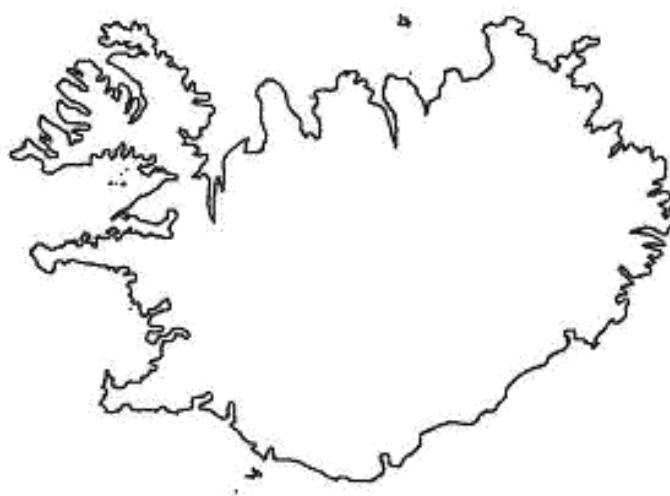
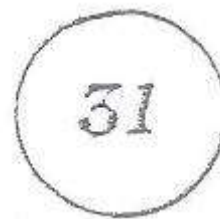


# ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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## Iceland Philatelic Magazine

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

The editor will help with the English if necessary.

[flackbp@gmail.com](mailto:flackbp@gmail.com)

Advice received from Vilhjálmur Sigurðsson at the Iceland Post office; occasionally it is necessary to replace a currently used Colop R40d cancel. These are identical in every respect and should not be regarded as a change of cancel and therefore will not be reported as such by the post office.

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### **Rates for Double Postcards in 1940s/50s ?**

Mike Schumacher raised an interesting question about double postcard rates, a subject which I have failed to give much attention to in the past. He specifically asked about the significance of a “double 50aur” rate for postcards between January 1940 and December 1942.

The official postal stationery reply cards, or double postcards were produced from 1883 to 1928. Their purpose was to permit the sender to attach return postage on the reply card which would be accepted for return by the receiving postal authority. Ólafur Elíasson tells me these are very rare, and where they do exist are probably philatelic; I cannot recall seeing one. Presumably they were not popular amongst the public, and in practice the reply cards were sometimes torn off by the Icelandic post office to use up stocks.

In theory, the 20 + 20aur National Museum could have been used until 14.11.1942 (the end of the 20aur PC rate); the 25 + 25aur 1922 issue could have been used until invalidation on 1.1.1947. I wonder if any examples exist. Despite this, the "double postcard" with an associated postal rate only ceased to be shown in the official rates tables from 1st July 1971. It is hard to believe this could have been an oversight by the Iceland post office; more likely the double postcard facility was still operational by some countries, and the UPU did not abolish it until 1971. Considering that double postcards, along with all Icelandic postal stationery, were invalidated from 1.1.1947, and probably hardly used for some years before that, it seems a strange state of affairs. Readers' opinions would be most appreciated.

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### **Essays or just Fakes (Issue 22. p.12)**

From Ed Fraser:

These are modern forgeries; our 21st century Fournier using the same reasoning to forge as Fournier, sells irregularly all over eBay. Better than Fournier, he uses comb perf machines. Fournier only did line perforating. The North Ingmanland stamps (Specimen) are similar roughish perforated, but originals were LINE perforated. (Fournier never forged these, anyway.) I don't know if Iceland used comb perfs like the forgery here. Overall, dangerous stuff. Also these forgeries are all ungummed. Best regards, Ed.

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## **The lack of crown cancels on service (official) stamps (Issue 22. p.21)**

From Steinar Fridthorsson.

Just a small note on Ron Collin's article in the latest e-magazine regarding what may be the reason for the lack of crown cancels on officials.

As I once concentrated my collecting on official stamps only, my aim was to acquire as many different cancels of any type on each of the official stamps, I was of course very interested in knowing exactly which officials or places had the privilege to use official stamps. For this reason I have had many thoughts on the subject.

One thing to keep in mind is of course that we are talking of a very narrow time frame for the use of most crown cancellations (most are ca. 1894-1902). Icelandic official stamps are, as you know, not that often found used at farms, hardly even the Christian X issue, which was in use for a long time. Most of the stamps seem to originate from towns, which is understandable, I somehow feel that we do not know the whole story; they shouldn't be as unusual from various farms as they seem to be.

I have a theory about the period when the use of crown cancels was most common. I believe that it may have been so that officials at various farms, (incl. church farms) were not required to frank their mail with official stamps. What I have to back this up is the number of unfranked covers that I have seen through the years which will have contained official reports from such places. These are sometimes cancelled, so most likely they went through the mail; often however, there have been uncanceled such covers, originating from the same correspondence, which I suspect will have gone through the mail as well.

As you may know the use of numeral cancels on the Christian IX official issue (in the years following or simultaneous to the normal use of the crown cancels) is not common either, then gradually you seem to get an increased variety of numeral cancels used on official issues as time passes (and new stamp issues appear).

I believe that as with many other Icelandic philatelic mysteries we'll need to ask Ólafur Eliasson for his input; what he may have read in the official archives about the rules and guideline for the use of official stamps.

Best regards to you all! Steinar Fridthorsson.

From Ronald Collin:-

In reply to Steinar, I want to compliment you for early on in your collecting, taking on an esoteric area such as the Officials or Service stamps. Most collectors initially collect and study the Regular issues of their collecting area, only later on deciding to collect and study the Officials. For you to concentrate on the Officials and their cancellations, so early in your collecting, displays a real desire to be a serious philatelist and not just a collector.

Based on your observations, as mentioned above, it seems that this may be the bulk of the reason for the relative absence of Crown cancels on Official stamps, except for certain examples. I wonder if there might also be other, rather minor reasons that could add to this lack of numerous Crown canceled examples? Perhaps, as you suggested, postal guidelines?

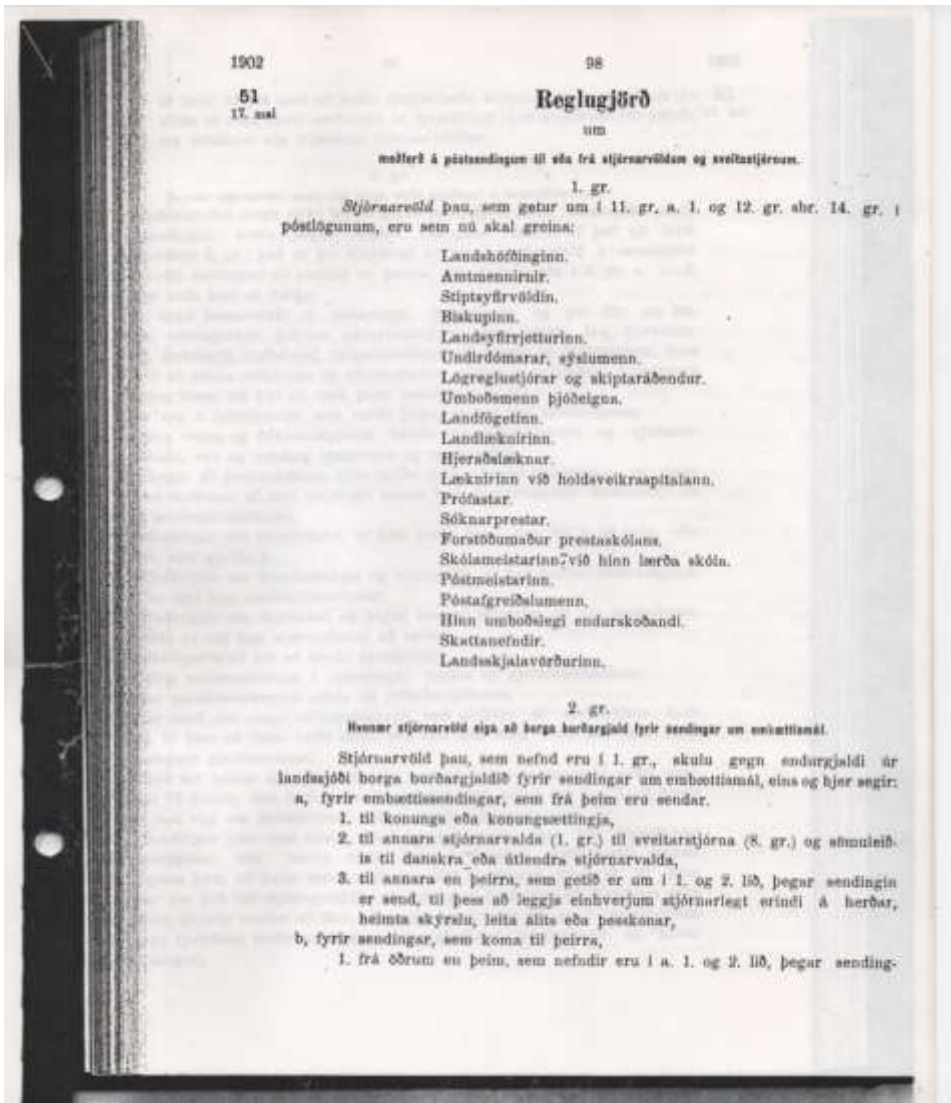
Now you have piqued my curiosity about NIC cancels appearing on Christian IX Officials. I must admit, this is an area that I have not yet assigned some of my serious study time. But, now that you have brought it up, I should check to see how many, if any, of my Christian IX Officials have NIC cancels on them, and perhaps make a census of them.

Unfortunately, I have not had the pleasure of corresponding with Ólafur Elíasson in the past. Perhaps he would add to this discussion. Thank You, Steinar for your comments. This is one of the things I like about philately; people are always willing to share their knowledge and experiences.

Best regards, Ron

From Ólafur Elíasson:-

Hello, I can think of a few reasons which collectively may explain the scarcity of C&P cancellations on official stamps.



1. Official mail was only a small part of the total volume of the mail. It follows that cancelled official stamps are much less common than ordinary stamps of the same period.

2. Officials, who had permission to use official stamps, could in certain circumstances (explained in detail in the regulations) mail their official letters without affixing stamps on the letters. This applied f.inst. to letters from one post office to another post office after 1897.

3. The officials using official stamps were mostly situated in Reykjavík or in towns with post offices (see attached list from the 1902 regulations). I do not think the county priests wrote many official letters, perhaps a report to the church authorities once a year.

4. The letter collecting stations (which used the C&P cancellation) were only permitted to stock stamps for a small amount of money. Obviously they stocked

only the stamps which were most used, i.e. 5, 10 and (possibly) 20 aur stamps. Higher value stamps and official stamps were in very little demand at the collecting stations.

I am open for discussion and remarks on my attempt to explain the scarcity of official stamps with C&P cancellation. Regards, Ólafur

Finally from Steinar:

I believe Ólafur has managed to explain the mystery to us, if not completely then at least for the main part in his four paragraphs. Although I had not seen the regulations I had a strong feeling about his paragraphs number 1 and 2. My perception was built by systematically going through all old auction catalogues/lists available to me (including those of Islandssamlarna) to see there what existed of Icelandic officials used outside of Reykjavík

for years. Apart from that, I of course scanned all online auctions known to me during that period. I am of course still very much interested in the subject even if my collecting interests have shifted since then, much due to the lack of available material. I am copying Johnny Pernerfors on this as I am sure that he will be interested in following the discussion.

Best regards to you all and a special thanks to Ólafur, Steinar

(Editor:- Between us, we have so far unearthed 50 examples of C/P cancels on official stamps covering over 30 collecting offices used in the period ending 1902. No clear pattern emerges from this sample, although probably a majority of the 30 collecting offices were sooner or later upgraded to post offices. Maybe it might be useful to list the 30 and add to the list as research reveals other offices. By my reckoning, approx. 142 collecting offices received a C/P cancel. Probably the majority never received official stamps).

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### **Zella-Mehlis anyone ? *Brian Stwalley***

I found something that looked a bit unusual in an otherwise ordinary set recently.



I'd never heard of Zella-Mehlis before, but it is a small town (pop 10000) in central Germany. While it may seem like an odd place to have a receiving cancel from, it turns out it would have been the location for the Walther and Anschutz arms factories at this time. The bottom lettering of the cancel probably is Thüringen, referring to the state in which it is located. Best, Brian

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## A seldom visited place in Norway (Issue 22.p.7) Árni Gústafsson



(picture postcard from Kristiansund N. I found on the internet)

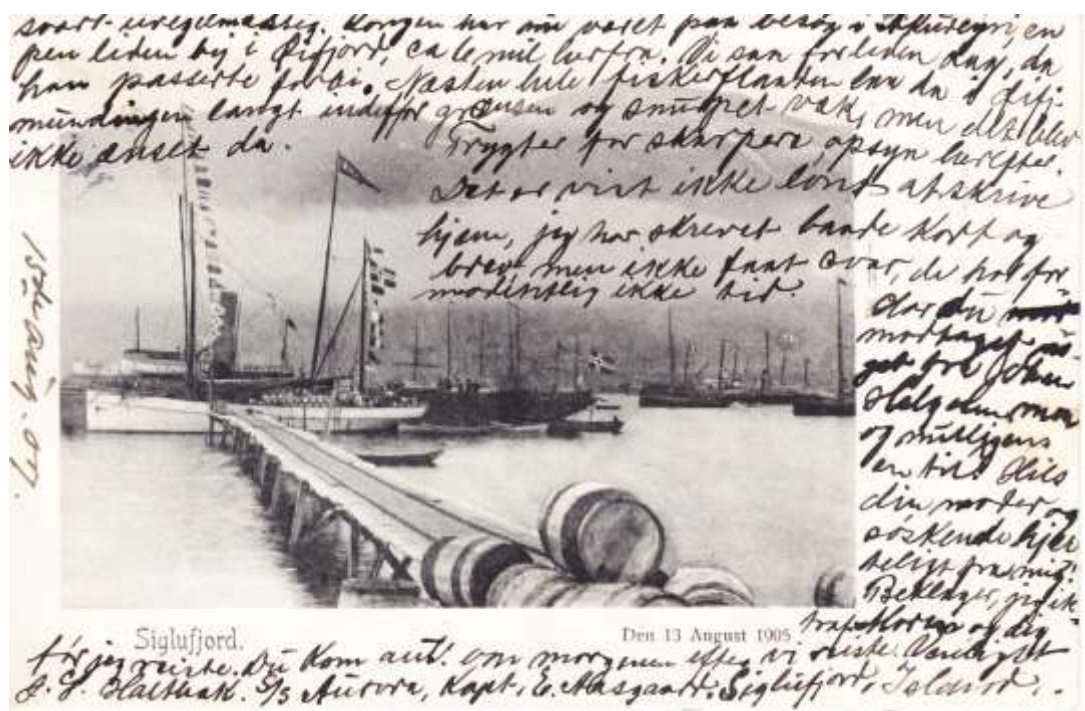


This card was probably first cancelled in Kristiansund N with the machine canceller, but the postman missed the stamp so he took another canceller to cancel the stamp; and for luck he took this Christiansund N type 2



Christiansund N type 2 (known use: 12 II 85 - 24 VII 20)

NORGESKATALOGE POSTAL II)



On the back side of the card we have this picture from 1905 of the harbour in Siglufjörður

Before the introduction of postal codes in Norway in 1968, it was easy to confuse the name *Kristiansund* with Kristiansand in the south. It was therefore obligatory to always add an *N* (for north) to Kristiansund (*Kristiansund N*) and an *S* (for south) to Kristiansand (*Kristiansand S*). This is pretty much still practiced and also occurs in some other contexts than postal addresses. (Wikipedia)



In my collection I have this card posted in Siglufjörður, cancelled with crown cancel, sent to Aalesund. Transit marks: Seyðisfjörður 1.9.06 and Kristiansund N 6 IX 06



I have a copy of another card owned by Þorhallur Ottesen, posted in Reykjavík, addressed to Malmö Sweden.  
Sent with s/s Gambetta, transit mark Kristiansund N 20 VIII 05.



So we have at least 4 trips to Kristiansund N.  
 Árni Guðstafsson

[illegible]

## Why a long cover in an advanced collection? *Ole Svinth*



In most collections, the most sought covers are in the “normal” size. It looks better on the page. However, the shown “long size” cover might be accepted. You can wonder a bit and try to figure out why this cover is OK.

*Inland letter to Reykjavik cancelled Borganes 27 6 1973. Postage rate 9 kr. 0-20 gr.*

We have to look at day of issue, which was June 26<sup>th</sup> 1973. The postage rate in the period April 1<sup>st</sup> 1972 – June 30<sup>th</sup> 1973 was 9 kr. for a 0-20 gr. letter. Shortly after issue the letter rate changed to 13 kr.

The conclusion is that the 9 kr. as a single stamp could only be used for 5 days. If you have this 9 kr. single on cover you have a nice item. I never myself managed to find a small cover.

To underline the scarcity, I can add that printed matter rate and the postcard rate was 10 kr. from July 1<sup>st</sup> 1973.

## Has anyone an explanation for this cover? *Henk Burgman*



Ship-mail from DK to Malmö and through to Finland?  
Cancelled Malmö 19-05-37. Surface Iceland to Finland would be 20 Aur.  
20 Aur surface + 20 Aur airmail should be 40 Aur.  
Or is this a joke or a fantasy made cover?? Henk



(Editor): Here is my twopence worth:- It looks a genuine properly addressed cover. However it is very unusual. It went ashore at Malmö, probably from a Danish ship via Iceland, and maybe along with other mail from that ship got a poorly struck Fra Danmark strike, at Malmö, and went on by surface mail to Finland. What the sender originally intended by fixing an airmail label I do not know. A keen official might have crossed out the airmail label since it was underpaid. I invite opinions from our readers.

[illegible]

## An Iceland view of A.V.2 markings (Issue 22. p.23)

From Wilbur Jonsson.

In issue 22, Ólafur Elíasson showed an airmail cover from Iceland to Mittweida with a handstamp in the form of a black cross associated with Leipzig cancelling further transmission by air. With Leipzig and Mittweida both in Saxony, it is likely that no airmail connection could reasonably thought to exist between them. But why bother to cancel the airmail at Leipzig? Perhaps the clerk was in a daze and operated on automatic pilot.

Wilbur

## EYJAFJARÐARSÝSLA

A very prosperous county in central north Iceland, the area contains five towns each with a population of more than 1000 people including Akureyri, the capital of Northern Iceland. The county owes its prosperity to its good harbours which are adjacent to the herring grounds, together with a fertile farming hinterland. Total population of the county is over 21,000.



### 15.1 GRÍMSEYJARHREPPUR

The island of **Grímsey** is the only part of Iceland within the Arctic Circle, and indeed the island is remarkable in many other ways. Part of the attraction of living here is the lack of taxation but perhaps more importantly the surrounding seas are rich fishing grounds. A collecting office was opened here 1.1.1899 using a triple ring crown cancel, to be superseded in 1903 by number 63. Later Swiss cancels type B1a and B8e, B8b1 were used and alternatively a pictorial cancel showing the Arctic Circle bisecting the island. The office was promoted to post office 14.7.1987 to 14.10.1999, then became a postal agency, firstly at Höfða (15.10.1999 to 5.11.1999), then at Flugmálastjórn Flugstöð (airport terminal) (6.11.1999 to May 2009), and then at Búðin verslun. Hafnargötu 19 from May 2009. For a revealing insight into life on Grímsey I would recommend Robert Jack's 'Arctic Living' published in 1957.



### 15.2 SVARFADARDALSHREPPUR

Further south from Ólafsfjörður and down the western shores of Eyjafjörður, this valley contains a large farming population. The first office was opened at the rectory of **Tjörn (1)** 27.3.1884 and used a crown cancel, single ring, until 30.4.1899 when the office was moved to Dalvík (15.3). The crown cancel was inscribed 'TJÖRN Í SVARFADARDAL'.

### 15.3 DALVÍKURHREPPUR

**Dalvík** is a small fishing village. Visited by M/v Drangur in its time and the ferry for Grímsey, the present population of some 1948 has grown from just 200 in 1930. The village was the epicentre of a large earthquake in 1934.



The office was opened 1.5.1899 (moved from Tjörn (1) (15.2)). The collecting office used the old Tjörn crown cancel and then its own triple ring crown cancel followed by number 59 until 1.1.1929 when the office was promoted to post office. Since then Swiss cancels type B2c1, B8e, B7b, B8b and two types of B8b1 have been used. The office was moved to a postal agency in co-operation with the insurance company Sjóvátryggingarfélag Íslands on 25.2.2011.



## 15.4 HRÍSEYJARHREPPUR

The island of [Hrísey](#), in the middle of Eyjafjörður has about 300 inhabitants and makes a living from tourism. There is a large ptarmigan colony on the northern end of the island, away from the main village. A ferry connects the island with Dalvík and Árskógssandur. A collecting office was opened here in 24.6.1921, using number 68. The office was made up to post office 01.07.1939 and since then Swiss types B1a and B8e, B8b1 (two types) have been used. The office was demoted to a postal agency at Sparisjóð Svardæla 1.8.1998 and the office finally closed 2.6.2014. All mail in future will be taken ashore by a local shop owner who will act as a sort of agent for the post office, and takes the mail to Akureyri post office. Although not strictly the same as the overland mail carriers it has something in common with them. No postal service is provided except at Akureyri. The Hrísey canceller is defunct. (See map below)

## 15.5 ÁRSKÓGSHREPPUR

The first office in this little parish was opened 14.9.1928 at [Litli-Árskógssandur](#) (otherwise Árskógssandur) just off the main road. To give some idea of the rarity with which some of the Swiss cancels are used, when I visited this collecting office in August 1974 the cancel had to have its date moved on from 1973. The office has used number 224 and Swiss type B2a. The office closed 11.8.1992 and was merged with Hauganes.

[Hauganes](#) collecting office was opened at the co-operative store on 1.1.1965 and used a Swiss cancel type B8e. On merger the combined office was called [Árskógsströnd](#) and used the old Litli-Árskógssandur and then B8b inscribed Árskógsströnd before closing in September 2001.



## 15.6 ARNARNESHREPPUR

The first office in the parish was opened at the residence of the sheriff of North Iceland at [Friðriksgáfa](#) in 1873 on the Northern and Eastern Post, though the collection office only remained there for twelve months and did not use a canceller and was burnt to the ground on 21.3.1874. Friðriksgáfa was of Danish brick construction and after the fire the bricks were used to build a school here. This also burnt down in 1902. Friðriksgáfa was next door to Möðruvellir.

The next office was opened at the old parish rectory at [Möðruvellir](#) 1.1.1882 and used a single ring crown cancel until 1903. Then number 70 was used until 31.10.1919 when the office and the cancel were moved to



[Spónsgerði](#), the nearest farm to the north. However, the office returned to Möðruvellir 1.7.1931 and until closure 31.12.1963 used Swiss type B2a of Spónsgerði and then another of the same type inscribed Möðruvellir.

[Hjalteyri](#) was served by seapost in the time just after its establishment 1.1.1899 as a collecting office until 1905. It used a triple ring crown cancel until 1903, then number 66 and Swiss cancels type B1a and B8e. It was closed 30.5.1996. The village has a population of 43. Hjalteyri is well known because of the large herring meal and oil processing factory that the company Kveldúlfur h.f. built there in 1937. The factory was the largest herring processing factory of its kind in Iceland at this time. The factory was operated until 1966. The office was situated at the boarding

school on the outskirts of the village.

## 15.7 SKRÍÐUHREPPUR

No offices

## 15.8 ÖXNADALSHREPPUR

The parish is contained in a long and scenically spectacular valley and is served by the main north coast road. Many of the widespread farms are now abandoned.

The first office originates from the Northern and Eastern Post of 1873 and was founded at [Steinsstaðir](#) near to the church at Bakki. A crown cancel (single ring) was used until 31.12.1902 when the office moved to the Benedictine monastery at [Þverá \(1\)](#). Using the old Steinsstaðir crown cancel and then number 85 the office remained here until 31.12.1916 when it was returned to Steinsstaðir. From 1.1.1917 to closure 31.12.1943 the office then used number 85 and Swiss type B2a. The office moved to [Efstalandskot](#), just north of Bakki and was a collecting office between 1944 and 31.12.1963 using the old Swiss cancel of Steinsstaðir and then its own type B3e.



## 15.9 GLÆSIBÆJARHREPPUR

No offices

## 15.10 HRAFNAGILSHREPPUR

Just south of the very old farm of Kristnes is the farm of [Hrafnagil](#) where on 23.4.1892 a collecting office was opened. From then until 1903 a very rarely found single ring crown cancel was used, and from 1903 to 31.12.1906 when the office was closed, number 67 was applied.



## 15.11 SAURBÆJARHREPPUR



At the rectory of [Saurbær](#) a collecting office was open between 1.4.1892 and 31.12.1933. A single-ring crown cancel was used from 1894 and number 71 from 1903. The church here is the oldest in Eyjafjörður and dates from 1858.



**KAUPSTAÐUR  
SIGLUFJÖRÐUR**



Created kaupstaður in 1918

This now prosperous fishing port is located in the extreme north of the county sheltered by high mountains in a deeply incised fjord. Originally opened as a collecting office 1.1.1875, the town had only some 150 inhabitants at the turn of the century. It used a single ring crown cancel to 1903 and then number 84 until it became a post office 1.1.1910. Operating purely as a maritime office it was served by the mail boat until a summer road was opened in 1942. By this time the town had grown to 2,800 people, with the figure swelling to 10,000 when the summer herring catches were being frozen. Since 1910 Swiss cancels have been used: B2c1a, B2c1b, B2c1c, numeral N1c 208, B2c2, B8e, B8b, three types of B8b1 and two machine cancels M3 and M8. The present population is 1,206 and the herring are just a story. Two road tunnels connect Siglufjörður to Ólafsfjörður and were opened in 2010 in an attempt to keep Siglufjörður viable. The other road to the west was tunnelled through in 1967 and became Siglufjörður's lifeline when storms closed the port in winter.

[illegible]

## A look at the auctions



**\$153 (Facit 1500sek)**



**\$295 (1944 in the Poverá period)**



**\$130 (Facit 800sek)**

## Opinions on ..... interesting FRA ISLAND cover (Issue 21. p.10)

From Arthur Jennion:

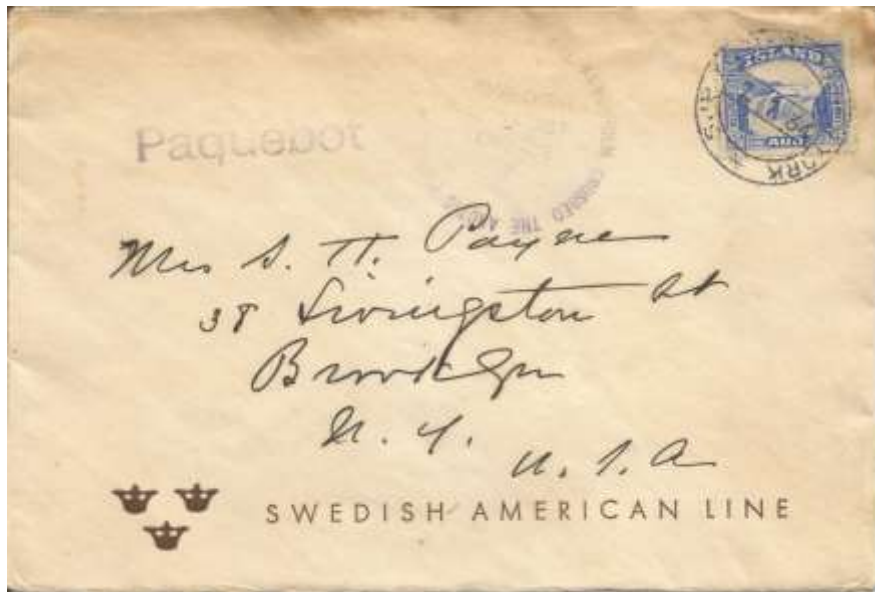
The mailboat S.S. Laura sailed a regular run from Copenhagen – Iceland – Thorshavn- Leith –Copenhagen. The Lloyds Register for 4<sup>th</sup> May 1903 shows the arrival of the Laura at Leith on 3<sup>rd</sup> May (Capt. Aasberg). The register for 5<sup>th</sup> May shows the departure of the Laura for Copenhagen on 4<sup>th</sup> May. The Laura almost certainly carried the letter to Copenhagen, arriving on 6<sup>th</sup> May, and the letter received the FRA ISLAND mark. The next Lloyds register for Copenhagen is 13<sup>th</sup> May, and the arrival of the Laura is not recorded, which is normal as the Danes were not meticulous in reporting ship arrivals to Lloyds, particularly if the ship was not registered at Lloyds. It cannot be certain, but the letter with Danish stamps may have been put on the Laura at Thorshavn.

(Ellis subsequently reported that the FRA ISLAND strike measures 34 mm across by roughly 5 1/2 mm tall. According to his references, the strike measurements and properties of the subject FRA ISLAND cancel checks out with the canceller that was in use in Copenhagen between 1898 and 1912. Aside from the strike dimensions, that particular canceller is noted for its low cross bars on the letter "A" (also seen on the subject cover)).

*Paquebot Cancellations of the World (Hosking's 4<sup>th</sup> Edition) confirms this.*

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### Another ship-mail riddle *Henk Burgman*



This cover was sent from the Swedish Cruise ship "Kungsholm" after leaving Iceland. The stamp is cancelled with a cancel unknown to me. It reads ...RG - New- York in the double ring on the right hand side. But the text in front of that is not readable. I can't find it in Hosking and not in Dovey & Morris; also no sign of it in H. Schilling's "Fremde Anlandestempel". Maybe one of our readers knows a bit more.

Henk

## More on "Some food for thought" (Issues 19 and 22)

From Ebbe Eldrup:-

I read the update from Ellis Glatt and Ron Collin in no 22 of the Magazine with great interest.

There is no doubt that the illustrated 10 aur and 16 aur cards are made up and never entered the postal system. I do not agree that the postmark Flateyri C&P is a fake postmark, but believe it is cancelled to order on these totally philatelic postcards.

What also made me wonder at first sight, was that a 5 aur card is mentioned as another suspect, and the third illustration is the 5 aur postal stationery uprated with a 5 aur. The editor kindly provided issue no 19 which I seem to have missed and reading this I was relieved to learn that the uprated postal stationery was an example of the genuine use of Flateyri C&P because this is certainly also my opinion. The British transit postmark Hull Ship Letter from June (19)02 and arrival postmark in Denmark ensures the genuine use.

I wonder which ship and which connection between Flateyri (?) and Hull that carried this mail? Can any of the readers help?\* Was there only a connection at summertime in 1901 and 1902? I know of an earlier Hull Ship Letter usage (from 1893) and with Reykjavik A postmark.

My collection has the two copies illustrated below and from June 25 (19)01 and July 8 (19)02, respectively. Also cancelled Flateyri C&P and Hull Ship Letter as well as arrival cancellations Kjøbenhavn 27.06.01 and Viborg 10.7.02 (on reverse).

Unfortunately, none of the items carry an address or place of writing (but only text on the stationary).



By the way, they elegantly illustrate the rule that mail to Denmark, where transit via UK (or Norway) is requested by the sender, should carry the appropriate UPU rate.

On the cover there is consequently not only the 16 aur direct IS-DK rate but an additional 4 aur stamp covering the total 20 aur UPU cover rate up to 3 kvint.

On the postal stationery the direct postcard rate IS-DK 8 aur is illustrated. No request for transit via UK is made. In this case the postcard went through Hull on its way to Denmark. There was no fee for this. The UPU postcard rate was 10 aur.

- (Editor: Maybe Arthur Jennion can assist?)

## Unusual destinations ~ G

### Ghana



Reykjavík B8b dated 16.6.1979. 210kr airmail rate up to 20gm. Valid 1.6.79 to 31.1.80

### Greece

If I may describe Greece as an unusual destination from Iceland, here it is. (A pity we have no Greek readers.)



Reykjavík B1d (R-18) dated 25.VII.31. 20aur postcard rate.



## Was this cancel ever used here? (13)



### B2a Staðastaður Snæfellsnes & Hnappadalssýsla

Recorded use 1.7.1930 – 31.12.1943

Traðir 1.1.1944 – 31.8.1944



12.8.33



Traðir lies a short distance closer to the coast than Staðastaður. If anyone is lucky enough to have an example of this cancel used in the first 8 months of 1944 at Traðir, please let us see it! Such a cancel must be a rarity.



### B1a Sveinseyri Vestur-Barðastrandarsýsla

Recorded use 1.7.1930 – 20.6.1961

Innsta-Tunga 21.6.1961 – 17.8.1961



Innsta-Tunga did not receive its B8e cancel until 18.8.1961, which only allows a window of less than 2 months in which the possibility of a Sveinseyri cancel could occur.



B1a Sveinseyri dated 30.5.44



## Inflation 1979 – 83    Part V 1983    Stamps single on cover    Ole Svinth



Day of issue February 10<sup>th</sup>.

On day of issue only one of these stamps, the 8,00 could be used as a single, namely as airmail 0-20gr. outside Europe. I am not able to show one. You must be happy if you have such an item. As a single you then will have to wait two years.

From March 1<sup>st</sup> the 7,50 kr. could be used as a single, the rate for a Nordic printed matter 20-100gr. being 7,50 kr. The 10,00 kr. had to wait until February 1986 when it became inland rate 0-20 gr. It functioned as supplementary value in the meantime. The 20,00 kr. stamp also served as a supplementary value.



Printed matter to Denmark cancelled Reykjavik 27 5 83. 20-100gr.

Postage period March 1<sup>st</sup> 1983 - May 31<sup>st</sup> 1983.



Inland letter cancelled Keflavik 24 9 85. Letter 0-20 gr.

Postage period July 1<sup>st</sup> 1985 – January 31<sup>st</sup> 1986.



Inland letter cancelled Akureyri 4 3 1986. Letter rate 0-20 gr.

Postage period February 1<sup>st</sup> 1986 – January 31<sup>st</sup> 1987.



Day of Issue March 24<sup>th</sup>.

Good planning. Both values could be used as single from day one. The 4,50 was valid as postage for an inland letter as well as for Nordic letter 0-20gr. The 5,00 was the letter rate for an air letter 0-20 gr. to Europe.



Letter by air to Germany cancelled Akureyri 1983. Letter rate 4,50 for 0-20 gr.  
*Postage period March 1<sup>st</sup> 1983 – May 31<sup>st</sup> 1983.*

Letter to Denmark cancelled Vestmannaeyjar 25 4 1983. Letter rate 5,00 for 0-20 gr  
*Postage period March 1<sup>st</sup> 1983 – May 31<sup>st</sup> 1983.*



Day of issue May 5<sup>th</sup>.

The 5,00 covered the air letter 0-20 gr. inside Europe from day one for 25 days. Shortly after (on June 1<sup>st</sup>) the 5,50 became the inland rate 0-20 gr.



Letter by air to Belgium cancelled Reykjavik 19 5 1983

Inland letter cancelled Vestmannaeyjar 28 6 1983.

Letter rate 5,00 0-20 gr. to Europe

Letter rate 5,00 0-20 gr. inland and Scandinavia

Postage period March 1<sup>st</sup> 1983 – May 31<sup>st</sup> 1983.

Postage period June 1<sup>st</sup> 1983 – August 31<sup>st</sup> 1983.



Day of issue June 8<sup>th</sup>.

The 11,00 was the rate for a 20-100gr. letter inland and Scandinavia on day of issue. This rate increased on June 1<sup>st</sup> to 13,00.



Letter to Denmark cancelled Vestmannaeyjar 20 6 83. Letter rate 20-100gr 11,00

Postage period June 1<sup>st</sup> 1983 – August 31<sup>st</sup> 1983.



Letter to Denmark cancelled Vestmannaeyjar  
13 10 83. Letter rate 20-100 gr 13,00

Postage period September 1<sup>st</sup> 1983 – November  
30<sup>th</sup> 1983.



Day of issue June 8<sup>th</sup>.

This value was for supplementary use. Letter rate 15,00 was never seen.



Day of issue September 8<sup>th</sup>.

Both values were not of any use as singles. What they were  
intended to cover is not obvious, as they couldn't be used as  
singles for at least three years.



Printed Matter to Denmark cancelled Reykjavik 4 6  
Postcard by air outside Europe was 12,00  
Postage period Febr. 1<sup>st</sup> 1986 – January 31<sup>st</sup> 1987.



Postcard to USA cancelled Reykjavik 23 5 86  
Rate 20-100 gr. was 14,00

Postage period February 1<sup>st</sup> 1987 – June 30<sup>th</sup> 1987.





Day of issue September 8<sup>th</sup>.

A supplementary value.



The values in this exhibition sheet are a mystery. The rapidly growing inflation had made it impossible to guess the rates for the near future. The postal authorities made a bad choice, as the values could not be used separately.

On day of issue the total value of 20,00 was the air rate outside Europe for a 20-100 gr letter. Would that be a single?

Day of issue October 5<sup>th</sup>.



These Xmas values were issued as the inflation had stopped. 6,00 was inland / Scandinavian rate for a 0-20 gr. printed matter / Xmas card, and 6,50 was the letter rate 0-20 gr.

The values easily picked up as singles.

Day of issue November 10<sup>th</sup>.



Local printed matter (Jól) 0-20 gr. cancelled Reykjavik 2 12 83.

Postage period September 1<sup>st</sup> 1983 – June 30<sup>th</sup> 1985.





Letter to Denmark cancelled Húsavík 1 12 83. Letter rate 0-20 gr. was 6,50.

*Postage period September 1<sup>st</sup> 1983 – June 30<sup>th</sup> 1985.*



The 6,50 was the inland / Scandinavian rate for letters 0-20 gr.

The 7,00 single is not possible as the foreign rate was fixed at 7,50

Day of issue December 6<sup>th</sup>.



Letter to Denmark cancelled Reykjavík 18 1 84.

Letter rate 0-20 gr. was 6,50.

*Postage period September 1<sup>st</sup> 1983 – June 30<sup>th</sup> 1985.*

As you can see the inflation period came to an end. From September 1<sup>st</sup> 1983, almost two years went by until rates went up again. This period of inflation had made it difficult to collect singles on cards/covers. Why singles are attractive is a good question. I really don't know why I have agreed to this kind of collection. I apparently just did. I am not the only one, as it is quite often seen in auctions that the word "single" is used to make a letter more attractive. WHY? What do you think?

## Ahrenberg & Floten's 1929 Transatlantic Flight *Ron Collin*

Two of Sweden's greatest and most popular pioneer aviators, Captain Albin Ahrenberg and Lieutenant Axel Floten plus Robert Ljungland, a mechanic and wireless operator, were attempting the first transatlantic flight from Stockholm, Sweden to New York.

The flight was to originate on 9 June 1929, at 6 a.m. on a Sunday. In spite of the early morning start time, there was a large crowd on hand, which included a band playing the Swedish National Anthem. The entire group of well-wishers joined in, along with Mr. Leland Harrison, the American Ambassador. There were 1,269 covers taken onboard the plane in Stockholm, all franked with Swedish postage stamps, and each has a special cachet.



One of the 1,269 Swedish covers carried onboard from Stockholm

The plane, "*SVERIGE*" was an old Junkers Ju 52/3m. The flight was intended to prove the feasibility of a commercial air route between Sweden and the United States. They reached Bergen, on the coast of Norway, six hours later. And then commenced the sea flight to Iceland. It ran low on fuel and had to land south of Iceland. The steamer, *Odin*, towed it into the Vestman Islands harbor, and after a brief overhaul, it continued its flight onto Reykjavik, landing at 9 p.m. G.M.T. It was here that the "*SVERIGE*" took on 65 covers. All of these covers were franked with various Icelandic stamps, and are canceled -9. VI. 29.

Suffering engine problems, the flight was delayed for two weeks while waiting for a replacement engine from Junkers motor works in Germany. When it arrived, it was installed and the flight took off for Greenland. At this point, the 65 covers were again canceled with a single strike of Reykjavik circular date stamp, dated 26. VI. 29., the date the flight actually departed Iceland.

The flight made it to Ivigtut, Greenland but was unable to continue. All of the mail was taken aboard ship for transport to New York. On the back of all the covers was applied a receiving mark in New York on September 11, 1929.

The pioneer attempt of the "*SVERIGE*" has a great significance, in spite of the fact that it was only partially successful. The fact that the mail carried on this flight was the first officially authorized air mail from Sweden and Iceland to North America, gives an enhanced value to these covers.



One of the 65 covers carried onboard from Iceland (this one being over franked) and the reverse side to show markings. The Icelandic franking for this flight should be as follows:

Letter rate and Registration fee= 2.05 Kr      Airmail fee= 24 Kr      Total: 26.05 Kr

I acquired my cover many years ago, but have been surprised at the absence over the years of any of the remaining Iceland covers showing up in exhibits or auctions. I have started a census of these Ahrenberg flight covers, and was encouraged when I saw one come up in Postiljonen's Sale 218.

From the information gathered for my census, I have found that there were two individuals that prepared covers for this event: K.A. Hansen and Gisli Sigurbjörnsson. What is interesting is that the K.A. Hansen covers are properly franked with 26.05 Kr. The Gisli Sigurbjörnsson covers are over franked in the amount of 27.10 Kr. I am unsure as to why these covers were so over franked, because simply the non-use of the EIN KRONA stamp would have brought the franking to within an acceptable excess of merely .05 Kr.



One of the properly franked covers prepared by K.A. Hansen

Thank you for any assistance you can provide for this project. Ron Collin



A photo of Albin Ahrenberg standing next to his home

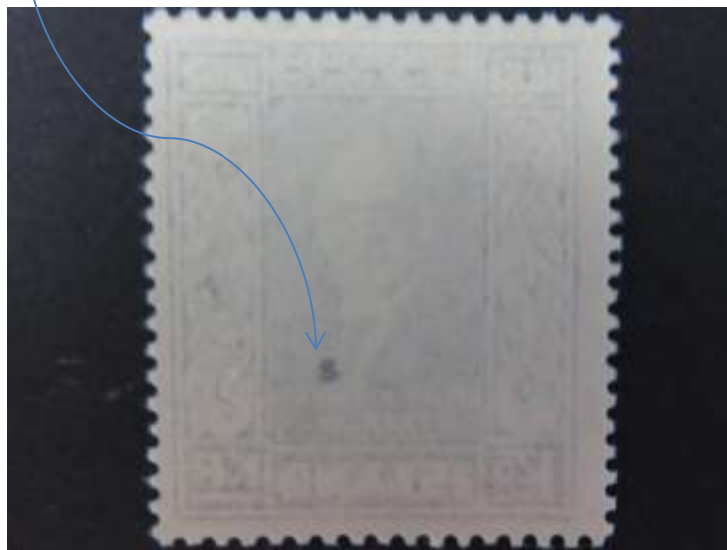
[illegible]

## Unusual mark on reverse of Björnsson issue *Henk Burgman*

One of our members has just sent me the following stamps. I have not had this stamp in my hand.

I'll wait for your reactions.

Greetings, Henk





## Request for help on an Icelandic booklet

Matthias Wiegner has asked a number of questions about a booklet listed in Facit as H 8II C1, and seeks the help of readers.



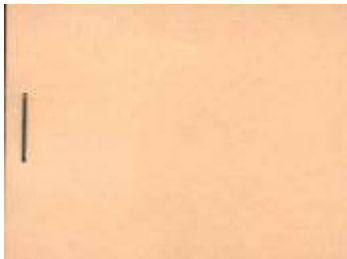
2 stamps  
Facit: 331  
AFA: 298  
Michel: 297



1 stamp  
Facit: 338  
AFA: 305  
Michel: 304



1 stamp  
Facit: 323  
AFA: 290  
Michel: 289



Time of issue: 1956 or later; Color of cover: brown.

Cover: H 8II (Facit), different colors: here is the "salmon" colour.

Size: 66 x 49 mm

Notes: The total value of all stamps of each booklet was 2 ISK. The covers have different colors, no interleaves are included.

Recently I saw a booklet Facit H 8II C1 with a salmon-coloured cover (illustrated). According to the literature it should however be darker, a sort of brown colour. Has anybody seen such a booklet?

Is it known from a publication, or is it known as a forgery?

Differences with respect to the cover and/or the content are not unusual for booklets 8I and 8II. Is it known how representative the different versions and the different contents of the booklets are?

Does anyone know if the postal authorities dictated instructions or criteria for production?

Catalogues do not provide information on the number of copies of the different versions or define "standard" versions and "varieties". So I guess that official numbers are not available, and the catalogues are solely based on the findings of collectors; i.e. the catalogue entries are to a certain degree random and it is not unlikely that more versions exist and might be found some time. Based on their appearance in auctions, it seems that some versions are indeed more frequent than others. Maybe this is the only information available, though in general the number of booklets is very low, which complicates the task to draw reliable conclusions. Any help or comments from readers would be highly appreciated.

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