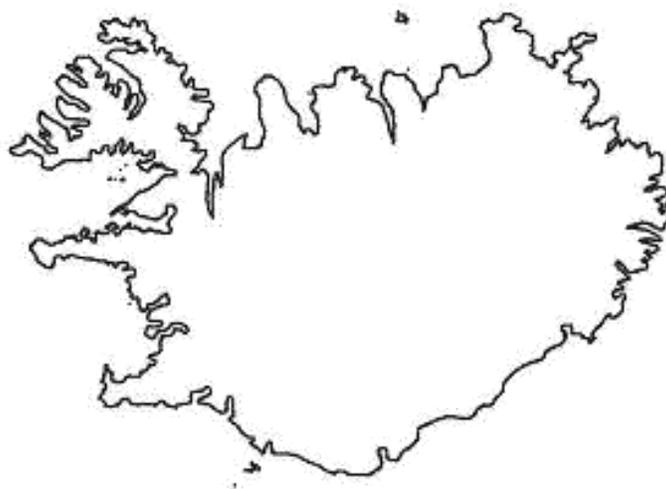
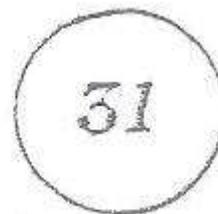


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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

Inflation 1979 – 83 Part III 1981 Stamps single on cover Ole Svith



On day of issue only the 190 aur could be used as single. A printed matter 0-20 gr. and postcard airmail to outside Europe was 190 aur. The 170 aur had to wait as single value until after next change in rates on June 1st. Then inland printed matter was 170 aur and inland/Nordic letter was 190 aur.

Stamps issued February 24th.



Printed matter to Denmark cancelled Húsavík 20 8 1981. Postage 0-20 gr was 170 aur.

Postage period June 1st 1981 - August 31st 1981



Postcard to USA cancelled Reykjavík 10 III 1981. Airmail outside Europe was 190 aur.

Postage period February 1st 1981 - May 31st 1981



Here we have 26 days for intended use. These CEPT values were as usual meant for inland/Nordic letter and foreign surface letter worldwide. The 220 aur furthermore covered airmail rate to Europe as all letters and cards had no additional airmail fee.

Stamps issued May 4th.



“J” is missing in Postmark

REYK_AVIK

Letter to Denmark cancelled Reykavik 12 5 81. 0-20 gr.

Postage period February 1st 1981 - May 31st 1981



Letter to Germany cancelled Akureyri 13 V 1981. 0-20 gr.

Postage period February 1st 1981 - May 31st 1981



On day of issue the two lower values could only be used for supplement purpose.

Stamps issued August 20th.



The 200 aur had to wait 10 days until September 1st before it could be used as a single. From this date it was printed matter surface rate worldwide and air rate to Europe.

“J” is missing in

Postmark

REYK_AVIK

Printed matter to Sweden cancelled Reykjavik 10 9 1981. 0-20 gr.

Postage period September 1st 1981 - November 30st 1981



From day one 200 aur covered surface printed matter worldwide, and airmail in Europe.



Day of issue September 29th.

Printed matter to Switzerland cancelled Reykjavik 14 X 1981. 0-20 gr.

Postage period September 1st 1981 - November 30st 1981



Day of issue September 29th.

More or less a supplementary value.

Letter to Denmark cancelled Kópavogur 19 4 1982. 20-100 gr.

Postage period March 1st 1982 - May 31st 1982



One of the top values intended for high postage, parcels etc. I would not be surprised if single usage will be possible in a later period.

Issued October 21st.



Day of issue November 24th.

On day of issue 200 aur was printed matter rate by air to Europe for 6 days. New rates on Dec. 1st made this value useful for PM and cards inland. (Xmas cards).



Local printed matter cancelled Reykjavik 10 12 1981

Postage period December 1st 1981 - February 28st 1982



Issued November 24th.



On day of issue the 200 aur was valid for airmail PM to Scandinavia and Europe 0-20 gr. and postcards for 6 days.

On December 1st 200 aur covered postcard rate by air to Scandinavia. 250 aur had to wait 6 days, then it became the rate for PM and postcard by air to outside Europe.



Xmas letter to Denmark cancelled Reykjavik 14 12 1981.

Postage period December 1st 1981 - February 28st 1982



Postcard to USA cancelled Reykjavik 10 12 1981. Airmail rate 250 aur 0-20 gr.

Postage period December 1st 1981 - February 28st 1982

1982 in next issue

Opinions invited on the origin of this interesting FRA ISLAND cover *Ellis Glatt*

Here is an interesting item that one or more of your readers may be able to shed some additional light on. It is a 1903 FRA ISLAND cover mailed to Copenhagen and franked with a Danish 16-ore bicolor instead of an Icelandic stamp (scans attached). After consulting with others, including several experts with considerable knowledge in this area, two theories have emerged about the likely origin of this letter. Unfortunately, the cover by itself does not provide sufficient information to settle the question.



One theory is that the cover was actually posted from the Faroe Islands. Although there is no direct evidence that such is the case, some Faroe Island mailings are known to have been canceled by mistake upon arrival in Copenhagen with a FRA ISLAND canceller. It is my understanding that the 16-ore franking exhibited by the subject cover would have been the applicable rate for a 2nd weight class mailing from Faroe Islands to Denmark in 1903. Moreover, the mailing does not appear philatelic in nature. The address exhibited by the letter is not one any of

the experts previously consulted had come across before nor is it one that showed up in my extensive search of old auction catalogs containing photos of Faroe Islands and Iceland covers dating from the early 1900s.

Of course another theory, again with no direct supporting evidence, is that the cover could actually have been mailed on a ship out of Iceland as a standard 1st class letter, perhaps by a Danish traveler who franked it with 16-ore Danish stamp he had on hand instead of purchasing a 16-aur Icelandic stamp. Notwithstanding any postal regulations to the contrary, it seems unlikely that the 16-ore franking would not have been accepted as sufficient payment by the processing postal clerk in Copenhagen.

In either case, the solution to this riddle may come about by finding another cover addressed in the same handwriting to the same Scandinavian Correspondence Club in Copenhagen and posted during the same period. The hope is that such a find might provide some additional clues about its point of departure. In the meanwhile, should any IPM readers have additional information to offer re the subject cover, it would be most appreciated by the writer.

Crown cancel corner

I am glad to say that Ron Collin has been “stirring the crown cancels pot”, and has opened two interesting topics concerning two particular scarce crown cancels. I have pulled together the various strands of our discussion to which David Loe added his contribution. As usual I am seeking the opinions of IPM readers.



Stokkseyri type C2e, according to the handbook was issued in the general delivery of 1900. Despite searching through auction catalogues, including the recent Pálsson sale, all examples Ron could find of the cancel, including his own are on Christian IX stamps. It is surely reasonable to assume that the cancel must have seen some use, however limited, before the earliest arrival of Christian IX stamps in October 1902. As Ron commented, statistically speaking, this is a small number upon which to base any conclusions. Below are some of the better copies revealed amongst the 6 or 7 discovered.



1. Can anyone show an example of Stokkseyri on an aurar issue stamp?
2. According to the handbook, ink cancellations are known on aurar stamps. Can anyone show an example of such an ink cancellation?
3. It is significant surely that for a cancel issued as late as 1900, ink cancellations became necessary. Was it because the crown cancel was not in fact available from 1900 and did not arrive until after the issue of the Christian IX stamps?

As Ron commented, statistically speaking, this is a small number upon which to base any conclusions. If the result of this appeal amongst so many Iceland collectors is negative, then maybe the date of issue of the crown cancel becomes debateable, if not the existence of ink cancellations.

Although not strictly relevant, several copies of the cancel are known showing late use on the Double Head issue, and with the permission of David Loe, I am showing below his fine example of a Stokkseyri receiving cancel on a 1907 Brjefspjald.

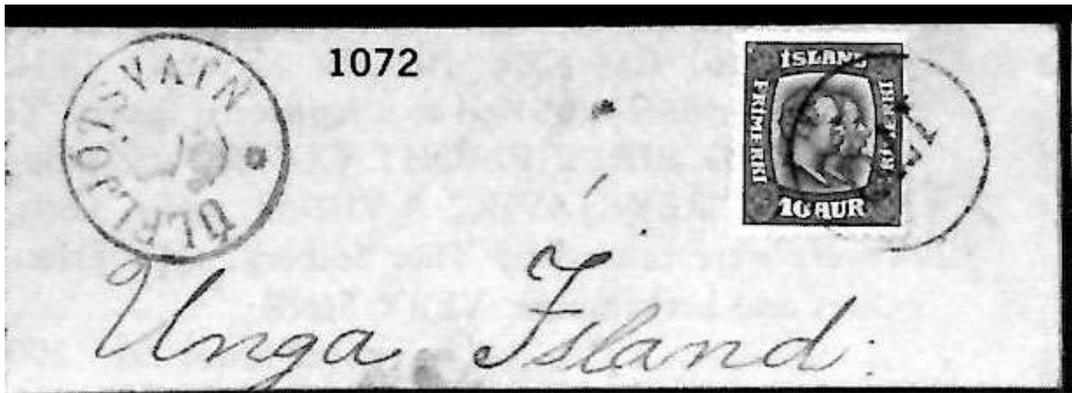


Dated Reykjavík 21.3.1907, Hraungerði same date

Before I move on to the next cancel, during our debate on Stokkseyri, David and Ron raised the matter of the fact that most C2 cancel types have a period, or stop after the last letter of each cancel name; in this case the “I” of Stokkseyri is not shown in the crown cancel handbook as can be seen at the start of this article. Indeed there are a number of crown cancel spelling discrepancies in Facit which need to be updated at some stage. That is, perhaps, for another time.



Again from Ron Collin, in a recent Sotheby sale, Lot 1702 was a full cover, with a single 10 aur Two Kings, cancelled with a numeral 170 addressed to Reykjavík. Unfortunately the image in the catalogue was cropped as shown below. It shows an Úlfjótswatn crown cancel as a transit mark. The lot description also states that the cover bears a transit Kotströnd crown cancel as well as a Reykjavík receiving mark of 29.03.09.



I was able to add to Ron’s example, another image of the Úlfjótswatn crown cancel on a 1920 money letter which I was showed in an IslandsKontakt article about 11 years ago.



Front: Type C1 Úlfjótswatn crown cancel used at Villingavatn. Money letter containing 250 krónur. 15aur letter rate to 20gm plus 3 x 10aur for each 100 krónur = 45 aurar. Adhesives cancelled by N1a-170. Postal rates current 1.1.1920 to 14.5.1921. On the back is a Reykjavík receiving cancel dated 7.VI.1920.

Burrtisland *Ole Svinth*



In the latest issue Ron Collin asked about this Scottish postmark of Burrtisland. The stamp on the left was shown then.



I have through the years seen other copies of this post mark. From my own collection, I have these two copies, the latter of the new type. It seems that there was a period around 1912-14, when there was some activity of ships directly to Burrtisland from Iceland.

A few facts about Burrtisland found on the net,

Early evidence of human activity in this area has been found in rock carvings on the Binn, thought to be about 4,000 years old. The [Roman](#) commander [Agricola](#) used the natural harbour and set up camp at the nearby Dunearn Hill in AD 83. (I remember Agricola from my days in high school).



The town became so well established that a new [Burntisland Parish Church](#), known as St Columba's, was built in 1592. This was the first new parish church built in Scotland after the Reformation. The photo shows the church.

In September 1844, a new pier was completed to form a ferry link to the new harbour at [Granton, Edinburgh](#).

Burrtisland became an important port for the local [herring](#) and [coal](#) industries, and in 1847 the [Edinburgh and Northern Railway](#) opened from Burrtisland north to [Lindores](#) and [Cupar](#). By 1850 the world's first [roll-on/roll-off rail ferry](#) service was crossing the Firth of Forth between Burrtisland and [Granton](#), enabling goods wagons to travel between [Edinburgh](#) and [Dundee](#) without the need for unloading and re-loading at the ferries. (Passengers however had to disembark and use separate passenger ferries). This operated until 1890 when the [Forth Bridge](#) opened. In the late 19th century, the area experienced a short-lived boom in [oil shale](#) mining and [processing](#) at the Binnend Works.



The question from Ron Collin gives me an opportunity to show a map with a part of the Firth of Forth. It seems that the largest part of ships from Iceland arrived in this area. On the northside we find the following ports which have all been found on mail from Iceland, Leven, Dysart, and Burrtisland. On the southside of course Leith and Edinburgh, and then Bo'ness and Grangemouth. Granton is unfortunately not seen on the map. It is now a northern part of the city of Edinburgh.

An older map might have told a better story, however the map used is from the previous millennium.

More on Burntisland *Jakob Arrevad*

Here are two cancellations from the 18th century:



Robertson under E.28:

BURNTISLAND

In Fifehire (Scotland). 18 miles from Edinburgh. (By Ferry 9 miles.)

Burntisland lies on the north shore of the Firth of Forth directly opposite **Granton**, with which connection by ferry has existed for centuries. A port and harbour of no small importance, yet the only maritime postal history record in the possession of the author is part of a letter bearing the handstamp illustrated below; date unknown.

SHIP LETTER BURNTISLAND

S.1

S.1 — Both lines 47 mm. Letters 4 mm. Black.

In Robertson Revisited, Second Supplement by Colin Tabcart (2016) a stamp called P1:

Burntisland

PA QUEBOT

P1. 34x4 mm

Orig. No.	New No.	Colour	Old Dates	New Dates	Remarks
-	P1	Black	-	1992	Hosking 3

It is in Dovey & Morris - Hosking's 4th Edition no

PA QUEBOT 271.

271

BURNTISLAND b/Edinburgh

Shilling has a drawing of a "twin-arc" stamp from 1912 with "FIFE" between the arches: and a "one-arc" stamp also with "FIFE" between the arches from 1921:



Stempeltyp: Zweikreis-Handstempel
Außen-Ø : 26,5 mm
Innen-Ø : 17 mm
Ortsbuchstaben: 3 mm
Belegte Verwendung: 1911 - 14

Später kommt der gleiche Stempel mit Tag vor Monat vor.

and a "one-arc" stamp also with "FIFE" between the arches from 1921:



Stempeltyp: Zweikreis-Handstempel
 Außen-Ø : ca. 25,5 mm
 Innen-Ø : ca. 15,5 mm
 Ortsbuchstaben: ca. 2 3/4 mm
 Belegte Verwendung: 1921

Holtz show two kings and a "twin-arc" stamp with stamp no 1 but without year – but it was sold from Folmer Østergaard's collection with the year 1911

B 2a



Mike Tuttle has a description in "Iceland: Foreign Port of Arrival & Transit marks" Part 2 June 1999 and 10 June 2001 – (Scandinavian Contact)(unfortunately I do not have a copy of part 2 and part 10 refer to part 2!)

Þór Þorsteins has compiled the following list of sailings paid for caring mail from Iceland. What comes out of that? More or less nothing. There are not many cancellations on stamps from Burntisland:

SHIP	DEPART	FROM	ARRIVAL	TO	REMARKS
URANIA	05.02.1906	REYKJAVIK		BURNTISLAND	1KR.
URANIA	05.02.1907	REYKJAVIK		BURNTISLAND	1KR.
HILDI	08.03.1909	REYKJAVIK		BURNTISLAND	6KR.
RAP	22.12.1909	REYKJAVIK		BURNTISLAND	2KR.
VIGSNÆS	15.03.1910	REYKJAVIK		BURNTISLAND	1KR.
VIGSNÆS	06.04.1910	REYKJAVIK		BURNTISLAND	2,25KR.
EROS	22.04.1910	REYKJAVIK		BURNTISLAND	1KR.
TRYG	25.04.1910	REYKJAVIK		BURNTISLAND	1KR.
VIGSNÆS	30.04.1910	REYKJAVIK		BURNTISLAND	1KR.
GARIBALDI	09.08.1910	REYKJAVIK		BURNTISLAND	1KR.
FRATHVANG	25.02.1911	REYKJAVIK		BURNTISLAND	1KR.
			22.03.1911	BURNTISLAND	See Holtz above
			03.05.1912	BURNTISLAND	
			19.06.1912	BURNTISLAND	

AUSTUR –HÚNAVATNSSÝSLA

The county consists mainly of farming land, there being only Skagaströnd as a fishing port of any size. Blönduós is a prosperous market town and the largest in the county, and out of the total present-day population of 2,200 more than half live in the two towns mentioned.



13.1 ÁSHREPPUR

The parish consists of Vatnsdalur and the uninhabited area to the south. Two offices have been used, both near the now uninhabited parish church and rectory of Undirfell. The

first collecting office was opened at [Ás \(3\)](#) 1.1.1896 and it is probable that a crown cancel was issued to the office but none has been found yet. In 1903 number 94 was issued and this was superseded by Swiss type B1a inscribed 'ÁS HÚN'. The office was closed 31.12.1971.



The second office was only open for a short time at [Eyjólfstaðir](#), as far north of Undirfell as Ás is south, and on the other side of the Vatndalsá river. Between 1.1.1934 and 31.12.1945 number 269 (till 1945) and

Swiss type B5a were used, both uncommon. The only other thing to mention regarding the parish is that it was in 1830, the scene of the last execution in Iceland.



13.2 SVEINSSTAÐAHREPPUR

The parish has a surprising history for its very small size, both in postal and church matters. In 1133 the first monastery in Iceland was founded at Þingeyrar, on the marshes east of the Hóp lagoon. The Benedictine monks, notably Oddr Snorrason and Gunnlaugr Leifsson, are famous for their sagas written in the last decades of the 12th century. Oddr wrote, in Latin, a life of Olaf Tryggvason, King of Norway and Gunnlaugr wrote a life of St. Ambrose and adapted into Icelandic Geoffrey of Monmouth's *Historia Brittonum*.



The only office in the parish was opened at [Sveinsstaðir](#) 1.1.1873 as a post office on the Northern and Eastern Post, and used a provincial postmark misspelt 'SVEINSTAÐIR'.



On 1.7.1899 the office was moved to Blönduós and Sveinsstaðir was demoted to collecting office status. It used the crown cancel of Blönduós from 1.7.1899 to 1902. From 1903 number 105 was used and then Swiss type B2a. Sveinsstaðir is situated on the main road at the entrance to Vatnsdalur. The office was closed 31.3.1980.

13.3 TORFALÆKJARHREPPUR

As collectors of postal markings there is only one office to interest us in this parish, but for the record I will mention one collecting office open for twelve months in 1873, [Hjaltebakki](#). Situated about 2 Km south of Blönduós, it served the Skagaströnd branch route.

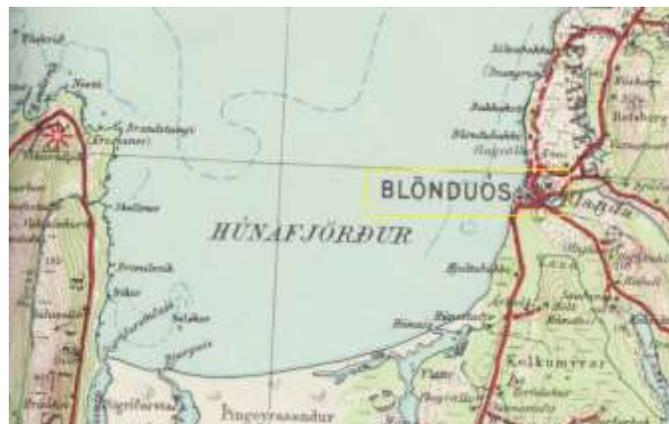


The other office was opened at [Stóra-Giljá](#) 1.1.1934 - a farm some 5 Km. north of Sveinsstaðir on the main road. Number 275 was issued and superseded by Swiss type B8e, in use until 31.12.1971 when the collecting office was closed. It is sometimes referred to as Giljá.

Lastly, an office was opened between 1.1.1873 and 31.12.1881 at [Reykir \(1\)](#). It was moved to Blönduós but returned between 28.6.1883 and 3.4.1892 before closing again and moving to Auðkúla (1) (13.5). No cancels are known or expected – the office opening dates predate any collecting office cancels.

13.4 BLÖNDUÓSHREPPUR

As mentioned above, [Blönduós](#) serves the surrounding farming country and acts as something of a trading station. Its present population of nearly 900 has risen from only 113 at the turn of the last century, people gradually moving in from the farms. It has an airfield and all of the usual facilities but there is no industry to mention due to the lack of port facilities.



A collecting office was opened here 1.1.1882 to 27.6.1883 and then reopened 1.1.1899 the office being moved from Reykir (13.3). It used a single ring crown cancel until 1.7.1899 when the office was made up to post office and when Sveinsstaðir was closed down. The Sveinsstaðir provincial cancel was used at Blönduós until about 1903, overlapping with the introduction of the Swiss bridge type cancel B1b. The provincial cancel at Sveinsstaðir should have gone to Blönduós but did

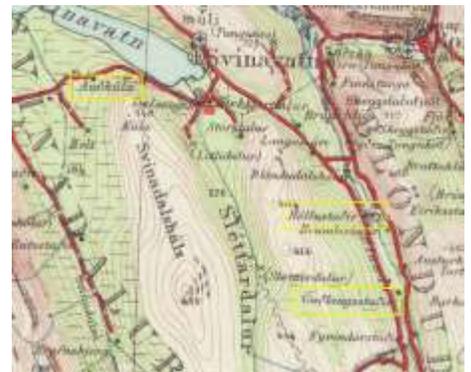
not. Instead Blönduós received a bridge cancel type B1b from 1.7.1899. This was in turn superseded by type B8e, then B8b1. The office is open to this day.

13.5 SVÍNAVATNSHREPPUR

Both Guðlaugsstaðir and Höllustaðir are in upper Blöndudalur, south of the hamlet of Svínavatn. A collecting office was opened at the farm of [Guðlaugsstaðir](#) 1.1.1896 and probably was issued with a crown cancel but none has been discovered. Number 90 was then issued to be superseded by



Swiss type B2a before the office was moved to [Höllustaðir](#) 31.12.1945. Here the office remained till 31.3.1980 using number 90 until 1954, the old Guðlaugsstaðir cancel and its own type B3e.



A third office was opened at [Auðkúla \(1\)](#) beside Svínavatn 4.4.1892 (moved from Reykir (1)) and used a very rare single ring crown cancel, number 87 and Swiss type B1a. The office closed 30.6.1951. See [Gunnsteinsstaðir](#) (13.6) for the later use of the Auðkúla B1a cancel.



13.6 BÓLSTAÐARHLÍÐARHREPPUR

A collecting office was opened at the rectory of [Bólstaðarhlíð](#) 1.1.1873 on the Northern and Eastern Post before closing 31.12.1875 and moving to Holtastaðir (13.7) in an adjacent parish. From there it moved to [Botnastaðir](#) 1.1.1880 before moving back to Bólstaðarhlíð 1.1.1888. Though no crown cancel has been found yet, number 89 was used from 1903 to 31.12.1911 when the office was moved again, this time to [Æsustaðir](#), some 5 Km. west in Langidalur. The cancel (number 89) went with the office. The office was moved back to Bólstaðarhlíð in 1925 where number 213 was used for a year and then number 89 again till 1930 to be finally superseded by Swiss type B2a and then type B8b. Number 89 was used again between 1945 and 1950. The office closed 31.12.1979. A collecting office was opened 1.1.1901 at the rectory of [Bergsstaðir](#) in Svartárdalur and between then and 1960 using number 88 (1903-1930) and Swiss type B2a. The rectory is now uninhabited.



The remaining office in the parish was at [Gunnsteinsstaðir](#) between 1.1.1951 and 31.12.1962 and used the old Auðkúla B1a cancel (13.5). The farm is in Langidalur.

13.7 ENGIHLÍÐARHREPPUR



We have already mentioned [Holtastaðir](#), the parish rectory in Langidalur. The collecting office was opened here 1.1.1876 (moved from Bólstaðarhlíð (13.6)) to 31.12.1879 (moved to Botnastaðir (13.6)) and then was reopened on a permanent basis 1.1.1899 using a three ring crown cancel. This was followed by number 91 and finally Swiss type B2a before closure 31.12.1971.

Further north, but in the same parish and near the estuary of the Laxá river is [Neðri-Lækjardalur](#) where a collecting office was open between 1931 and 1960 and used number 256 and sometimes known as Lækjardalur.

13.8 VINDHÆLISHREPPUR

The collecting office at [Höskuldsstaðir \(1\)](#) started its life 1.1.1873 on the Skagaströnd branch route but was closed only a year later. It was re-opened 1.1.1919. The office was situated at the rectory and remained there until 31.12.1966 when it was moved to [Ytri-Hóll \(2\)](#). The office used number 78 from 1919 and then type B2a inscribed HÖSKULDSSTAÐIR HÚN. The office at [Ytri-Hóll](#) used the old Höskuldsstaðir cancel and type B8e inscribed YTRI HÓLL and is situated some few hundred metres from the church.



13.9 HÖFÐAHREPPUR

A collecting office was opened at [Höfdakaupstaður](#), more commonly known as [Skagaströnd](#) 1.1.1873 though it operated under the name of Hólanes until 1883. The population of the village cannot have been very large, for even in 1901 there were only 22 people living in this fishing port. Now the population has grown to 500, many working in the freezing plant.



The office used a single ring crown cancel, and then number 92 to 1926 when it was made up to post office and to this day has used four types of Swiss cancel, B3c, B8e and two types of B8b1.

Unusual destinations ~ E

Egypt



Reykjavík B1d dated 21.VI.50. 240aur airmail rate up to 5gm. Rate valid 23.3.50 to 30.9.53. Cairo Arabic receiving cancel on front and English language machine cancel on reverse.

El Salvador



On reverse is an advertising label for the OSTROPA philatelic exhibition held in Königsberg, East Prussia from 23rd June to 3rd July 1935, tied by San Salvador receiving cancel 18. Feb. 1935.

Reykjavík machine cancel with University slogan dated 21.1.35, addressed to the capital San Salvador. 35aur surface rate.

Seldom found locations for bridge cancels *Eivind Kolstad*

I have postponed the 12th article in this series until the next issue. In its place, thanks to Eivind Kolstad, I am pleased to show some of Eivind's bridge cancel discoveries, including his several responses to "Was this cancel ever used here?" from Issue 16, March, and Issue 20, August 2017".

Eivind: -



Some issues ago in your magazine, you asked for B2a Höskuldsstaðir Hún used at Ytri-Hóll. The lousy cancel on the loose flower stamp is the answer. There is no date to be seen, but as this cancel is placed on a stamp issued in 1968, Ytri-Hóll is the place, and as you can see, obviously a postally used one.



A nice postally used Sandur B8e cancel dated 24.XI.1963 which proves that the Sandur cancel was still in use at Hellisandur after the name change.

(Ed. It might throw doubt on the date of arrival of the Hellisandur B8e, which in Þór's book is shown from 17.10.1963. Of course both could have been used in tandem for a while).



Probably a CTO, B2a dated 5.1.47, but still nice!

(Ed. Very nice, and shall we say "intriguing"? When Sauðlauksdalur closed on 31.12.1945, it is entirely probable, and is in fact recorded in Þór's book, that the parent office passed the bridge cancel on to Hvalsker, which did not receive its own name cancel until 1951, fully 6 years later. Now what the farmer at Hvalsker was doing on 5.1.1947, applying the cancel with obvious care to a Christian X 10aur airmail, is open to conjecture. Funnily enough, the stamp was only invalidated on 1.1.47, four days previously!



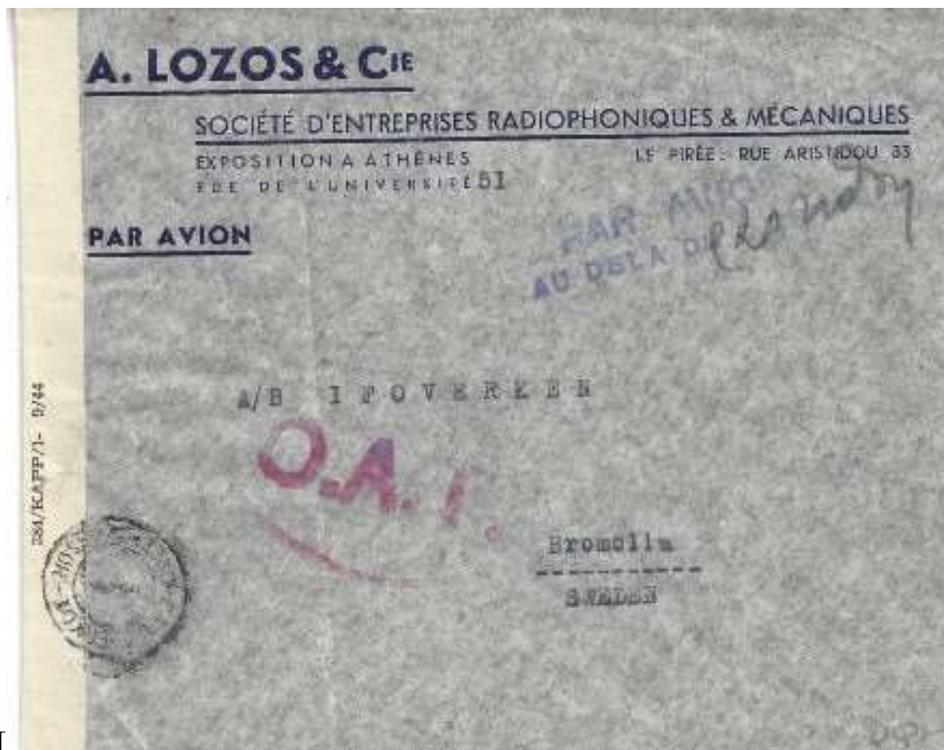
Next is the Hlidarendi B1a, used in Ormskot, only for some weeks in autumn 1948. May be the one and only copy that exists?? Unfortunately the strike is placed on one of the worst stamps available. The dark green cod leaves very little space for a good cancel, but in this case both the place-name as well as the full date and year are visible.

(Ed. What a gem – probably unique as Eivind says).

AV Forms, AV2 and OAT Handstamps Wilbur Jonsson

There are a number of things in the articles in this journal (Issue 19 p. 6 and Issue 20 p. 3) that need clarification. It is true that an AV 2 mark on a cover from Iceland is both scarce & desirable—the buyer of the illustrated cover certainly got a bargain. But in contrast to this, the OAT marks on Icelandic mail are relatively common and seriously overpriced unless one excludes covers addressed to Helgi Briem in Portugal received when his office served as an undercover address. OAT covers from Iceland NOT addressed to Portugal are actually somewhat difficult to find, but nowhere near as scarce as corresponding AV 2 items from Iceland.

Anyone with a serious interest in OAT and AV 2 marks, the standard reference for these is the book by the late Murray Heifetz referred to in the preceding articles—his collection was bought by two Swiss collectors but the reference material may well have been discarded—should also consider the “Jusqu a” and related marks as well. The standard reference for this subject is the book by Jan C. ter Welle “JUSQU’ A HANDSTAMPS AND OTHER ROUTE INDICATORS” privately published by the author (janterwelle@online.nl) in 2012 which builds on the books by Ian McQueen. A cover could be sent part of the way by air, with the sender specifying which segment was airmail: for example I own a cover from Greece to Sweden with a two line handstamp “PAR AVION/au dela de Londres” as well as a British OAT mark indicating onward air transmission to Sweden from London (the stamps are on the back).



Though the marks of the types mentioned in ter Welle’s book were mandated by the UPU (at least from 1939) I have not seen them used on mail from Iceland, though the bars or cross indicating insufficient postage for airmail (mandated by the UPU) have been seen on mail from Iceland replaced by marks in red crayon obliterating the airmail instruction—Icelandic mail so treated seems to be very scarce, but more information is needed on this topic.



There is a very useful website “paquebot.info” maintained by Captain Peter Schulz on which, if you search the gallery for AV 2, you will find some completed AV2 forms illustrated which were submitted by the ship’s officer to the harbor postmaster because the mail posted on board contained some airmail correspondence.

In response to a query dated Nov. 1, 2015, Ivar Sundsbo wrote:-

“The special Airmail congress from Den Haag in 1927 discussed quite a lot concerning the transport of mail by air, and already then there were recommendations for decisions for UPU-congress in London 1929. Both in London 1929 and Cairo 1934 all the forms were discussed, and the AV2 form can be found there as a weight formula for airmail. The "cross-outs" of the airmail on covers is stated as a decision formulated as: ‘when the airmail could not be sent entirely by air to destination, the last postal station had to cross out the airmail label and other descriptions of airmail with two black bars’ “

Examples of these bars are either parallel or crossed and red ink rather than black seems to be quite common as the 1939 treaty no longer specified a colour for this mark but did specify that they be thick.



In the UPU treaties, provision was always made for a delay allowing the Postal Administrations to prepare compliance to new rules. In the case of the rules on airmail passed in 1929, the Administrations had until 1930 to put them into effect.

I was not able to see the treaty of 1929, but I did examine the text of the treaty passed at the Cairo meeting of 1934 as well as that of 1939 and can shed some light on the purposes of some of the forms. The relevant section of the Cairo treaty is paragraph 14 and in the London treaty, paragraph 17.

CONVENTION — POSTE AERIENNE — FORMULES 895

ADMINISTRATION DES POSTES AVI (1914, 1929)

LISTE DES LIGNES AERIENNES, DES PAYS DESSERVIS ET DES SURTAXES AERIENNES

N° des pays desservis par voie aérienne	Pays desservis	Nom de la Compagnie	Longueur réelle de la ligne et classement des services (S. H. S. H.)	Durée du trajet en jours heures	Périodicité du service	Frais de transport par kilogramme pour le poste aérien		Pays auquel les frais de transport aérien doivent être payés	Surtaxe aérienne au 1 ^{er} janvier de 1907	Renseignements complémentaires (régularité, administration de lettres et colis avec transit déclaré, division du colis stipulé à l'article 12, § 7, 1909)
						jusqu'au pays de destination	dans le pays de destination même			
1	2	3	4	5	6	7	8	9	10	11

I. SERVICE INTERIEUR

Déclarez moyennant pour la justification de transport aërien des correspondances aërien destinées à l'intérieur

With the increasing importance of airmail in the 1920s and 1930s, the Universal Postal Union (UPU) introduced a new section of the Treaty to deal with matters arising from the handling of International airmail at least as early as 1929 (I have taken the following information from the minutes of the meeting of the UPU in Cairo, 1934). The accounting forms (210x297 mm in size) were given AV numbers where AV stands for Avion. The AV1 form asks a postal administration to list the airline companies serving their routes, their destination countries and the airmail supplementary charges etc. The AV2 form asks that, the mail originating in

ADMINISTRATION EXPEDITRICE DE LA DÉPÊCHE: ADMINISTRATION DESTINAIRE DE LA DÉPÊCHE:

Nombre et nature expéditeurs: Nombre et nature destinataires:

BORDEREAU DES POIDS DES CORRESPONDANCES-AVION

contenues dans la dépêche aérienne du bureau d'échange d. pour le bureau d'échange d. expédiées le 19 à h. m.

Numéro d'ordre	Noms des pays de destination des correspondances-avion	Poids net Grammes	Observations
1	2	3	4

country A making its first landing (by surface or by air) in country B be listed according to final destination together with the total weight in grams for the airmail to that destination and any relevant comments. The form was to accompany the mail to country B for the information of the Postal Authority of B.

Twice a year, each postal administration had to do a survey of the mail going out of the country in order to calculate the money owing to those countries which served the onward transmission of the mail (air or surface). For airmail, these surveys were to be done during the week of June 14 and the week of November 14 and this information was entered on the AV3 and AV4

forms. Accounting of mail forwarded etc. was the purpose of the remaining AV forms: AV5, AV6 etc. The 1939 treaty seems to mention only the first four AV forms.

As the volume of airmail increased, the mail for a particular destination country could be bundled, and if the volume were great enough, given a separate bag. To be sure that the airmail was accounted for on the AV2 form, AV2 handstamps of various types were introduced where needed. Handstamps exist indicating that an item arrived without an AV2 form.