



# ISLANDS *Kontakt*

**SPECIAL # 3, v.2 2018**

**Historical tribute to the former editors and contributing members:**

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## EDINBURGH PAQUEBOT

A series will be published online which summarize, supplemented by recent discoveries, information published over the years in IslandsKontakt and elsewhere. We must all be grateful for the sustained efforts of all those who, over the years, as Editors or Authors have contributed to the gathering and dissemination of information relevant to the philately of Iceland.

Each of these articles will be published “as a manuscript” and labelled “v.1”. Readers are invited to submit corrections and/or supplementary material including scans to one or other of the compilers with a view to possible inclusion in a revised “v.2”. The process of revision will be open-ended and need not finish with “v.2”.

This special edition is primary based on IslandsKontakt # 75 page12-14, # 78 page 17-19# 80 page 7-12 by Mike Tuttle, Jakob Arrevad and Ole Svinth, but additional information from collected from members are valuable part.

We will start with a quotation from Mike Dovey<sup>1</sup>:

"One of the first of the new type of single line cancels was at Edinburgh, and any collector of this port will have spent many an hour trying to decipher which mark was which as a number of marks were issued and all tended to stretch or soften, making identification a little difficult."

Why is it a fact that "the same rubber stamp looks differently on a Monday and at a Friday". It is probably so, that several identical rubber stamps were issued, and that they were used to a different extent – and worn differently. Remembering that the marks will be never the less be given different category, and the different type of marks will be named “A”, “B”, “C” .....and for differences 1, 2 .... according to appearance.

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<sup>1</sup> <http://www.tpo-seapost.org.uk/tpo2/spgbpaquebot.html>

All measuring are from center of foot of "P" to center of foot of "T" – but exact measuring is difficult as it is used rubberstamps. It is not the intension that all shown copies are in correct size. It was in the articles in IslandsKontakt, and I refer to that.

It has been a puzzle, why different colors of ink has been used for the Paquebot mark. A quotation from a Mike Dovey article from TPO and Seapost society in UK<sup>2</sup> gave an answer.

"Initially the mark was to be used with purple ink and special inkpads were issued with an ordinary purple ink. However, in many cases a post office would use the regular black ink issued to them and this, being a very strong and indelible type of ink, would often soften the rubber handstamp and cause the mark to spread until it became so distorted it was unusable. Therefore, in many cases, the older the mark then the more unreadable it became. "

The purple ink is recorded from 1910 to 1914 and occasionally thereafter up to 1924.

Here is a copy of a pink cancellation from 1912 on a letter from Faeroe Island:



It is not clear how many mm – but it is clear, that the rubberstamp looks different – it is probably a worn out "A2":



However – let us start:

<sup>2</sup> <http://www.tpo-seapost.org.uk/tpo2/sppaquebot1894.html>

## "A" – 33 mm from 1903 until July 30<sup>th</sup> 1909

It appears that the first 33 mm mark "A1" from 1903 (first known date to us 19 11 03) was used until 1910, when according to records, a repair took place and we now have "A2" in use, showing of course the same size. In the years up to 1910, it is seen how the first mark is more and more worn. The traffic on Edinburgh was increasing through these years and this "A2" mark was worn too. That leads to an apparently new repair (a second one) in 1913 and "A3" turned up.

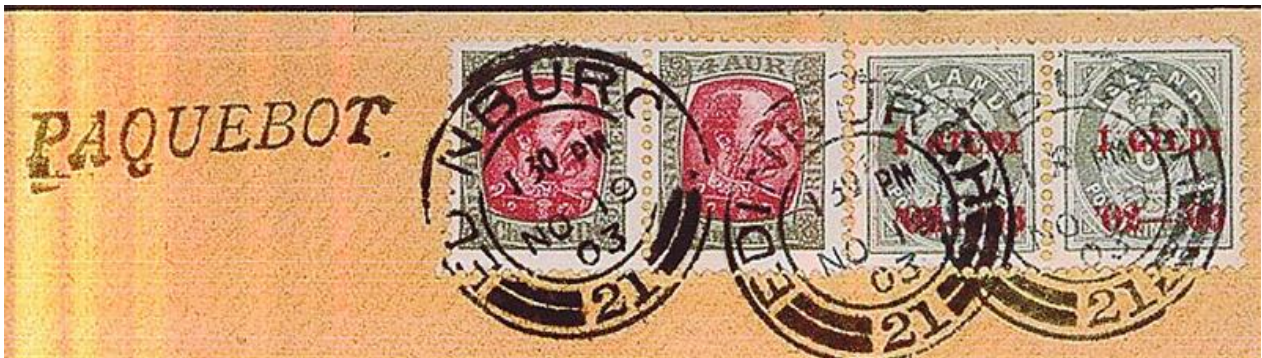
A new mark was more or less simultaneously seen. It is 40 mm long and called "B". These two marks "A3" and "B" were still in use in 1920 and we shall later see, what happened after 1920.

Post offices getting what we call "A" were:

Bristol, Dartmouth, Dover, Folkestone, Grimsby, Liverpool, London, Newcastle-on-Tyne, North Shields, Plymouth, South Shields, Southampton, Greenock, Leith, Edinburgh, Grangemouth, and Glasgow. Cobh and Dublin in Ireland and finally St Heller and St. Peter Port on Jersey.

## "A1" NO 19 1903 until JY 30 1909

"A 1" was distributed to many British post offices (a list shown later), and only the side mark can tell the name of office in question. The postmark is 33 mm from centre of foot of "P" to centre of foot of "T".



This nice early copy is from 1903 and the first on mail from Iceland:

Underneath two copies of the - later on - worn "A1" in 1908 09. The "T" almost disappeared in 1908.

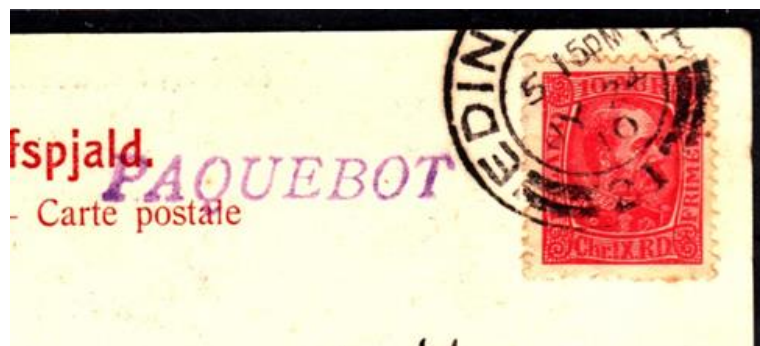


Latest known date of "A1" is July 30<sup>th</sup> 1909:

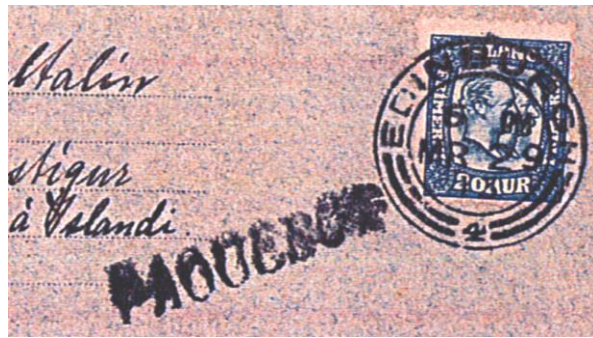


**"A 2" From JY 24 1910 until MA 29 1913**

The repair of mark "A1" now turned into "A2" looking sharp and fresh. First known date of "A2" is July 24<sup>th</sup> 1910.

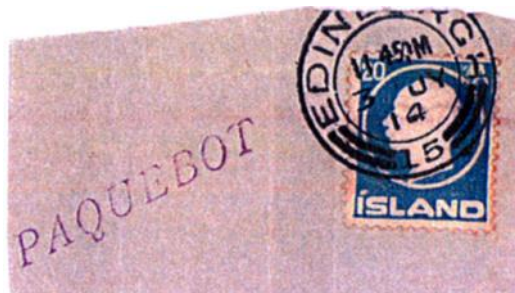


Two more copies of the more or less worn out "A2" from 1912 and 1913 are shown. It is not just bad handling by the postman. The height of letters growing is a certain sign of decay. Replaced by A3 and B.



Latest known date of “A2” is March 29<sup>th</sup> 1913

“A3” first seen MY 14 1913 and used until 1929.



“A3” still in good shape in 1920



B – 40 mm - AP 25 until 1ww (and seldom thereafter)

In 1913 a new Paquebot marking of 40mm in length and taller letters appears. We call it “B”’.  
First seen used April 25<sup>th</sup> 1913.



The “B”, and the newly repaired/new? “A2”, now being “A3”, were used simultaneously.

## WV 1

From late 1914 during WW I Paquebot markings were suspended and exchanged with dumb cancels. We suspect the shown one, perhaps to be used at Edinburgh, being the most common.



## After WV 1

The 33mm "A" postmark is found through the whole period from beginning until WW II. We have found at least 5 different (renewed) markings until 1930. The A3 is still in use until August 9<sup>th</sup> 29, when the shape looks worn.

Latest "A3"?



## "A4"

The first documented use of the new "A" - "A4" - is of August 12<sup>th</sup> 1929 used in February 16<sup>th</sup> 1931.



Letters are larger than the next ("A5"). Top bar on 'E' is slightly raised up at the end at the end of the period.

The late use of this postmark probably dated July 17<sup>th</sup> 33.



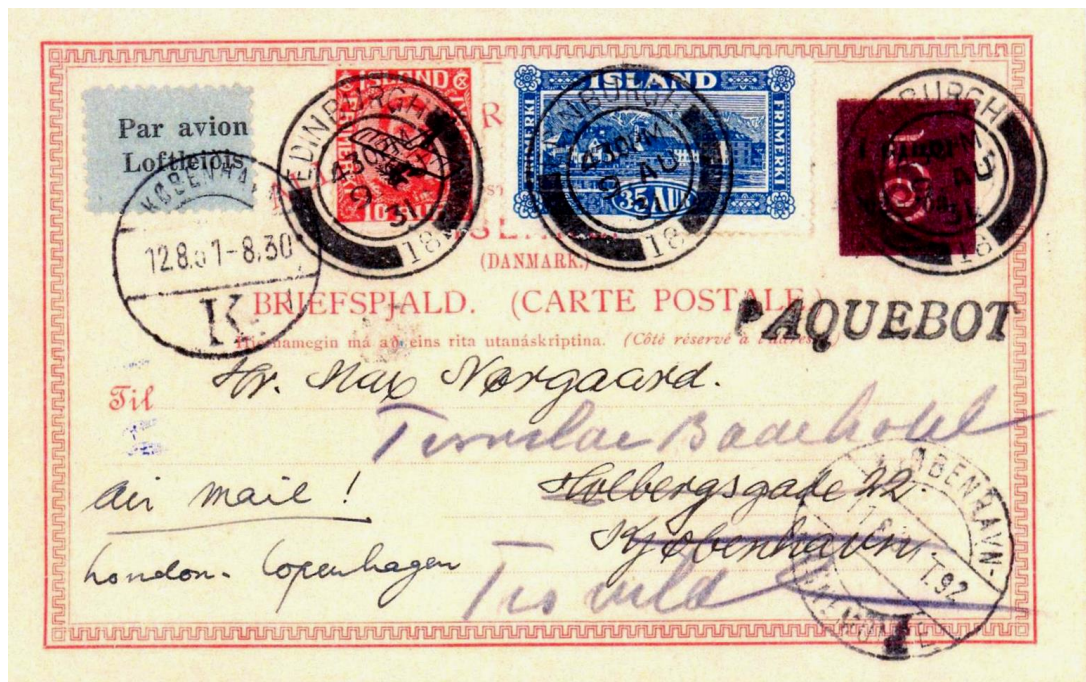


## "A5" – 1930 until (?) May 18th 1931

The "P" has a broken foot (the left hand side is missing). The "A" leans to the right. The top bar on "E" appears to be level. Latest? use May 18<sup>th</sup> 1931



Latest use is now August 9<sup>th</sup> 31.



## "A6" – 1933 until 1935

Another "A" mark "A6" turns up on June 19<sup>th</sup> 33 showing slightly larger letters than other "A" types. Tail on "Q" damaged by November 34 and found used May 25<sup>th</sup> 35.



**"Bits and pieces"? -"B" again? – or just a worn out postmark**



This might be a rubberstamp repaired locally using bits and pieces.

Another example of a "bits and pieces" rubber stamp I also from 1926: 4 JU 28. Looks very distorted and the "Q" has its quite unique look.



## "C" from 1924 until 1930

A new postmark of 35mm, which we call "C" appears in 1924. The first known copy is dated 23 MY 24 and continues at least until 1930 documented through the 2 shown items. There is a slight difference between these 2 postmarks. Were two new postmarks delivered simultaneously?



## "D" – December 1925 – only 3 days?

A new postmark "D" of 42mm is first seen from December 13<sup>th</sup> 1925. According to the finding this postmark had a short life, as the latest date found is 3 days later. It seems that either the postmark was lost or we have examined too few copies. Any help from readers??



## "E" – August 1928 and half a year?

The large postmark of 47mm is used from August 13<sup>th</sup> 1928 and known used for at least half a year. It is characterized through the waved look and named "E".



The latest found copy yet is dated February 11<sup>th</sup> 1929.



**"F" 1931 – 1937**

Next new postmark is "F".

It is 34 mm (for a start) and the earliest date September 16<sup>th</sup> 31 and latest (now distorted) is April 20<sup>th</sup> 37.



## "G" – 1931 until 1935

The "G" postmark we meet on November 2<sup>nd</sup> 31. It measures 34mm, and looks like the "A5". Seen latest November 16<sup>th</sup> 35.



## "H" 193? until December 1935

“H” is a 34 mm postmark to be found first January 23<sup>rd</sup> 3? and seen latest December 19<sup>th</sup> 35



**"I" – 35 mm - 1933 until 1936**

“I” postmark from July 19<sup>th</sup> 33 and used until July 25<sup>th</sup> 36.





**"J" – 37 mm – 1932 until 1936**

“J” measures 37 mm and appears June 1<sup>st</sup> 32 and the latest we have seen is June 13<sup>th</sup> 36. The "P" has a different foot.



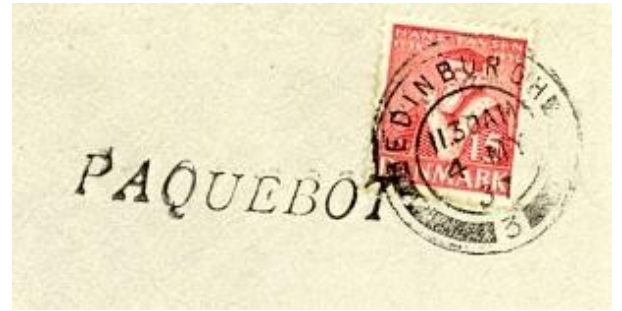
**"K" – 41 mm – July 1936 until ??**

“K” is somewhat larger than most of the Paquebot postmarks. It measures 41mm and is seen for the first time July 22<sup>nd</sup> 36 and used until ?



## "L" – 39 mm – January 1936 until May 1937

The "L" postmark is 39mm long and introduced January 23<sup>rd</sup> 36 and it is seen until May 4<sup>th</sup> 37.



## "M" – 1937 and?

July 31<sup>st</sup>37.???

Different letters – different city? – fake?



## Conclusion so fare

The information above lead to the following:

A1	33 mm	19.11.03	30.07.09										
A2	33 mm		24.07.10	29.03.13									
A3	33 mm			14.05.13			09.08.29						
A4	33 mm						12.08.29	>>>>>>	>>>>>>	17.07.33			
A5	33 mm							01.12.30	31.08.31				
A6	33 mm									19.06.33	25.05.35		
B	40 mm		25.04.13	>>>>>>	?								
C	35 mm					23.05.24	>>>>>>	>>>>>>	16.11.30				
D	41/42 mm					13.12.25	04.06.28						
E	45/47 mm						13.08.28	06.05.29					
F	34 mm								16.09.31	>>>>>>	>>>>>>	>>>>>>	20.04.37
G	34 mm								02.11.31	>>>>>>	>>>>>>	25.07.36	
H	34 mm									23.01.33	19.12.35		
I	35 mm									25.07.33	>>>>>>	25.07.36	
J	37 mm										01.07.32	13.06.36	
K	39 mm											23.01.36	05.05.37
L	41 mm											22.07.36	04.05.37
M	?												31.07.37

I have made the overview my self – and I can state for sure – it is certainly not correct.

With that in mind, I can go a bit deeper in the puzzle:

## Machine cancellations v. Paquebot

I am puzzled with the unanswered question: how come, that there is differences and that it is so, that there has been used differed paquebot cancellations at the same time – and at the same place!

I have therefore tried to look at it a bit different:

In the following, there is a list of different machine cancellations and some different information:

It might be that the destination is of importance and there is a column for that. The column "M" is the Mackay # from his "Machine Cancellations of Scotland". Then I have divided the paquebot cancellations from the basis of the type of Edinburgh machine cancellation from the presumption, that it is a machine located stationary at one post office.

There is a column for the mm and in the end – there are differences.

When the different machine cancellations was first use on Icelandic mail? I do not know, and that is why I only give the period for the use in Edinburgh, as indicated by Mackay and

### Hey- Dolphine Machine Dies.

Code letter A

Used 09.02.22 until 18.09.33

5 waves or advertising

	Date	Destination DK + S /UK/other	M	Paquebot pictures and comments	mm	Our category
1	1930.12.15	S	?	No left foot on P	33	A 5
2	1931.04.20	?	546		33	A 4
3	1931.06.15	?	?	Different from no. 1, 2 and 5 looking at both PA and OT. The A is different Also "twin circle one ace 32"	33	A 4
4	1933.08.14	?	549	photocopy	34	G 2
5	1933.08.14	"	549	No left foot on P as no. 1 but A looks different	?	? G 2?
6	1933.09.12	DK	549		?	?

It does not give much – but it was a machine located at the main post office – so either was A 5 – A 4 and G 2 located there, or the paquebot cancellation was done elsewhere.

It might be that the use of Hey- Dolphine Machine Dies is marginal, as two of the dates are unknown in Mackay and the latest three are right at the end of the use, but why different paquebot?

### Hey- Dolphine Machine Dies.

Code letter B

Used 20.10.21 until 26.09.33

5 waves or advertising

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1931.07.13	Ireland	584	PA unclear – OT like the A cancellation no. 1, 2 and 3 and different from A cancellation no. 3	33	A 5


It do not add to answering the question.

### Singel Impression Krag Machine Dies

Code letter C

Used 05.09.30 until 18.10.1933

5 waves or advertising

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1931.06.20	Germany	635	photocopy	33	A 5
1931.09.21	UK	635		34/35	F
1931.09.21	?	635	photocopy	34	F
1932.09.28	DK	?	photocopy	33	A 4
1933.07.17	?	638		33	A 4

It raises the question: Why A 4 after A 5


### Universal Machine Dies

Code letter A

Used 23.11.1933 until 17.7.1970 + 16.12.1974

7 waves or advertising

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1934.06.23	DK	587		33 ?	A6
1934.07.21	UK	587	A is bending to the right	34	G
1934.11.17	USA	588	Photocopy	34	G
1934.11.17	USA	588	A is bending to the right	34	G

1934.11.17	DK	588	Look at the E – like the one 21.9.31?	33	A 6
1935.03.25	?	588	Danish photocopy	37	J
1935.05.01	?	?	Photocopy	34	F
1935.05.01	UK	?		34	F
1935.05.25	DK	589	E is different in the bottom	33	A 6
1935.08.17	S	589		34	F?
1935.08.31	USA	589		37	J
1935.11.16	?	589	It is not 34 but 35 mm and the E is not like the E in the F cancellation – and the Q looks like I	35	F
1935.11.16	DK	589	photocopy	34	F
1936.01.23	DK	589	photocopy	39	L
1936.05.21	?	589	Danish photocopy	34	F
1936.06.13	?	589	photocopy	37	J
1936.07.22	DK	589	photocopy	41	K
1936.07.25	UK	589	The time on this and the following 2 is "7 – PM". It is the same machine but the paquebot is different on this and identical on the two others?	41	K
1936.07.25	?	589	See above The foot of P is different – the Q is an O – the E look like the one in F 	35	G
1936.07.25	?	589	See above	35	G

### Universal Machine Dies

Code letter **B**

Used 06.11.1933 until 18.7.1983

7 waves or advertising

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1934.05.02	?	Probably 610 – but the date is unknown	I will say 35 <sup>1/2</sup>	35	I

## Universal Machine Dies

Code letter C

Used 15.01.34 until 21.8.1986

7 waves or advertising

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1934.04.24	UK	639	Photocopy	35	I
1934.09.15	DK	639	Photocopy – but as far as I can see 34½ mm and it looks like I	33	A 6

Next step: Combined all machine cancellations:

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1930.12.15	S	?		33	A 5
1931.04.20	?	546		33	A 4
1931.06.15	?	?	Also "twin circle one ace 32"	33	A 4
1931.06.20	Germany	635		33	A 5
1931.07.13	Ireland	584		33	A 5
1931.09.21	UK	635		34	F
1931.09.21	?	635		34	F
1932.09.28	DK	?		33	A 4
1933.07.17	?	638		33	A 4
1933.08.14	?	549		34	G 2
1933.08.14	"	549		?	? G 2?
1933.09.12	DK	549		?	?
1934.04.24	UK	639		35	I
1934.05.02	?	?		35	I
1934.06.23	DK	587		33	G
1934.07.21	UK	587		34	G
1934.09.15	DK	639		33	A 6
1934.11.17	USA	588		34	G
1934.11.17	DK	588		33	A 6
1934.11.17	USA	588		34	G
1935.03.25	?	588	Danish	37	J
1935.05.01	?	?		34	F
1935.05.01	UK	?		34	G 1
1935.05.25	DK	589		33	A 6
1935.08.17	S	589		34	G 1
1935.08.31	USA	589		37	J
1935.11.16	?	589	It is not 34 but 35 mm and the E is not like the E in the F cancellation – and the Q looks like I	35	F ?
1935.11.16	DK	589		34	F



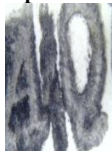
1936.01.23	DK	589		39	L
1936.05.21	?	589	Danish	34	G
1936.06.13	?	589		37	L
1936.07.22	DK	589		41	K
1936.07.25	UK	589		41	K
1936.07.25	?	589		35	I
1936.07.25	?	589		35	I

It is all machine cancellations presumably from the main post offices in Edinburgh  
Why all these differences?



Then I have tried to look at my one – not being machine cancellations, and here the Mackay # for twin-arc is to "Scottish twin-arc Postmaks" (T – and number) and the rest – one arc or Dulwich type is mentioned both in "Scottish twin-arc Postmaks" (32-35) an to Scottish Postmarks 574-575 and her just S and stampers number.

There is no real explanation for the use of Dulwich stamps alongside with the machine cancellations.

Combined all machine cancellations plus the rest:

Date	Destination DK + S /UK/other	M	Paquebot picture and comments	mm	Our category
1930.12.15	S	?		33	A 5
1931.03.16	USA	S 1		33	A 4
1931.04.20	?	546		33	A 4
1931.06.15	?	?	Also "twin circle one ace 32"	33	A 4
1931.06.20	Germany	635		33	A 5
1931.07.13	Ireland	584		33	A 5
1931.09.21	UK	635		34	F
1931.09.21	?	635		34	F
1931.10.19	DK	T.218 *	 Little E – not the F version above	34	F
1932.07.07	?	S 1	Special 	37	?



1932.09.28	DK	?		33	A 4
1932.11.22	UK	T.218		33	A4
1933.07.17	?	638		33	A 4
1933.08.02	UK	S 1		35	G 1 ?
1933.08.14	?	549		34	G 2
1933.08.14	"	549		?	? G 2?
1933.09.12	DK	549		?	?
1934.04.24	UK	639		35	I
1934.05.02	?	?		35	I
1934.06.21	DK	T.218 *			
1934.06.23	DK	587		33	G
1934.07.21	UK	587		34	G
1934.09.15	DK	639		33	A 6
1934.11.17	USA	588		34	G
1934.11.17	DK	588		33	A 6
1934.11.17	USA	588		34	G
1935.03.25	?	588	Danish	37	J
1935.05.01	?	?		34	F
1935.05.01	UK	?		34	G 1
1935.05.25	DK	589		33	A 6
1935.08.17	S	589		34	G 1
1935.08.31	USA	589		37	J
1935.11.16	?	589	It is not 34 but 35 mm and the E is not like the E in the F cancellation – and the Q looks like I	35	F ?
1935.11.16	DK	589		34	F
1936.01.23	DK	589		39	L
1936.05.21	?	589	Danish	34	G
1936.06.13	?	589		37	L
1936.07.22	DK	589		41	K
1936.07.25	UK	589		41	K
1936.07.25	?	589		35	I
1936.07.25	?	589		35	I

\* It can be noted, that the twin arc is all tree with the stampers no # 3, - but from 1931, 1932 and 1934. At that time the twin ace stamp was no longer in regularly use.

Confused at a higher level – I am.

THAT IS WHY THIS IS an ongoing problem  
Your comments are essential!