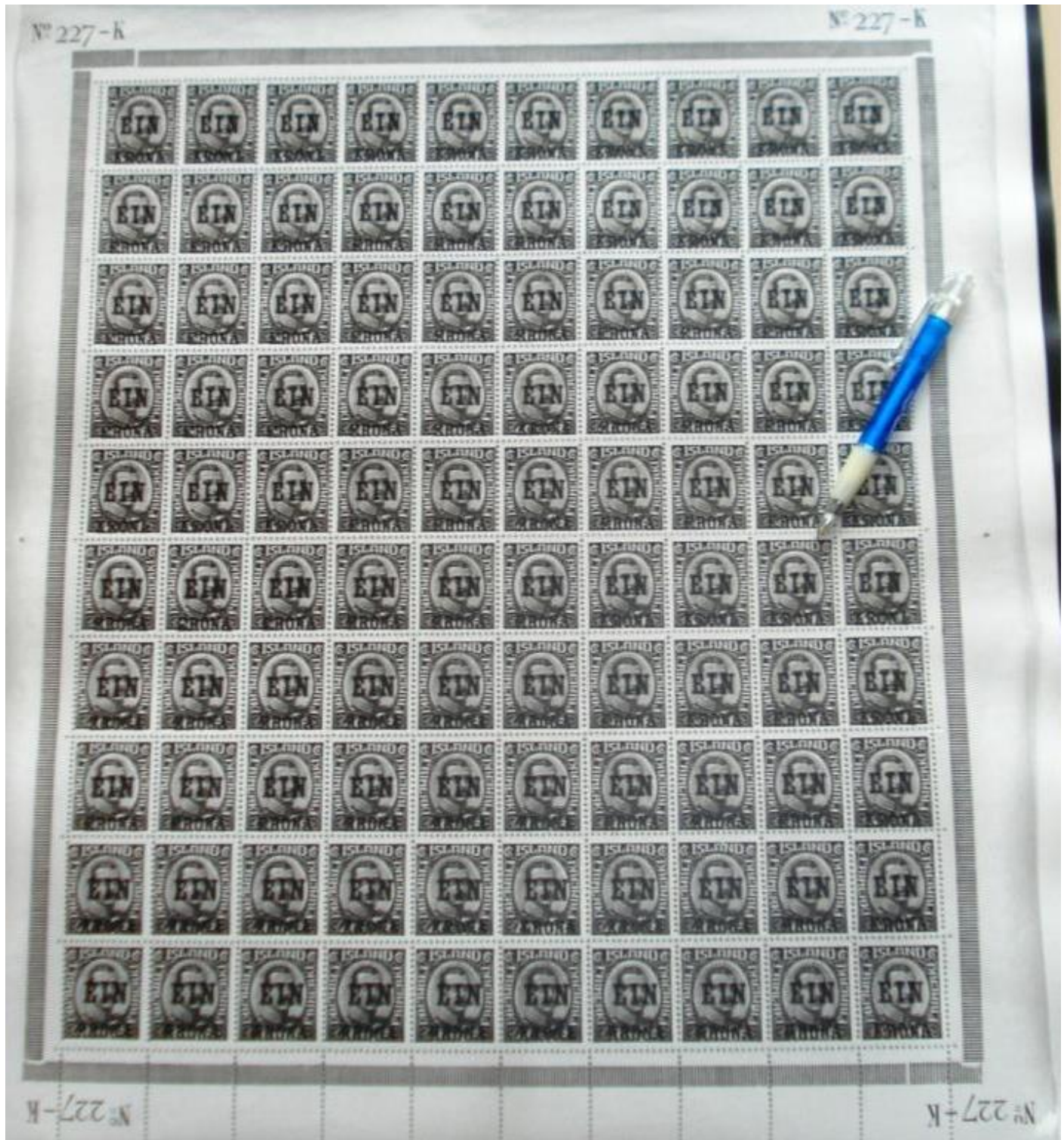
The Christian X EIN KRÓNA variety (Issue 28) *Brynjólfur Sigurjónsson*

Henk Burgman asked the question and here is a definitive answer from Brynjólfur.

Hi Brian

I wrote in 2008 a short article in "Safnið" about the Christian X EIN KRÓNA variety Facit 159v4. We found in an annual housecleaning a photocopy of a whole sheet of "Ein KRÓNA" in one of the rooms of Félag frímerkjasafnara. As you can see from the photo the variety is positioned at number 59 in the sheet. All the best, Brynjólfur

(Ed. Thanks also to Ólafur Elíasson for identifying position 59 for this variety).



This from Ron Collin,

I too have had an interest in that same stamp (Facit 159v¹) for quite some time. Unfortunately I have been unable to find out which position that variety came from in a sheet. The basic underlying stamp is Facit 140. Facit 140 was printed in two requests. The first printing had the Job # 177-K printed in all four corners of the sheet. The second printing had Job #227-K in each of the corners. I as yet do not have an example of either of these in my marginal number corner block collection, so I am unable to determine if there is any noticeable difference between the two printings, not that it would make any difference as per Henk's inquiry, since the sheets used to make the EIN KRÓNA overprint could have easily been from both printings.

I show here a scan of the three examples that I have picked up over the years. What I find interesting is that so far, I have been unable to find a mint example. My copies as well as Henk's copy are all used. I don't know if I am supposed to read anything into that fact, but I do find it interesting.

One comment, since these varieties are very difficult to find, I would imagine that the overprints were done using a rack of 100 cliches, as opposed to a rack of 50. The rack of 50 would require two passes of the sheet through the press. The first pass applying the overprint to half of the sheet, and the second pass applying the overprint to the rest of the sheet, as was the case with the airplane overprint on Facit #160; but that is just a guess on my part. A rack of 100 cliches would possibly suggest that there was only one variety per sheet, instead of two, aiding in the difficulty in finding examples.

I as well as other collectors would be interested in any further findings Henk obtains concerning this variety. And thank Henk for writing his article, bringing it to the readers for discussion.



Finally from Henk,

Hi again,

Thanks for this info.

As far as my notations go, the overprint was overprinted in one strike. The overprint was done only on a remainder of 1000 sheets, from the second print (the print with 227-K in the sheet corners), so the variety Facit 159v¹ exists on a maximum of 1000 copies. It was delivered to the post on 28-07-1926. The overprint was done by Félagsprentsmiðjan, Reykjavík.

Except from the varieties on the basic stamp of this printing, there are two overprint flaws known. The E with hook and damaged "KRÓNA". I have no idea how bad this damage is. I do have a copy where the word KRÓNA is lighter red colour than normal. That's all additional info I have on this overprint. And indeed I never saw an unused copy as far as I can remember.

Henk

Þorsteinsson's Shoe Shop



Seyðisfjörður B2c1 dated 31.12.11. 3aur local postcard rate from 1.1.1900 to 28.2.1919.

New Year greetings to his neighbour in the village.

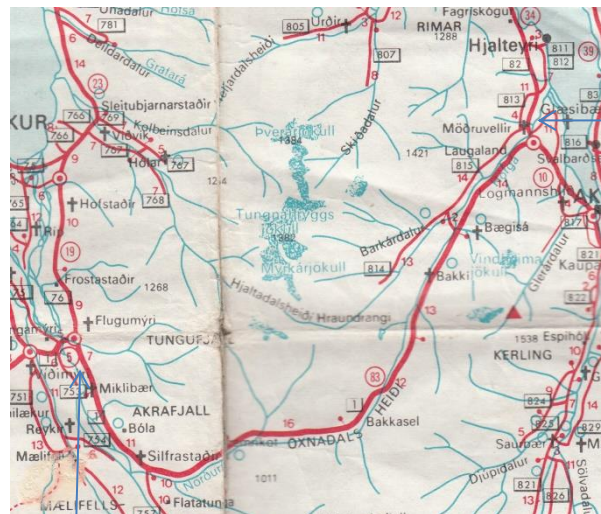
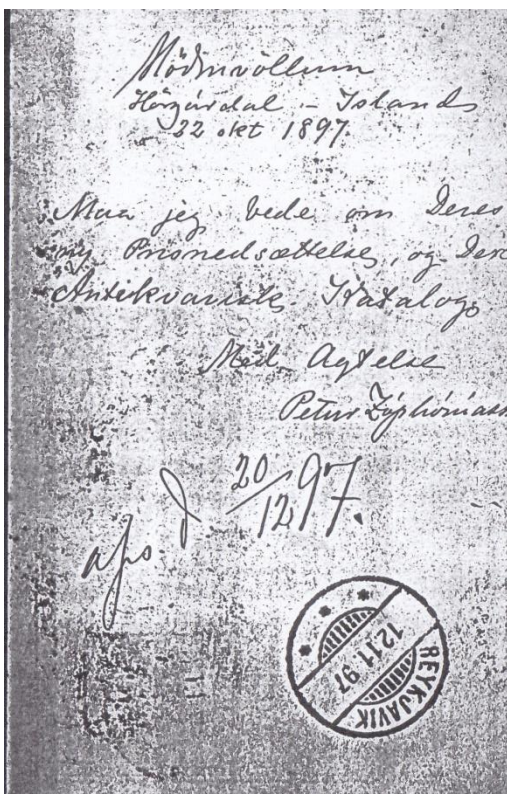
I don't suppose the shoe shop is still there anymore? A nice selection of shoes and boots as long as you don't mind black.



Skagafjarðarsýsla G2 cancel Jørgen Steen Larsen

Leif Fuglsig has sent me photocopies of front and back of a brjefspjald. In the crown cancel handbook it is stated, that G2 Skagafjarðarsýsla was delivered to Reykjavík on 3.11.1897. Leif's photocopies show that the cancel must have been delivered to Reykjavík earlier, as it is here used in Viðimýri 3.11.1897.

Best, Jørgen



3.11.97

22.10.97

(Ed. The dates are interesting. The card was written on 22/10 (1897) at Möðruvellir in Eyjafjarðarsýsla, which had a crown cancel, but it did not enter the mail until 3/11, 70kms south west at Viðimýri (Skagafjarðarsýsla). (Transit cancel Reykjavík 12/11/97 and arrival in Copenhagen 20/12/97)).

That early Official Airmail cover again Ólafur Eliasson

There are a few of those covers around, all practically identical. They are believed to have been created by a well-known stamp dealer, incidentally living at a farm some 6-7 km east of Ölfusárbrú/Selfoss at the main road to Þjórsárbrú. The small violet cachet, parachute with a letter, is the logo or (owners?) mark of the very well-known dealer in air mail covers, Francis J. Field, Sutton Coldfield, England.

The covers are of course purely philatelic.

Attached is a scan of a cover from my collection, self- addressed to the dealer. There are a number of similar/identical covers around.

Regards

Ólafur



Lundar – A question left unanswered, (Issue 28)

The point has been made to me that although nobody has provided visible evidence of the existence of Lundar B8e following the article by Eivind Kolstad in ISK 35 and 36, there is an explicit reference in ÞP's Íslenskir Stimplar for its use in 1960, and the Facit reference *Okänd* – *Unknown* should be left as it is.

That settles it.

1873 covers – What does the red crayon figure 2 signify? Steinar Fridthorsson

I am hoping that readers may be of some help in explaining what the red “2” crayon marking might stand for on these early covers from Grenjaðarstaður.

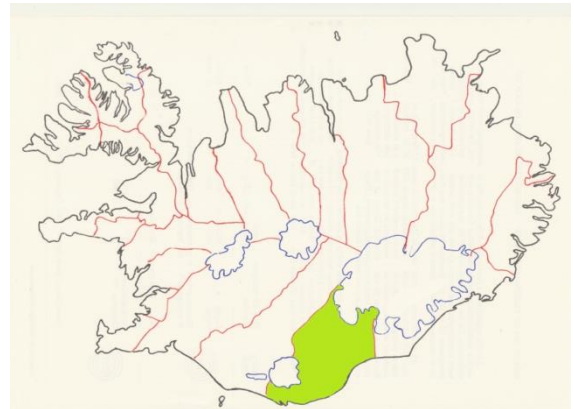


Please note also the “borgað” notation on the above cover that is still intact.

The only probable explanation that one seems to have found for the “2” in red crayon has been that it must have been double rate, which is supported by the presence of a 8 skilling. Carl Aage Møller asked the question whether there might have been an additional 2 sk charge to have the letter carried out to the farm. Has anyone ever heard that such a fee may have applied in Iceland at the time? Also is it known whether letters were at the time carried all the way to the farm or were they to be picked up at the nearest bréfhirðing by the addressee?

PART 21 – VESTUR-SKAFTAFELLSSÝSLA

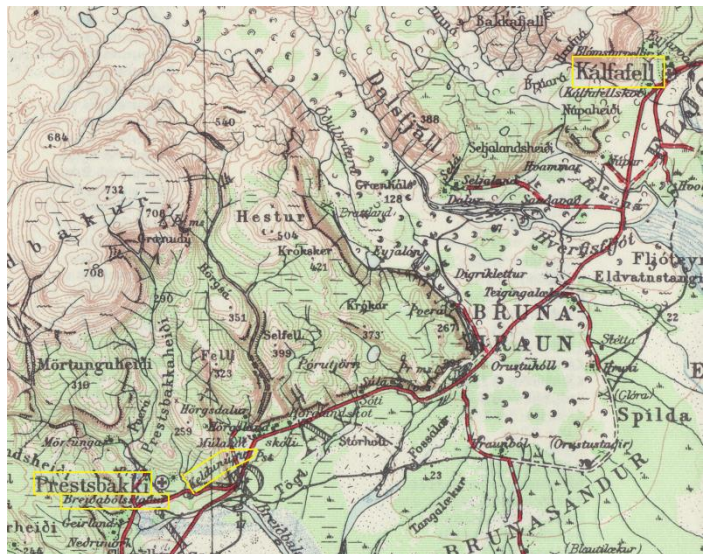
After the natural divide of the sandur - the outwash plains of Vatnajökull ice-cap - we come to the wild and sometimes desolate county of Vestur-Skaftafellssýsla. Consisting to a great extent of lava-fields, and to a lesser extent of ice-caps, the county only supports a present population of 1,300. Perhaps the most remarkable feature was the eruption of Laki in 1783, when the greatest flow of lava ever recorded was emitted from a fissure 25km long and amounting to some 12.3kms. One of the lava flows travelled 80km and spread up to 20km wide. The effect on life in Iceland was catastrophic. 53% of the island's cattle, 77% of the ponies, 82% of all sheep and 19% of the population died either by toxic gases or the subsequent famine.



It is worth mentioning here that there are various cancellations inscribed VATNAJÖKULL. These were used at the Grímsfjall research station established on [Vatnajökull](#) in the summers of 1936 and 1958 to 1963. Commemorative covers were sold to raise funds. Swiss type B2a (1936) and B8e (1958-1963) were used.

21.1 HÖRGSLANDSHREPPUR

The first office in the pariah was opened at the rectory of [Prestbakki](#) in 1873 on the Southern Post. From the first the office was a post office and used a provincial type cancel inscribed KIRJUBÆJARKLAUST, an abbreviation for the nearby hamlet of Kirkjubærklaustur (21.2). The intention was for the office to be opened here, but it never quite happened that way: The cancellation was used for a long time at Prestbakki, up until the end of 1929 in fact (when the office closed), except for a period between 1897 and 31.10.1904 when it reverted to [Kirkjubærklaustur](#).



Two offices were opened in 1930 namely [Breiðabólstaður](#) and [Kálfafell \(2\)](#). The latter was opened 1st July 1930 at the end of the road, at a rectory neighboured by two farms. It used number 260 from 1932 till being replaced by Swiss type B3e. The collecting office was closed on 1st January 1964. In 1931 it also used a straight line rubber cancel inscribed KÁLFAFELL.

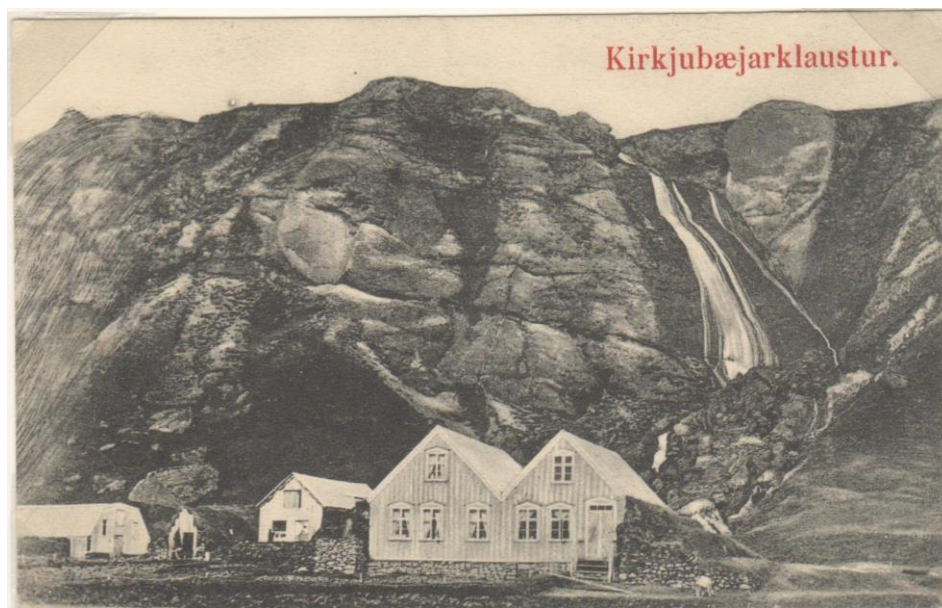
[Breiðabólstaður](#) collecting office was open for a short time and was situated next door to Prestbakki. Hence it's opening 21.1.1930. Although now uninhabited the farm used number 42 followed by Swiss type B2a inscribed BREIÐABÓLSSTAÐUR SKAPT. The office was closed on 31.12.1947 and moved to [Keldunúpur](#) a few kms east along the main road. This farm used number 195, the old Swiss cancel of Breiðabólstaður and a new type B3e inscribed Keldunúpur, till closure on 31.12.1963 and was alternatively known as Keldunúpur.

21.2 KIRKJUBÆJARHREPPUR

The hamlet of KIRKJUBÆJARKLAUSTUR was the end of the normal motor road until after the war - only a track went on to Kálfafell. Although containing a hotel, this is only a hamlet with a few farms.

It was opened as a collecting office 22.7.1896 (moved from Prestbakki (21.1)) and returned there 31.10.1904. The collecting office was closed at Hólmur (3) and moved to Kirkjubæjarklaustur 1.4.1918 till 31.12.1925 when it was returned to Hólmur. On 1.1.1930 a new post office was opened here. Number 42 was used, though the provincial post office postmark can be found on stamps issued up to 1930. It was down rated in 2000 to a postal agency or Samstarfspósthús and has been located at:

- KA í Skaftársýsla 2000 to 2002
- Búnaðarbanka Íslands 2002 to 30.10.2002
- Kaupþing Banka hf 1.11.2002 to 25.5.2008
- Arion Banka hf 26.5.2008 to 2.3.2015



Number 42 was superseded by Swiss type B2a a straight line rubber cancel and later B8e, B7b, B8b1 and machine type M17 in use to this day.



A collecting office was situated at the farm of [Hólmur \(3\)](#) as mentioned above. Between 1.1.1926 and 31.3.1928 it used number 42. It is situated a few km SW of Kirkjubæjarklaustur on the main road.

To the south-east, and nearer to the sea, is [Þykkvibær \(1\)](#) or Þykkvibær í Landbroti. A collecting office was opened here 1st July 1910 and until

31.12.1923 used number 195.

21.3 SKAFTÁRTUNGUHREPPUR

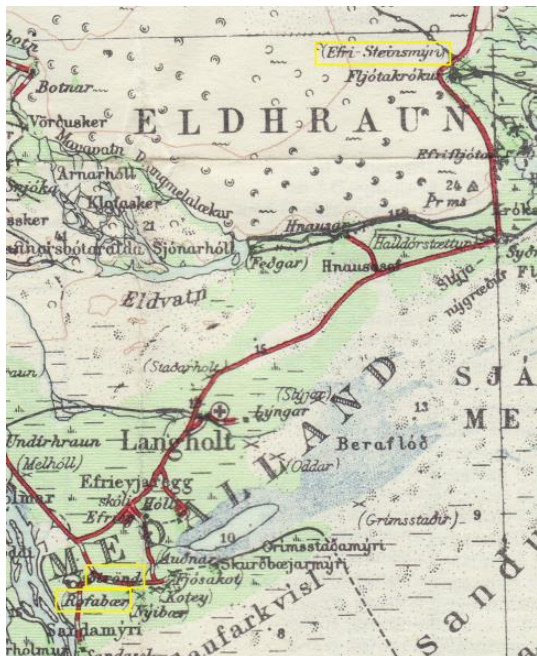
The first collecting office in the parish was opened at the farm of [Borgarfell](#) near Grafarkirkja 1.4.1892. It used a single ring crown cancel till 1903 when number 22 was introduced, which was used until 31.12.1912 when the office was moved to [Hlíð](#) some 5km to the south. Both of these farms are on the route of the old bridle path that eventually goes to Bjorsardalur. Hlíð used the Borgarfell crown cancel and number 22 for three years, for on 1.1.1917 the office was moved to [Flaga](#), a farm on the main road. The collecting office



used number 22 and then Swiss types B1ax B1ay and B8e until closure 30.9.1980. Flaga is also famous for using the old Danish cancel 236 between 1931 and 1936 when the B1ax cancel was lost. Refer to the article in the Numeral Handbok by Tore Runeborg and Sigurður Thormar, pp 27-30.

21.4 LEIÐVALLAHREPPUR

The parish is sandwiched between the Eldhraun lava field and the coastal gravel plains. The first office was opened at [Rofabær](#) having moved across the river Kúðafliót from Mýrar (1) (21.5) on 1.1.1887. It used a rare single ring crown cancel and then number 17 till closure on 31.12.1918 when the office was moved next door to. The farm of Rofabær is now uninhabited. Strönd remained open till 31.12.1976 using number 17 and Swiss type B1a. It also used a straight line temporary cancel 1972-1974. These places serving the route that fords the river Kúðafliót now bypassed by a road bridge further north.



[Efri-Steinsmýri](#) was opened as a collecting office for the calendar year of 1922 but no cancel is known from here. This farm is in the east of the parish half way to Kirkjubæjarklaustur

21.5 ÁLFTAVERSHREPPUR

The old coastal road took a direct route through the sandur, perhaps to avoid the lava fields further north. A collecting office was opened at [Mýrar \(1\)](#) on the Southern Post in 1873. This was moved to Rofabær (21.4) 31.12.1886 but was reopened 12.4.1890. A crown cancel used here, then number 16 until closure in 31.12.1915, when the office was moved from the rectory to [Nordurhjáleiga](#) a few km west. Here the office stayed for one year only using number 16 before being moved to another farm, [Herjólfsstaðir](#). Up until 31.12.1976 the office used number 16 and then Swiss type B2a.



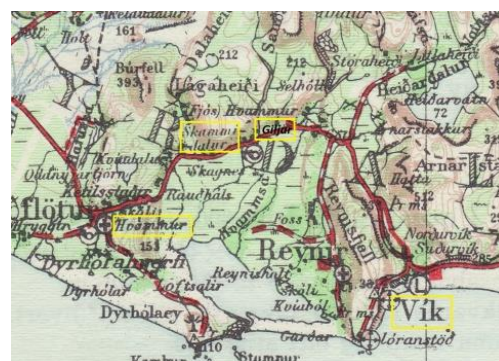
The remaining office was situated at the farm of [Holt \(3\)](#) and was opened 3.2.1927. It used number 218 till being superseded by Swiss type B1a and was closed 31.12.1963. The Swiss cancel was inscribed HOLT SKAPT. Holt is next door to Herjólfsstaðir.

21.6 HVAMMSHREPPUR

By far the largest village in the county is situated at [Vík í Myrdal](#). Although fishing used to be carried out from open rowing boats which were pulled up the beach, there is no natural harbour and agriculture is now the major occupation in the area. The population has grown steadily from 86 in 1901 to over 200 by 1935, but has remained at some 380 in recent decades.



The collecting office at [Vík](#) was opened 1.1.1875 having moved from [Fell \(1\)](#) (21.7). Until 1910 when the office was made up to post office, it used a single ring crown cancel and then number 21. This was superseded by Swiss type B1c, B8e, B7b, and B8b1, all the relevant cancels being inscribed Vík. The post office closed on 30.8.2000 and turned into a postal agency at BVT ehf. Þjónustuver slun. This closed 2.3.2015.



To the north of Vík, a second collecting office was open at the farm of [Skammidalur](#) between 1.1 1930 and 31.12.1944 using number 240 and then Swiss type B2a. The office was then moved to [Giljar](#) one km east of Skammidalur, it was once known as [Giljur](#) which carried on using number 240 and then the old Swiss cancel from Skammidalur and type B3e inscribed Giljar, till closure 31.12.1963.

Finally an office was opened at [Litli-Hvammur](#) otherwise known as [Hvammur \(6\)](#). From 1.4 1946 to 31.12.1977 the collecting office used number 15 and Swiss type B8e.

21.7 DYRHÓLAHREPPUR



Almost under Mýrdalsjökull ice-cap, an office was opened at the farm of [Fell \(1\)](#) in 1873 on the Southern Post. However, it lasted only short time as it was moved to Vík (21.6) in 1875. No cancels were used.

Nearby is a small hamlet containing the farms of [Eyjarhólar](#) and [Pétursey](#)? A collecting office was opened at the first 1.1.1896 and from 1903 to 1910 used number 13. No crown cancel is known for Eyjarhólar. On 18.4.1909 the office was moved to Pétursey and it too used number 13 and then Swiss type B1a inscribed [Pjetursey](#)

until closure on 31.12.1963.

Reykjavík Local Post 1900. (Issue 28) *Gústi Gústafsson*

(Ed. The above article was reproduced in Issue 28 and described the events leading to the adoption of a 4 aurar local post rate for Reykjavík town and the provision of a 4 aurar stamp for that purpose. One of the illustrations shows a First Day Cover for the 4 aur rate dated 6.1.1900, a great rarity I believe. I certainly did not expect to see another example in response. I am most grateful to Gústi Gústafsson who describes the following as a "small addition" to Reykjavík Local Post 1900).

From Gústi: - The cover Til Tunglsins (To the Moon) sold at last Postiljonen auction. Addressed to: Til Tunglsins Box 14B, at the same Box as Jónas Jónsson in Laugavegur 8. (cover shown in Issue 28)
This Jónas was a stamp dealer and advertised in "Nýja Öldin", a magazine that only lived for 3 years in Reykjavík. In the 3rd. last issue 1899 is this advertisement from Jónas.

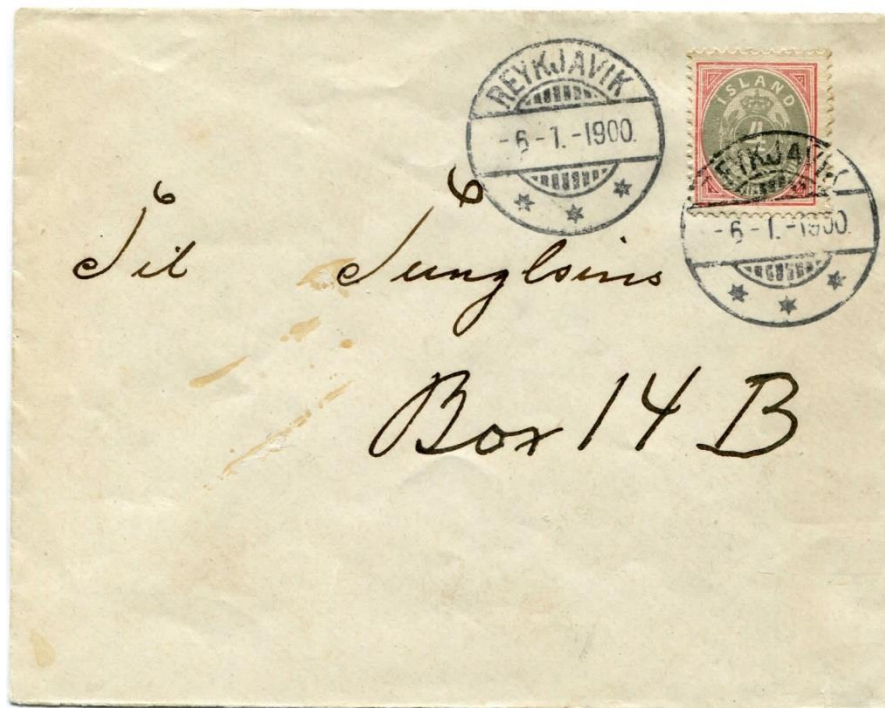
"Frímerki keypt og seld gegn borgun út í hönd.
Samvirkusamlegasta frímerkjaverzlun á landinu."

("Stamps bought and sold against cash payment.
The country's most conscientious Stamp-shop. ")

This super honest Stamp-dealer was probably making FDCs, as well as curious "ship-mail".

Best, Gústi

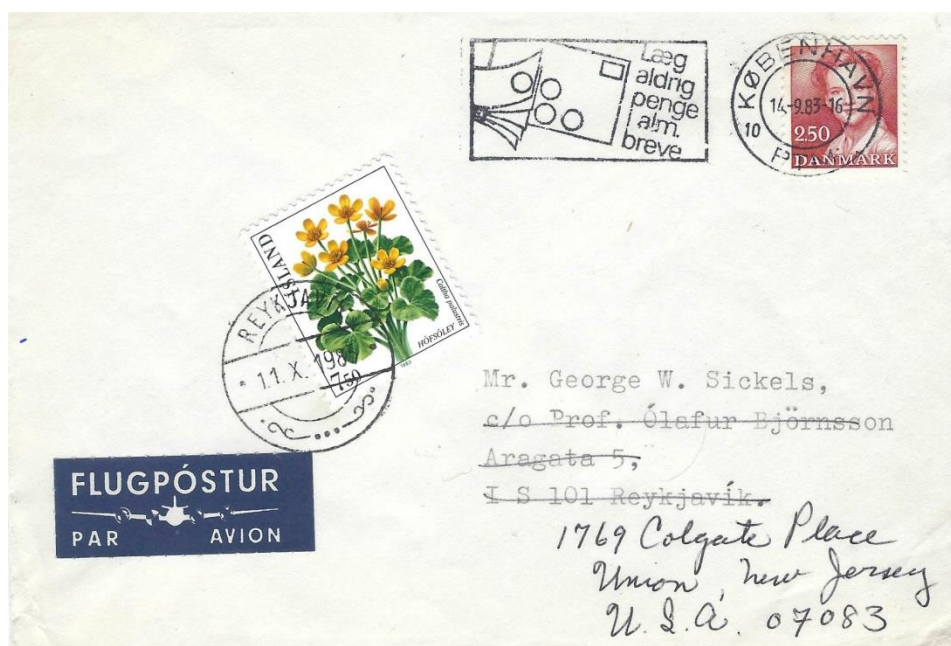




First day of 4 aur local rate 6.1.1900

Question regarding forwarding protocol *Viggo Warmboe*

I have a question for the Iceland postal history gurus. This cover sent from Copenhagen Denmark to Iceland was forwarded to the addressee in the US several weeks after the original mailing date. Iceland Sc.# 567 was added to the cover and cancelled in Reykjavik. My question is this: Was the Iceland stamp added to cover the forwarding cost (kr 7.50 was the surface rate to the US at the time)? If so, was it sent surface rather than airmail at the forwarder's choice? Or did it represent postage due assessed for the difference in airmail postage from Denmark to the US vs. to Iceland? I don't have any data on Danish postal rates so I don't know if that makes any sense. I have another nearly identical cover from Lyngby Denmark to the same addressee and forwarded on the same date with the same Iceland stamp added.

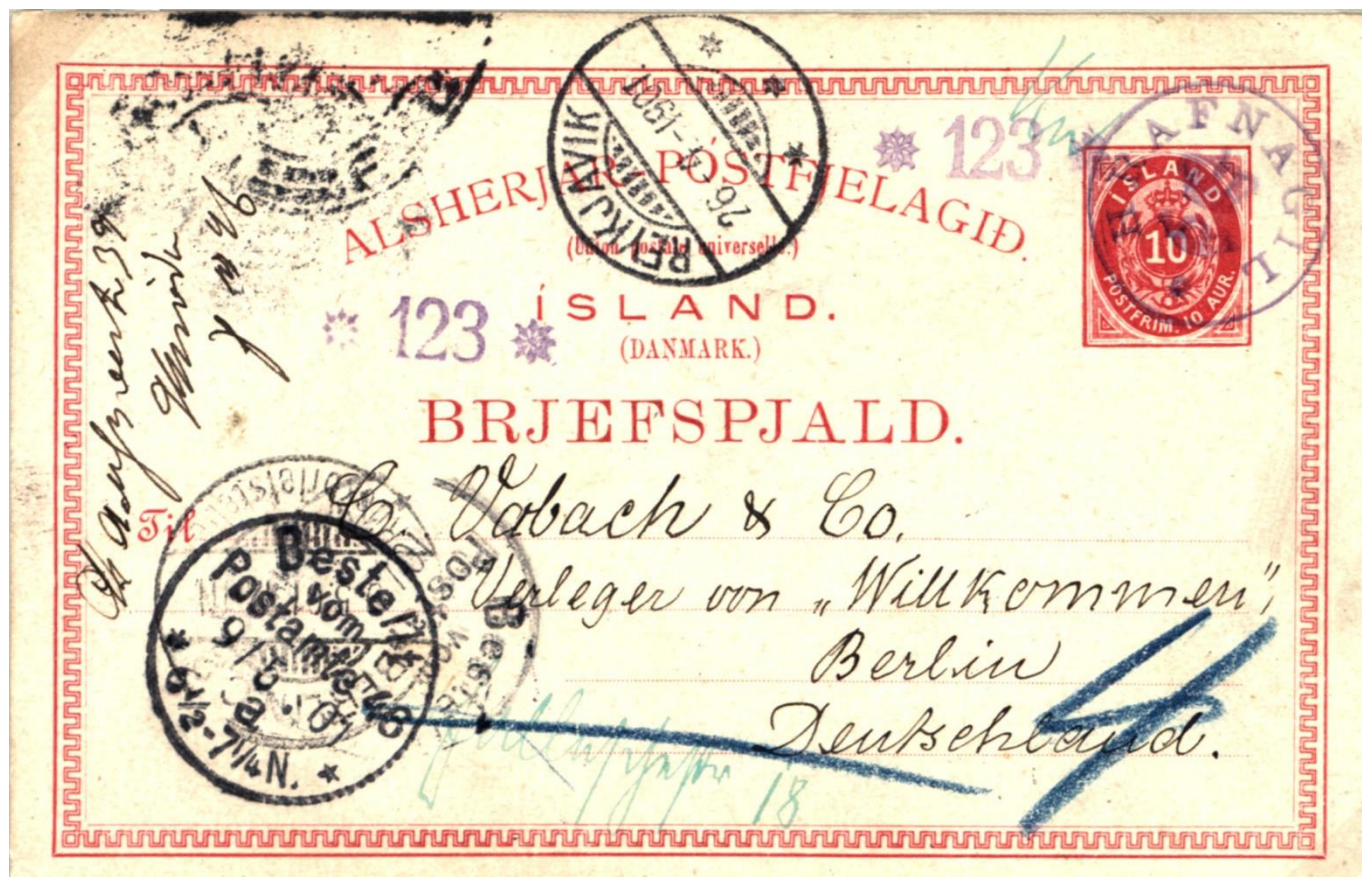


Hrafnagil anyone? (Issue 28)

As readers of this journal will readily acknowledge, it is not unknown for the editor to reveal some of the frailties of age. I am taking advantage of this latest occurrence of my forgetfulness, by showing this magnificent example of the HRAFNAGIL crown and posthorn cancel. Gústi Gústafsson and Steinar Fridthorsson kindly reminded me that this was part of Hjalti Jóhannesson's collection shown at NORDIA 2018. I was there, and I took a photo of it, and then forgot about it.



Here it is in all its magnificence.



HÖFN crown cancel – a curious example? (Issue 28)

I invited readers to offer opinions on that unusually fine example of the HÖFN crown cancel. Here is one from Steinar Fridthorsson.

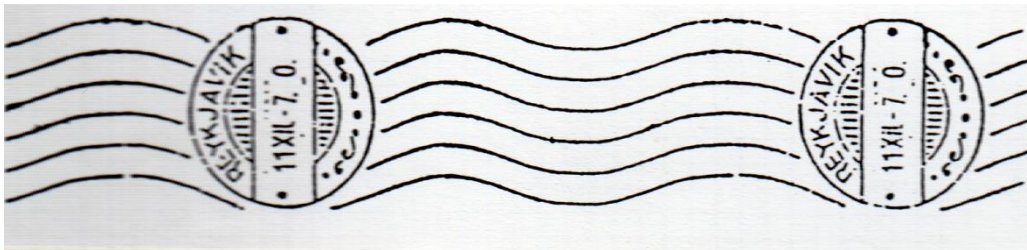
Steinar: - Regarding the HÖFN crown cancellation sold on Ebay recently I must say that I was ecstatic, having once collected such cancellations on Official stamps! However after having a second and closer look only a few seconds later I noted the similarities between this strike and the numerous strikes of different crown cancellations that I have handled through the years that have been struck many decades after the correct period of use, in most cases after the rubber in the cancelling device has seriously dried out and crackled! Regards, Steinar

(Ed. Any other opinions please?)

Roller Cancels Part 1

It is probably true to say that roller cancels receive less attention in philatelic journals than any other type of canceller. The only description I have ever seen appears in Íslenskir Stimplar by Þór Þorsteins, which remains the major work on Iceland cancels of all types. Þór said: - *In 1931 the Post Office in Reykjavík received a new type of canceller, a so-called roller. It differs from the usual hand types in that it is possible to drive or roll across an uneven base to cancel the stamps. The roller had a date head and waves, all sitting on a wheel in the canceller. Different types have been bought and are recorded according to the bridge-type system. In addition they are listed either with head sitting vertically or horizontally in the canceller. It can be hard to distinguish between rollers and bridge types unless the waves can be seen.*

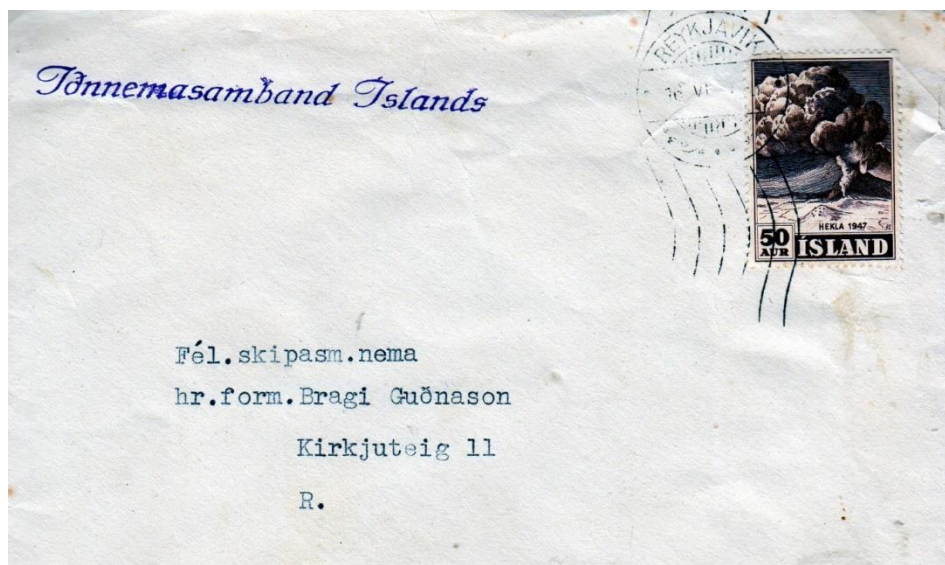
From their introduction I suppose they were mainly used on packages, and maybe that is the reason for their comparative scarcity. I imagine that not many people collect the wrappings off parcels. Fortunately for the collector, some can be found on covers, presumably because it happened to be the first cancel available to hand. There has been no serious attempt at pricing roller cancels as far as I am aware. In Þór's book there is only a nominal value applied to each, which should not be taken too seriously. Some of them are very scarce indeed, as the following article intends to reveal.



Type R1d 12.11.1931 to 18.2.1969

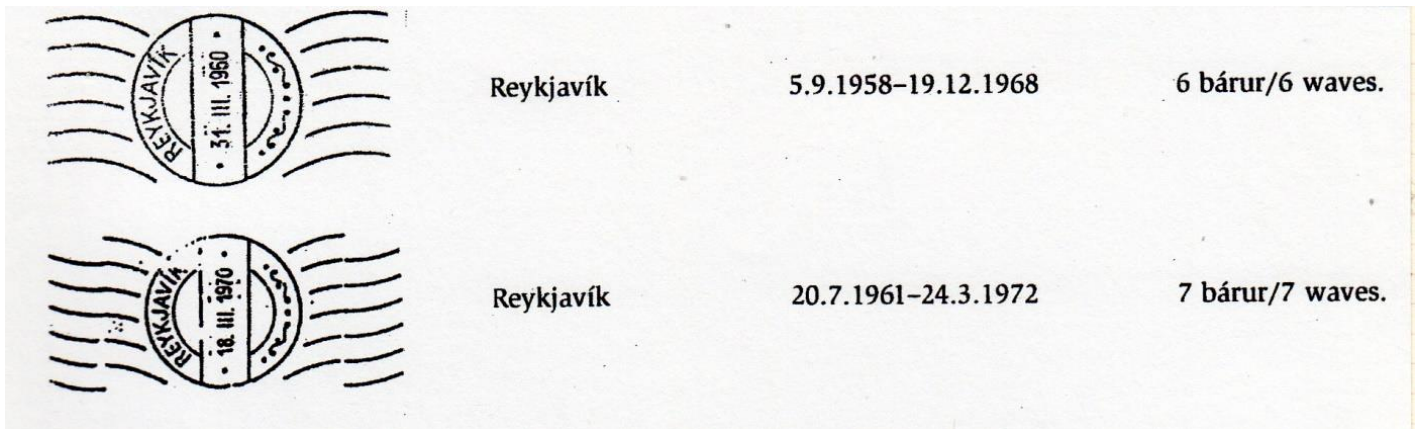


My earliest copy dated 25.VII.33



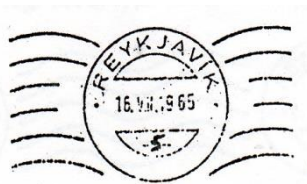
16.VII. ? The year is unclear but 50aur was the local letter rate from 15.11.49 to 31.12.51.

The R1d roller was the only one in existence for 27 years until it was joined by a new type R7e with full year; as before the cancel head is sideways. Two types were produced, one with 6 waves and another with 7



R7e with 7 wavy lines. Dated 21.II.1964. The head is sitting sideways as before, but this one appears to have been applied upside down as the head is pointing right instead of left. 2kr printed matter rate from 1.10.63 to 31.12.65. It contains an order form with the letter heading of “The Iceland-Overseas Cooperative”. The presence of a blank registration label is a mystery.

In 1965, the precise dates are unknown, the first roller cancels to be issued outside of R1 Póstastræti were issued; both were type R8e and were issued to Reykjavík 5 and Reykjavík 6. These were the only offices to receive this particular type of roller.



R8e dated 28.X.1975. 23kr printed matter surface rate from 1.10.75 to 30.4.76

Similarly Reykjavík 6



R8e dated 29.X.1981. 200aur Nordic printed matter airmail rate from 1.9.81 to 30.11.81

From an unknown date in 1972 another roller cancel was issued to Reykjavík 1, R8b a type which is unique to this office.



R8b dated 11.2.1976. 23kr printed matter from 1.10.75 to 30.4.76

Following the issue of the R8b to Reykjavík 1, an increasing number of roller cancels were allocated to other Reykjavík branch offices and to other post offices throughout Iceland beginning with Akureyri in 1977 and continuing throughout the 1980s and 1990s. These varying types of roller cancels will be described in later parts of this series.

Bridge cancel question from Issue 28

Thank you to Jørgen S. Larsen for providing his latest and earliest dates as follows:-

Ölfusárbrú dated 17.10.38 and Selfoss dated 31.1.39. That looks better than the 1938 and 1939 shown in the manual. Any later dates for Ölfusárbrú and earlier for Selfoss please?

“Móttekið” Covers

As reported in IPM March edition, from 1st February 2018 there is no second class inland mail (B-póstur) in Iceland. Now there is only one mail stream and letters are distributed within 3 working days (which is the same service which was offered within second class inland mail while that service existed, which was from 2nd July 2012 to 31st January 2018).

The previous rule that the date of receipt of mail should be recorded, introduced for domestic B-Póstur from 2012, continues to apply to the new inland single mail stream. The post offices throughout Iceland cancel all mail on the day received and therefore show the correct date of receipt.

However, a different process is used in the Post Terminal R102 Stórhöfði 32. Here the mail arriving today is not processed until the following day, which is when the mail passes once through the Pitney Bowes DM1000 machines. As they are also obliged to show the date the mail was received, and because the date in the cliché in the DM1000 machines cannot be moved backward in time, the solution was to print the date of receipt with the word “móttekið” (received), alongside the DM1000 machine cancel date. This method has applied at the Post Terminal since 1st February 2018.

The Akureyri Post Terminal also has a Pitney Bowes DM1000 machine, but they cancel the mail on the day it is received.

Collectors can expect to see covers from R102 such as the following example, kindly supplied by Árni Gústafsson



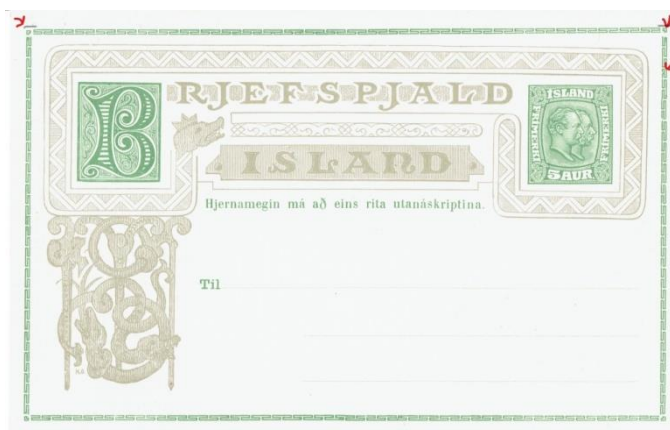
Coca Cola mail processed through the Reykjavík R102 DM1000 cancelling machine on 13.03.2018, with printed “móttekið” and the date of receipt 12.03.2018. Sometimes Icelandic text may not be available as can be seen here where “mottekid” is accepted instead of “móttekið”.

(Ed. I am grateful to Vilhjálmur Sigurðsson of Iceland Post for his patience in explaining the above developments).

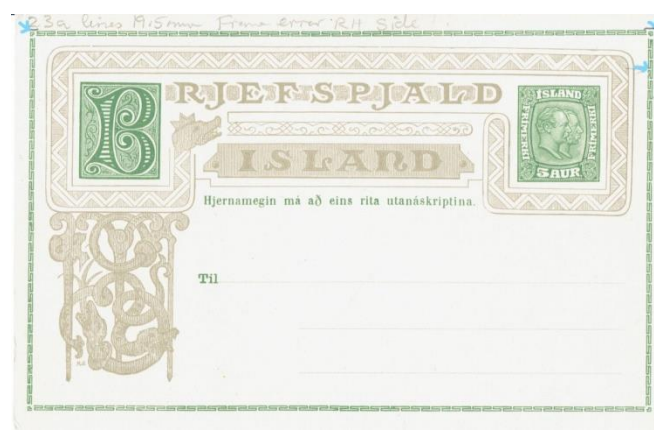
Variety on the 5aurar Two Kings Postal Stationary Card (Facit 24, Ringström 42Ac)

John Penrose

I have just got round to looking at my collection of the Postal Stationery Cards together with the Ellis Glatt reference guide reproduced in the Iceland Philatelic Magazine Special Issue 1/ April 2018. An excellent study, which I have found most useful. I sought the guidance of Ellis Glatt with regard to one of the 5 aur unwatermarked copies I have. I am showing it here as illustration number 1). It clearly has the “deformed link” shown as Glatt No. –124A4 on page 23 of the study. It also seems to have the “upper left corner ornament down below the frame line”, but comparing it to another copy of mine (illustration number 2), to my untrained eye, the upper right ornament appears to be level with the frame line. I asked is this another variation.



(1)



(2)

Ellis replied:-

Thanks for the images of the two very similar, but slightly varied 5-aur cards. There is no doubt that both cards were produced with the same plate setup. The one with the more elevated top corner ornaments (file 1) appears to have been produced later in the press run, as it shows a bit more wear, including at the bottom left corner the “B” cliché, for example. Such small type migrations are not uncommon in the longer press runs and could be the result of mid-run plate cleaning, minor adjustment, or merely from type loosening. In any event, there are enough other attributes that match well enough to justify treating these two cards as the same printing.

Hope this helps, Best, Ellis
