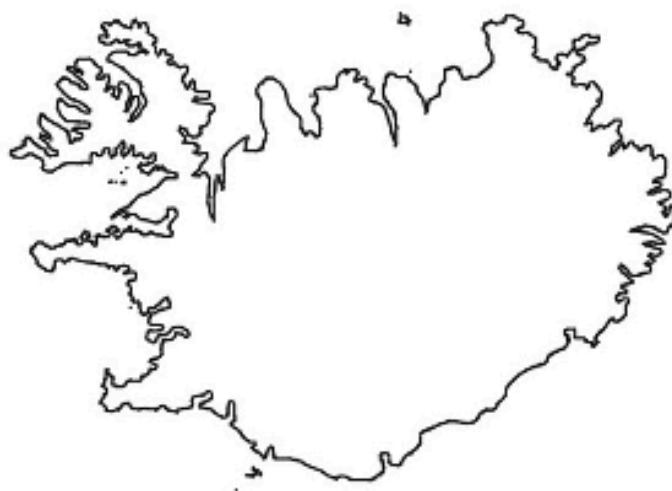
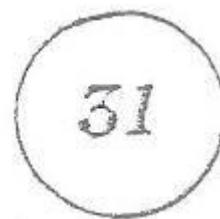


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Iceland Philatelic Magazine

Contents	Page
Póstkrafa Rate Problem" IPM76. <i>Gústaf Gústafsson</i>	3
What Did the Bær Petersen Cover Look Like? <i>Brynjólfur Sigurjónsson</i>	7
Eyjólfsstaðir scarce cancels?	9
Iceland Bridge Cancels <i>Sigurður Jensson</i>	10
Dísardalur B8e (Issue 76)	11
A card with part of history and outstanding questions. (Issue 76) <i>Saso Andonov</i>	12
Numeral cancels on service stamps (Issue 76) <i>Ebbe Eldrup</i>	13
The steamship Kora <i>Brynjólfur Sigurjónsson</i>	14
ÅLESUND?	15
A possible Grímsstaðir manuscript "Grst" – A precursor to the crown cancel Grímsstaðir? <i>Brynjólfur Sigurjónsson</i>	16
Boxed FRANCO Handstamp <i>Ron Collin</i>	18
Rare 4kr 05 postal rate	20
Comments on some Colop cancels B8b1b – <i>Sigurður Bjarnason</i>	21
Early Iceland – Israel philatelic exchange	23
Can notation marks help in dating lost Petersen covers? <i>Brynjólfur Sigurjónsson</i>	24
Changeling Revisited <i>Ron Collin</i>	26
The Iceland Trip 1931- The Letters That Remained <i>Árni Gústafsson</i>	27

Raufarhöfn post office closed

The September 2025 issue listed the 27 remaining post offices still open. Sigurður Bjarnason has recently reported on Frímerkjablaðið that Raufarhöfn post office closed on 1st August 2026. Are there any other closures to report from our Iceland based readers?

Póstkrafa Rate Problem" in IPM76. Gústaf Gústafsson

In your latest issue of this excellent magazine, is a re-published article about a rate problem for a Póstkrafa. I remember this item from Kontakt and from Leif's Silhouette collection. The attraction for me was not the incorrect franking, which I did not notice, but because a big part was missing. Somehow the specialists assumed this was a Parcel Card. It was with great hesitation whether I should comment on this or not, now that I had noticed the error, and Eliasson was, and is my Guru. Well, I did, and here is my calculation.

DOMESTIC COD POSTAGE (póstkrafa)
1.4.1925 – 31.12.1939

+Ordinary postage
+Registration 30aur (not mandatory)

0aur ea.

Up to 12kr – 25kr – 100kr – +ea. 100kr
35aur 50aur 80aur 20aur
+1st. weight class 0-20g of 20aur
+2nd. weight class 20-125g of 40aur
+3rd. weight class 125-250g of 60aur



23.11.1926
793,50 - 270aur

Up to 100kr = 80aur
+ea. 100kr
20aur x 7 = 140aur
20g. Letter = 0aur
Registration = 30aur

Overpaid by 20aur.

Not an uncommon mistake
by the post to charge for
the first 100kr twice, also
add it to the 20aurs for the extra 100kr.

This also happens to
Value Declared Letters
and Postal Money Orders.

If in this case you also charge for
the 8th 100króna, that extra 20aur would
make this a perfect franking of 270aur.

This Postal Form for Póstkrafa was only meant for Cash on Delivery Payments, no attachments, no letters, no parcels, only to be used for billing and then collecting the amount. It works similar to Símapóstávisun, Postal Money Order. The money is collected at one post office and paid at another one without leaving the house, like Visa cards and bank transfers today. In fact, this is basically not a Postal Rate, more like a collecting fee or transfer and I am still not sure if I should keep them in my Postal rate collection, but they are.

DOMESTIC COD POSTAGE (póstkrafa)
1.4.1925 – 31.12.1939

+Ordinary postage
+Registration 30aur (not mandatory)

0aur ea.

Up to 12kr – 25kr – 100kr – +ea. 100kr
35aur 50aur 80aur 20aur
+1st. weight class 0-20g of 20aur
+2nd. weight class 20-125g of 40aur
+3rd. weight class 125-250g of 60aur

Afklippingur
sem viðtakandi má klippa frá,
þegar hann tekur við borgun.

Póstkrafa

ad upphæð 6 kr. 65 aur., með bókstöfum

Kr. 6,65

Þiðtakandi
póstkröfufusendingarinnar

Málfundafélag
Svínvatnshr.
Holti í Svínadal.

Þessi upphæð óskast innheimt hjá:
Málfundafélagi Svín-
vatnshrepps,
Holti í Svínadal.

Nafn sendanda og heimili:
Lögbirtingablaðið,
Reykjavík.

Farar-
nr. Komu-
nr. 5

Ofannesnd upphæð er
hér inn borguð með
kr. au.

Postafgreiðslan 193

Reykjavík
Nr. 66

Hinn 29 JUL 1939

REBUTS

952

Eyðublað nr. 5

Fyrir þegar

Komustimpill

29.7.1930
6,65 - 65aur

29.7.1930
6,65 - 65aur

Up to 25kr = 35aur
+ea. 100kr
20aur x 0 = 0aur
20g. Letter = 0aur
Registration = 30aur

15.5.1934
9,35 - 65aur

Up to 25kr = 35aur
+ea. 100kr
20aur x 0 = 0aur
20g. Letter = 0aur
Registration = 30aur

Afklippingur
sem viðtakandi má klippa frá,
þegar hann tekur við borgun.

Póstkrafa

ad upphæð 9 kr. 35 aur., með bókstöfum

Kr. 9.35

Viðtakandi
póstkröfufusendingarinnar

Þessi upphæð óskast innheimt hjá:
Hr. Guðmundur Tryggvason
Stóruborg Lækjamót St.

Nafn sendanda og heimili:
Afgreiðsla Stjórnartíðindanna
Reykjavík

Farar-
nr. Komu-
nr.

Nr. 4304

Ofannesnd upphæð er
hér inn borguð með
kr. au.

Postafgreiðslan 193

Reykjavík
Nr. 644

Hinn 26. 7. 34
15. 5. 34

7.32: 20000.

Eyðublað nr. 5

Fyrir frímerki,
þegar engin sendi er felg.

Komustimpill

23. 5. 34

Fararstimpill

17. 5. 34



24.11.1934
131,60 - 150aur

Up to 100kr = 80aur
+ea. 100kr
20aur x 1 = 20aur
20g. Letter = 20aur
Registration = 30aur



1.12.1927
923,70 - 280aur

Up to 100kr = 80aur
+ea. 100kr
20aur x 9 = 180aur
20g. Letter = 20aur
Registration = 0aur



28.10.1937
103,85 - 150aur

Up to 100kr = 80aur
+ea. 100kr
20aur x 1 = 20aur
20g. Letter = 20aur
Registration = 30aur



3.4.1938
441,23 - 210aur

Up to 100kr = 80aur
+ea. 100kr
20aur x 4 = 80aur
20g. Letter = 20aur
Registration = 30aur

What did the Bær Petersen Cover look like? *Brynjólfur Sigurjónsson*

When the Petersen book was first published in 2021, only two stamps bearing N2-237 were documented (image 1). At that time the possibility was raised that these stamps might have originated from a Petersen cover though evidence remained inconclusive.



Image 1. In September 2021. Only two stamps were known with N2-237.

The 2025 edition brought some progress. A third stamp had emerged, a 40 aur Christian X Jubilee (Facit-220) which

strengthened the case considerably. With three documented examples the existence of a Bær Petersen cover appeared more likely (image 2).



Image 2. Three stamps known with N2-237 in the beginning of 2025.

A breakthrough came during the 2026 Postiljonen's autumn auction when a fourth stamp surfaced with N2-237, a 1 eyrir Christian X issued in 1937 (Facit-146). This fourth stamp makes it very likely that these four cancels once made up a complete Petersen cover from Bær. If true, what did the original Bær cover look like?



Image 3. Four stamps known bearing N2-237 in August 2026.

To answer this, the database of all documented Petersen covers was consulted, searching for covers containing at least these four stamps. The database returned only one cover that matched and that was from Illugastaðir (V.-Hún.) see image 4.



Image 4. The only cover that the database tells us has the four stamps above seen on image 3 and that is this cover from Illugastaðir (V.-Hún.). Regrettably only this black and white photo exists of this cover.

Analysis of this one reference cover reveals a probable postage pattern. Based on the franking of the Illugastaðir cover, it seems likeliest that the missing stamps would be the 4 aur Christian X (Facit-148).

A reconstruction was built for this article and can be seen in image 5 below. The bridge cancel type B2a “Bær Strand” was added for visual interest.



Image 5. A reconstruction of the Bær Petersen cover. Based on the Illugastaðir cover it is likeliest that the missing stamp is the 4 aur Christian X (Facit -148).

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Eyjófsstaðir scarce cancels?

Eyjófsstaðir is a farm north of Ás near the middle of Vatnsdalur and Undirfell. Known as Eyjófsstaðir í Vatnsdal, it was one of the two postal collection offices in the valley, the other being Ás. The office opened on 1.1.1934 and closed on 31st December 1945. A scarce numeral 269 was used here and was followed by a B5a bridge cancel, which according to Facit was also scarce. Here are three examples of B5a, so maybe not so very scarce?



4.12.38-



-10.39



9.3.40

Icelandic Bridge Cancels



Dear collectors,

I would like to introduce my website, bridgecancels.is. The site began as a way to organise and display my own collection of Icelandic bridge cancels. It has gradually grown into a broader home for information about Icelandic postmarks, postal history and other interesting philatelic material.

The website includes my bridge cancel collection, together with information about the places where the cancels were used. You will also find Brian Flack's excellent Icelandic county collection, all issues of the Iceland Philatelic Magazine and sections devoted to Antiqua and Lapidar cancels, first-day covers and the early Icelandic Caritas and Karitas Christmas seals.

I have also opened a small sales section, [Til sölu/For sale - Icelandic Bridge Cancels](#), where I offer duplicates and other material from my private collection. The selection includes Icelandic stamps, covers, postal stationery and postmarks. New items will be added regularly, and worldwide shipping is available.

The website is still growing and will never be completely finished - which is probably true of most collections as well!

I hope you will visit the site, explore the material and perhaps find something that interests you. Comments, corrections and additional information from fellow collectors are always very welcome.

Best wishes from Iceland,

Sigurður Jensson

Treasurer, The Icelandic Stamp Collectors Federation

Board Member, Icelandic Philatelic Society

Website

www.bridgecancels.is

Contact

sigurdur@bridgecancels.is

Dísardalur B8e (Issue 76)

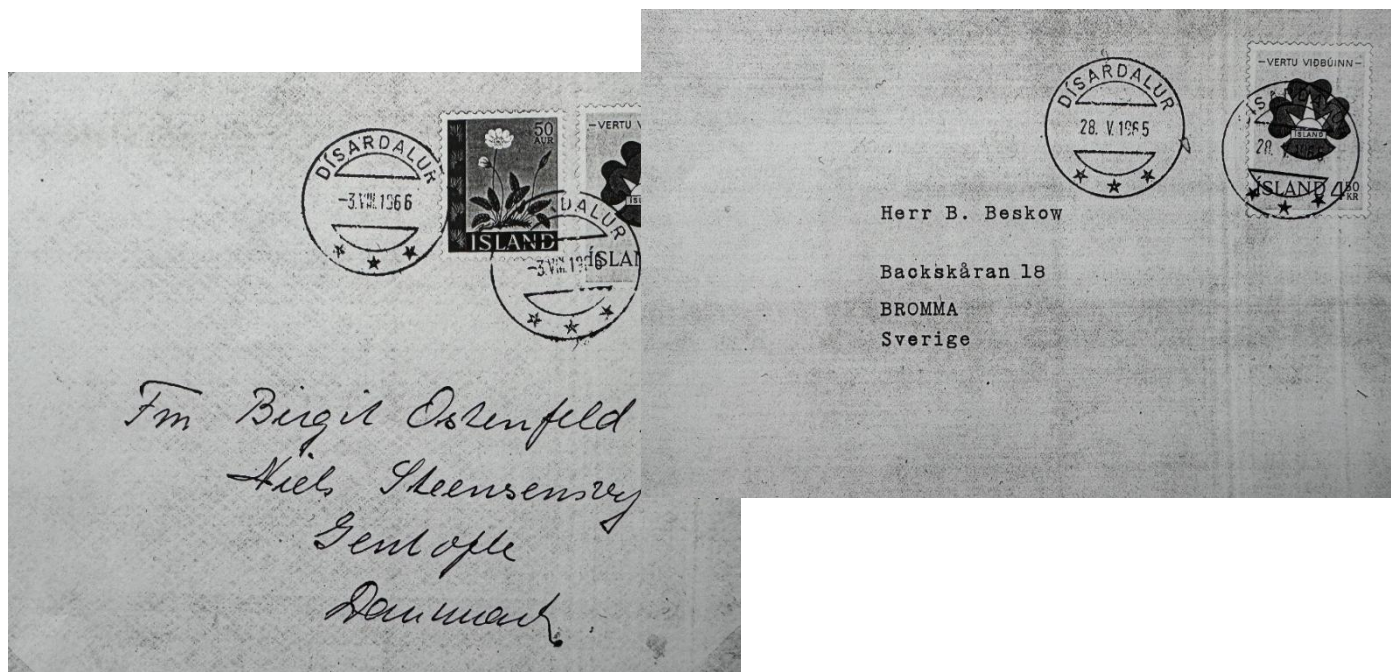
From Dr. Stefan Schmidt

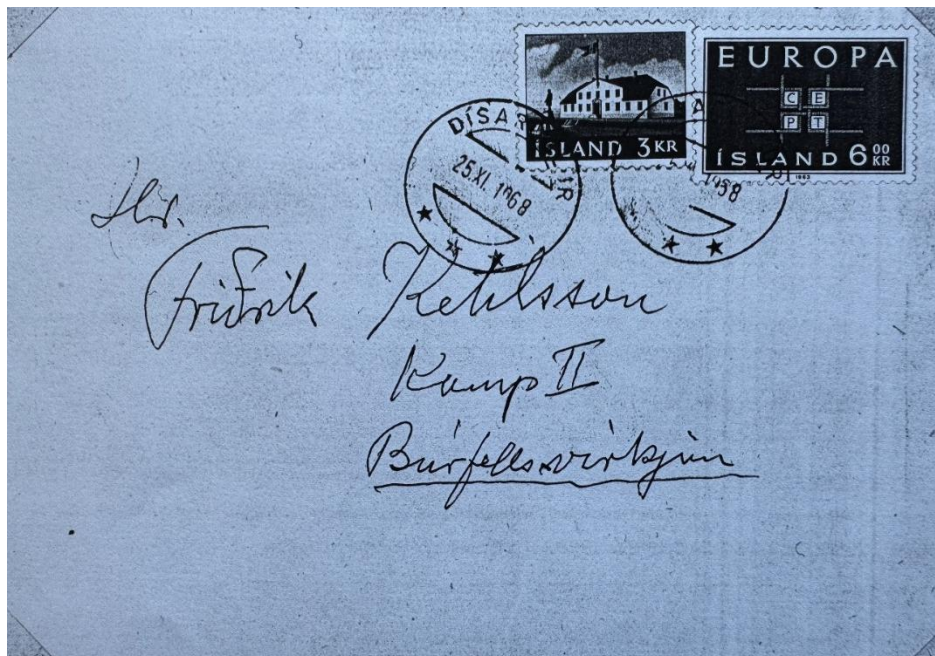
I only have in my collection a purely philatelic cancel of Dísardalur (B8e, 1968-11-25, on 10 aur horse stamp). See below: As a regular reader I appreciate very much your work on the IPM.



From Ebbe Eldrup

Here are 3 more covers with this cancel; one philatelic and two commercial. I am sorry but I only have black and white copies

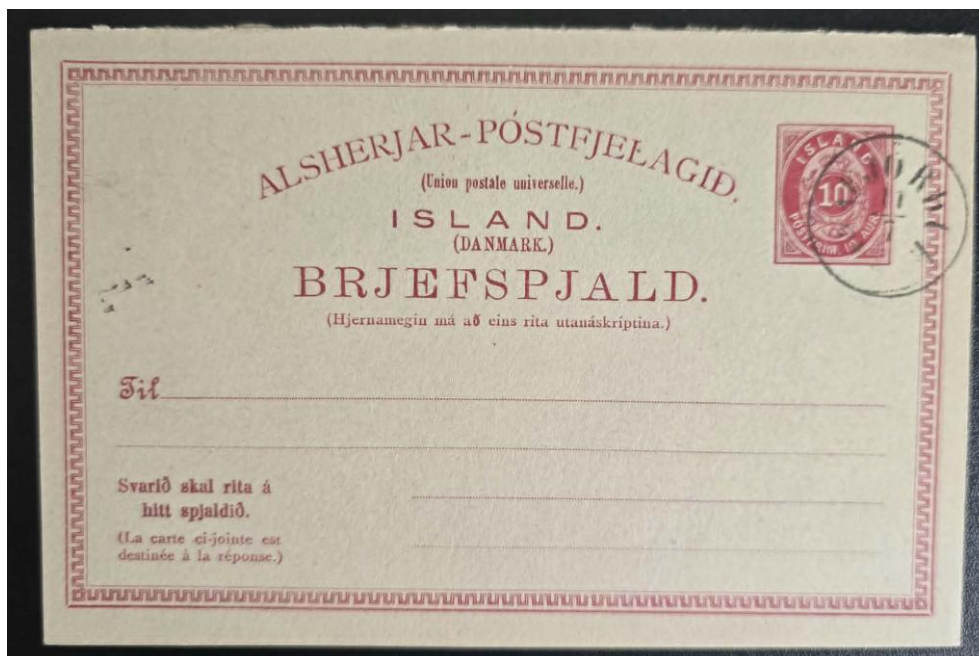




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A card with part of history and outstanding questions. (Issue 76) Saso Andonov

Regarding the card from Ísafjörður to Norway in the last issue, I have from the same collection an unused double brjefspjald with cds Ísafjörður bearing the same date 11/7. This was a common practice back in those days and I am not sure how the sender got it, but I am definitely sure it was pre-cancelled (or cancelled to order).



Numeral cancels on service stamps (Issue 76) *Ebbe Eldrup*

I went through my Chr IX numeral collection and found 5 cancels on the list:



No 32 (the very rare (Nordfjörður use),

No 54, No 125, No 142, No 179, No 199



I do not collect the N2 numerals but will look in my archives for more þjónustamerki with numeral cancellation. However, we must remember that the use of þjónustamerki in Iceland ceased around 1938.

The steamship Kora *Brynjólfur Sigurjónsson*

In September 2026 the cover pictured on image 1 was sold for a staggering 84,000 ISK (600 EUR) plus a commission. To understand why this rather common looking cover sold for so much, one needs to dig a little deeper. Can it be a rare postage? Well not really, the postage was 15 aur registered to the Nordic countries between 1908 to 1919. What about the cancel? The bridge cancel B2c1 Seyðisfjörður is one of the most common cancels outside of Reykjavík that can be found for the year 1913. What about the destination? No, not at all; letters sent from Iceland to Denmark were the most common destination in this time period. What makes this letter so remarkable is the handwriting in the lower left corner; "S/S Kora, via Bergen". There are, if you can believe it, a number of collectors who specialize in these so-called ship letters and they must have been fighting for this lot number, because of how rare it is to get "s/s Kora" on a letter.



Image 1. The "Kora" cover sold at Safnari in September 2026 for a whopping 84,000 ISK (600 EUR).

I managed to find some details about Kora on the Wikipedia page and the following is an excerpt from that page: SS Kora was a steamship built in 1906 as a cargo vessel for the John O'Groat Steamship Co. in Wick, Britain, originally named "Rosebank." Built by Clyde Shipbuilding & Engineering Company in Glasgow, it was delivered in June 1906.

In September 1912, the ship was bought by A/S D/S Langfond (Siv. Bergesen) of Stavanger, Norway, and renamed "Krosfond." In October 1914, Det Bergenske Dampskibsselskab (BDS) purchased it for 201,751 kroner and renamed it "Kora," fitting new booms, winches, a shelter deck, additional cabins, and electric lighting.

During the First World War, the ship was requisitioned by the British Shipping Controller and operated by J.H. Wetherhall of London, before being returned to BDS in 1919. In the Second World War, it served in the home fleet and suffered ice damage in both 1941 and 1942.

In September 1946, the ship was sold to G. Gasparinatos of Panama. In July 1951, it ran aground west of Sidi Barrani lighthouse in Egypt while sailing from Port Said to Benghazi with general cargo. Condemned, it was sold for scrapping and arrived at La Spezia in May 1952.



Image 2. "Kora" in German service. Photo from https://nn.wikipedia.org/wiki/DS_%C2%ABKora%C2%BB

References:

Wikipedia: https://nn.wikipedia.org/wiki/DS_%C2%ABKora%C2%BB

Safnari.is: <https://safnari.is/en-GB/lot/41989/iceland-fallegt-litio-bref-fra-seyoisfjaroar-apoteki-sent-til-danmerkur-meo>

XXXXXXXXXX

ÅLESUND?

Reproduced from Frímerkjaspjall with Bjarni Sigurðsson's permission.

Bjarni asked if this stamp is cancelled ÅLESUND ? probably not common on postage stamps.



Henk Burgman:- Theoretically, was it possible to place this stamp on a cover on a boat/ship to Norway and give it to the postmaster on board? I don't think he knew that this was not allowed or had no interest in it. When the ship came ashore, he handed the mail to the postmaster of the harbour where the ship landed, and they just handled it as a regular letter.

A possible Grímsstaðir manuscript "Grst" – A precursor to the crown cancel Grímsstaðir? Brynjólfur Sigurjónsson

The postal stationery pictured in image 1 was auctioned on eBay in the month of August for \$1,890. It seems to present a manuscript cancel "Grst". As in the manuscript article I wrote in IPM-76, I once again refer to Sigurður Þorsteinsson's manuscript list which he published in Grúsk in 1979. There is no manuscript that has these exact letters in Sigurður's list, but the closest to it is "Gríms" which Sigurður states stands for Grímsstaðir.

When one looks in Þór Þorsteins "Pósthús og bréfhirðingar á Íslandi" we find two Grímsstaðir: a) Grímsstaðir in Norður-Þingeyjarsýsla which was active from 1873 to 1985 and b) Grímsstaðir in Rangárvallasýsla which was active from 1896 to 1901. To which Grímsstaðir does this potential manuscript belong? The answer is found on the back of the postal stationery where it is written "Grenjaðarstaður" in the upper left corner (see image 2). Grenjaðarstaður is not that far off from Grímsstaðir, a straight-line distance is roughly 60 km according to the internet. Furthermore, the date of the postal stationery falls outside the period of Grímsstaðir in Rangárvallasýsla which excludes it right away.

In 1894 Grímsstaðir (N.-Þing.) was given the crown cancel "Grímsstaðir" (see image 3) which is one of the rarest crown cancels, priced at 2,000 Skr in my old Special classic Facit list from 2016. This manuscript was probably a precursor to the crown cancel and possibly even the reason it was awarded one in the first place.



Image 1. A postal stationery with manuscript cancel "Grst" which might stand for Grímsstaðir.

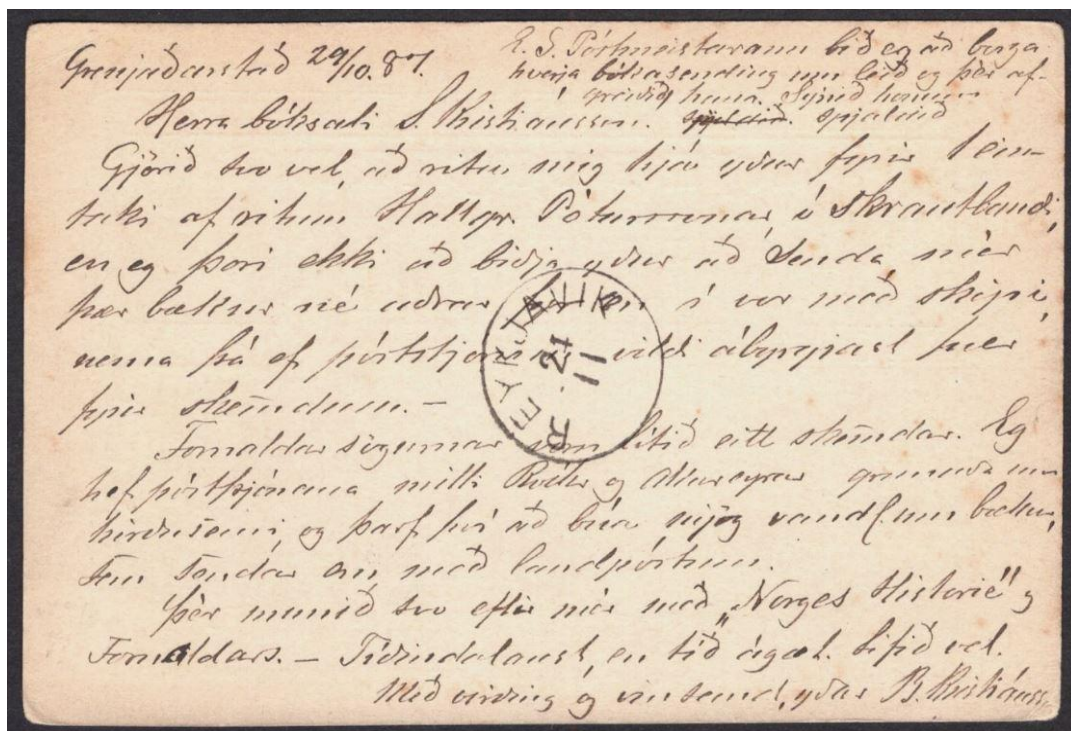


Image 2. Back of the card seen on image 1. The postal stationery was written at Grenjaðarstaður 20.10.1887 and cancelled on arrival with an antique cancel G.1.c Reykjavík 21.11.1887 or a month later.



Image 3. Grímsstaðir was awarded a crown cancel in 1894.

References:

Pósthús og bréfhirðingar á Íslandi, 2011. Þór Þorsteins. <https://www.postsaga.is/is/baekur/thor-thorsteins/posthus-og-brefhirdingar-a-islandi-1870-2011-thor-thorsteins>

Facit, 2016.

Grúsk, 1. tölublað, 3. árgangur. Skráning ritaðra póststimpla. Sigurður H. Þorsteinsson, 1979. <https://www.postsaga.is/is/timarit/grusk/5-3-argangur-1-tolublad-1979#group-26>.



Editor:- I have searched and can find only a brief reference to two known examples of Grímsstaðir manuscript cancels. One is shown here -

Grímsst sold in auction. The existence of a manuscript cancel usually lends itself to the assumption that the crown cancel was either mislaid or damaged for a while. Unless I am imagining it, this example seems to show a full but very faint crown cancel beneath the manuscript? In which case I suggest that maybe they ran out of ink and were dissatisfied with the faint illegible impression made by their crown cancel from a dry inepad, necessitating the manuscript to identify the office.

Boxed FRANCO Handstamp *Ron Collin*

Derived from Italian/Latin postal terms, "Franco" signified that the shipping fees or postage had been fully prepaid by the sender.

In the U.S., our postal service refers to it as the DLO or (Dead Letter Office). It is their responsibility to see that an undeliverable letter is eventually delivered to the addressee, or they return the letter to the sender.

Apparently, Iceland, at least in the early to mid-1920s, had someone or a department that performed the same function. This cover is a case in point.



This envelope was a typical envelope used by the Iceland Post Office for this service:

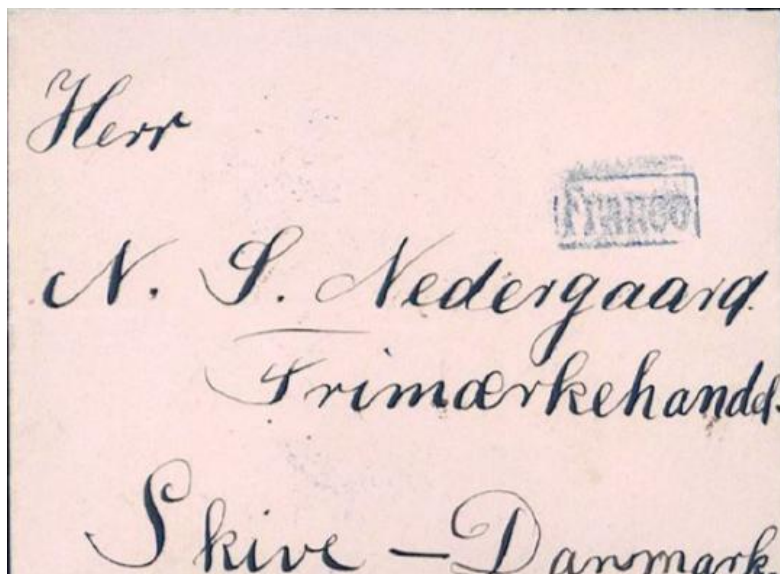
Póststofan í Reykjavík translated as The Post Office in Reykjavík. Óskilabrjef, opnað samkvæmt reglugjörð um notkun pósta 25. mars 1925, 22. gr. translated as: Undeliverable letter, opened in accordance with the postal regulations of March 25, 1925, Article 22.

With very little other information available, it would seem that the contents of this envelope was the original letter being forwarded to the addressee, or it contains the original letter being returned to the sender.

The boxed FRANCO handstamp in this case, means adhesives are not necessary because delivery of this envelope is "post-paid", because of it being forwarded by or being directly mailed by the postal service. The Reykjavik Bridge cancel was applied to show either the date sent, transit, or date delivered. At this point, we don't have enough information to know which one for sure.

In the August of 1988 issue of *The Posthorn*, the Journal of the Scandinavian Collectors Club, there is brief mention of the FRANCO handstamp. It mentions that well-known Iceland collector, Follmer Østergaard of Hellerup, Denmark advises that FRANCO handstamps were applied to bulk mail items such as periodicals. As of this writing, I have not seen any examples of that use, nor of any articles or studies concerning the FRANCO handstamp, other than the brief mention above. *The Posthorn* mentioning of Mr. Østergaard's article does not show examples or hand drawn facsimilies of the handstamps.

Here is another cover which bears the FRANCO handstamp, used on a cover in 1912.



The FRANCO handstamp was applied to this cover not in error, but to preclude the assessment of "Postage due", since the postage was applied to the rear of the cover.

Iceland's FRANCO handstamp as a postal marking, is actually seldom seen.

In the 1912 to possibly 1930 period, the FRANCO handstamp was used to show postage was paid in lieu of stamps. However, it was not to be used to obliterate stamps. Over the years, I have only spotted two examples of the FRANCO handstamp having been applied to postage stamps from a later period.



The postal archives has an invoice for a few of these boxed FRANCO handstamps, which were introduced around the middle of 1902. Loose Icelandic postage stamps are nevertheless known with the FRANCO handstamp, even though that was not its intended use.

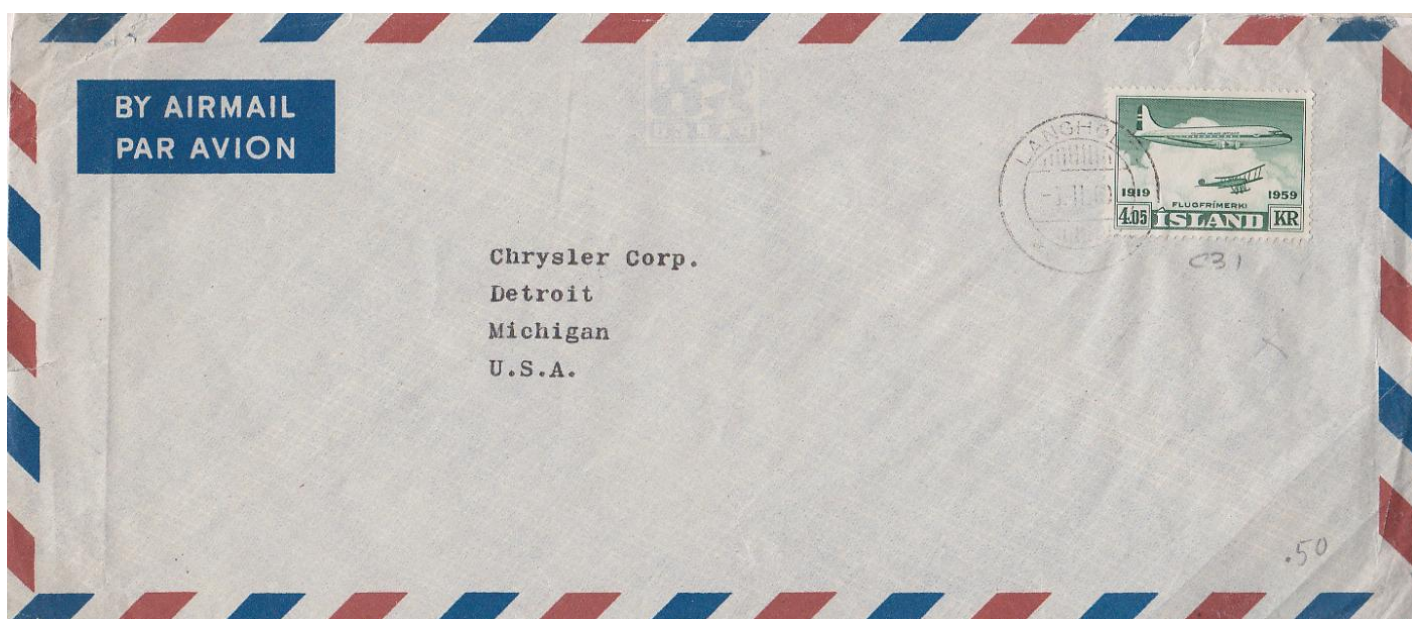
I actually have only seen these two examples of the boxed FRANCO handstamp used on adhesives of the 1902 period of time. I saw these items via the internet, and they verify the use of the Boxed FRANCO handstamp as early as the 1902 issue of adhesives.



If any of the readers of this fine magazine are aware of any postal regulations or philatelic studies that have been done concerning the FRANCO handstamp, kindly forward that information to the Editor.

xxxxxx

Rare 4kr 05 postal rate



The 4kr05 airmail stamp had limited usefulness. From the date of issue in September 1959 until the end of February 1960 it could only be used to a few non-Nordic countries, typically Canada and the USA to cover the 2kr25 surface rate plus 90 aur up to 5gm. Six years after issue, unsold stocks of this stamp were sold for 4kr, apparently without authorisation, to meet the demand caused by a shortage of 4 aurar stamps. This example is cancelled with a B2c2 Langholt dated 3.II.60 to USA

Comments on some Colop cancels B8b1b – *Sigurður Bjarnason*

Iceland Philatelic Magazine Special Issue 1 – July 2018 has a useful listing of Íslandspóstur cancels from 2007 – 2018 as an addition to Þór Þorsteins listing which only goes to 2007 (Íslenskir stimplar Íslandspósts 1998 – 2007). The type of the new cancels is named Colop R40D and are categorised as B8b1b.

	VÍK Í MÝRDAL is not listed in the Special Issue. This summer I visited the Post Office in Vík í Mýrdal and got this cancel (24.08.2026).	
	REYKJANESBÆR is also not listed in the Special Issue (06.01.2026).	
	PATREKSFJÖRÐUR Here is the new B8b1b cancel for Patreksfjörður with date 3.09.2024. Patreksfjörður is listed in the Special Issue, but with the old cancel (B8b1) from Þór Þorsteins Íslandspóstur.	

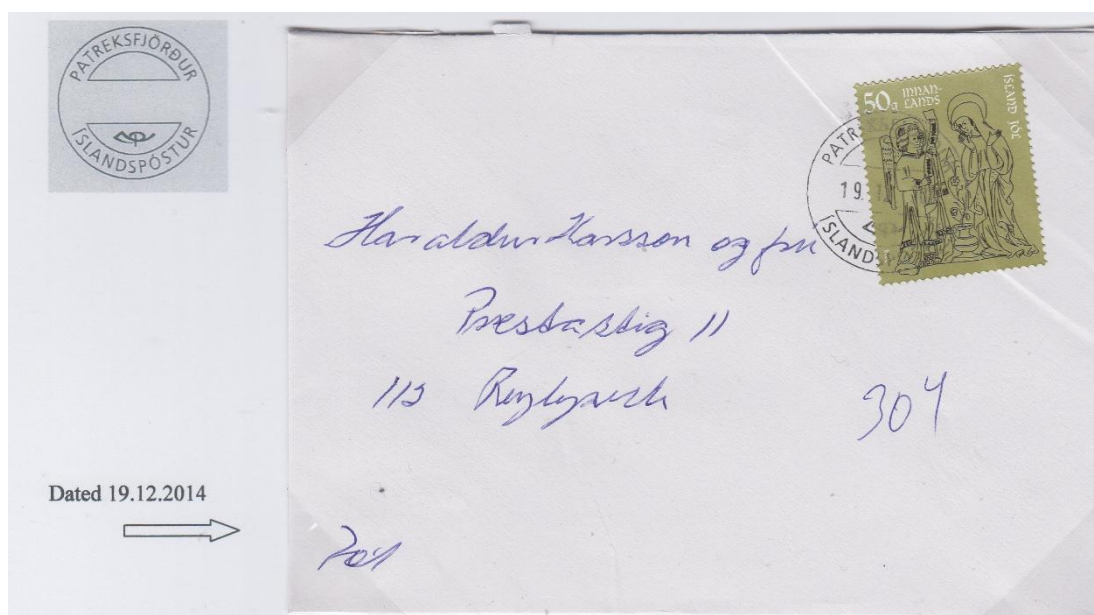
	 Special Issue	 Þór Þorsteins
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All three cancels have the size 28/19/9 mm. (outer and inner ring, bridge width).

Editor:- I am grateful to receive this article by Sigurður which revives the topic of modern bridge cancels. He bases his research on the July 2018 special IPM edition, and his comments remain valid in respect of the September 2025 special IPM edition, the purpose of which was to add office closure dates which were known up to September 2025.

So, what can be said about the cancels for Vík í Mýrdal, Reykjanesbær and Patreksfjörður referred to by Sigurður?

1. **the Colop Patreksfjörður** – below is my copy of the 2014 Patreksfjörður on a 2014 Christmas greetings cover. Sigurður correctly says I omitted this image from my special issue. I only showed the 2018 replacement.



2. **Reykjanesbær** The Baldursson/Þorsteins book of 2007 showed a B8b1 Reykjanesbær cancel issued from 25.08.2003. The 17 offices which received a Colop cancel from 2014 did not include Reykjanesbær. I suggest the example shown by Sigurður dated 06.11.2026 is the B8b1 which might indicate the old B8b1 cancels were still hanging around?
3. **Vík í Mýrdal** Sigurður said he visited the Post Office in Vík í Mýrdal this summer and got the cancel 24.08.2026. According to my records, this post office closed on 2nd March 2015, but continued to operate a new type of postal service for mail posted at Vík. Looks like the postal service has been operated from the shop Aldan since late 2022, early 2023. Sigurður found an article which says that it is to be moved

to Aldan from an unmarked storage space which was open between 8 and 10 in the morning. He had some difficulties to find the shop Aldan in Vík í Mýrdal, as it is small, a bit out-of-the way in a partly industrial quiet area in the old town, in big contrast to the extremely busy tourist shops along the ring road.



Sigurður added another cancel, this time a type M7 Vestmannaeyjar machine cancel dated 27.10.2017. This adds to the existing recorded list of five machine cancels, Akranes, Borgarnes, Egilsstaðir, Ísafjörður and Sauðárkrúkur introduced from November 2013.

I will always be grateful to our friend Vilhjálmur Sigurðsson who supplied so much information about office movements and cancels from within Frímerkjasalan until he parted company with the new regime. Following This article by Sigurður, I am waiting with eager anticipation for comments by our readers!

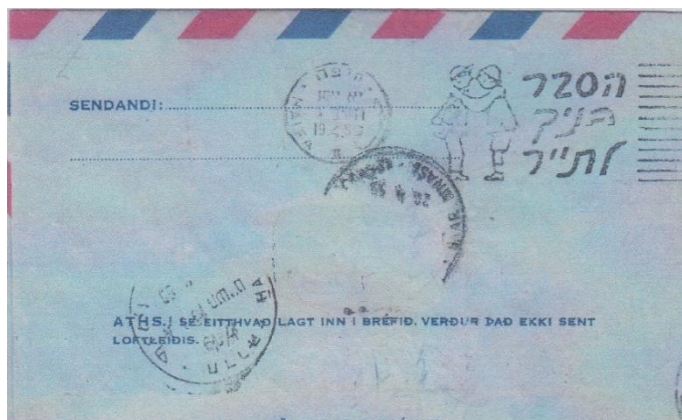
XXXXXXXXXX

Early Iceland – Israel philatelic exchange



175aur uprated with 50aur adhesive to make the 225aur rate. Cancelled Reykjavík 14.IV.59 – a Haifa transit cancel 14.4.59 is just readable. An example of how early aerogrammes can capture some historical interest; this one is between Icelandic and Israeli philatelists. In a long message in English, the writer declines to exchange Iceland stamps for Israeli stamps which he did not collect. Instead, he suggests that the Israeli sends stamps of Ghana or stamps of the new republic of Guinea ! I wonder if any subsequent exchange actually took place. The Israeli address is Malben Village at Ein Shemer, built on the site of a former British airforce base, converted to a facility for elderly or disabled

immigrants brought to Israel through “Operation Magic Carpet”. It opened in 1953 with a projected capacity of 1200 residents.



Can notation marks help in dating lost Petersen covers? *Brynjólfur Sigurjónsson*

In IPM-66 I wrote an article about notation marks which can be seen on most Petersen covers.

In that article I said that “I realized these markings had no connection to the registration procedure”. I now believe that statement is entirely incorrect. I believe that when a registered letter arrived at the post office, a different three digit number was given out to individual covers and that number was written on the cover and also into a special registration protocol book kept at the post office. When the owner got his letter, he had to sign his name next to the three digit number to confirm to the postal authorities that the person had this particular letter in hand.

But the question is, can these notation marks help us in any way to date older covers. In the Petersen book we have 37 black and white photocopies of older covers that most probably are now lost to time. The notation knowledge can potentially help us date when some of these covers arrived back to Reykjavík. I decided to present here the Petersen cover cancelled at Sandur in Snæfellsnes (see image 1). That cover has the notation mark “2/94” which does not tell us much in isolation. However the notation marks of the following three covers appear to pair with the Sandur cover and these are: Brimilsvellir (Snæf.), Búðir (Snæf.) and Gröf (Hnapp.), see image 2. All of these covers were arrival cancelled in Reykjavík 13.4.1938 as is seen on image 3.

Regrettably this hypothesis will never be proven right or wrong because the Sandur cover has been cut down, as is apparent when one takes a look at image 4.

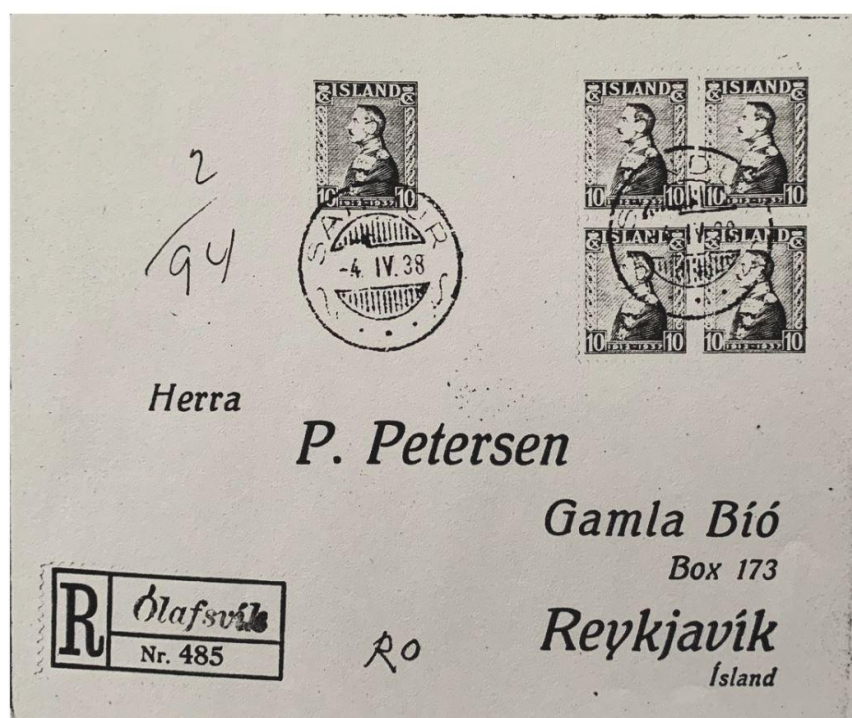


Image 1. The Petersen cover from Sandur cancelled 4.4.1938 with the notation mark “2/94”.

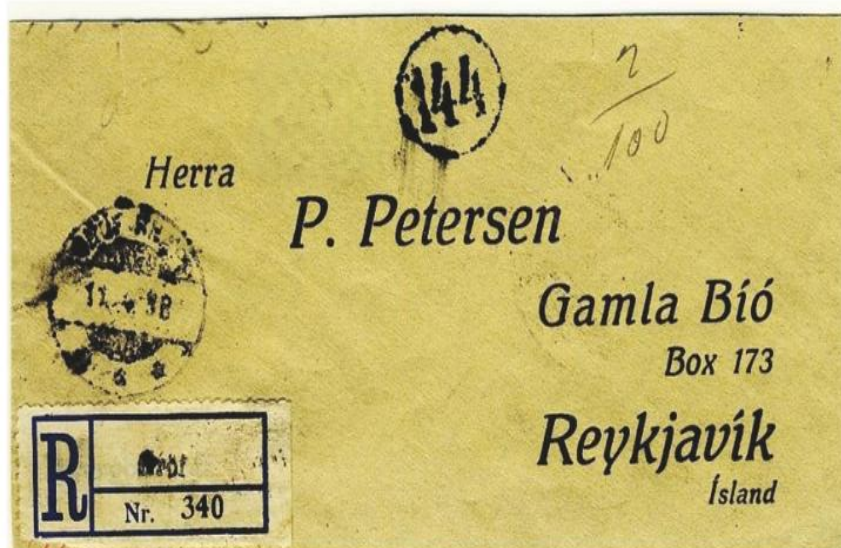


Image 2. Búðir with the notation mark “2/98”, Brimilsvellir with “2/95” and Gröf with notation mark „2/100“. These covers were all arrival cancelled 13.4.1938 in Reykjavík.



Image 3. The arrival cancels of the three covers presented in image 2, Búðir, Brimilsvellir and Gröf, all cancelled 13.4.1938.



Image 4. The Sandur cover has been cut down as is evident of the clipping above which is obviously the left most stamp of the cover seen in image 1.

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Changeling Revisited *Ron Collin*

Shortly after IPM #76 was distributed, I acquired another example of a "changeling". This example coincidentally is also on a 1902 King Christian IX issue. This one is the 5 aurar green, but it appears as blue.

To make green ink we have to mix blue ink and yellow ink. The proportions of each, will determine the shade of green. In my article on Changelings, in IPM #76, I mention the causes of stamp colors that change. I'll briefly cover that again here, for those that don't have access to my article.

A color change can be caused by chemicals in the particular method of that stamp being stored. (mounts, non-acid-free paper, etc., etc.) Also, excess humidity, and unprotected exposure to sunlight can cause color changes. Often, whatever changes the color of the ink also can darken the paper. Let me add one more right now, plasticizers from album pages and/or exhibit pages can also change the stamp color. As for the stamp paper changing color; paper is mostly cellulose, which is chemically stable under mild atmospheric conditions.

Each color of ink will contain pigment molecules of each color used. The change in stamp color shown here (Green to Blue) for example, happened when the yellow pigment fades or is chemically altered faster than the blue pigment. As mentioned earlier, this can happen through oxidation, humidity or light exposure, just to mention a few. As you will notice, the changeling is not the exact blue color as on the 20 Aur stamp shown here. The blue ink used on the 20 Aur was the only blue ink in use for the King Christian IX issue, so the changeling must have had a small amount of the yellow pigment remaining which had the effect of making the changeling shade of blue appear lighter.



The Iceland Trip 1931- The Letters That Remained *Árni Gústafsson*

(Previously published in NORDIA 2023, translated from the Icelandic)

Luftschiffbau Zeppelin published its flight schedule for 1931 on 25th February, which included a flight to Iceland from 30 June to 3 July (Flight no. 193). The route was Friedrichshafen Bergen – Faroe Islands – Iceland and the return journey via Orkney – Scotland - England – Frederichshafen.

The advertisement stated that this trip was intended for groups of 20-22 passengers and the total price was RM 33,000 and the price per passenger was RM 1,500 and that it would not operate unless the number of passengers reached 20 people.



There was not much interest in the trip, perhaps people were afraid of the cold in the north, and the company published information that the cabins were heated, but that was not enough, only 12 passengers were registered for the trip to Iceland, 2 of whom were the wives of crew members.

Despite the poor turnout, the trip was made as intended as a practice flight for the planned polar flight. The flight departed from Frederichshafen at 5.35 on June 30, flew over the Netherlands into the North Sea and flew along the coast of England over the Orkney Islands and the Faroe Islands to the coast of Iceland. On the morning of July 1 at 5.30, a call was made to Sigurður Baldvinsson, the head of the post office in Reykjavík, from the radio station and informed him that a message had been received from Graf Zeppelin, and that the airship was expected in Reykjavik in about an hour. At twenty minutes to seven the airship was sighted and then hovered for a while over the city and then headed to Akranes and up Borgarfjörður to Hvanneyri and turned around there and returned to Reykjavik at 7.30.



Graf Zeppelin over Öskjuhlíðinni

Up on Öskjuhlíðin, a white cross made of sailcloth had been set up where the mail was to be taken up into the airship, and a fire had also been lit there, so that the airship could see the wind direction. People had heard the airship and rushed up to Öskjuhlíð, and it is estimated that there were between 2-3 thousand people there. The airship descended as it approached Öskjuhlíðin, a line was lowered from the airship with a hook on the end, but the postmen were unable to place the mailbags on the hooks, the speed was too great. Two mail bags were thrown from the aircraft with parachutes and they floated to the ground. Envelopes were then distributed from the Zeppelin with the words *"all good comes from above"*. Inside the envelopes was an advertisement from a paper company and on the other side was glued a commemorative coin about the Iceland trip 30.6.- 3.7 1931. The Zeppelin circled the town and then descended as it approached Öskjuhlíðin. The mailbags were successfully placed on the hook at the second attempt. The mail weighed 68kg and 250kg. There were four bags and the contents were 4,360 registered letters, 3,480 registered postcards, 1,728 general letters and 2,322 postcards. The postage was 2kr for letters and 1kr for postcards and an extra 30 aurar if sent registered.

This was the first time that registered mail was sent on the Graf Zeppelin. Special stamps were issued to mark the trip, which were overprinted with "ZEPPELIN 1931" on the 1 króna, 2 króna and 30 aurar stamps with ChX. These stamps were only valid on shipments with the Zeppelin trip. Other general stamps were valid if they were placed on shipments with Zeppelin and each letter could not weigh more than 20gm. If letters to go with Zeppelin were posted outside Reykjavík these were not cancelled at the relevant location but were sent uncanceled to Reykjavík and cancelled there. The Zeppelin stopped briefly and then continued en route to Frederichshafen via the Faroe Islands, Shetland Islands, Bergen, accross Denmark, Hamburg, Leipzig, Ulm Berlin and Friedrichshafen.

Sigurður Baldvinsson the Director of the Reykjavík Post Office had expected the Zeppelin between 10 and 12 on July 1st. He and the post office staff had not finished stamping all the mail from the night before that was to go with the airship and planned to finish the rest of the stamping in the morning. This did not work out and 204 cards, 28 registered cards and 176 general cards were left behind. Sigurður then wrote a letter to the Post Office on August 12th trying to explain why the letters were left behind and proposing that the letters be sent to Frederichshafen with a request that the letters be stamped like the letters that were sent on the Graf Zeppelin. This was done and they were then sent to the recipients by regular mail. It was not just the post office that was late with the letters. The people of Grindvík heard the drone of the Zeppelin and rushed to Reykjavík but were left empty handed, they had heard the Zeppelin heading home.

A postal seal used on one of the mail bags that were with the Graf Zeppelin in 1931.



Letter sent from Iceland, postmarked in Reykjavík on 30.6.1931, sent to Cape Town in Suoth Africa, This letter was sent on the Graf Zepplin from Iceland and was stamped on board the aircraft. The green triangle

was used on almost all mail sent on the Graf Zeppelin both to and from Iceland. Then the mail from Iceland was postmarked in Friedrichshafen on 3.7.1931.



References: Graf Zeppelin flights to England by John Duggan
 Various articles on Timarit.is
 Þór Þorsteins
 Photos are from the author's collection.