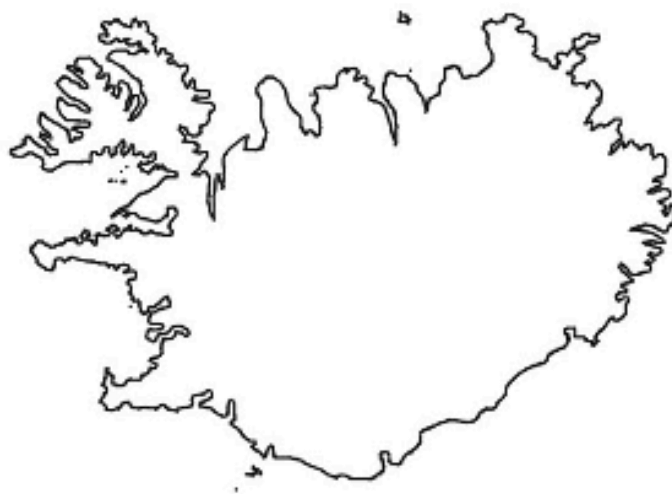
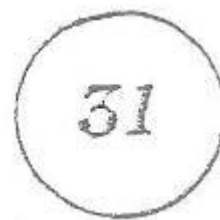


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Iceland Philatelic Magazine

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Album closed.



(photo Kirsten Vilhelmsen 2025)

In Memoriam: Jørgen Steen Larsen; 17 August 1945 – 12 September 2025

It is with deep sadness that I share the news of the passing of Jørgen Steen Larsen.

Jørgen was the eldest of three siblings, caring for one sister and one brother. From a young age, he took on the responsibility of looking after his family, a role he fulfilled with commitment throughout his life. He was a devoted husband, father, and, above all, a cherished grandfather.

Jørgen earned his degree in insurance mathematics from the University of Copenhagen. He went on to reach the pinnacle of his profession as CEO of Tryg Forsikring A/S, one of Denmark's largest insurance companies. Ultimately, Jørgen chose to leave the company, as he felt its values diverged from his own. Following this, he established a private consultancy, managing portfolios and advising clients such as The Danish National Bank, Danmarks National Bank, and the Bank of Greenland, as well as many insurance firms big and small. Renowned for his intelligence and integrity, Jørgen's advice was highly sought after. He closed his consultancy in 2018.

Philately, and in particular, Icelandic stamps, became a lifelong passion for Jørgen. What began as a comprehensive stamp collection soon evolved into a deep interest in Icelandic postmarks. His collection, notable for its breadth and completeness, includes postmarks from all over Iceland, covering regional offices to the smallest mail-collecting places. Antique, lapidar, crown, numeral, and all bridge-type cancels are meticulously represented. I once remarked to Jørgen that collecting all Icelandic postmarks was an impossible task — how wrong I was!!

Jørgen's knowledge of the origins and histories of countless tiny Icelandic post offices and their postmarks was remarkable. He could recount when a new bridge altered a postal route or why a particular farm received a specific postmark. Despite never visiting Iceland due to a heart condition, which ultimately claimed his life quietly in his home, Jørgen's expertise was unparalleled.

It is a comfort to know that Jørgen's collection will remain in the family's care and will be continued by the family.

Jørgen was also a true friend. I spent countless hours with him discussing all facets of Icelandic philately.

His helpfulness and wisdom were invaluable, not only to me but to the readers of "Iceland Philatelic Magazine," who for years enjoyed his knowledgeable contributions. Both his wise counsel and his presence will be greatly missed.

May Jørgen rest in peace.

THANK YOU JØRGEN – in deep sorrow Ebbe Eldrup

Post office closures in 2024

Thanks to Sigurður Bjarnasson on Frímerkjablaðið, we now have confirmation of the date of closure for 10 post offices on 1.6.2024. They were Grundarfjörður, Hvammstangi, Siglufjörður, Dalvík, Ólafsfjörður, Neskaupstaður, Fáskrúðsfjörður, Breiðdalsvík, Eskifjörður and Buðardalur.

Also, Sigurður pointed out my error in not recording the closure of Skagaströnd office on 31.1.2023.

XXXXXXXXXXXXXXXXX

Editor:- It was good to receive so many responses to questions asked in Issue 70. Read on and you will see.

A new cover from Norðtunga (Issue 70)



From Eivind Kolstad: I enclose a copy of my only NORÐTUNGA, which I find very rare. The date/year is impossible to read, but as the cancel is on a 1968-stamp, it is a late usage. I should point out that Norðtunga closed on 31.12.1975 and not in 1964 as stated in Brynjólfur's article.

XXXXXXXXXXXXXXXXX

Puzzle of the day – Sævarland or...? (Issue 70)

From Eivind Kolstad:

I don't think any of them will do. In my opinion, this service-stamp is cancelled SELJALAND.

All three places bear the same number of letters, but Undraland and Sævarland require more space, thus there will be little space between the «D» and the bridge. Seljaland is more «airy», which you can see on your illustration and this copy. →



Furthermore, Sævarland and Undraland are both extremely scarce, and I find usage on service-stamps very unlikely.

Alviðra collecting office (Issue 70)



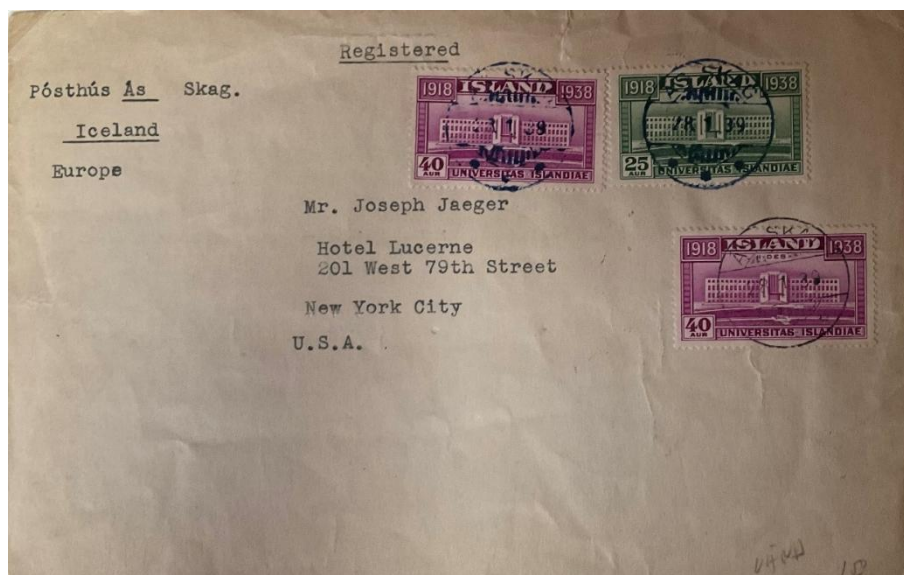
Eivind Kolstad:

Here is my copy of my lousy Alviðra, which is among my most precious. I have seen your þór þorstein-cover earlier, also a CTO with a Europe 1961-stamp at Jørgen's. No others.

XXXXXXXXXXXXXXXXXX

Ás Skag used at Garður Eivind Kolstad

I have one Jørgen Jæger-cover, bearing ÁS SKAG, used at Garður. I have never seen this cancel used at ÁS, i.e. up to 1932. That must be extremely unusual.



XXXXXXXXXXXXXXXXXX

Rare overprinted postal stationery reply card: (Issue 70)

From Jonas Persson:-

There must be an error in Facit; the overprint was done in 1920, with all the rest of the overprints on Christian IX and two kings.

From Ellis Glatt:- could not help but notice that question by the mystery writer re the "rare overprinted postal stationery reply card." The obvious answer is that the writer got confused by Facit's listing presentation re those cards. The printing quantity for that card was indeed 1,923, but the issue year for those surcharged cards was 1920, as stated at the top of that listing section.

Can anyone tell me where and under what circumstances this GÖTEBORG canceller was used? (Issue70)

Ron Collin received a response from Jay Smith as follows:-

The cancellation starts with "SJP 7 ..." which refers to a full-service ocean-going post office. "7" was aboard the Kungsholm for at least part of its life, perhaps its entire life. The item I picture (below) is a bit of an unusual use. It was mailed WITHIN THE SHIP. As such, it is not really a "paquebot" cover as this example is marked. The "rules" are that when a ship is in a country's territorial waters (and stamps of that country are available), those stamps should be used. Otherwise, stamps of the ship's "flag country" (Sweden in this case) should be used.

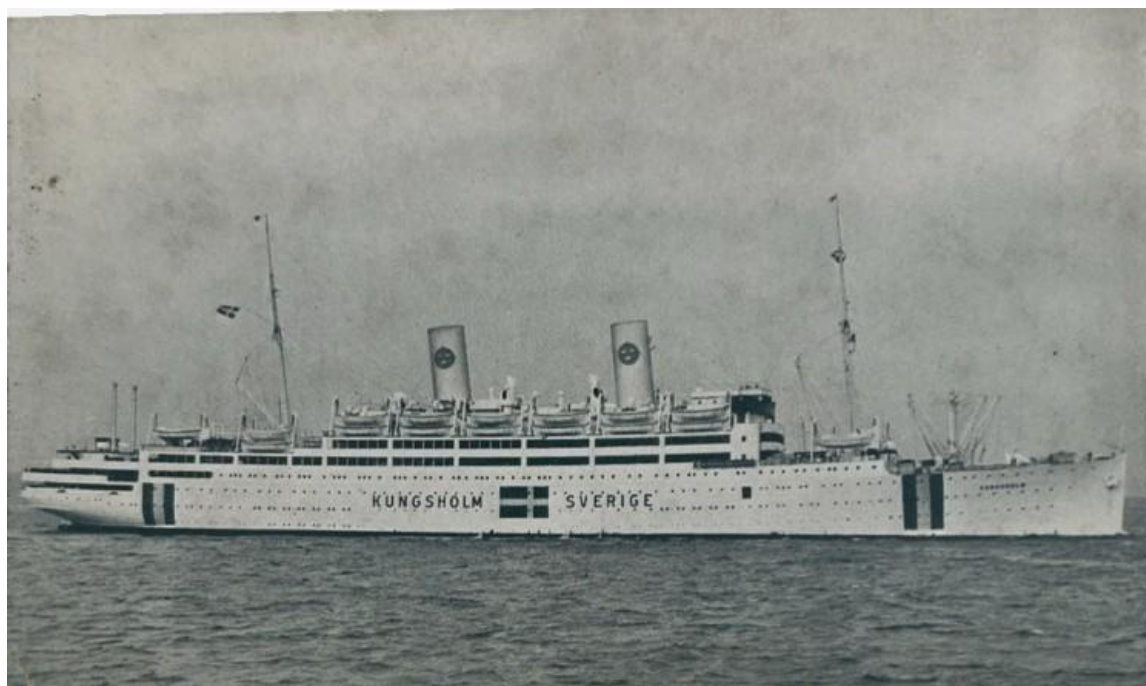


The use of an Icelandic stamp on this item suggests that the ship was in Icelandic territorial waters. The writer's text on the card states that the card is *(to make note of)* the occasion of crossing the Arctic Circle. The Arctic Circle does cross Icelandic territorial waters, north of the mainland, passing through the island of Grímsey. Years ago I recall seeing a website that dutifully recorded details of the tourist cruises of

the Kungsholm and Gripsholm. Assuming one could find that site (or an archived copy of it), one could determine the location of the Kungsholm on or near that postmark date.

If any reader is aware of this website, kindly let the Editor know, so that the information can be passed along to the other readers.

This is more follow-up to the article in IPM Issue #70, concerning cancels used on the ship Kungsholm part of the Swedish American Line. Additional scans of two covers and a photo of the actual ship have been seen. These items shown below were recently in the Postiljonen Section #246, on 23 - 26 October 2025.



A very interesting 10 aurar card (Issues 69, 70)

Jay Smith responded to that interesting article from Pál Pálsson.

Regarding the large 4-segment rectangle on the 10 aur post card, I am 99.9999% sure that the marking is a) non-postal and b) applied by the large company that received the card. I am 99.9999% certain that research into other mail (from any country), received by this company in this time period, will bear a similar or identical marking.

I believe this to be an internal company routing and workflow / progress marking (tool or aid) that normalizes the documentation of various statuses and workflow stages of handling the incoming mail. The lower left corner does contain a handstamp that would appear to indicate an aspect of the workflow. It seems to read "exp" which now would probably be written "ekp". That could refer to either ex(k)porting or ex(k)pediting. There is also a handwritten mark in the upper left corner. I don't know why the S-in-circle was not placed in one of the boxes. (I would guess that somebody just did not want to follow the rules.) The blue circular dated mark appears to be the company's incoming mail receiving handstamp. Clearly this company valued control of and accountability for processing the incoming mail. That level of workflow management is admirable, even today.



XXXXXXXX

Fine Stromnes Cancel (Issue 70)

Ron Collin called for examples of this cancel and Jakob Arrevad provided this excellent cover from 1904. This was shown in the 2021 Special Issue for Kirkwall – Stromness - Longhope



S/S Vesta - Gone but not forgotten (Issue 70)

Two examples from Jakob
Arrevad



From Harald Thoma:- I am able to show one more "VESTA" mark. This stamp was part of a larger lot.
I think, it was offered by "Postiljonen" in 2024. I didn't get that lot.



XXXXXXXXXXXX

B8e MIDEY sold on Safnari



330,000 ISK

B8e MIDEY was located there for 4 years from 1.1.1960 and its use was unknown according to Íslenskir Stimplar.

Lón collecting office

(Parish of Viðvíkurhreppur)

Where the coast road to Hofsóss begins its northerly direction at the eastern corner of Skagafjörður, three former collecting offices existed in the district called Viðvíkursveit. The first to open was Lón which means “Lagoon”.



Bréfhirðing opened on 12th April 1890. The first cancel was a crown and posthorn in the first allocation of 1894/95 inscribed **LÓN** ink cancels **Lón** are known on aurar stamps.



Replaced in 1903 by a numeral **80** No evidence of use after 1930. The office moved to Vatnsleysa on 31st May 1940.



1918 issue



Thank you Eivind Kolstad for sending these images of these very rare examples of the LÓN type B1a bridge cancel. I have never seen this cancel before.





XXXXXXXXXXXXXXXXXXXX

B1a LÓNKOT *Eivind Kolstad*

At the same time as letting us see his rare example of B1a LÓN, Eivind could not resist in sending another B1a rarity with a similar name in the same county, B1a LÓNKOT. Thank you Eivind!!

Lónkot is in the parish of Fellshreppur, and lies between Hofsós and Fell. The name means ‘Lagoon place’ and is opposite to Málmey Island. The earliest known B1a Lónkot is 1938. The office closed at Lónkot on 31st December and returned to Fell.



20 new Petersen covers enter the market *Brynjólfur Sigurjónsson*

I'll be damned. When I thought that all Petersen covers had been described, a number of new ones made their presence known in a Sweden auction house. And to make matters worse, I just published this spring, the second edition of the Petersen book thinking I would never have to think or write about these covers again. When looking over the Postiljonen autumn catalog, twenty new covers came to light. They are the following:

Table 1.

Cover nr.	Postal station	Type of cancels and other notes
1	1 Klausturhólar (Árn.)	N2a
2	4 Nýibær (Rang.)	B1a
3	7 Húsatóftir (Árn.)	B1a
4	14 Holt (Rang.)	N1a and B1ax
5	23 Fagurhólsmýri (A.-Skaft.)	B1a
6	43 Stöðvarfjörður (S.-Múl.)	N1a
7	44 Laxamýri (S.-Þing.)	N1a
8	47 Bakkafjörður	N1a
9	66 Hjalteyri (Eyf.)	N1a and B1a – Second cover from this station
10	67 Brettingsstaðir (S.-Þing.)	N1a and B2a
11	68 Hrísey (Eyf.)	N1a
12	71 Strönd (2) (Rang.)	N1a
13	73 Garður (3) (S.-Þing.)	N1a and B2a – Second cover from this station
14	96 Laugarás (Árn.)	N1a and B1a
15	98 Kirkjuból (2) (Strand.)	N1a and B1a
16	125 Breiðavík (V.-Barð.)	B1a – Second cover from this station
17	143 Grundarfjörður (Snæf.)	N1a and B2a
18	158 Hestur (Borg.)	N1a
19	B1. Blönduós (A.-Hún.)	B1b
20	Kfn. Króksfjarðarnes (A.-Barð.)	B2a

These covers were auctioned off in two different lots. Fourteen covers bearing numeral cancels were sold in one lot and sold for 2.600 Euros and the other lot with ten bridge cancel covers sold for 4.000 Euros. Congratulations to the buyer(s). This probably means that I will now be forced to write the 3rd edition of the Petersen covers.

“Polarmail” – via ?? *Jakob S. Arrevad*

From at least 1906 until the WW1 in 1914 there was a “competition” between Hamburg-America Line and Norddeutscher Lloyd arranging cruises via Iceland and north - “polarferd”.¹

As it can be seen from the following, the passengers wrote quite substantial numbers of letters and cards (up to more than 5.000 on one stop) and they were sent from Iceland (mostly Reykjavik) and some of them were sent with unofficial ships to unusual transit ports.

The letters are sent to many different countries and they are in many cases colourful.

Readers: Can you help in finding the different routes that the “Polarmail” from the different cruise ships went?

I have found some routes – but I am missing many.

See the date for the individual docking in Reykjavik – and find letters/card cancelled in Reykjavik and follow their way out in the world to the recipient. Send me a copy, or just register the information and send it. It will add stories to many colourful letters/cards.

1906

SS OCEANA 12. July 1906 – Mail via ??

SS Oceana, (about 8000 tons, from the Hamburg-America Line, arrived yesterday morning [12th July] and left again the next night. The journey is from Hamburg to Shetland, the Faroe Islands, Reykjavík, Akureyri, Spitzbergen, Norway.

"Ziethen11, a German training ship, arrived here yesterday 13th July; will return after the weekend to Leith – might have carried the mail?



¹ Part of the text is from Icelandic newspapers “edited by me”.

SS OCEANA 13. August 1906 - Mail via ??

The same ship [SS OCEANA] leaves Hamburg on the 2nd of August and arrives here [Reykjavik] on the 12th [13th August].; then she goes from here to Raufarhöfn and from there to Norway.

1907

SS OCEANA 13. July 1907 – Mail via Edinburgh ??

Oceana, the same that has come here before, arrived here last night [July 13th] from Hamburg, with 334 passengers, some German, but some English and American. Most of them are out riding today, on horses and carts. Some of them intend to remain on the ship for the land voyage; but late tonight it goes west across the country and north, and then to Spitsbergen and Norway.

From the following letter it looks like that at least one was sent via the ordinary route over Edinburgh – but it doesn't fit the sailing plans I have.



SS OCEANA 13.8 1907 – Mail via QUEENSTOWN

Oceana the great German cruise ship, which arrived here this summer from Hamburg, 13. f. m., came here this week, the 13th, with more than 500 passengers. The ship then headed north across to Spitsbergen and Norway.

The German warship SMS Freya (5800 BRT and a crew of 430 men) left Reykjavik on August 18, 1907 and was paid 6 kr. for carrying mail.

See further **IslandsKontakt Special # 1 v.4 - Queenstown**

Somebody expected Oceana to carry mail - A brjefspjald written 13.8.07 and cancelled Reykjavik 14.8.07 sent directly with S/S Oceana to stud. polit O. Björnsson. (The address is in German, but the text is in Icelandic).



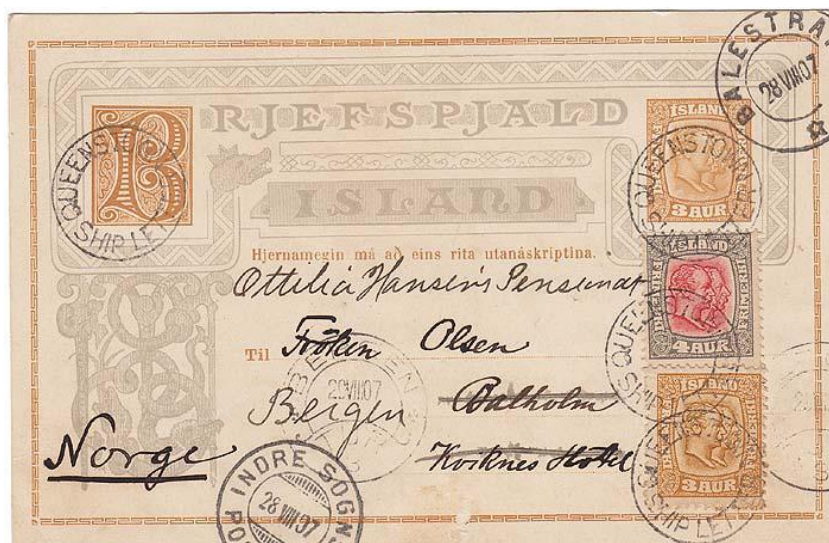
Other examples to different parts of the world:

Germany



and to USA, Turkey, Switzerland and Norway:

The example below is a bit special; it is from the same August period, but it does not have an Icelandic cancellation. It is sent over Bergen to a guesthouse in Norway in Sognefjord, and then to Bergen.



1908

SS Grosser Kurfürst 4.7 1908 – Mail via CARDIFF

The ship from Nord Deutscher Lloyd will arrive in Reykjavík on July 4 and will be here for two days. The passengers are going to the pools at Reykjavík, waterfalls and lava areas. From here the ship goes to Ísafjörður - weather permitting allowing, they say — and from there to Spitzbergen (not mentioning that she will come to Akureyri or Seyðisfjörður). On Spitzbergen the party plans to go on reindeer and bird hunting and then head to Norway. The tour ends back in Bremerhaven on July 25.

SS ISAFOLD left Reykjavik 7.7.1908 for Cardiff and she was paid 10 kr. (quite some money) for carrying mail. She arrived in Cardiff JY 14 08. I believe that mail from Grosser Kurfürst was the reason for sending a lot of mail with “ISAFOLD”



Letter sent from Reykjavik 4.7.08 transit Cardiff JY 14 08 to Bonn, Germany

SS OCEANA 10.7 1908 – Mail via LONGHOPE

The German cruise ship **Oceana**, arrived late last night and is leaving again this evening, roughly the same route as the Grosser Kurfürst, and the number of passengers is the same, 320. But more than half of them from the West: Chicago, Boston, New York, Washington.

SS Frida left Reykjavik 13.7.1908 for Longhope and arrived 18.7.1908. She was paid 3 kr. for carrying mail – probably the following:



See further **IslandsKontakt SPECIAL # 26 – 2021 V2 –ORKNEY KIRKWALL – STROMNESS – LONGHOPE**

1909

Brjefasendingar						
farþega á skemtiskipunum þýsku hafa verið frá pósthúsinu hjer, sem hjer segir:						
Ár og dagur	Skipsnafn	Tala farþega	Brjef spjöld	Brjef	Samtals	
1909 Júlí 11.	Oceana	350	2482	214	2696	

OCEANA 11.7 1909 – Mail via ARDROSSAN

See further **IslandsKontakt Special # 6 2025 v.4 - ARDROSSAN**



OCEANA 8.8 1909 – Mail via ??

Brjefasendingar						
farþega á skemtiskipunum þýsku hafa verið frá pósthúsinu hjer, sem hjer segir:						
Ár og dagur	Skipsnafn	Tala farþega	Brjef spjöld	Brjef	Samtals	
— Ág. 8.	— « —	210	2150	90	2240	

1910

SS Grosser Kurfürst 3-4.7 1910- Mail via BLYTH

Brjefasendingar					
farþega á skemtiskipunum þýsku hafa verið frá pósthúsinu hjer, sem hjer segir:					
Ár og dagur	Skipsnafn	Tala farþega	Brjef spjöld	Brjef	Samtals
1910 Júlí 3.—4.	Grosser Kurfürst	330	4496	195	4691

Tourists on the Grosser Kurfürst sent 195 letters and 4396 postcards. - They were sent to these countries: USA 494, Germany 2768, Austria and Hungary 463, Switzerland 152, France 122, Holland 107, Italy 103, England 50, Russia 46, Finland 33, Portugal 17, Malta 16 and various other countries 125.

See further in **IslandsKontakt SPECIAL # 10 – 2019 V3 – BLYTH**



In the press: “The next ship Oceana, arrives on Tuesday.”

SS Oceana 12.7 1910 – Mail via ARDROSSAN

Brjefasendingar					
farþega á skemtiskipunum þýsku hafa verið frá pósthúsinu hjer, sem hjer segir:					
Ár og dagur	Skipsnafn	Tala farþega	Brjef spjöld	Brjef	Samtals
— Júlí 12.	Oceana	270	2674	256	2930



See further **IslandsKontakt Special # 6 2025 v.4 - ARDROSSAN**

SS Oceana 11.8 1910 – Mail via TROON

Brjefasendingar					
farþega á skemtiskipunum þýsku hafa verið frá pósthúsinu hjer, sem hjer segir:					
Ár og dagur	Skipsnafn	Tala farþega	Brjef spjöld	Brjef	Samtals
— Ág. 11.	— « —	250	2962	276	3238

The following letter is from a passenger onboard OCEANA arriving at Reykjavik 11 August 1910. There was a rather substantial number of similar mails (2.962 + 276), see further **IslandsKontakt SPECIAL # 2 v4 2019 - Troon:**



1911

Meteor is a cruise ship of the Hamburg-America line, which is coming here this summer. That comes in two trips: 11th of next month and again on 9th of August. There are no more northern cruise ships of this company expected this year.

But METEOR was replaced by Cincinnati

SS Cincinnati 12. 8 1911 – Mail via ??

Brjefasendingar						
farþega á skemtiskipunum þýsku hafa verið frá pósthúsinu hjer, sem hjer segir:						
Ár og dagur		Skipsnafn	Tala farþega	Brjef spjöld	Brjef	Samtals
1911	Júlí 12.	Cinncinnati	340	5489	391	5880

S/S Cincinnati from Hamburg America Line. Cincinnati is the name of the German passenger ship (not Meteor), which should come on Tuesday morning approx. (11.) at 7.

BOTNIA came on the 14th so she might have carried the mail when she left on the 19th.

SS Kronprinzessin Cecilie 11.8.1911 - Mail via ??

SS Kronprinzessin Cecilie was a Hamburg America Line (HAPAG) ocean liner.

“Prinsesin Cecilie” German cruise liner arrived this morning, as planned and was here that day.

There were 201 passengers on the cruise ship Kronprinzessin Cecilie, and they sent 2264 letters and postcards.

SS STERLING left for Edinburgh and Denmark on the 13th – so perhaps the mail went with her.

1912

SS Viktoria Louise 9.7.1912 – Mail via ??

SS Viktoria Louise is coming here Tuesday July 9 early in the morning, Tourist mail on the German pleasure boat.

Victoria Louise 9. July (passengers 450).

Postcards

to Germany 2350

to the United States 475

to England 50

to other countries 675

3550

SS Grosser Kurfürst 23.7.1912 – Mail via ??

SS Grosser Kurfürst from Nord Deutscher Lloyd arrived yesterday and will stay here until the second night. There are 330 passengers, mostly Germans, but otherwise Americans, French, English, Romanians, etc.

Grosser Kurfürst has come here twice before, in 1908 and 1910. The ship is one of the largest that has come here.

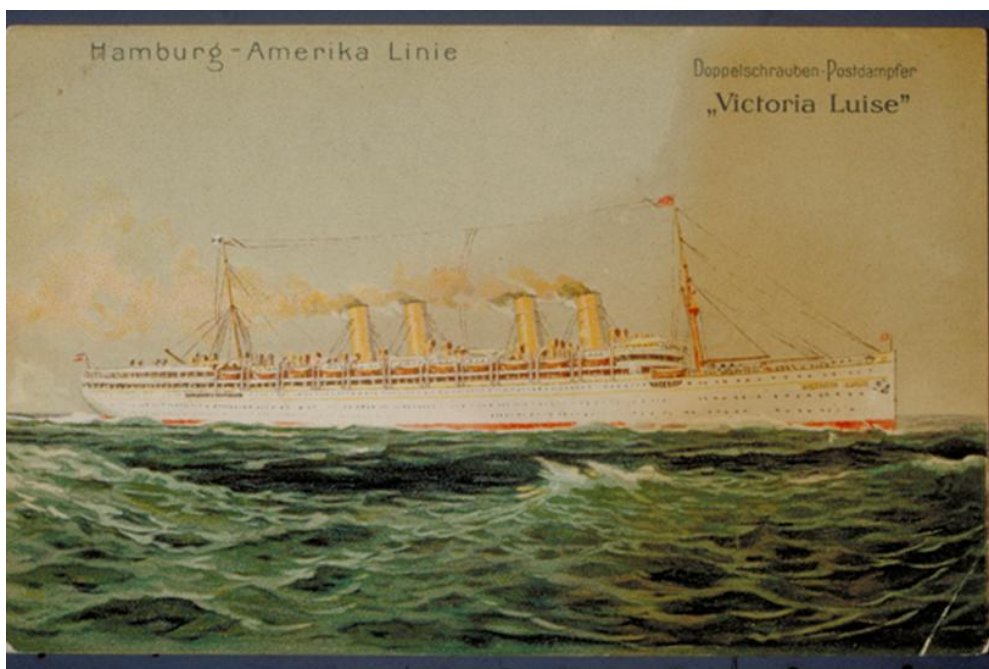
Grosser Kurfürst 23-25 July (passenger 340) sent:

Postcards 5850

Letters 445

A total of 6295

SS Viktoria Louise 6.8.1912 - Mail via TROON

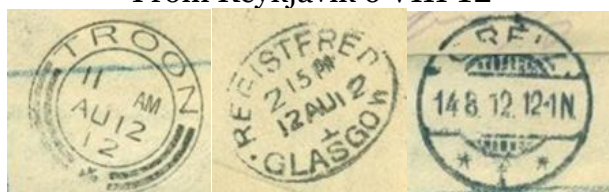


Letters sent by the passengers on the »**Victoria Louise**« yesterday:

Letter	350
Postcards	4967
Total	5317



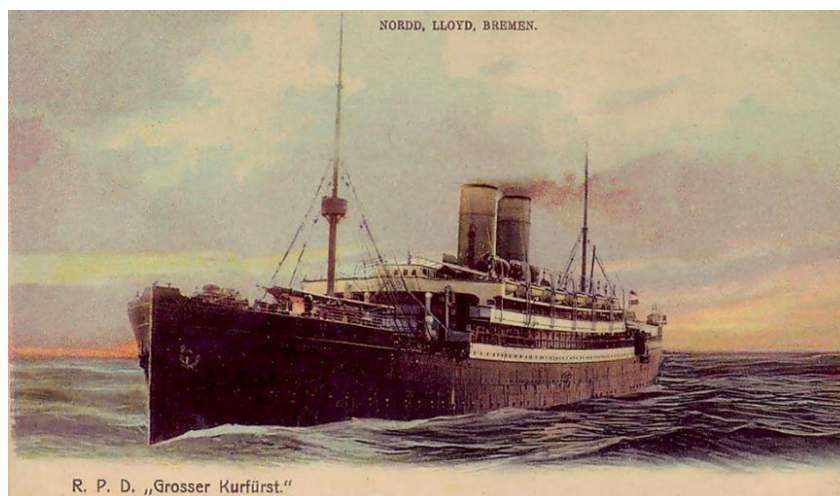
From Reykjavik 6 VIII 12



see further **IslandsKontakt SPECIAL # 2 v4 2019 - Troon:**

1913

SS Grosser Kurfürst 23. 7 1913 - Mail via ??





SS Viktoria Louise 9/10.8.1913 – Mail via ??

The German cruise ship **Viktoria Louise** is expected here tonight and going back tomorrow night. Passengers' seek entertainment in the country in the usual way.

Same day:

Ship report. **SS BOTNIA** arrived this morning with many passengers...

So, the mail from Viktoria Louise probably went with BOTNIA via Edinburgh?

1914

SS Viktoria Louise 9.8.1914 – No mail!

– expected, but she didn't come because of the outbreak of WW1

XXXXXXXXXXXXXXXXXXXX

Late reusage of C1 Valþjófsstaður



A farm situated further north from Viðivellir-Ytri up the Lagarfljót glacier. The name means “Chosen Place” and has an ancient manor and parsonage from the 14th century. A collecting office opened on 16th March 1892 and later received a type C1 crown cancel misspelt with P instead of a þ. in the first allocation of these cancels in 1894/95.



The crown cancel continued in use until 1920s in parallel with a numeral cancel 38 issued in 1903.

Larger strikes are known, 29mm instead of the usual 24mm, caused by cleaning with kerosene on instructions from Reykjavík

I can only show these two examples. Readers are invited to share any late uses from their collections. It would be interesting to see any which are normal size before the enlargement, but examples of late use.



Copied from IslandsKontakt 43



The late use of C1 Vík will be reviewed in the next issue.

I appeal to readers who possess examples of late use of this crown cancel to send images to the editor in time for the next issue. It might be appropriate here to say that followers of this series on late use of C1 may have observed seeing fewer examples since the series was first started by Jørgen Steen Larsen. His worsening health and eventual withdrawal was the main cause. I am grateful to his grandson Bjørn who continued for a period sending scans under Jørgen's direction. I will continue with the articles until the end of the Facit listing with whatever examples I can find.

Ship Letter Blyth North D *Ron Collin*

In the most recent Postiljonen auction of Part 2 Of the Gary Athelstan collection, I was able to go through the online scans of a few of his bulk lots, I was fortunate enough to find images of two additional covers with the Ship Letter BLYTH NORTH D cancel. (See below). I have notified Jakob Arrevad who says he will be pleased to add them to the next update of his database which was published in September 2025 as a Special IPM edition.

