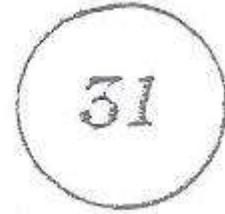


ICELAND PHILATELIC MAGAZINE

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 March. If you need help with translations let me know.

The editor will help with the English if necessary.

flackbp@gmail.com

News/Comment

Extract from Jan 17 US Viking Bulletin kindly sent by Steve Lund:

Veteran Chapter 14 exhibitor, Mike Schumacher received two Gold Medals for his Iceland exhibits on December 3, 2016, at Orlando, Florida. He will return to Minnesota, our own land of ice, for the January 12, 7pm, monthly meeting at Danish American Center. Mike's presentation is entitled Exhibiting in Iceland: The Joys of Collecting Iceland. The Scandinavian exhibition NORDIA will be held in Reykjavik, May 25-27, 2018. Mike will serve as SCC's Commissioner and invites you to attend. Welcome to Iceland!

Numeral cover from Grimsey (Issue 14)

Question answered: the interesting late use of numeral 63 on cover sold for US \$134.

Postage stamps of the Republic of Iceland 1944-2014

For a full description and information on how to obtain a copy of this book produced by Iceland Post, see page 7 of this issue

Not quite Norway

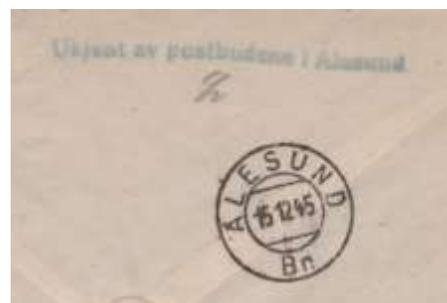


Misdirected covers can be found where the post office misreads the country of destination usually because of poor handwriting, for example, Ireland can be mistaken for Iceland and vice versa. The cover below is different, in that the sender, in my opinion, relied too much on the geographical knowledge of the post office and did not even offer the country of destination. Combine that with poor handwriting and it is not surprising the cover went astray.

◀ Reykjavík B1d dated 27.XI.45

The franking correctly paid the intended airmail rate to Denmark; 180aur all in rate up to 20gm which applied from August/September 1945 to 31st March 1946.

However, this was probably ignored in the sorting office, and the destination misread as “Norge”. Judging by the length of time in transit, 18 days, the letter presumably went on the next ship to Norway. It reached Ålesund and received a cancel dated 15.12.45, plus a rubber stamp inscribed “Ukjent av postbudene Ålesund” or “Not known at Ålesund post office”. Maybe someone looked up a map and suggested it might be Denmark, hence the blue crayon *Danmark?* inscription on the front. My interpretation is he meant Hørve, a town in Zealand, despite the use of ó instead of ö. I could be wrong?



Iceland Collecting – A view from 1943 *Steinar Fridthorsson*

(Ed. Steinar Fridthorsson sent images of an interesting article written as an introduction to collecting Icelandic stamps and cancellations by Mr. Joseph Jaeger (of New York), which was published in “The Stamp Specialist” in 1943 by H. L. Lindquist. The images containing the Jaeger article would not easily reproduce here, but the editors will be pleased to forward them to any reader who asks. Over now to Steinar.)



It is most interesting to see that already by that time (1943) people seem to have been actively collecting Icelandic cancellations. Mr. Joseph Jaeger was from what I understand a collector who corresponded with a large number of postmasters in Iceland, most actively in the late 1930s to early 1940s and asked them to send pictures of themselves as well as of the farms. My guess is that the album pages recently sold on Ebay originate from one of Mr. Jaeger's albums as they all seem to be assembled in 1937-38 (judging from cancellation dates etc.), or from exactly the time when Mr. Jaeger was most active.

One of the local postmasters which he corresponded with was Mr. Jónmundur Halldórsson pastor at Staður í Grunnavík (Numeral 117, Staður-Ís). These two gentlemen seem to have corresponded very frequently leading up to the war. Mr. Halldórsson also being a stamp collector to my knowledge helped Mr. Jaeger establish contact with other postmasters of the period, likely due to them not speaking much English (or any at all). Mr. Halldórsson himself seems to have been fluent in English, according to various letters and documents from him which I have in my collection. I, as well as many other collectors, have a couple of covers in my collection sent between these two gentlemen in the period 1937-1940, as I collect anything having to do with Mr. Halldórsson. The relationship between the two gentlemen may have started off as being that of two collectors, but seems to have

evolved into a friendship reaching beyond philately. During the late 1930s Mr. Jaeger supplied Mr. Halldórsson with literally hundreds of copies of various stamp magazines, as well as Life magazine, in order for Mr. Halldórsson to be able to follow the turbulent course of events in Europe and Asia at the time. The last item I have seen addressed to Mr. Jaeger was a registered first day cover with the 1952 Parliament building stamp cancelled in Ólafsvík and sent to him in New York.

It would be interesting also to ask other receivers of the (IPM) magazine whether they have any items relating to the two gentlemen (Halldórsson and Jaeger). I am sure that a number of people will have something. Should you need material to illustrate I should be able to provide some, as well as of course the pages from the book sold by Saso, which are still available on Ebay.

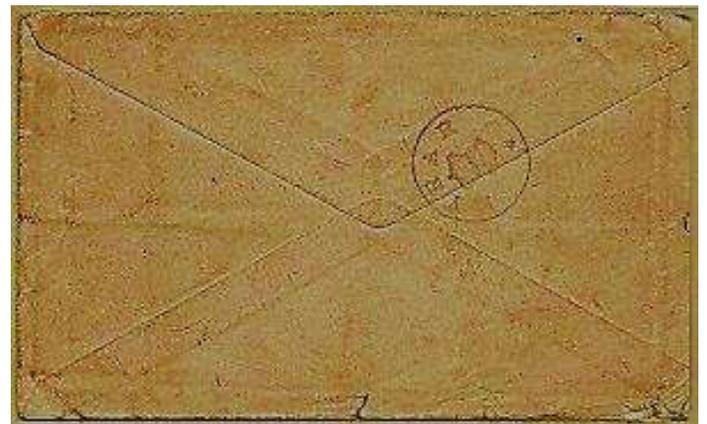
ON THE INDISTINGUISHABILITY OF THE TWO MÝRAR CROWN CANCELS

Wilbur Jónsson and Jørgen Steen Larsen



Mýrar (V. Skaft.) on 10aur red. Transit canc. “VÖLLUR 12.5” and arrival canc. “REYKJAVÍK 15.5.96”.

In the literature on the subject of these two crown cancellations, reports are given of investigations of the crown and posthorn cancellations of Mýrar Í Vestur Skaftafellssýsla and Mýrar Í Ísafjarðarsýsla based on two covers with the crown cancel Mýrar, one from each of the offices (one in southeast Iceland and the other in the northwest). Sir Athelstan Carøe reported that he found a small difference between the loops of the first “R” in the cancel—but the amount of the difference does not seem to have been recorded. Sir Athelstan neglected to take into account the properties of rubber—it distorts with misuse—meaning that his conclusions must be dismissed.



(Ed. The second cover is of a 10aur letter from Ísafjörður to Núpur in Dyrhóla. This was discovered by Pelle Hanner in a 1978 auction catalogue. A MÝRAR receiving cancel is seen on the reverse. The strike is so faint in the natural colour that it was necessary to alter the image settings to reproduce a clearer picture).

One of the co-authors copied images of the two cancels onto clear plastic and found the only possible difference between the two strikes, one from each of the Mýrar offices was a minute (0.5 mm) difference in the placement of the star—a matter of 0.5mm which can be explained away by the properties of the rubber on the face of each of the hammers. These single ring rubber faced hammers with a one or two stars at the base were manufactured by H. Ó. Magnusson in Reykjavík.

The earlier investigators apparently did not take into account the properties of the rubber on the face of the hammer under use and misuse (particularly misuse through application of the wrong kind of ink for the stamp pad or cleaning with petroleum based solvents) or the effect of age or of uneven pressure when the hammer was applied to a cover/card. Petroleum based inks or cleaners would soften the rubber and allow the image on the face of the hammer to spread and distort. Also uneven pressure when the hammer is applied to the cover/card would distort the image—one sees this effect on the cover from Mýrar V. Skaft. sold at the Postiljonon Auction 213 on October 1, 2016.

Adopt the clock convention in order to discuss details of the crown cancel: a line through the star passing through the tip of the crown joins 6 o'clock at the bottom to 12 o'clock at the top. The line through the center of the circle which cuts the edge between M and Ý at ten o'clock when extended in the other direction, cuts at 4 o'clock. Now consider the Mýrar cover from the Pálsson collection: the 4 to 10 o'clock line divides the circle and its interior into two parts, the left containing the letter M and the right containing the rest of the lettering. The semicircular arc on the left of the line joining 4 o'clock to 10 o'clock has quite a different character from the arc to the right. The left hand arc is thin and clearly formed whereas that on the right shows spreading and some doubling.

Looking at the strike on the Pálsson cover, one sees M as the only letter to the left of the 6 to 12 o'clock line and this letter is clear and undistorted whereas the other letters are crudely spread and thickened by uneven pressure on the hammer leading to the conclusion that Sir Athelstan misunderstood the properties of rubber when he came to his conclusions.

It is our view that the two Mýrar hammers are effectively indistinguishable and that a note to this effect be put into the catalogues.

Bibliography

Runeborg, Tore: *Íslands kronstämplar—Fakta och funderingar*, Föreningen Íslandssamlarna Rapport 38/Feb. 1979 Appendix.

Handbok över Ísländska stämplar, Föreningen Íslandssamlarna 1997

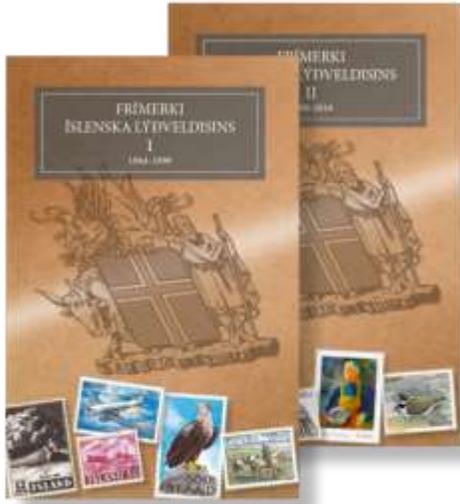
(Ed) Here are a few more Mýrar strikes for comparison.



NEW BOOK ON ICELANDIC STAMPS 1944-2014

Iceland Post, Postphil has just recently issued a book on Icelandic stamp emissions 1944-2014 in two volumes and only available in Icelandic:

- **FRÍMERKI ÍSLENSKA LÝÐVELDISINS I 1944-1999**
Postage stamps of the Republic of Iceland Volume I 1944-1999
- **FRÍMERKI ÍSLENSKA LÝÐVELDISINS II 2000-2014**
Postage stamps of the Republic of Iceland Volume II 2000-2014



Preface to the book:

The book “Postage stamps of the Republic of Iceland 1944-2014“ derives from the manuscript of a book on Icelandic stamps 1944-1994, originally compiled by Jón Aðalsteinn Jónsson for the Post and Telecommunications Administration and in the property of Iceland Post. The compilation involves texts from the bulletins about stamps issued by the Icelandic Post and Telecommunications Administration. We do not know whether it was Jón Aðalsteinn himself, or the administration who initiated the idea of this compilation, neither is it clear whether the manuscript was to come out as a book – indeed, as most people know, Jón Aðalsteinn is also the author of the remarkable book “One hundred years of Icelandic Stamps 1873-1973“, published in Icelandic and English by the Post and Telecommunications Administration in 1977.

We unfortunately do not have the names of all the contributors to the texts in the bulletins issued by the Icelandic Post and Telecommunications Administration during that period, yet we can at least name Rafn Júlíusson, Guðlaugur Sæmundsson and Eðvard T. Jónsson. Eðvard T. Jónsson has been one of our principal contributors since 1998 and still writes the texts for Iceland Posts’ “Stamp news“ information bulletin.

Thanks to modern technology, Jón’s typewritten text was scanned and digitalized. The text has also been completed, so that the book now spans the stamp issues of the past 70 years, rather than the 50 of Jón’s manuscript. Eðvard T. contributed the complementary text concerning the years 1995 to 2014.

The book „Postage stamps of the Republic of Iceland 1944-2014“ will be published in digital form online (pdf) and in two volumes: “Postage stamps of the Republic of Iceland 1944-1999“ and “Postage stamps of the Republic of Iceland 2000-2014“. It will remain in digital format in the future, the intention being to regularly add information about stamp issues after 2014. The book is in two volumes to assist those who wish to print it themselves via the website www.blurb.com – indeed, the size of the book does not allow its printing as a single volume.

We sincerely hope that the publication of this book will be useful to Icelandic stamp history enthusiasts. Vilhjálmur Sigurðsson.

1. The book can be downloaded free of charge from Postphil’s website as two separate pdf format files.
<http://stamps.postur.is/frettastofan/baekur/>
2. It will be possible to order the books through www.blurb.com . They can be printed on demand against a processing fee, as stated on their website.
The link to Volume I is <http://www.blurb.com/b/7726300-fr-merki-slenska-l-veldisins-i-1944-1999>
The link to Volume II is <http://www.blurb.com/b/7716084-fr-merki-slenska-l-veldisins-ii-2000-2014>
3. It will be possible to order the books on www.blurb.com as an instant pdf version viewable on any device, (Amazon Kindle, Apple iPad, and Android devices) against payment, as stated on their website.

Reply to 'A Money Letter with a difference' (Issue 14) *Hrafn Hallgrímsson, Frímerkjablaðið*

Hello Brian and thank you for the magazine, og gleðilegt nýtt ár.

Google says:

Hlín was a magazine for women and the editor, Halldóra Bjarnadóttir (1873-1981), was a well-known expert on textiles in Iceland. She was a teacher and principal at Akureyri, editor of *Hlín* and active in social activities for Northern Iceland women

Best wishes for the New Year.

Hrafn Hallgrímsson, Frímerkjablaðið



(Ed.) Halldóra published *Hlín* for 44 years, and I was amazed to find that copies can be downloaded from www.timarit.is.

Today an important part of the Textile Museum in Blönduós is named after her. It exhibits a unique collection of homemade wool and textile items. It also exhibits beautiful Icelandic national costumes and artistic embroideries along with many of the tools and equipment used to produce them.

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

Forgeries from Brian Stwalley

I wanted to pass along these items on Ebay which appear to have a forged Reykjavik cancel of a type I hadn't seen previously. They were initially offered individually but are now part of a larger group. It's interesting the "y" has a similarity to that used on the B2c1y cancel. It appears the forger has made an attempt to apply dates within the valid period of use for the stamps as well! It's a strange group to try to theoretically improve in some way through cancellation.



(Ed.) I agree with Brian's opinion in that last sentence. In Issue 14 p.3 we had "Why bother forging this?"

Received From Jørgen Steen Larsen

Hi Ole,

On this cut you see 60 aur Geysir cancelled "SKIPSHAFNA" with blue ink.

What is this cancel? Where was it used? What was the purpose?

My guess, is that the cut shows the back of a formular.

On the front part we have "Eyðublað nr. 1".

Furthermore you find the right part of a handwritten address in 3 lines.

" hafne"

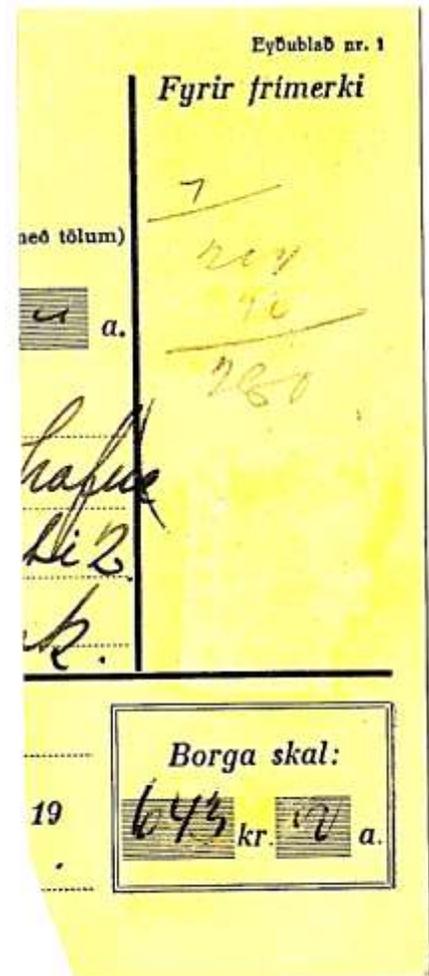
... ti 2

... k"

At the bottom is "Borga skal" and "643 kr. 00 a."

Also a kind of "postage" calculation in handwriting.

Jørgen



Who can help??

Varðskipið Þór¹ Part 2 *Jakob Arrevad*

VARÐSKIPIÐ ÞÓR nr. II

Varðskipið Þór II also a Coast Guard Islands ship. It was originally built as a trawler in Germany in 1922. After the grounding of "old Thor" in Húnaflói in 1929, Varðskipið Þór II was purchased in 1930 from Germany. During Second World War, the ship was turned back as a trawler again and it was sold in 1946².



First example from Reykjavík to Siglufjörður – and only Varðskipið Þór cancellation, 22. July 32



I do not know the text on the back – if any. Postage rate for inland postcard – 20 aur. **"Ungfruen" ("Miss") Katrín Magnea Guðmundsdóttir.**³

She was in Siglufjörður probably in 1934. Postal rate for letter inland 20 aur.

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

² In 1946, April 13. Vesturland - google translation: The Limited Liability Company "Garden" on Flateyri has recently acquired Coast Guard vessel "Thor" from the government for 400 thousand crowns.

³ 4 letters with the same handwriting.



4

She lived at "Vesturgötu 22 in Reykjavík" – also in 1934 – written in the SV corner. Inland postage rate 20 aur.



5

⁴ Aevad Petersen's collection and he adds: The Siglufjörður envelope was sent to a young woman, who appears to have been at Siglufjörður for salting herring, when this was a booming town due to the herring fishery. Stöð Ragnarsbræðra was one of the Herring-salting stations run by the Ragnarson brothers. Think the recipient must have been this woman; see http://timarit.is/view_page_init.jsp?issId=191511&pageId=2538515&lang=is&q=Katr - Katrín Magnea Guðmundsdóttir, born January 4. 1908 Died May 11. 1993. She would have been 26 in 1934.

⁵ David Loe collection. He informs that the cancellation day is 17. July 1934.

On the bag: "V.G. HREDAVATNI"

V.G. HREDAVATNI.

6



7

27.6.1935 she got another letter from the same sender – it might be love!



She was married September 13. 1936 to Helgi Sveinsson – later priest in Hveragerði. Their son was born December 1. 1936 in Akureyri.

⁶ (OS) "This cover has the ship mark but to me it looks as if it is added later, as well as the handwritten "VIA BORGARNES"". The letter was sent from Hreðavatn and via Borgarnes (It looks like it is cancelled there) to Reykjavík, and you may judge yourself, if the use of the ship mark is from the original transport.

⁷ Jørgen Steen Larsen collection. No sender on the back. Inland postage rate 20 aur.

23.2.1940 – Inland postal rate 25 aur



8

”Hr. skipstjóri Halldór Ingimarsson”



9

⁸ Aevad Petersen's collection and he adds: Ullarverksmiðjan Framtíðan was a factory which worked with sheep wool, see http://timarit.is/view_page_init.jsp?issId=345019&pageId=5405653&lang=is&q=Ullarverksmi

⁹ (OS) "Why would a local cover in Reykjavik need to be transported by Vardskipid Þór?" It might be that it came from somewhere else – I cannot see the address of the sender. The date is impossible to see on the copy. Unusual franking with airmail stamp 25 aur – Rate?

4. X. 1940 Reykjavik. The postal rate 10 aur in the period (1.1.1940 – 14.11.1942) only fits a printed matter or a local letter – (1.3.1933 – 14.11.42) – probably the latter.



20.07.1943 - Cancelled Reykjavík. Inland rate 25 aur.





10



Halldór Ingimarsson

Regarding the latest examples, – they are all within the period for Varðskipið Þór II - and they look the same - all the examples from 1934 and onwards do have the stamp in the SV-corner.

Try to look at all the examples. Does the stamp really add value? Not really – but it can make one suspicious, that the majority of the latest letters are addressed to the same two recipients.

It might be that it is simply the return address – the sign of the sender.

¹⁰ Jørgen Steen Larsen collection. It was Halldór Ingimarsson latest address. He was born 04-12-1905 and died 18-09-1971. No sender on the back. Local postal rate up to 14.11.1942.

The following two examples do not make it clearer:

11.1945¹¹ Rate 1 krónur 10 aur. – 50 aur plus 60 aur registration fee. Note – the 3x25 aur is not added.



10 aur fish grey was issued 26.3.1945 before Varðskipið Þór II was sold in 1946.



– but a close look ¹⁴ - shows the comb perforation C³ and then we are after October 1947, or even perhaps after February 1949.



Therefore, we have to introduce Varðskipið Þór III – but that ship was built in Denmark in 1951 for the Coast Guard and it is unlikely, that the old stamp with the Danish crown should have been kept from 1946 to 1951 – and used again onboard Varðskipið Þór III.

A possible solution can be, that the use in the period of Varðskipið Þór I is ok, (or partly ok), and that the use in the period of Varðskipið Þór II, Varðskipið Þór III are manipulation – or simply used as the return address and instead of printing envelopes with the ship name on.

¹¹ After 26.3.1945 – see the suggestion from Chief of operations ICG.

¹² (OS): "The postage was correct, but why were all the stamps not cancelled by the regular Reykjavík bridge cancel? It looks a little suspicious to me. Stamps cancelled 1945."

¹³ Collection of Brian Stwalley: "Interesting to note is the bridge cancel at upper right. It is very difficult to say with any confidence, but it appears it might be an Ísafjörður B5a.". The postal rate 40 aur after October 1947?

¹⁴ Done by Jørgen Steen Larsen.

Was this cancel ever used here? (6)

B1a Húsatóftir Árnassýsla

Recorded use 1930 -31.7.1973

Borgarkot 1.8.1973 – 28.2.1975



Húsatóftir closed on 31.7.1973 and moved to Borgarkot in the same parish of Skeiðahreppur. Borgarkot did not receive a cancel with its own name, and so the Húsatóftir B1a was used there for the whole 19 months it remained open. I am hopeful someone will be able to show it used at Borgarkot, although I have never seen an example.



B1a Húsatóftir dated 12.8.51 on an Østergaard cover. Correct 100aur inland letter rate from 1.5.50 to 31.12.51.



Staying with Húsatóftir for a moment; before it received the B1a cancel, the mega rare B1a Reykir Ár intended for that office in the general bridge cancel distribution of July 1930, could not be sent there, as the Reykir collecting office had closed on 31.5.1930. It is recorded as being sent to Húsatóftir along with the B1a mentioned above. Indeed, in reply to a Reykjavík survey of postmarks in 1932, Húsatóftir reported it had two date cancellers. Back in 2009,

IslandsKontakt 72 showed this picture of a partial Reykir Ár strike, which sold on Ebay for \$234. Can any of our readers delight us with another, perhaps a dated example?



B2a Litla Sandfell Suður Múlasýsla

Recorded use 1930 – 31.12.1931

Arnhólsstaðir 1.1.1932 – 1951



It was only 18 months at Litla Sandfell before it was moved to Arnhólsstaðir, where it was located for nearly 20 years until that office got its own B2c2 Arnhólsstaðir, sometime in 1951. Surely there are copies known of Litla Sandfell from that period? (But why do I not have one?).



Dated 30.1.31.



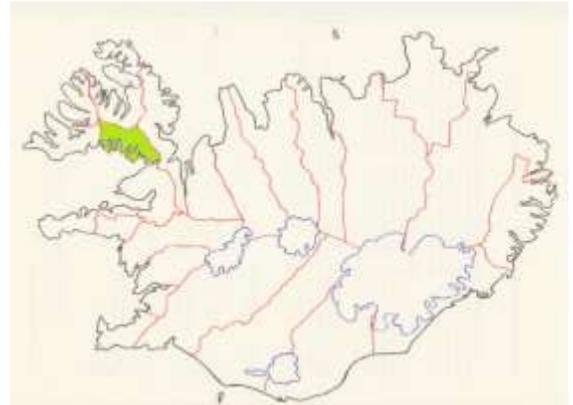
Editor

My thanks to Henk Burgman for spotting an editorial cockup, if I can use that expression. IPM Issue 13 p.10 should read "Gazetteer Part 6 Dalasýsla", and not Part 5. I regret that much worse was to follow ☹ The Dalasýsla section was repeated in IPM Issue 14. Please accept my apologies. The following restores the proper sequence.

ICELAND GAZETTEER PART 7 *David Loe*

AUSTUR-BARÐASTRANDARSÝSLA

If readers have thought that some of the counties I have talked about so far have been rather devoid of information of a general nature then they will certainly be disappointed with this part of my gazetteer. A-Barð has a total population of only just over 300 (2001) and the largest village has 40 persons resident.



7.1 GEIRADALSHREPPUR

The largest community in mainland A-Barð is so small I do not have individual figures for it - [Króksfjarðarnes](#) situated just off the main road to the north, on the northern shores of Gilsfjörður, is a local community centre and the end of the good roads. Any further north the roads are very bad and blocked by snow for most of the year. It contains a pier where the mail boat MV Baldur calls and is a ferry port for the Ísafjörður ferry. A collecting office was opened here 1.1.1908 and till 31.12.1917 used no. 193. Then the office was made up to post office status (the collecting office was moved to Bær (1) (7.2) and then used Swiss-bridge types B2a, B8e and two types of B8b1 all inscribed Króksfjarðarnes. It also used the old Bær cancel type B2c1 from 1918 for a short time. The post office closed 31.12.2000, became an agency at Sparisjóð Vestfirðinga 28.1.2003 till 21.2.2008 and then an agency at Sparisjóð Keflavíkur finally closing 31.1.2009.



193 of
Bær (1)
used circa

7.2 REYKHÓLAHREPPUR

Bær (1) was one of the original Icelandic post offices opened in 1873, using a provincial postmark till 1918 when the post office was moved to Króksfjarðarnes (7.1) and Bær was demoted to collecting office status. From 1918 Bær used no. 193 and then Swiss types B1a (inscribed 'BÆR BARÐ') B2c1 (inscribed 'BÆR ') and B8e (inscribed 'BÆR KFN'). The office was closed 31.12.1963. Number 199 was used at Bær from 1907 to 1912 (when B2c1 was delivered) as the B1a cancel was very worn. The provincial cancel became defaced

during its period of usage, the 'Æ' being damaged, accounting in part for the lack of good strikes of this rare cancel. Bær is a small farm some 8kms north of Króksfjarðarnes.

Staður(4) collecting office was opened 1.1.1915 at the rectory on the end of Reykjanes peninsular and used no. 41 and later a Swiss-bridge cancel type B2a inscribed 'STAÐUR BARÐ' till 30.6.1945 when the office was moved to nearby **Reykhólar**. Staður (4) is sometimes referred to as Breiðabólsstaður (4). The office at Reykhólar stayed open till 31.12.2000 and in that time possibly used cancel numeral 41, B2a (Staður Barð), N1a-193 (1954-59), B3e (1959-) and B8b.

Hjallar was opened 1.6.1945 and closed 31.7.1948 when it was moved to **Múli (4)**. The office remained between 1.8.1948 and 30.6.1949 both offices using N2-292. Both these places are on the road on the western side of Þorskafjörður. Hjallar has been abandoned but Múli is still a working farm.

The final office in the parish, situated on the neck of the peninsular at **Kinnarstaðir**, opened as a collecting office 1.1.1905 and closed 31.12.1980. It used just two cancels, no. 128 (1905-1948) and Swiss type B2a. This farm is on the eastern side of Þorskafjörður.



290 used at Eyri (3) on a cover sent between 1953 and 1956 when the postage rate was 125aur for an inland letter

7.3 GUFUDALSHREPPUR

The parish is a collection of mountainous fjords with a tenuous coastal road threading its way round the coast. An office was opened at [Þórisstaðir](#) 1.7.1949 having moved from Múli (7.4) and remained open till 30.9.1965. Number 292 was used till about 1960 followed by B8e. The farm, situated where the road starts to climb from Þorskafjörður over to Djúpifjörður, is now deserted.

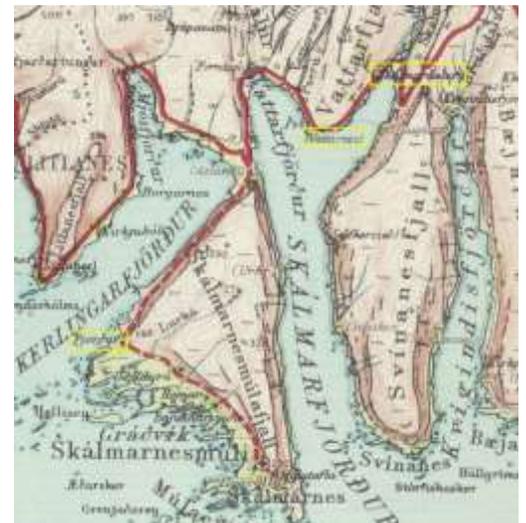


Further west and centred on Gufudalur there is another small collection of farms, and where at [Eyri \(3\)](#) a collecting office was opened 1.1.1945. Otherwise known as [Sveinungseyri](#) (but shown on maps as Eyri) the office remained till 31.12.1980. Cancels used were N2-290 and B8e inscribed Sveinungseyri. Eyri is on the eastern shore of Kollafjörður. An office was opened at the rectory of [Gufudalur](#) 1.1.1890 and used single ring crown cancel till 1903 when no. 127 was introduced. Usage of the crown cancel was minimal. The office was closed 31.12.1905 and was moved to [Brekka \(3\)](#) just a km east along the road. Brekka used the same numeral cancel and then Swiss type B1a inscribed 'BREKKA BARÐ' and closed 30.9.1974.

7.4 MÚLAHREPPUR

For the most part the parish is now uninhabited, the farms gradually falling apart in the winter storms. A collecting office was opened at [Vattarnes](#) 1.1.1896, used no. 133 and later Swiss type B1a before closure 31.12.1944. The office was moved to [Skálmardalur](#) nearby and used the same two cancels from Vattarnes and then Swiss type B3e till final closure 29.07.1968. Both farms at the head of Skálmarfjörður are now deserted.

There remain four farms on Skalmarnes, one of these, [Fjörður \(2\)](#) still had a collecting office that was opened 1.1.1945 and till closure 15.11.1975 has used no. 291 and later Swiss type B8e. The office is also known as [Kerlingarfjörður](#).



7.5 FLATEYJARHREPPUR



[Flatey \(1\)](#) is a small island in the middle of Breiðafjörður where a collecting office was opened 1.1.1882. It was made up to post office status 1.1.1914 and demoted to agency on board Baldur m/s 28.5.2009. During the last hundred years it has used a single ring crown cancel, no. 142 and latterly Swiss type B1c and B8b1. The island has a population of about 40 and has had an interesting history, famous more than anything else for its monastery and the saga written there in the fourteenth century, Flateyjarbók. The monastery was founded in 1172 before

being moved to Stykkishólmur. Another date canceller has ceased to be used. Although the post office at Flatey was closed on 29.5.2009, the B8b1 FLATEY mail dater continued in use aboard the ferry 'Baldur' which sailed from the island to Stykkishólmur. The ship had a post office desk on board. In autumn 2014 a new ferry boat, also called 'Baldur', was bought from Lofoten in Norway and came into operation. This vessel does not offer a postal facility. Therefore the Flatey B8b1 cancel was kept at the shipping line office and not used. A decision was taken by the post office to remove the Flatey cancel from 1st September 2015, until it was pointed that a

stamp issue was planned for 10th September which featured the old library on Flatey island. It was anticipated that collectors might want this stamp cancelled at Flatey, so the withdrawal of the date canceller was put off until 1st October 2015. The last date of use of this cancel might be recorded as autumn 2014 on board the old Baldur, or maybe 30th September 2015 on collector covers? All mail from the island of Flatey is now cancelled at the Stykkishólmur post office with their postmark.



Crown cancel from “pleasure valley”

The earlier editions of IPM were not short of articles on crown cancels. Thankfully this issue is making up for the lack of them in recent months. We owe David Loe for starting off this particular discussion. When he was recently reviewing his gazetteer chapter for N. Ísafjarðarsýsla, David asked for help from anyone who might have a clear copy of the crown cancel for Unaðsdalur. He asked for evidence that the cancel device was actually produced with incorrect spelling, Unadsðalur, as illustrated in the crown cancel handbook. There was not long to wait for answers.

Steinar Fridthorsson confirmed the correct spelling and meaning of the name Unaðsdalur; a place dear to him as a valley on the other side of the mountain from Staður í Grunnavík, where he spent nearly every summer since he was born.

Ron Collin provided the illustrated b/w scan, which clearly proves that DALUR has a D and not Ð. He mentioned that even Facit had got it wrong; presumably because they followed the crown cancel handbook!



Ð
D

The second stamp on this pair from my own collection, shows both characters reasonably clearly.

So, why was the handbook error allowed to stand for so long without comment (apparently)? Maybe, because the great majority of collectors do not possess a clear example of this cancel, and the handbook was given the benefit of the doubt? Against that, the handbook usually mentions when a device is known to have been misspelt in production.

Anyway, on the evidence so far available, David’s question seems to be resolved; the cancel device was correctly configured as Unaðsdalur. If other clear examples of this cancel are known, it would be great to see them on these pages.

The editors look forward in eager anticipation to more crown cancel contributions from our readers.



Hraukur



In IslandsKontakt 107 Jørgen Steen Larsen showed covers from the late Thormar collection. Amongst them was a 1945 cover with the B1a Hraukur cancel. JSL asked for examples of any other cover with this cancel. Here is another example of B1a Hraukur, dated 5.8.44.

About six years previously, an article of mine was published concerning the correct location of Hraukur. It was intended to help other collectors who may have made a similar mistake in identifying where the office was located. Hopefully, the following shortened account may be of interest to some readers who made the same error as I did concerning the Hraukur collecting office.

I begin with the cancels used at Ljótarmaður; a crown and posthorn followed by the numeral 15. The Ljótarmaður farm lies on Route 252 in Austur-Landeyjarhreppur. It closed on 31st December 1906 and the cancels went to another farm named Hraukur. This is where I went astray.



On modern maps the only Hraukur ① is in Vestur-Landeyjarhreppur, on the western side of the river Hólsá, quite some distance from Ljótarmaður. Cancel collectors will know that Hraukur closed on 31st December 1908 and the office moved to Kálfsstaðir on Route 255 and (apart from a brief return to Hraukur in 1912) continued at Kálfsstaðir ② until 30th September 1930, by which time only the numeral 15 was still being used. On 1st October 1930 Hraukur re-opened and received its own bridge type B1a inscribed HRAUKUR. The handbooks say that it closed on 31st December 1945. At this stage, the name Lindartún ③ makes its first appearance in the handbooks on bridge cancels and offices. This farm can be seen on modern maps just below Kálfsstaðir on Route 255. The Hraukur bridge cancel is recorded as being used at Lindartún from 1st January 1946 until final closure on 31st December 1948.

I consulted Þór Þorsteins, as I was not happy to accept that the collecting office should be moved so far west across the Hólsá river, as far as Hraukur no less than 3 times. Þór reported the following:- In the Bæjatal of 1915, the only Hraukur is shown under Kálfsstaðir. In that year Lindartún is not mentioned. Similarly in the Bæjatal of 1930, Hraukur is listed, but no Lindartún; again in 1937 Hraukur is found, then under Garðsauki, but Lindartún is not mentioned. Finally in the Bæjatal of 1951, Hraukur is not mentioned at all; but Lindartún is listed; this can be seen on the above map on road 255 near to Kálfsstaðir. The final proof came when Þór found a map of 1941 which clearly showed the location of the farm Hraukur as being where Lindartún is now. The present Hraukur is on road 275 and can be seen on the left edge of the map below Þykkvibær, and did not exist on the 1941 map. It therefore cannot be the one which had the collecting office. Þór suggested that for the purpose of cancel records, we accept that the collecting office at Hraukur changed its name to Lindartún as of 31.12.1945, and was never a case of the office having closed or moved elsewhere.

It is suggested that owners of *Pósthús og Bréfhirðingar Á Íslandi 1870-2011* may like to amend their copies; e.g. p.65 delete everything under Lindartún and substitute “see Hraukur”. On p.47 under Hraukur, show it as “renamed LINDARTÚN in 1945” and “closed 31.12.1948”.

Be honest - Did you know about this? (Issue 14) *Hálfdan Helgason*

Dear Brian,

Wish you all the best in year 2017.

Thanks for a very interesting number (14) of your magazine. Keep them running!

In addition to the “Karitas-cards“ sent by Páll A. Pálsson connected to his Christmas greetings, I send you a scan of a postal stationery card I had many years ago – I keep scans of many of the cards I have had through the years. This is a 10 aur card, sent to Denmark 21 July 1905. The sender has attached a Caritas seal to it (1st issue) and therefore it was rightly handled at the Post as a letter, which postage to Denmark was 10 aurar or 12 ½ cts. Therefore a T-cancel and postage due 20 in blue. Arrival postmark: 28.7.1905.

(The card is not badly cut at upper edge; just badly scanned).

Regards,
Hálfdan



Who were they?



Bingvellir card. “Easter 1929” written on the back.

From the auctions



\$91



\$730



\$92



\$114



\$162



Two late killer bids must have made a very happy seller. \$460



numeral 255 \$267

Interesting message on aerogramme

Keflavik Airport
Iceland
3 May 1950

Dear Folks:-

Boy how time flies, just going through my box and ran across your letter that I have been intending to answer for these many weeks now but dam if I thought there had been that many gone by, believe me. We had intended being back in the states this month on our vacation and had planned on dropping in on you kind of unannounced about the middle of this month but those plans have fallen by the wayside. I signed a new contract for another year up here on the 18th of last month, having completed my first year on that date. The housing situation has us kind of licked at present, things having not materialized as planned by the company and now hardly know what is in store but unless something develops between now and the first of July Adelaide will be leaving here somewhere around the 10th of July for home and I will take my vacation next November.

We are planning on her taking a trip to Denmark Norway and Sweden and stopping enroute for a few hours in Scotland, leaving here by boat on the 17th of June and arriving back on the 8th of July and then she will be heading for home. Will make quite a nice trip and she will be able to talk your ears off the next time you see her. Certainly glad that she will have the opportunity of making the trip, Fanny is going to keep his nose to the grind stone for a while longer.

We gave everything plenty of thought before I signed another contract but both felt that I would be very foolish to give up this job with nothing else in sight, especially with no more work than I have to do and the monthly stipend involved, got a nice substantial raise too so all in all feel that I am doing pretty good for an old man. Then too the monotony of things will be broken up too for when she leaves in July will see her again in November and then when I come back in December will only have a little over four months to go and my second year will be up and boy that thousand buck bonus looks pretty good to see after completing a year. Only wish that there were jobs like this closer to home.

Have had a very mild winter here this year and the grass is turning green now believe it or not and that is not by Ripley either. Very little snow this winter, never having more than three or four inches on the ground at one time and that didn't last very long. Soon be time to go fishing again, in fact about the middle of this month the trout season will be on and boy how I love that. You asked in your letter how the heating was done here, well here is one for the folks at home. Reykjavik is the only smokeless city in the world, practically all the heating is done by natural hot water from the hot springs piped right into the houses, and believe me some of the green houses that they have here are a marvel to see. We have been to the hot springs and to the pumping station where the city gets its hot water from and it is really a feat of engineering. The water loses less than eight degrees from source of supply to the consumer and believe me you cant hold your hand under the hot water faucet without getting burned. The water for heat being used as hot water in the house also. In other places not supplied with or by the hot springs the heating is done by coal and oil, mostly oil that has to be imported. Will have plenty of pictures to show you when we get home I hope, we have taken quite a few and plan on taking plenty more. Want to get a movie camera one of these days, then I will really start taking pictures and boy this is the place to do it. Have been to the little geyair and want to take a trip to the large one and also to the volcano, HELLIA and also to northern Iceland before we leave here that will take me into the Arctic circle so at least I can say I have been there. Looks as though you have quite a job out out for you in that celebration. Best of luck and hope everything goes off smoothly, only wish that we could have made it. Best regards to everyone and will be seeing you sometime in the fall I hope.

Narold



Second Issue
Cancelled Keflavik type B1d dated
4.V.50.

85aur imprint with additional 90aur adhesives, which make up 175aur. This should only have been an additional 65aur, because the correct aerogramme rate was 150aur; valid from 1.5.50 to 30.9.53.

The overpayment of 25aur might be attributed to an error at the Keflavik airport post office. The adhesives were normally applied in advance of sale, and someone may have wrongly added 25aur in stamps for the current selling price of aerogrammes.



A long and interesting account of life in 1950 Iceland, and a description of the contract situation at the airport.



Rare slogan machine postmark



This machine postmark was a few years ago sold at Ebay at 30\$. It was described as only used for a short period. *According to Þór Þorsteins this slogan postmark was used in machine M2 during a short time from 15th September 1960. Covers with this slogan are highly priced as only a few copies are known.*

If you by chance have a slogan mark with the same text, be sure that it is not one of the rather common slogan marks shown below. They are not uncommon. Slogan means “Don’t insert money in ordinary letters”.



Local printed matter in Reykjavík 4 XI 1959. Rate 90 aur 0-50 gr. Period 1 VII 1958-28 II 1960.



Local letter Reykjavík 23 I 1979. Letter rate 80 kr. 0-20gr. Period 1 I 1979- 28 II 1979 (2 months !)

It seems this mark has been used over a rather long period. The covers illustrate the use in two different machines. The cover size is reduced, but the cut should be in original size.

Are you the suspicious type of collector?

Was I a fool? In the late 60's I was offered this stamp for 1.000 DKK. I refused, and I haven't seen the stamp again anywhere.

I was "educated" as a philatelist by the great Danish Iceland collector Folmer Østegaard. He told me it was a dubious item although possible. The "5" is the postmark of Aarhus. He meant it was very unlikely to find the 3 skilling cancelled with a "5" used postally. Had it been a 4 or an 8 skilling he would have been a little less suspicious. I was, at that stage, a very keen collector of foreign postmarks on Icelandic stamps, but I listened to his advice and didn't buy the item. I still doubt the postmark to be "genuine" i. e. cancelled on a postal matter. The certificate says nothing about this; it just mention the condition of the stamp. Personally I find that the postmark is the genuine Aarhus "5". Was I right or wrong?



Aarhus is the largest city of Jylland situated on the eastcoast.

In the same period I was offered an 8 skilling cover at 40.000 DKK. I refused. I didn't have the money ☹. That I really regret. Ole

Question, was a special rate for balloon flight introduced in 1957?



Balloon letter local in Reykjavík 23 6 1957. Registration fee was 2 kr. Letter rate 21,75 kr. 0-?? gr. ??

I wonder if a special post office was established during this event. The registration label seems to confirm the assumption. I have not met any other postmarks from the Reykjavík airport.

Here is a text found in "The White Falcon", a minor newspaper issued by the American forces in Keflavík. Issue of June 15th 1957. Maybe some American collectors would find it interesting.

Icelandic Aero Club to Hold Local Air Show. The Icelandic Aero Club has planned a day-long air show and festivity program to be held June 23rd at the Reykjavik airport for the purpose of stimulating an even greater interest in aviation than already exists. According to Mr. Arnor Hjalmarrson, Chief Air Traffic Controller at Reykjavik Airport the program will be a full one made up of aerial demonstrations (including gliders, balloons, and small planes) competitive flights, sporting contests, dining, dancing, and presentations of awards, ceremonies honoring famous living Icelandic aviators, balloon flight demonstration and giveaway ideas making audience participation possible. The United States Air Force will take an active part in their show by having a T33 land at the airport, a "flyby" of four F89D aircraft, a para-rescue jump from a SC54, and a helicopter hoist pickup by an SH19. Mr. Hjalmarrson has scheduled what should prove to be an exceptionally interesting "part of the day"—a free flight in a balloon by Mr. & Mrs. J. Boesman, an internationally famous team who will demonstrate their ability in controlling the flight of a balloon, which will in no way be anchored to the ground. Other balloon flights will be made, and one of special interest to stamp collectors, will be sending aloft of a 460 cu. meter balloon filled with hydrogen and **carrying about 2,000 specially postmarked pieces of mail** and a present from a local clothing manufacturer to the official at the point of landing. **Philatelists will be interested to learn that a special post mark has been designed for this flight, after which the engraving will be destroyed.** To make the audience enjoy the occasion even more, Mr. Hjalmarrson has arranged for approximately 20 prizes to be awarded to those persons holding winning entrance tickets. Following the daytime aerial exhibitions, will be a soccer game played between the men of the Icelandic Airlines and those of the Icelandic Airways, and also a "Tray Run" competition between the stewardesses of both these organizations. The Aero Club will then hold a dance, the highlight of which will be the floating of small balloons filled with "Lucky Tickets", and at a given time the balloons will burst, spraying the crowd with their contents. Those persons finding the lucky tickets will receive prizes valued at from 50 to 2000 krónur. Already considered the most air minded country in the world, demonstrations such as this one proposed by the Aero Club give some indication of why this small nation enjoys such a distinction. Ole

