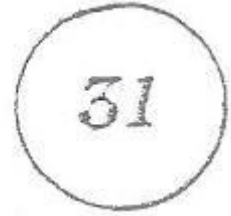


# ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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

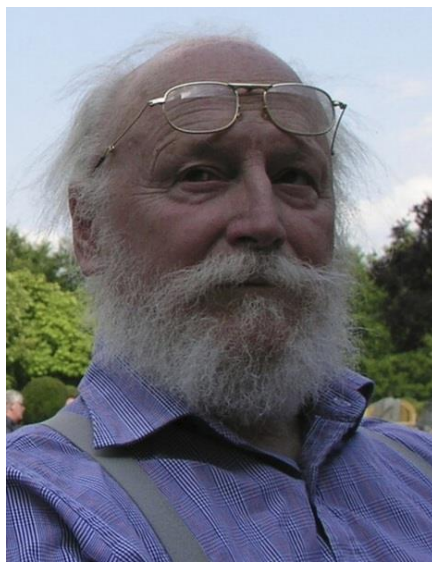
Issue 55/Mar 2023

## Iceland Philatelic Magazine

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Please let me have your articles if you want them in the next issue which will be May 2023. Write them in your own language if you prefer.

**Wilbur Jonsson**  
**18.9.1936 – 5.11.2022 R.I.P.**



I did not receive this sad news until shortly after the January 2023 issue had been distributed. He was one of the key figures during my introduction to Iceland philately 40 or more years ago. I always recall Iceland collectors clustered around his stock books of cancels and stamps for sale whenever he produced them on his annual UK visits. Back in 1998 he persuaded me to go ahead and have the first postal rates book published. In later years he was a valuable contributor of comments and articles for this magazine. His knowledge and willingness to help will be greatly missed by many.

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**Crown cancel database**

Just over four years ago in IPM issue 31, Steinar Fridthorsson launched an appeal for readers to send to the IPM editor images of crown cancels currently rated at 5, RR, and RRR in Facit. Subsequent appeals were made for crown cancels with varieties and crown cancels on cover. The databases are used by the Islandsklubben Crown Cancel Committee as a basis for future literature as well as for the listings in subsequent editions of the Facit catalogue. The contents of the databases listed by type C1, C2, C3, crown varieties and crowns on cover have been shared on Dropbox with interested collectors, who have periodically submitted new images as they arose. We thank them for their continued cooperation in helping to form a large database. This is an opportunity for anyone not currently sharing the databases on Dropbox to let me know and I will add you to the list of Dropbox sharers.

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**Future Iceland postage stamps?**

I hope Sæþor Jensson gets support from an “army of Icelanders” for his call in Frímerkjaspjall, to put pressure on the authorities to make it mandatory for the post office to issue stamps again !





January 22nd 2023

## Press release: Nordia 2023, Reykjavík

On June 2-4 2023 the Nordic Stamp exhibition Nordia 2023 will be held in Garðabær, Iceland. The exhibition will include up to 500 frames and with the participation of several dealers and auction houses as well as the closeness of the venue to some of Iceland's most exquisite scenes it should be a pleasure to visit. A large selection of Icelandic collectibles other than stamps will be on display during the exhibition.

The venue in Garðabær, is located within a 30 minute drive from the international airport at Keflavík and within a 9 kilometer distance from Reykjavík's city center (ca 5,6 miles) where the official 4-star hotel lies.

The venue: Ásgarður Sports Hall, Ásgarður, Garðabær

Official website for Nordia 2023: Updates under way: [www.nordia2023.is](http://www.nordia2023.is)

For those interested in exhibiting at Nordia 2023, please contact your country's commissioner:

Denmark: Ebbe Eldrup, [ebbe.eldrup@gmail.com](mailto:ebbe.eldrup@gmail.com)

Finland: Jari Majander, [jari.majander@gmail.com](mailto:jari.majander@gmail.com)

Norway: Atle Fossmark, [Atle@exess.no](mailto:Atle@exess.no)

Sweden: Cajsa Ojakangas, [Cajsa\\_hilm@hotmail.com](mailto:Cajsa_hilm@hotmail.com)

USA: Mike Schumacher, [icemike51@gmail.com](mailto:icemike51@gmail.com)

Regulations: <https://www.postsaga.is/is/nordia2023/about/regulations>

Official Hotel (and place of the Palmarés): Fosshotel Reykjavík, Þórunnartún 1, Reykjavík. 4-star hotel, double rooms (breakfast included) at the special rate of 33.900 ISK per night. Bookable until May 10th by emailing: [res.reykjavik@fosshotel.is](mailto:res.reykjavik@fosshotel.is) with "NORDIA 2023" in the subject line.

The official website of the hotel: <https://www.islandshotel.is/hotels-in-iceland/fosshotel-reykjavik/>

The hotel's image gallery: <https://www.flickr.com/photos/126522868@N07/albums/72157646619147340>

Apart from the above 4-star official hotel there's also the option of an even more centrally located 3-star hotel of the same leading hotel chain: Fosshotel Baron, Barónsstígur 2-4, Reykjavík. Here standard single rooms (incl. breakfast) are 28.900 ISK per night and standard double rooms (incl. breakfast) are 31.400 ISK. These are bookable at this rate until May 10th by emailing: [baron@fosshotel.is](mailto:baron@fosshotel.is) with: "BH00956654" in the subject line. Upgrades from Standard to Deluxe are 5.000 ISK.

The official website of the hotel: <https://www.islandshotel.is/hotels-in-iceland/fosshotel-baron/>

The hotel's image gallery: <https://www.flickr.com/photos/126522868@N07/albums/72157646969655826>

## Iceland Postal Rates changes 2023

Thanks to Jarle Reiersen, it was in March 2022 that I last received an update on the confusing situation in Iceland regarding the postal service, the validity or acceptability of existing postage stamps, and even post office closures. Now thanks to Rikarður Sveinsson on the Facebook site Frímerkjaspjall, I learned of new postal rates applicable from 1.1.2023. In a previous issue I cast doubts on the importance of modern postal rates to collectors, as the actions/attitude of Íslands Póst seem to have effectively killed off the collecting of modern covers, at least in respect of their postal rates, and cancellations, probably since c.2020. At least that is the way I see it, and of course I welcome differing opinions. Here below are new rates applicable from 1.1.2023. For my own amusement, as rates changes are announced, I still add a new page to my working copy of the postal rates book of 2009.

### INLAND

Bréf 0-50gm 290kr,                      51-250gm 330kr,                      251-2000gm 600kr.

### ÚTLANDA

	<u>Evrópu</u>	
Bréf 0-50gm 320kr,	51-100gm 480kr,	101-250gm 900kr.
251-500gm 1450kr	501-1000gm 2550kr	1001-1500gm 3450kr
1501-2000gm 4100kr		

### Utan Evrópu

Bréf 0-50gm 400kr,	51-100gm 750kr,	101-250gm 1500kr.
251-500gm 2500kr	501-1000gm 3900kr	1001-1500gm 5200kr
1501-2000gm 6200kr		

Registered letters seem to have been renamed “Rekjanlegt bréf” - Trackable letters. As previously there are three levels but no specific weight limits.

	<u>Reykjavík</u>	<u>Outside the capital</u>
delivered only to the addressee or written proxy	1090	1290
delivered to anyone at the address	1640	1840
delivered only to the addressee or written proxy at the post office	1915	2115

Additional charges for (inland) trackable letters: - (I hope my interpretation of the additional charges is accurate).

Home delivery for a traceable and bulky letter	990kr
Receipt of receipt for a traceable letter	290
Registration fee	275

	<u>Evrópu</u>	<u>Utan Evrópu</u>
Rekjanlegt bréf” - Trackable letters		
0-100gm	1480	1810
101-500	2240	3450
501-1000	3120	5300
1001-2000	4471	5940

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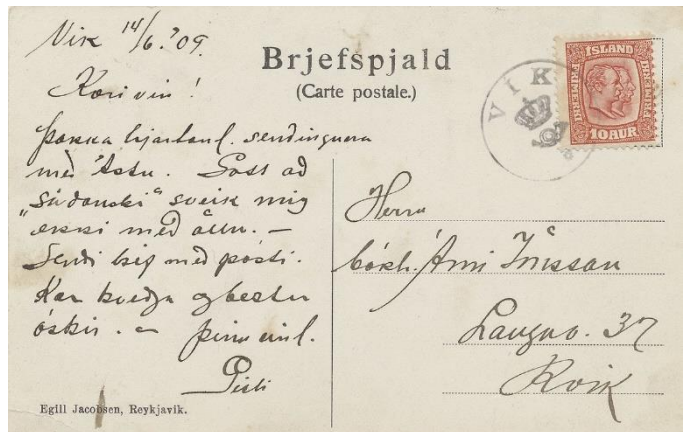
**Vík crown cancel with partial crown or no crown (Issues 51 and 52)**

Brian Stwalley spotted this beautiful example of the late use of the Vík crown cancel used in 1907 on a postal stationary card, recently sold at safnari.is. (Image provided by Steinar Fridthorsson). This supports Brian's and others view that maybe sometimes officials showed a preference for using their office name cancel rather than the anonymous numeral. This is likely to have been common practice at Vík.



VÍK 1909 – Post Card sent from Vík to Eyrarbakki August 30th. 1909.  
Correct franking of 5 aur for domestic Post Card.  
Black ink

(Ed. It would be remiss of me not to show the other two late use Vík crowns, also sitting on our crown cancel on covers database).



## Forged NIC 46 cancel? *Brian Stwalley*

While the NIC 46 used at Brekka (1) is one of the more common numeral cancels, some uses would be expected to be quite uncommon. I recently saw some interesting uses on larger blocks at auction which on closer inspection have caused me to suspect there might be a forged NIC 46 cancel. Further complicating matters is the somewhat common CTO use of the 46 cancel on Gildi issues.

What first raised suspicion was the appearance, the numbers might not be centered within the ring. While there are some examples of this in other numerals it is unusual and in fact the numbers in the forged cancel are slightly off center to the right. The numbers themselves are also slightly different from the original. Both numbers are narrower (especially notable on the 4) while the loop of the 6 on the forgery has a round opening whereas the original is more oval shaped.



Top- Genuine CTO use on 3aur í Gildi,  
Middle- forgery on Í Gildi and Two Kings official blocks  
Bottom- Genuine postal use



Cancels side by side (genuine left, forgery right)

It should be noted I have not seen the forgery appear on later issues from the Deildartunga period.

## SHIP LETTER FLEETWOOD *Arthur Jennion*

This prepaid post card is in my collection of maritime postal History, I have two issues with it before I write it up.

2

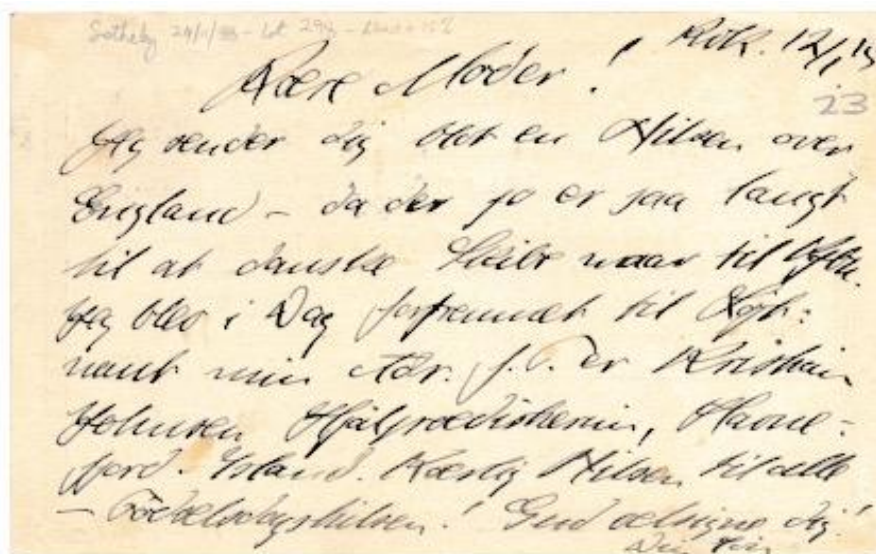


1, Can anyone name the Ship or Trawler that carried it from Reykjavik to Fleetwood on the Lancashire coast of England, bearing in mind it was in WWI.

2. Can anyone please translate the message on the card.

The card was posted on Wednesday 13th January 1915 with a Reykjavík B1a 13.1.15. (14) bridge cancellation. It is addressed to Fru? Jonsen. Ryesgade 84 (The 0 has been deleted) København.

The SHIP-LETTER / FLEETWOOD is recorded in the 4th edition of Paquebot Cancellations of the World by Mike Dovey & Keith Morris Hoskins. Hoskins Figure numbers in the book have been retained, whilst New Figure numbers, have been introduced and are to be found on page 4 of the book. New No 67, old No 25. used for Fleetwood Ship/Letter. This gives you an indication already, how much new material has been added. The 4th edition has 350 pages.



On the reverse at top right can be seen a date 12/1/15 with a pencil numeral 23

Top left is a very faint pencil manuscript as follows: - Sotheby 24/11/88 298 - £\*\*\* + 15%



In addition, I will be most grateful if any reader may be able to help with regard to the sailing date from Reykjavik. It is highly likely to be a trawler or maybe a warship as it was during World War 1.

The Fleetwood archive is now lodged in Lancaster, and due to the world war situation at that time, there will be little information on shipping movements. This will be my last resort if all else fails.



Ryesgade 84 as it is today.

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### **From Sjónarhóll to Sogamýri (Issue 52-54) Jørgen Steen Larsen**

(Ed. Jørgen has responded to my plea in Issue 52 for examples of numeral N2 243 used at Sogamýri).



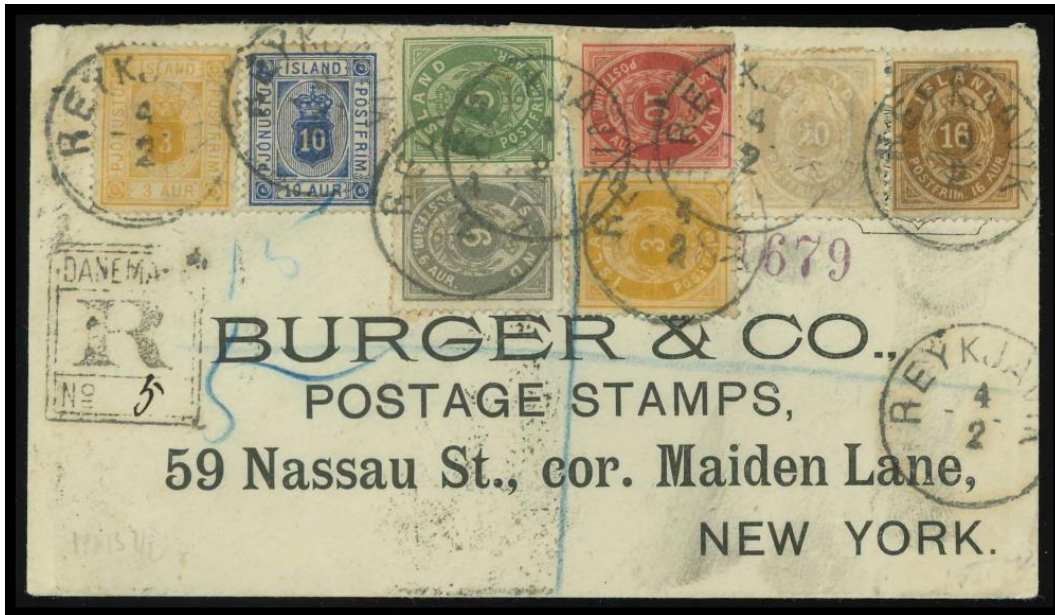
N2-243 used commercially on Safnahúsið. N2-243 is in my opinion also used commercially, as we know a Bío Petersen letter send to Sogamýri in March 1938 with inscriptions “Stimpell ekki til” and “Rebuts” which show, that N2-243 had been returned to Reykjavik before March 1938. Arrival cancel Reykjavik 22.III.38. Sogamýri closed as BH 31.12.1937.

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### **Issue 54 - An “odd” place to find the Kaldrananes cancel Jørgen Steen Larsen**

Good question. I have no answer. Here Steinar might be able to help. (Steinar - over to you!) I have another strange usage from the same period on an official Póstavísanir envelope from “Oddi” of “Hf” = Hafnarfjörður with B1a Kaldrananes 30.9.71 + B8b Oddi -5.3.1972.

## Scottish Postal Routing? *Ron Collin*



This cover is currently up for auction on the internet. The start is 6000 DKK or (€ 805.37). I have seen this cover over the years, from time to time. It is clearly philatelic, being addressed to a stamp dealer in New York. Also, the cover is franked with a mix of regular issue stamps and some service stamps.

My question concerns the reverse side of the cover. Being a registered cover addressed to New York, why would it have been routed from Edinburgh to Glasgow? I admit, I am not that well familiar with postal routings in Scotland during this time period, but I don't seem to recall any international registered covers routed inland to Glasgow, after having landed in Edinburgh.

Did the postal authorities of Scotland feel there was a better chance of catching an outward bound ship for New York, routing the cover through Glasgow? I would have thought routing to London would have been a better choice. But as I intimated above, I am not that knowledgeable about the inner workings of postal routing within Scotland.

Perhaps a knowledgeable member of the readership of your fine magazine can explain to me and the other readers of IPM, why the Scottish postal authorities routed this cover to Glasgow. Kindly send any information concerning this cover, to the Editor of IPM.



## No Year Means 1900

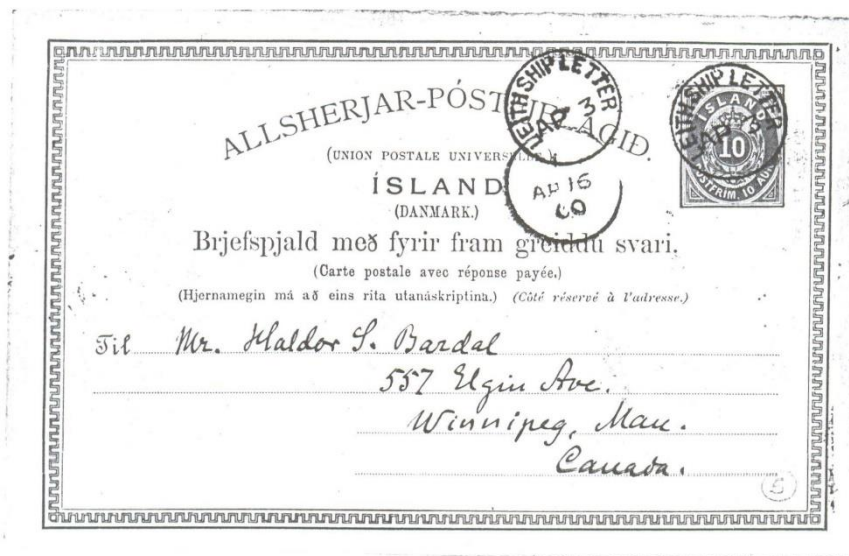
Previously published in IslandsKontakt Nr. 78 2010 Ole Svinth.



I was asked by a fellow collector about the postmark LEITH SHIPLETTER without year in the postmark. My answer came straight away, as if it was common knowledge, "No year means 1900".

Maybe he was a little surprised over my tone, but the answer was accepted. Now I feel obliged to show all our members.

You may wonder why the following image is in black and white, as we now send ISK magazine in colour. As mentioned, - I only have a photocopy. Use your imagination and colours will emerge.



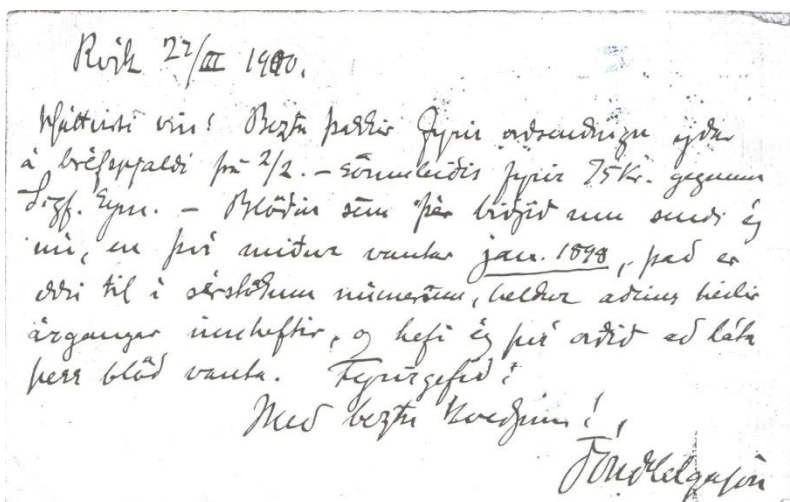
The card to Canada was written in Reykjavik, March 22<sup>nd</sup>, 1900, and cancelled on arrival at Leith April 3<sup>rd</sup>

The Leith shiplotter postmark has – as you can see - no year.

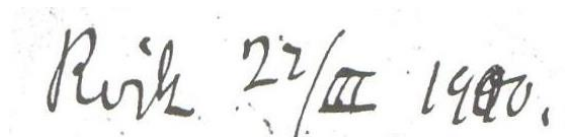
The Canadian arrival postmark is not clean but shows April 16<sup>th</sup> and the year 00.

Apparently, the card went in same shipment as my 5 aur stamp.

Correct foreign rate was 10 aur.



As you might know, it is not unusual to write the former year in a letter during the following winter/spring. Here it is seen that sender started writing 199, but before making the last 9 he realized that the calendar had turned a sheet. He changed the wrong 9 to a 0 added another 0, and everything was now correct.

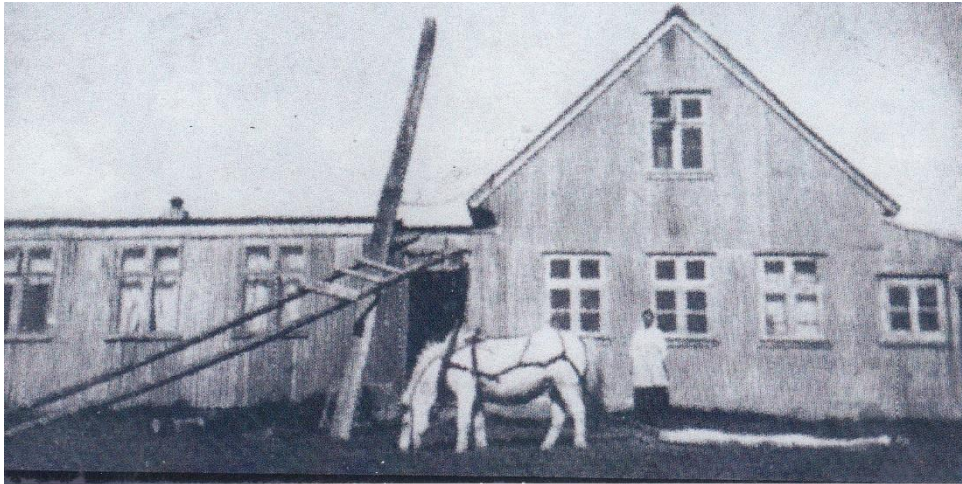


See what I mean?

## Þverá type B1a - Mistake or back dating?

An extended version of an article previously published in IslandsKontakt 68 in 2008.

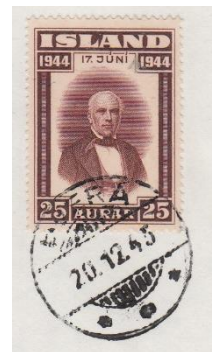
Just north of Sandfellshagi is the farm known as Þverá í Axarfirði on a tributary of the Brunná river which flows north into Öxarfjörður. Þverá means "Tributary River". The collecting office at Núpur in Norður Þingeyjarsýsla opened on 1<sup>st</sup> January 1946, after the closure of the office at Þverá. It took the Þverá B1a cancel and used it until 1958, or at least until it received the B3e cancel Núpur-N. Þing.



Þverá



B1a Þverá 19.11.39

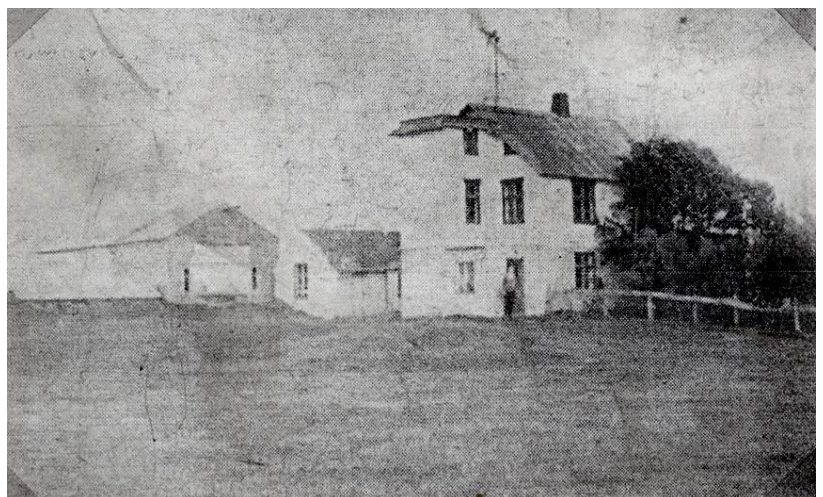


20.12.45

Below, an old grainy picture of the farm at Núpur, Norður Þing



Numeral N2 268 was also used.





Þverá B1a dated 22.2.40 on Facit 284

The problem with this nice clear example of Þverá type B1a is that it is dated 1940 on a 1948 stamp! Maybe the correct cancel year should have been '1950'?

I would be interested to know what readers think of this cancellation. Has anyone seen similar cancels from Núpur? Is it probably a case of someone in later years winding back the cancel and producing this and maybe other examples? Or is it more likely that the postal official made an error in 1950 or whenever, and did not alter the year correctly?

As far as I recall, there were no subsequent suggestions published in ISK for the likely cause of this wrong date.

Þverá B1a used at Núpur



15.5.48

Continued use of Numeral N2 268 at Núpur



B1a Þverá dated?.12.46 on 50aur inland rate cover.

## Airplane overprint variety *Ron Collin*

Sometimes, things aren't always obvious. I found this item as part of a "Lot" that I recently acquired. It is a single copy of Facit #160.



The third wing rib on the Port wing of the airplane, seemed longer and slightly oblique to the other ribs. I had never noticed this particular feature before on that issue, so I wanted to check my sheet to see if this was a constant item.

During the review, I found this feature on a stamp in sheet position #2.



The process of the overprinting of Facit #131 used a rack of 50 cliches of the airplane image. That rack had to be applied to one half of the sheet, and then again to the other half, in order to complete the 100 image overprinting process, thus creating Facit #160.



Sure enough, further review found another example in sheet position #52.

It was funny that I had never noticed this feature that had been in front of me for years, and it had never caught my eye before, until I acquired that lot. I don't know that I would call it an error or a variety. But I would certainly suggest it as a sheet position, item identifier.

## Issue 54 - The cancels of Hestur í Andakil

From Jørgen Steen Larsen: -

I have N1a-158 reused on a Brjefspjald with four other examples.



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## Issue 54 - Tollur (Revenue) Cancellations on Iceland's Postage Stamps

Observations from Jørgen Steen Larsen:-

Page 15 + 22. Fish issues with TOLLUR.

I am not sure that these usages are favour cancels / cancelled to order. Instead, they might come from the form "Tollreikningur fyrir greiddum gjöldum af böggli / bréfi" as payment for tollmedferð. B5a Reykjavík was used ordinarily on these forms, but TOLLUR might have been used occasionally.

## Issue 54 - Re-usages of crown cancels after the summer of 1903

Prompted by Jørgen Steen Larsen, I issued an invitation to readers to contribute to a series of articles showing images of those crown cancels listed as re-used after the summer of 1903. Depending on the number of images received from readers, it might be possible to improve the information in Facit about period of re-use, and if the re-use took place instead of the normal cancel or parallel with the normal cancel. It was proposed that we begin with the re-use of the **Arnhólsstaðir** crown cancel in this March issue and continue with Borgarfell in the May issue and so on. To kick things off, we begin with a listing from Jørgen Steen Larsen of examples of the re-use of Arnhólsstaðir followed by a few other examples supplied by readers.

First from Jørgen Steen Larsen: - the brief history of BH Arnhólsstaðir, Suður Múlasýsla from opening on 1.1.1878.

C1 Arnhólsstaðir was issued around 1894/95. From the beginning the diameter was 24,0 mm. The diameter is here measured from the middle of the outer circle line to the middle of the opposite circle line. The diameter can be used to determine the approximate time of use. Usages on Chr. IX still have a diameter of 24,0 mm.

Before 1894/95 manuscript cancellations are known to exist. I have "Arnholss" on Facit 10 – 5 aur numeral perf 14. Probably from before 1894/95.

The C1 cancel was used regularly until N1a-29 was distributed in the summer of 1903. Early usages of N1a-29 exist with blue ink. At 1.6.1917 the BH was moved locally to the farm Hryggstekkur, and on to the farm Litla-Sandfell 1.1.1919. At 1.1.1932, the BH was moved back to Arnhólsstaðir where the BH stayed until it was closed 31.12.1963.

### Occasional reusage of C1 Arnhólsstaðir.

I have reusages of C1 on a piece with 3 \* Facit 79. Diameter still 24,0 mm – as originally. Black ink. This must be regarded as an occasional reusage instead of N1a-29.



Bridge cancel B2a Litla-Sandfell was distributed in the summer of 1930 and was used 1930 - 1931. I have usages on a piece with 2 \* Facit 169 from -9.9.1930, on Facit 170 also from -9.9.30, on a letter with 4 \* Facit 128 from 3.2.31 and on a piece with Facit 170 from 22.4.(31?).

### **Reusages of C1 Arnhólsstaðir after 1.1.1932 at BH Arnhólsstaðir.**

I have never seen a usage of B2a Litla-Sandfell after 1.1.1932 in BH Arnhólsstaðir. It seems as if they reused the old C1 Arnhólsstaðir cancel instead.

I have the following 8 reusages:

Facit 170 – 24,5 mm,

128 \* 2 – 25,0 mm,

195 \* 2 – 26,0 mm,

210 \* 2 on a piece – 26,5 mm,

212 on a piece – 27,0 mm,

252 – 27,0 mm,

248 C1 - ?? mm,



242 C4 \* 2 + 248 C 4 \* 2 – (28 – 29) mm. The diameter is difficult to measure, as the cancel has become slightly elliptical.

5 more re-uses were provided by IPM readers from collections or illustrations.

Facit 169 - 26mm

170 – on a piece 25mm

195 – 26mm

219 – 27mm (from a Bíó P letter)

248 C2 – 27 mm.



All 13 examples are from the period of ordinary reusage of C1 1932 – 1950, between the B2a Litla Sandfell and B2c2 Arnhólsstaðir, which was distributed in 1951, and is known to have been used 1951 - 1962. In

addition to the 13 reusages shown above I have made a note of 2 other reusages I have seen on: 228 \* 3, 244. This brings us to a total of 15 known reusages of C1 Arnhólsstaðir – until now.

I feel sure that IPM’s many readers possess more than the 5 copies or illustrations provided so far, so there is still time to report back to the editor about C1 Arnhólsstaðir, before we hope to be able to continue with reusages of **C1 Borgarfell** in the May issue.

(Ed:- I appeal to crown cancel collectors to play your part in this 2 monthly project. It can only succeed if sufficient images are made available to enable meaningful conclusions to be drawn.

The next cancel for review in the May 2023 issue will be **C1 Borgarfell**, so please flood the editor with images of the late use of Borgarfell. (as well as additional examples of Arnhólsstaðir!)).

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~~BRJEFSPJALD~~ Printed matter *Ron Collin*.



In IPM #43, page 28 was my story of Julian vs Gregorian calendar dates. I mentioned that a 5 aur postal card could be used for Printed Matter if Brjefspjald was crossed out. I was told that once, but I have never seen that written up in a regulation. I don't even remember seeing that mentioned in your Rate Book. Or am I making this whole thing up?

(Ed. The 5 aurar concessionary rate was mentioned in IPM Issue 5, and its origin quoted as Rome UPU convention of 1906, *Detailed Regulations – Section XIX paras 3(a), (b) and para 6*. Maybe Ron’s example shows a practical application of the regulation by the sender who deleted Brjefspjald, and hand wrote Printed matter? (Or was Printed matter written by the Troon postal official?).

Does anyone know if the regulation specifically permitted this type of amendment to an item of official postal stationery?))

## 2 skilling 1873 David Loe & Ebbe Eldrup

In IPM 53 Ron Collin was asking some questions about a possible flaw. We use Ron's illustration again here.



Overall, it is a well centred example with rough perforations at the bottom.

The cancel is either D2 or G1b (after-cancel). There is not sufficient of the cancel present to identify whether it is an after-cancel or not, but the black color of the cancel makes it most likely that it is G1b cancelled to order after 1876.

Flaw or not?

My primary source of information is Henry Regeling "Stamps of Iceland 1872-1904" published in 2001. Others may prefer AFA or Köhl.

Pages 46 and 47 describe the cliché flaws and this is not shown so I deduce it must be a **non-constant variation** that existed for only a short time. Perhaps a foreign object was on the printing plate when the sheet was printed that then came away, leaving an unprinted flaw. Furthermore, Ebbe Eldrup has a fairly good photocopy of the 2 sk sheet in the Danish Postal Museum and the white line is not on any of the 100 stamps in this sheet. So surely it is a non-constant variety.

So what position is this stamp in the sheet? Noting here that 4 passes of the 25 clichés were needed to print one sheet. Using the information on page 47 I can find no distinctive flaws but according to Regeling there is a bashed top right corner in position 15. However, the sheet photocopy clearly shows another bashed top right line at the corner in position 40 and 90 (in pos 35 and 85 the skewed perforation covers the top frame of the stamp). Regeling's drawing of pos 35 is unfortunately far from correct and Ebbe Eldrup is quite sure that the stamp shown is pos 35 (40,85 or 90). No matrix flaw is evidenced on our stamp.

Comb perforator K1 was used for the 2sk value and the comb has irregular teeth, which means it is possible to identify from which vertical row the stamp comes from. With the very rough perforations on the bottom this doesn't help us but the holes at the top are very clean. Maybe some of the bottom perforations are even re-perforated which is Ebbe Eldrup's opinion. Ebbe Eldrup is pretty sure the stamp comes from the 5<sup>th</sup> vertical row as the perforation is slightly skewed to the right both on the left side and on the right side. Also, the top 3<sup>rd</sup> and 6<sup>th</sup> perforation hole from right is slightly below the other perforation holes as it should be according to the perforation key developed by Lasse Nielsen. In conclusion based on the available illustration, this stamp is most likely pos 35 or 85. This is a quick and dirty appraisal, and we'd prefer to have the stamp in my hands!

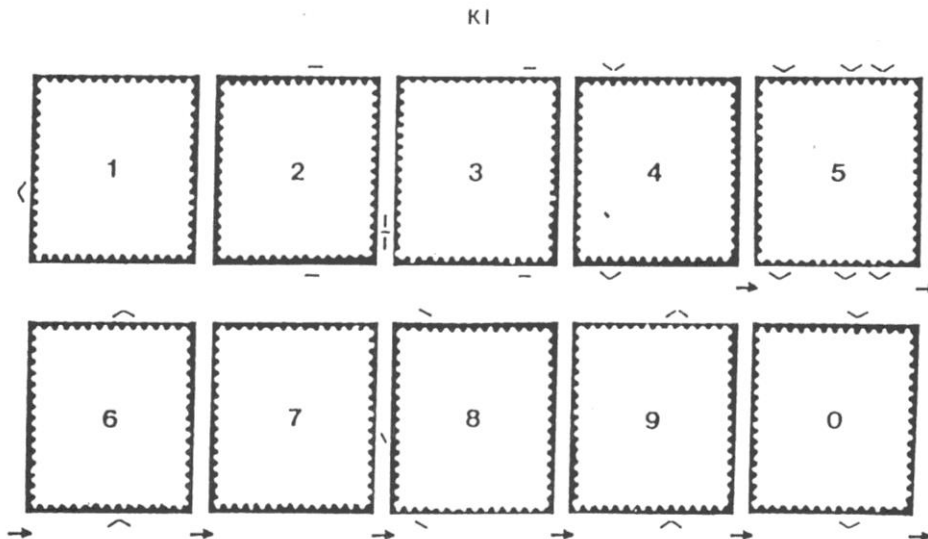


The vertical lines indicate that the perforation is skewed to the right at bottom.

The horizontal line above shows that the perforation holes with arrow are lower than the other perforation holes as they should be on stamps from the 5<sup>th</sup> vertical row.

The horizontal line below shows that some perforation holes are far above the others and maybe they are reperforations.

**Perforation key**



Lasse Nielsen's perforation key (The Bicoloured Stamps of Denmark 1870-1905. Lasse Nielsen, KPK 2001 ISBN 87-983015-5-1)

Written by David Loe with expert comments from Ebbe Eldrup February 2023

XXXXXXXXXXXX

**Just an ordinary Copenhagen postmark? *O Svinth***

From IslandsKontakt nr. 66 2008

This is the postmark from the customs post office. If you investigate the last part, you will notice the number "III" written in roman figures.

For those postmark freaks who it might interest, I can inform you that "I" was the post office at "Gammelholm" – "II" was post office at "Voldkvarteret" - and "IV" was "Frederiksberg".



All those latter postmarks are not to be found on Icelandic stamps.  
Just an ordinary Copenhagen postmark?

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**Special Issues- Ship Letters Grangemouth and Methil by Jakob Arrevad**

Following the recent special issues by Jakob Arrevad on ship letters Grangemouth and just recently Methil, Páll A. Pálsson has provided the following fine examples, copied to Jakob. They came with these words from Páll.

Dear friend Jakob and Brian,  
 Maybe this is too late, BUT better late than never, Palli.

(Ed.) It is never too late! I encourage readers that whenever you find anything which you think might be of interest to add to previous articles, no matter how long ago, they will always be welcome.



Ísafjörður provincial 12/7 – Methil date July 20.04. 20 aurar was the UPU letter rate, whereas a special Denmark rate of 16 aurar could have been applied at this time.



Reykjavík cancel 9.6.1906. 24 aurar franking was excessive - at that time the UPU rates applied to Sweden = 20 aurar. Methil date 21 June 06.

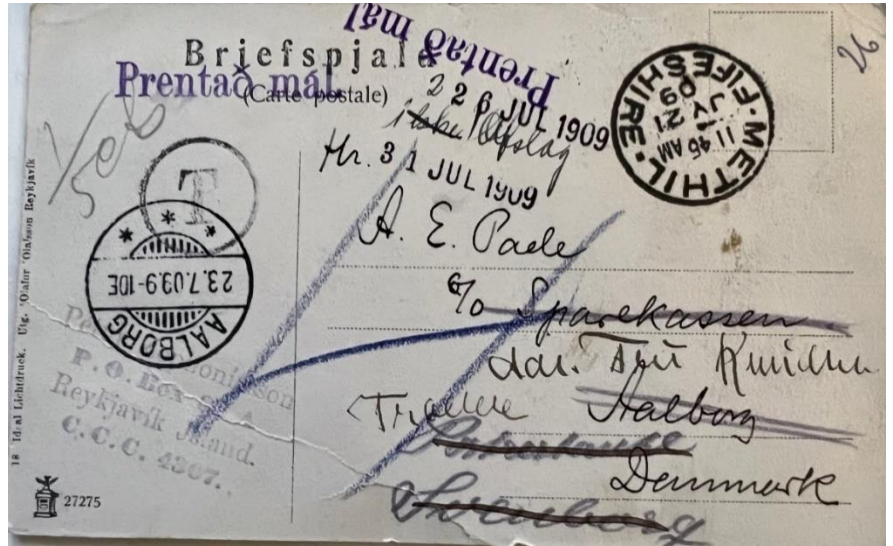
(Ed. Cameron McKenzie has also contributed two fine examples of the Methil ship letter. (c.Jakob).

The first has a number of interesting additional features on the reverse, covering its journey from Iceland to Denmark, which I will leave to the experts to interpret.

I cannot decipher the Reykjavik posting date.

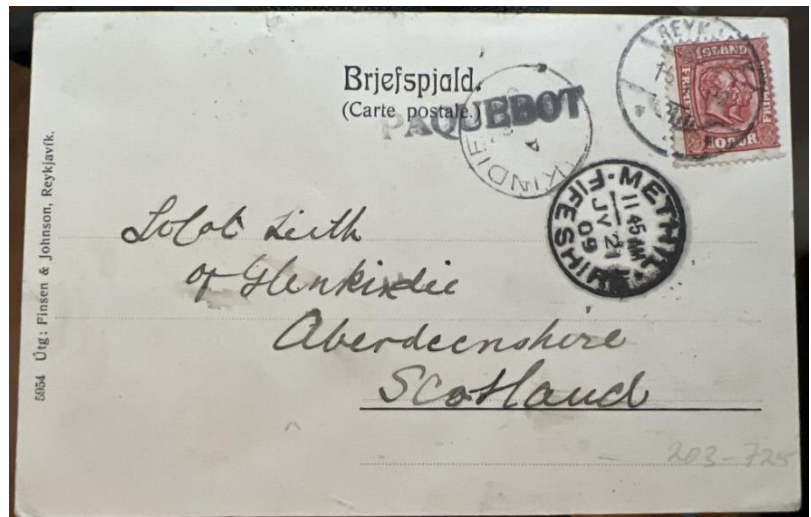
3 aurar franking underpaid.

5 aurar postcard rate applied to Denmark in 1909



The second card from Cameron:

Posted in Reykjavik 17.7.09, the writer says he is due home on the Laura on the 30<sup>th</sup>, or maybe one day earlier. The Methil strike is 21 July. The partial Glenkindie receiving date is unfortunately indecipherable.



Jakob:- The stationary is already in. You can see that it was carried by "S/S Isafold" – and that the ship was paid 4 kr. For caring mail.

The text on the stationary is new. I can't read it all – but I can explain about LAURA.

Laura was expected to leave Reykjavik on the 26<sup>th</sup> July 1907 – and she actually did. She was scheduled to arrive in LEITH on the 31<sup>st</sup>. Why the sender expected to be there on the 30<sup>th</sup> I don't know – even perhaps the day before. It is summer – so that can be why.

## Rare bridge cancels *Eivind Kolstad*

### Drumboddsstaðir B2a

This one of the rarest bridge cancels. I have not seen any other than my copy. Drumboddsstaðir is a farm near Selfoss in Árnessýsla. Nowadays it is a popular place for river rafting and exploration holidays.



(Ed. I cannot be sure, but the cancel year looks like 33 which places it in its last year at this office before it moved to Gýgjarhóll on 31.12.1933.

I have added a picture of Drumboddsstaðir below)



### Flaga B1a



Flaga B1ax: This is "double rare" Flaga, which must therefore have been stamped in the autumn of 1930, before the post office burned down in December 1930. B1ay, which replaced the lost stamp, cannot be distinguished from B1ax, so the year must be included to determine that it is B1ax. As you can see, my copy is from 1930.

(Ed. Thank you Eivind. More scarce bridge cancels are predicted to appear in the next issue!)

## Request for help – covers needed *Mike Schumacher*



This scan is of a couple of covers as examples of items similar to what I am looking for to complete a new exhibit. Nothing of any significant value, just need a cover or two with each of the stamps on them for the exhibit.

Of particular interest are covers (mailed) that have the:

First cover or two:

1. Bronze sculpture "Through the Sound Barrier" 20kr Europa stamp(s),

Second cover or two

2. Kirkjufjallet vid Grundarfjörð 45kr Europa stamp(s)

Prefer covers with primarily the listed stamps on them mailed to any destination.

If someone has examples available, glad to purchase them. They can contact me at my email: [icemike51@gmail.com](mailto:icemike51@gmail.com)

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## SHIP LETTER used on mail from Iceland and Norway *Jakob Arrevad*

Ebbe Eldrup and Jakob S. Arrevad are working on a study about SHIP LETTER on mail from Iceland (and Norway) – the small cancel and the large cancel.

Anyone who has an example – please forward the front and the back to [Ebbe Eldrup](mailto:EbbeEldrup@gmail.com) [ebbe.eldrup@gmail.com](mailto:ebbe.eldrup@gmail.com) or [Jakob S. Arrevad](mailto:JakobS.Arrevad@agadvokatfirma.dk) [jsa@agadvokatfirma.dk](mailto:jsa@agadvokatfirma.dk)

**\*\*\*They will be rewarded with a copy of the final study.!!!!!!\*\*\***

XXXXXXXXXXXX

## Issue 54 - Breiðabólstaður – possible late use of crown cancel at Valshamar? *Jørgen Steen Larsen*



Congratulations with the fine C1 Breiðabólstaður cancel.

I have as you mention this cancel on a piece with Facit 81.

My cancel looks very much the same as on your copy.

My suggestion for an answer to your question is that your copy is from the Breiðabólstaður reopening period from 1.1.1907.



## FREDERIKSHAVN *Jakob S. Arrevad*

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**SPECIAL** # 36 v.1 2023 - FREDERIKSHAVN **Compiler: Jakob S. Arrevad: [jsa@agadvokatfirma.dk](mailto:jsa@agadvokatfirma.dk)**

This is a part of a published series which summarizes, 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<sup>1</sup> or Authors have contributed to the gathering and dissemination of information relevant to the philately of Iceland.

**Compilations of other British postmarks and other issues in the series "IslandsKontakt Special" can be accessed for free at <https://www.nfvskandinavia.com/artikelen-ijceland.php>**

DATE	FROM	TO	COMMENTS
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For every day that mail is recorded arriving in Frederikshavn the above information is given – if possible.

I have not been able to find any places where Frederikshavn is mentioned in the regular sailing plans from Iceland, but I do have a suggestion where the explanation is a trip over Norway.

In Per Eirik Danielsen's "Sea Post Routes Abroad" from pages 49 to 72 the postal route between Norway and Frederikshavn is mentioned. It is primarily the postal route from Christianssand - Frederikshavn that may have carried the shipments stamped in 1902 with S/S HARALD HÅRFAGER or S/S NYLAND. From the spring of 1903 it may also have been S / S JYLLAND.

The route was arranged so that there was a connection with coastal traffic along the Norwegian west coast, including Bergen and Stavanger and on the Danish side there was a connection to train departures that could reach the train to Hamburg in Fredericia. (pages 62-63)

The route had quite independent stamps, but if we now imagine that the mail to Denmark and the world south of it came collected and unposted from Iceland - either directly to Kristiansand or to another west coast town in Norway, where it was forwarded with the regular coastal boats to Kristiansand, then it may have ended in Frederikshavn.

From 1897 Otto Wathne sailed to Bergen and Stavanger with "EGIL", "OTTO WATHNE" and PROSPERO. O. Wathne Arvinger sailed with ELJAN via Kristiansand to Kristiania. At least it says so in a sailing plan.

Later "Thore" sailed to Bergen, Stavanger and Kristiansand on the way to Copenhagen with KONG INGE, MJÖLNIR and PERWIE.

In 1906 and 1907, Vesterlandske Lloyds sailed with "STETTIN", "SKREIEN" and "KØNIGSBERG" to Bergen. In 1907 my suggestion is that the stampings are connected to the route Kristiansand – Frederikshavn – but there are many unanswered questions.

### 1899

1899.03.30	Seyðisfjörður	Copenhagen	Via Stavanger
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<sup>1</sup> Among editors are highly reputable philatelists: Ebbe Eldrup, Jørgen Steen Larsen and Ole Svinth.



46 Aurar franking on envelope sent as double rate registered letter from Seydisfjörður via Frederikshavn to Copenhagen. Cancelled by antiqua type circle date stamp

"SEYDISFJÖRDUR 21.3."

Framed "DANEMARK / R / No." with written ledger No. "750". On the reverse transit mark "FREDERIKSHAVN 30.3.99" and arrival mark "KJØBENHAVN K 31.3.99".  
 The cover is correctly franked at double rate to Denmark (1.8.1876 - 31.12.1907: 30 Aurar for a letter between 16 and 125 grammes + registration fee 16 Aurar).

Part of the attest. It is mentioned that on the back there is a transit cancellation Frederikshavn 30 3 99

Per sailing schedule "Vaagen" departure 18 3 99 from Øfjord (Akureyri) and pass Seyðisfjörður 21 3 99 and Stavanger 28 3 99.

## 1900

1900.11.23	Eskifjörður	Copenhagen	
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## 1901

1901.07.02	Eskifjörður	Copenhagen	
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## 1902

1902.07.15	?	?	
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1902.08.29	?	?	Ebbe Eldrup + Paquebot
1902.08.30	?	?	

1902.11.15	Akureyri 28 10	Copenhagen	
1902.11.15	SEYÐISFJÖRÐUR 3.11	Copenhagen	





1902.12.27	Vopnafjord	PANGANI	German East Africa – arriving 19.1.1903
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Part Two will appear in the May issue.