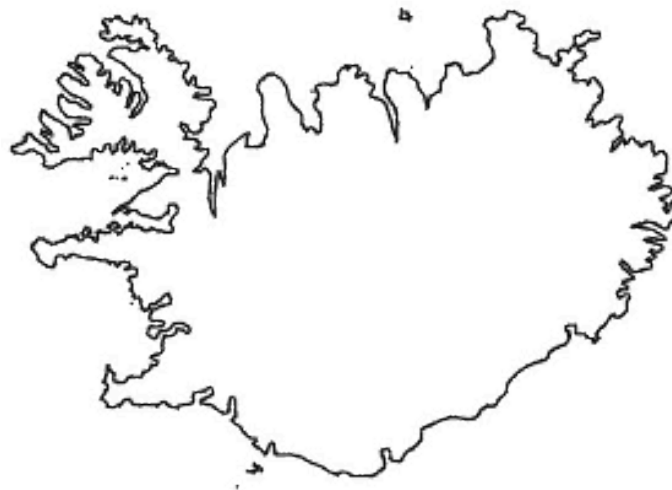
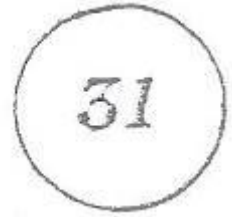


# ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Issue 27/May 2018

## Iceland Philatelic Magazine

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Please let me have your articles if you want them in the next issue which will be July. If you need help with translations let me know.

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# ICELAND POSTAL RATES 1870 – 2009

BY BRIAN FLACK



The Scandinavia Philatelic Society

ISBN 0 9523532 5 3

This completely revised and updated edition, published in November 2017, is now available through the Scandinavian Philatelic Society at a cost of £20 per copy plus P&P. To order your copy and choose your preferred method of posting, please email [editor@scandps.org.uk](mailto:editor@scandps.org.uk) who will quote a price including postage.

Since the publication of the original book in 2009, further research has unearthed data on additional post office services. In this second edition, these services are included as extra appendices. Due to the acquisition of a large volume of data relating to parcels sent abroad in the period following WW2, in this edition it has been necessary to restrict the coverage of the subject to the period up to WW2. Also included are error corrections and various additional information gathered over the years since publication.

The contents include: Inland rates 1870-2009, Surface rates to Nordic Countries 1870-1992: Surface rates to all countries outside of Scandinavia 1875-1992: Airmail rates 1928-2009: Early Pioneering Flights: Zeppelin Flights: The Local Post: Parcel Rates to other countries up to WW2.

This is followed by six appendices: Íslandspóstur domestic parcels 2000-2009: Registration – additional services: Express letter service – earlier years: Foreign parcels handling charges: Rates for publishers of books and magazines (to Norway and Denmark): International Reply Coupons.

XX

## Islands Falk

Jay Smith writes:- If not already discussed, your readers might enjoy seeing:-

<http://www.warcovers.dk/IslandsFalk/IslandsFalk.htm>

from Per Rønberg's site

XXXXXXXXXXXXXXXXXXXX

## Iceland cancels issued from 2007 to 2018

The publication Íslenskir Stimplar Íslandspóst HF brúar-, rúllu- og vélstimplar 1998-2007, by Gestur Baldursson and Þór Þorsteins documented the bridge and machine cancels introduced by Íslandspóstur, beginning with the introduction of the new B8b1 cancel to all 91 offices over the period from 1999 to 2006/7.

In the eleven subsequent years, many bridge cancels and some machine cancels have been introduced. It is hoped that the July issue, will include a 12 page supplement, which records all the cancels introduced since the publication of the Baldursson/ Þorsteins book.

## Inland airmail letters

Jay Smith and Ron Collin are responsible for encouraging the recent showing of early airmails; I only need a nudge to join in.



I looked up Dr. Peshoton Sorabjee Goolbai Dubash on Google. He was a physician, businessman and polymath. He reflected his interest in scientific subjects, religion (particularly Zoroastrianism), poetry, and international relations. He was an author, and also a philatelist, who pioneered philately in Pakistan. He must have posted this to himself from Vestmannæyjar, cancelled B2c1 dated 12.VII.30. 20aur inland letter rate, plus 10aur airmail supplement. The airmail rate was valid from 1.7.29 to 31.12.31, although the inland supplement ceased to apply in practice from 1.10.30.

Here is an airmail cover and questions, put by Ole Svinth in IslandsKontakt.

*The cover has AKUREYRI 25 VII 30 on front and Reykjavik 8 VIII 30 on back. Letter rate was 20 aur, registration 30 aur, and airmail fee was 10 aur.*

Everything seems OK, but why use airmail this time of year? Looks a little suspicious, as the letter was delayed that much. One reason could be that the weather was really bad, and the letter stayed in Akureyri hoping for better conditions for air traffic, instead of transport by car, which was the usual route for letters. How was the weather in late July 1930? Did you participate in celebrating the 1000 year jubilee at Pingvellir that summer? The registration number 791 in blue on the front was made in Reykjavik. Could it be that the recipient was away visiting Pingvellir? On collecting the letter he might have asked for an official dating to prove the date he received the letter.



Do you think I am watching too many detective stories on TV? You might be right. On the other hand, do you have a better view of the case, just let me know. Your answer will be printed in the next issue.

If you, too, are a real detective using a magnifier, you can see that the left stamp is # 92 in sheet showing left "ME" connected.

## A Danish stamp on a Danish ship from Iceland



It was described in Postiljonen as:-

*Postcard sent from Reykjavík dated 17.10 (1907), handed in at ship's side. The card canc. "TROON" OC 25 07" as well as boxed "SHIP LETTER TROON" (Hosking 186). The stamp canc. on arrival in Denmark by railway canc. "NYBORG-VAMDRUP" 27.10.07". Correct rate for postcards with Danish ships.*

When I saw this item in Postiljonen, I had to ask the experts, because I do not recall ever seeing anything like it before. The answers soon came from Ole Svinth and Wilbur Jonsson.

From Ole: - "You could only use Danish stamps from Iceland to Denmark if the ship is Danish, unless you put directions on the cover/card via GB." The Danish card rate was 5 ore.

From Wilbur:- "The UPU rule was that mail handed in on board can be franked with stamps of either the country of departure, of registry or of arrival".

(Ed. Thank you, I am learning all the time).

XXXXXXXXXXXXXXXXXXXX



In all ignorance/innocence, I said in the last issue that there must be a story behind this Danish cancel on a 2 sk blue. I am told by wiser heads than mine, that it can be politely described as dubious, and not worthy of further discussion. I really must get out and about more.



## Early inland Flights (Issue 26)

From Steinar Fridthorsson: - I saw that Jay Smith was asking for a listing of early mail flights in Iceland in the last issue of your online magazine. I am attaching a leaflet published by the late Sigurður H. Thorsteinsson. I'll try to get you pictures of the pages on this from "Annalar Íslenskra Flugmála". In my opinion this has been a much neglected field of Icelandic philately the last twenty years at least. I find this flight covers very interesting although they are of course purely philatelic. An interesting field to collect, seen from a historic perspective, most items are quite modestly priced as well.

Best regards, Steinar

(Ed. The original listing goes up to 1972, but I have restricted it to 1940. The remaining data for flights to 1972 is available if requested. Thanks also to Brian Stwalley for mentioning the Thorsteinsson source).

### Skráning fluga að og frá og um Ísland. Catalogue of Flights to and from and around Iceland

No.	Dags./Date	Leið frá til/Route from to.	Flugf./Carrier.
1.	02.08. 1924	Kirkwall–Hornafjörður–Reykjavík	Nelson
2.	04.06. 1928	Reykjavík–Ísafjörður	F.Í.
3.	04.06. 1928	Reykjavík–Siglufjörður	F.Í.
4.	04.06. 1928	Reykjavík–Akureyri	F.Í.
5.	04.06. 1928	Ísafjörður–Siglufjörður	F.Í.
6.	04.06. 1928	Ísafjörður–Akureyri	F.Í.
7.	04.06. 1928	Ísafjörður–Reykjavík	F.Í.
8.	04.06. 1928	Siglufjörður–Akureyri	F.Í.
9.	04.06. 1928	Siglufjörður–Reykjavík	F.Í.
10.	05.06. 1928	Akureyri–Reykjavík (crash)	F.Í.
11.	08.06. 1928	Reykjavík–Stykkishólmur	F.Í.
12.	08.06. 1928	Stykkishólmur–Reykjavík	F.Í.
13.	09.06. 1928	Reykjavík–Vestmannaeyjar	F.Í.
14.	09.06. 1928	Vestmannaeyjar–Reykjavík	F.Í.
15.	19.07. 1928	Reykjavík–Búðardalur	F.Í.
16.	19.07. 1928	Búðardalur–Reykjavík	F.Í.
17.	26.07. 1928	Reykjavík–Seyðisfjörður	F.Í.
18.	26.07. 1928	Seyðisfjörður–Reykjavík	F.Í.
19.	26.07. 1928	Reykjavík–Höfn (Hornafj.)	F.Í.
20.	27.07. 1928	Höfn–Reykjavík	F.Í.
21.	09.08. 1928	Reykjavík–Patreksfjörður	F.Í.
22.	09.08. 1928	Patreksfjörður–Reykjavík	F.Í.
23.	03.07. 1929	Reykjavík–Sauðárkrókur	F.Í.
24.	03.07. 1929	Sauðárkrókur–Reykjavík	F.Í.
25.	03.07. 1929	Reykjavík–Húsavík	F.Í.
26.	03.07. 1929	Húsavík–Reykjavík	F.Í.
27.	03.07. 1929	Sauðárkrókur–Akureyri	F.Í.
28.	03.07. 1929	Sauðárkrókur–Húsavík	F.Í.
29.	03.07. 1929	Reykjavík–Pórshöfn	F.Í.
30.	03.07. 1929	Reykjavík–Kópasker	F.Í.
31.	03.07. 1929	Sauðárkrókur–Pórshöfn	F.Í.
32.	03.07. 1929	Sauðárkrókur–Kópasker	F.Í.

<b>No.</b>	<b>Dags./Date</b>	<b>Leið frá til/Route from to.</b>	<b>Flugf./Carrier.</b>
33.	03.07. 1929	Sauðárkrókur–Seyðisfjörður	F.Í.
34.	03.07. 1929	Húsavík–Þórshöfn	F.Í.
35.	03.07. 1929	Húsavík–Kópasker	F.Í.
36.	03.07. 1929	Húsavík–Seyðisfjörður	F.Í.
37.	03.07. 1929	Þórshöfn–Kópasker	F.Í.
38.	03.07. 1929	Þórshöfn–Seyðisfjörður	F.Í.
39.	03.07. 1929	Þórshöfn–Reykjavík	F.Í.
40.	03.07. 1929	Reykjavík–Seyðisfjörður	F.Í. (2. fl.)
41.	03.07. 1929	Reykjavík–Norðfjörður	F.Í.
42.	03.07. 1929	Reykjavík–Reyðarfjörður	F.Í.
43.	04.07. 1929	Seyðisfjörður–Reykjavík	F.Í. (2. fl.)
44.	04.07. 1929	Norðfjörður–Reykjavík	F.Í.
45.	04.07. 1929	Reyðarfjörður–Reykjavík	F.Í.
46.	06.07. 1929	Reykjavík–Bíldudalur	F.Í.
47.	06.07. 1929	Bíldudalur–Ísafjörður	F.Í.
48.	06.07. 1929	Bíldudalur–Akureyri	F.Í.
49.	06.07. 1929	Akureyri–Bíldudalur	F.Í.
50.	06.07. 1929	Ísafjörður–Bíldudalur	F.Í.
51.	06.07. 1929	Bíldudalur–Reykjavík	F.Í.
52.	10.07. 1929	Reykjavík–Ivigtut–N.Y. (crash)	Ahrenberg (65)
53.	31.07. 1929	Reykjavík–Eskifjörður	F.Í.
54.	31.07. 1929	Eskifjörður–Akureyri	F.Í.
55.	31.07. 1929	Eskifjörður–Reykjavík	F.Í.
56.	01.01. 1930	Reykjavík–via Oslo–London	?
57.	26.–28./6. '30	Reykjavík–Þingvellir	F.Í.
58.	26.–28./6. '30	Þingvellir–Reykjavík	F.Í.
59.	30.10. 1930	Reykjavík–Dýrafjörður	F.Í.
60.	30.10. 1930	Reykjavík–Hólmavík	F.Í.
61.	30.10. 1930	Reykjavík–Önundarfjörður	F.Í.
62.	30.10. 1930	Reykjavík–Blönduós	F.Í.
63.	30.10. 1930	Dýrafjörður–Reykjavík (17.10.)	F.Í.
64.	30.10. 1930	Hólmavík–Reykjavík (18.10.)	F.Í.
65.	30.10. 1930	Önundarfjörður–Reykjavík	F.Í. (22.10.)
66.	30.10. 1930	Blönduós–Reykjavík (21.10.)	F.Í.
67.	12.06. 1931	Reykjavík–Hvammstangi	F.Í.
68.	12.06. 1931	Hvammstangi–Reykjavík	F.Í.
69.	01.07. 1931	Friedrikshafen–Reykjavík Ý.1.	Zeppelin
70.	30.6.–1.7. '31	Friedrikshafen–Reykjavík. Þýsk.	Zeppelin
71.	01.07. 1931	Zeppelin–Board–Reykjavík. Þýsk.	Zeppelin
72.	01.07. 1931	Reykjavík–Friedrikshafen (30.06.)	Zeppelin
73.	13.08. 1931	Berlin–Reykjavík–Chicago (11.08.)	Von Gronau. (20)

74.	13.08. 1931	Reykjavík–Chicago (10.08.)	Von Gronau. (10)
75.	21.–29./3.'32	Reykjavík–Brasil	Zeppelin
76.	4.–13./4.'32	Reykjavík–Brasil	Zeppelin
77.	18.–27./4.'32	Reykjavík–Brasil	Zeppelin
78.	2.–10.5.'32	Reykjavík–Brasil	Zeppelin
79.	21.7.–10.11.	Sylt-Reykjavík–Friedrichshafen	Von Gronau, 1932 (Ekki st. á Isl.)
80.	29.8.–7.9.'32	Reykjavík–Brasil	Zeppelin
81.	12.–21.9.'32	Reykjavík–Brasil	Zeppelin
82.	26.9.–4.10.'32	Reykjavík–Brasil	Zeppelin
83.	9.–19.10.'32	Reykjavík–Brasil	Zeppelin
84.	24.10.–3.11.'32	Reykjavík–Brasil	Zeppelin
85.	6.–17.5. 1933	Reykjavík–Brasil	Zeppelin
86.	3.–13.6. 1933	Reykjavík–Brasil	Zeppelin
87.	1.–12.7. 1933	Reykjavík–Brasil	Zeppelin
88.	01.07. 1933	Roma–Amsterdam–Reykjavík	Balbo
89.	01.07. 1933	Vatican–Amsterdam–Reykjavík	Balbo
90.	02.07. 1933	Amsterdam–Reykjavík	Balbo
91.	12.07. 1933	Reykjavík–Chicago (97)	Balbo
92.	12.07. 1933	Reykjavík–New York (190)	Balbo
93.	12.07. 1933	Reykjavík–Cartwright (4)	Balbo
94.	12.07. 1933	Reykjavík–Shediac (2)	Balbo
95.	12.07. 1933	Reykjavík–Montreal (3)	Balbo
96.	12.07. 1933	Reykjavík–Shoal Harbour (2)	Balbo
97.	5.–15.8. 1933	Reykjavík–Brasil	Zeppelin
98.	13.08. 1933	Reykjavík–New Jersey	Lindberg
99.	19.–29.8. '33	Reykjavík–Brasil	Zeppelin
100.	2.–12.9. '33	Reykjavík–Brasil	Zeppelin
101.	16.–26.9. '33	Reykjavík–Brasil	Zeppelin
102.	30.9.–10.10.'33	Reykjavík–Brasil	Zeppelin
103.	14.–18.10.'33	Reykjavík–Brasil	Zeppelin
104.	14.–26.10.'33	Reykjavík–Chicago	Zeppelin
105.	16.5.–3.6. '34	Reykjavík–Brasil	Zeppelin
106.	9.–19.6. '34	Reykjavík–Brasil	Zeppelin
107.	26.6.–6.7. '34	Reykjavík–Argentina	Zeppelin
108.	05.09. 1934	Reykjavík–Thorshavn–Edinb.	Dr. Light. (178)
109.	08.08. 1935	Reykjavík–Bergen	Solberg
110.	11.08. 1935	Hornafjörður–Bergen	Solberg
111.	á/in 1935	Reykjavík–Brasil	Zeppelin
112.	31.3.–10.5.'36	Reykjavík–S. Ameríka	Hindenburg
113.	á/in 1936	Reykjavík–U.S.A.	Hindenburg
114.	16.–27.3.'37	Reykjavík–Brasil	Zeppelin
115.	13.–25.4.'37	Reykjavík–Brasil	Zeppelin
116.	27.4.–8.5.'37	Reykjavík–Brasil	Zeppelin
117.	3.–6.5. 1937	Reykjavík–Brasil	Hindenburg
118.	02.05. 1938	Reykjavík–Akureyri	Flugfélag Akureyrar
119.	30.07. 1939	Sandskeið–Reykjavík	Svifflugfél. Íslands
120.	22.10. 1940	Reykjavík–Akureyri–London	R.A.F. (Alabaster)



## 4 skilling official perf 14 x 13 ½ - a major repair *Ebbe Eldrup*

Johnny Pernerfors made me aware of this copy of one of the rarest stamps from Iceland - if in perfect condition.

The stamp is offered at a Danish web site auction.

However, the stamp is grossly, if not completely re-perforated, as shown below where the blue arrows point towards perforation holes that with certainty have been repaired, and the orange arrows point towards holes where we can be in doubt as the judgement is done from a picture only.

Conclusion: Be careful if you buy expensive stamps. They may be manipulated.



## Lack of 5 aur stamps in 1939 *Ole Svinth*

Have you ever thought of why this surcharge was made? In the first months of 1939 an acute shortage of 5 aur stamps was recognized. The fish issue could not arrive in due time to close the gap. This 5 aur surcharge was made locally in Reykjavík by Ríkisprentsmiðjan Gutenberg, and all sheets were overprinted in one setting 10 x 10. Only one sheet was overprinted twice. We know then, that 100 copies exist.

The 5 aur fish was ready for sale May 10<sup>th</sup> 1939. And one should think, that was that. However, the 35 aur Jochumsson of 1935 went out of use as the foreign letter rate changed from 35 aur to 45 aur on January 1<sup>st</sup> 1940. A rather large stock was still at hand of the 35 aur. In order to reduce the stock, 5 different surcharge printings took place, although the 5 aur fish was available.

The surcharges were at hand on these dates:

March 17 <sup>th</sup> 1939	200.000
April/May 1939	50.000
January 1940	50.000
February 1941	100.000
July 1941	<u>50.000</u>
Total	450.000



*Local printed matter in Reykjavík 8 IV 40. Local rate was 5 aur 0-50 gr.*

It would have been nice if the date had been before May 10<sup>th</sup> 1939. Well, you can't have them all. The 5aur rate changed to 10 aur on November 15<sup>th</sup> 1942 and that ends the single use of any 5 aur.

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## Early Official Airmail (Issue 26) *Brian Stwalley*

With regards to the Early Airmail Official cover, I will be curious as to the responses as well. I have an almost exact match (dates/route/franking) with the only exception being the addressee is LANDsimstöðinn (same handwriting--perhaps they became tired of writing the complete name at some point). Looking in Luning's book, the cover pictured there is also almost an exact match to yours with the franking in somewhat different positions. I think one would be hard pressed not to believe there's some connection to the millenary celebrations?

# CANCELLATIONS USED AT FAGURHÓLSMÝRI

*Jørgen Steen Larsen and Wilbur Jónsson*

The cancellations discussed here are:

The Crown and Posthorn rubber handstamp which, with time and misuse, spread from an initial diameter of 24 mm to about 32 mm; the numeral cancel N1a-23; the bridge cancel Fagurhólsmýri of type B2a (with a spelling mistake—an extra “m”).

## The Crown and Posthorn Cancel C1

The crown and posthorn canceller type C1 of Fagurhólsmýri which was issued and came into use around 1894/5 is known in three principal states:

- 1) No missing or displaced letters: diameter 24mm.
- 2) As above, but the “o” displaced toward the center of the cancel (see the illustration).
- 3) The “o” is completely missing, though the accent remains. For this state there are substates.

This canceller is known to be in use from 1895 to 1903 and again from 1912 to 1924. During the period 1912—14 C1 and N1a-23 are known to have both been in use simultaneously and from 1915 to 1924 just the C1 canceller was used. Note that over time the distortion gives a slightly elliptical shape to the C1 cancel so that an average diameter needed to be used when compiling the list.

Two stamps and six cover/cards pictured here show the progression of the C1 cancel.



(1)

- 1) A pair of 10 aur Facit 12 with the complete name and the “o” correctly placed—diameter 24.0 mm.
- 2) A 10 aurar Facit 12 stamp with the “o” shifted (fine perforation, likely the 1889 printing)--diameter 24.5 mm.



(2)

- 3) 5 aur TK stationery card dated 26/8/1913 to the provost at Prestbakki—diameter 26 mm.
- 4) 5 aur TK stationery card dated 15/1/1914 to the Provost at Prestbakki, Síðu—diameter 26 mm.



(3) 26.8.13



(4) 15.1.14

- 5) 5 aur TK stationery card dated 15/6/1915 to the provost at Prestbakki—diameter 26.7 mm.  
 6) 5 aur stationery card dated 30/10/1916 to the postmaster at Prestbakki—diameter 27 mm.



(5) 15.6.15



(6) 30.10.16

- 7) Cover to Reykjavík (no date stamp, but on or after 20/1/1922) franked with the TK 25 aur overprinted 20 aur—diameter 30.3 mm.  
 8) Money letter franked with two pairs of the 20 aur brown Chr. X backstamped Reykjavik 7/3/24—diameter 32mm.



(7)

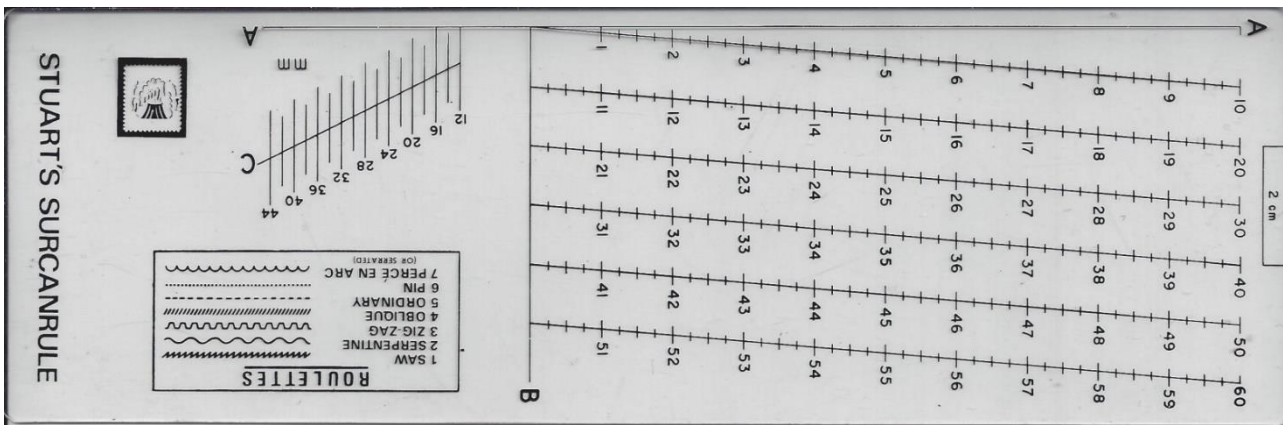


(8)

(Ed. Some of the cancel images are faint, but I hope readers can still decipher them adequately).

Though it is impossible to date a C&P or Numeral cancel accurately from strikes on loose stamps, the date of issue of the underlying stamp gives a sort of bound—the cancellation cannot have been applied before the stamp was issued. The following examples are known to us and have been measured: C1 FAGURH..LSMÝRI used on Facit 115 app. 25 mm; Facit 110 \* 2 + 111\*2 both on pieces app. 25,5 mm; Facit 81 app. 25,5 mm; Facit 82 app. 28.5 mm; Facit 96 app. 28,5 mm. These examples help to approximate the periods of use of the C1 cancel.

Measurements were made with the “Stuart’s Surcanrule” by measuring *from the middle of the outer circle to the middle of outer circle* but are necessarily approximate due to the spreading of the outer rim of the circle: there is a small but clear progression of the spreading from item 2 to item 3 to item 4 to item 5 to item 6. For 7 and 8 the differences in size are quite clear. Below is an image of “Stuart’s Surcanrule”.



Other C&P handstamps also show spreading or distortion (for example C1 *Keflavik* diameter grows from the original 24mm to 25 mm by 1900; *Skinnastaður* grows from the original diameter of 24 mm becoming 29 to 30 mm on the landscape issue).



More study is needed. The spreading phenomenon for rubber handstamps is well known and one also sees this with the straight line paquebot handstamps used at Leith and Edinburgh. The problem is that rubber softens when exposed to hydrocarbon solvents allowing deformation of the face of the handstamp.

Note that when not used for a considerable period, the rubber dries out and cracks. This is seen on some late (philatelic) uses.

#### The Numeral cancel N1-23

The N1a-23 canceller came into use in the summer of 1903. The following examples are known to us and help to determine, approximately, the periods of use of N1a-23: used on the following stamps Facit numbers 63, 66, 81, 115, 94 on a pair (Note that 115 was issued in 1912 and 94 in 1914); Brjefspjald dated 1 Dec, 1910; late usages on 135 and 170. Uses of N1a-23 in 1912, 1913 and 1914 are elusive.

This information, together with the comments in the section on the C1 Crown and Posthorn handstamp lead to the conclusion that N1-23 was in regular use from 1903 to approximately 1911, then again from 1924 to 1930 with sporadic use between 1912 and 1914 .

#### The bridge circular date stamp B2a

The B2a canceller came into use in the summer of 1930. (Note that the cancel is misspelled with an extra M.) The earliest usage we know of this hammer is “-4.7.1930”. We do not know of any examples of the use of C1 or N1a-23 after the introduction of the bridge cancel

#### Further comments

More information is needed to make more precise determinations of the use of each of the cancellers discussed in this article. Readers are encouraged to examine their holdings to help refine the data discussed in this article.

## Crown cancel corner (Stokkseyri)

In Issue 21.p.11 there was a discussion about the apparent absence of any examples of a Stokkseyri crown cancel on aurar stamps. We now have a response from Jørgen Steen Larsen.



Dear Brian,

In my collection of postmarks I have the following from Stokkseyri:

Manuscript cancellation "Stokkseyri" on Facit 26.

C2 Stokkseyri on Facit 24.

C2 Stokkseyri on Facit 64 \* 2.

Best wishes, Jørgen

The late Hans von Strokirch, an authority on manuscript cancels, recorded only one known example of a manuscript cancel on an aurar stamp, apparently with the full name Stokkseyri. A delivery of crown cancels is shown on an invoice from C.P. Mattat dated 10.11.1899 for 15 crown cancels, and another dated 26.10.1900 for 15 crown cancels, but no location names are shown.

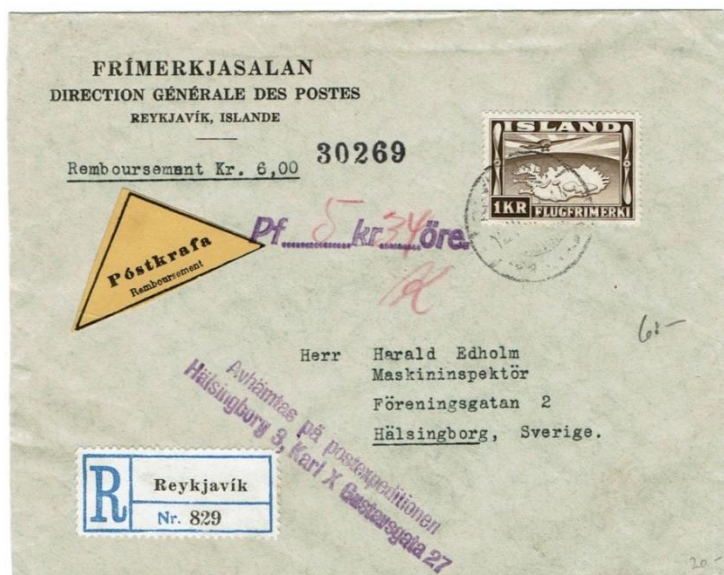
(Ed. So that proves the use of this C/P cancel in the period from the date of delivery in 1900 to the issue of the Christian IX stamps in October 2002. I am sure that Ron Collin, who raised the issue, will be interested).

XXXXXXXXXXXXXXXXXXXX

### Looking for single frankings? *Ole Svinth*

I myself have through the years tried to have as many single values as possible used on letters/cards. I like to see, when values are used for the purpose for which they were printed. In certain periods, rates change very quickly, which makes it impossible.

The 1 kr. airmail from 1934 was of course not issued for a registered COD letter. When it comes to supplementary values, you must be lucky to have singles used correctly. They do not always match a rate.



*Registered COD cover to Sweden cancelled Reykjavik 12 VIII 36. Postage 20 aur 0-20 gr.  
Registration 30 aur. COD ground fee 20 aur + 30 aur 0-25 kr. Total 100 aur.*

It looks like the Swedish crown was stronger than the Icelandic in 1936. 6,00 Iceland kr. = 5,34 Swedish kr. The recipient was not in when letter arrived. Letter could be collected at Postoffice at Helsingborg 3. The number 30269 was the Swedish "registration" mark. The content must have been stamps as sender was Frímerkjasalan. No stamps were issued in 1936 except 3 officials overprint (December 1936).

## Modern machine cancels (Issue 26)

Many thanks to Eivind Kolstad who has responded with a number of covers showing not just the Keflavík machine cancel shown in the last issue, but also information about its origin as a meter cancel and several good examples of both. He kindly referred me to IslandsKontakt Issue 41 page 8, from which I have obtained the following account of the use of this canceller by the post office.

The regular Keflavík machine canceller was broken in December 2000, and as a temporary stop gap they used a meter cancelling machine license no. 1134. The value tablet was filled with zeros. It is found only in red ink, and copies are known from 10.12.2000.

IslandsKontakt Issue 44 tells us more. The repaired machine canceller was back in use from June 2001; the exact date is not known. Þ.Þórsteins was informed by the Keflavík post office, that at the start of December 2001, because of the large quantity of Christmas mail, they chose to re-use the meter cancel alongside the repaired machine canceller. One cover has been reported dated 10.12.01.

Here are several examples provided by Eivind.



The same machine appeared with black ink in late 2002 and early 2003, both with and without the Christmas slogan and minus the meter tablet. It could not have been used after the office name changed to Reykjanesbær on 25.8.2003



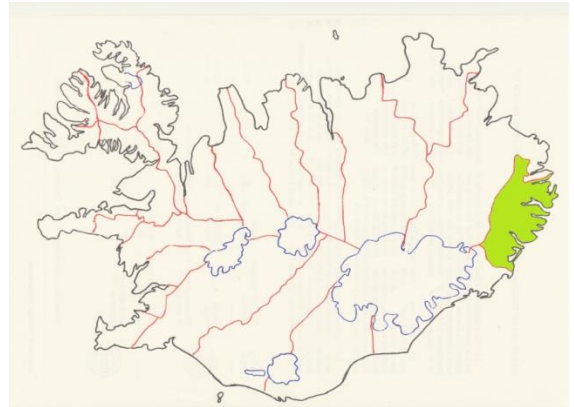
2003. No Christmas slogan

What is the significance of the license number 1134? Was this used previously by a commercial user in Keflavík who was licensed by the post office to operate a meter franking machine?

I hope other readers can extend our usage dates with more examples from Keflavík; not to forget the other two machine cancels currently under investigation, Húsavík and Egilsstaðir, which are mentioned in earlier issues under the heading “Modern machine Cancels”.

## SUÐUR-MÚLASÝSLA.

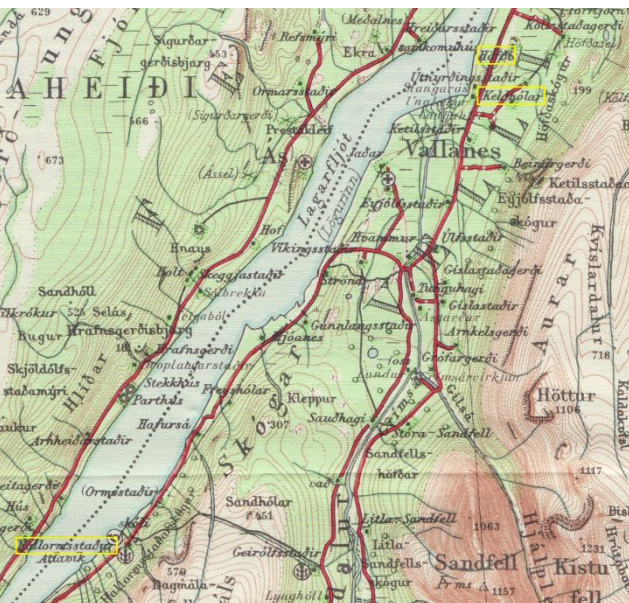
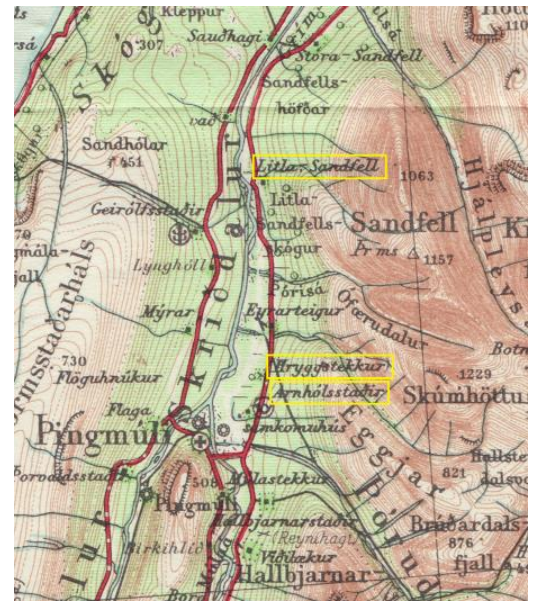
This county contains nearly all of the eastern fjords and as a result is very dissected. Most of the fjords have only one settlement, centred on a pier or jetty for there is little flat ground for effective farming. The weather generally is very wet and foggy, especially to the south of the county.



The total population has fallen from the turn of the century (5046) to today's 4300, although the population has moved into the towns from the marginal farms.

### 19.1 SKRIÐDALSHREPPUR.

The main road between Egilsstaðir and Breiðdalsvík passes through the parish. The first collecting office was opened at [Arnhólsstaðir](#) 1.1.1878, a small farm near the parish church of Þingmúli. It used a single ring crown cancel until 1903 when number 29 was allocated. This was used until 31.5.1917 when it was moved to [Hryggstekkur](#), a now uninhabited farm next door. Here the numeral cancel 29 was used again and moved once more on 1.1.1919 to [Litla-Sandfell](#) (otherwise known as [Sandfell \(2\)](#)). Litla-Sandfell is a farm 4 km north of Hryggstekkur. The numeral cancel was superseded by Swiss type B2a before the office was moved back to Arnhólsstaðir 1.1.1932. Here number 29 and the old Litla Sandfell cancels were used until a proper Swiss cancel was made, type B2c2, in use to 31.12.1963 when the office was closed.



### 19.2 VALLAHREPPUR.

Beside the thermally heated Lagarfljót lake is the largest forest in Iceland at [Hallormsstaður](#). From 600 ha. of birch fenced in 1905 this has now grown to a respectable plantation. A collecting office was opened here 1.12.1931 using number 258 and later Swiss type B2c2 and later B8e. The office was made up to post office in 1970 and closed 30.11.1992.

The only other office in the parish was a post office opened for a short time at [Höfði](#), moved here from Kollsstaðir (19.3)20.3.1880. In fact, although this small farm is in Vallahreppur its history as a post office is more closely linked with Egilsstaðahreppur as Egilsstaðir (19.3) is only some 5 Kms. to the north. Open till 28.5.1895 it used the provincial postmark of Egilsstaðir misspelt 'EGILSTADIR' on the cancel. The office was then shifted to [Kelduhólar](#) and was opened very briefly 29.5.1895 to 31.12.1895 when it was moved to Egilsstaðir.



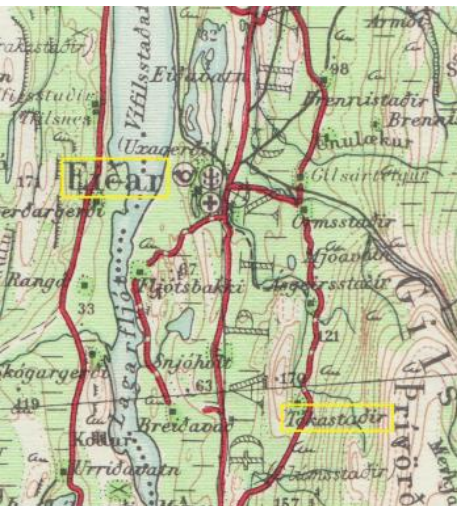
### 19.3 EGILSSTAÐAHREPPUR.

With a population of about 290 currently, the parish is centred on the village of [Egilsstaðir](#) which is something of a communications centre for eastern Iceland. The post office was opened in 1873 but then closed in 31.12.1876 and moved to [Eiðar](#) (19.4), to be reopened 1.1. 1896 having moved from [Kelduhólar](#) (19.2), and has remained open ever since. The provincial cancel was used at Egilsstaðir (misspelt EGILSTAÐIR) from March 1873 to 1876 and then 1896 to 1910 when Swiss type B2c1 was introduced. Since then Swiss types B8b, B8e, B7b, B8b (2 types), B8b1, M3 and R7a have also been used.



For two years between 1878 and 1880 the post office was moved to [Kollsstaðir](#), a farm, now deserted, just south of Egilsstaðir and it too used the provincial cancel. Kollsstaðir and Egilsstaðir are the only two places in the parish to have had post offices.

### 19.4 EIÐAHREPPUR.



The hamlet of [Eiðar](#) has a large boarding school and a powerful broadcasting relay station. Situated on the Lagarfljót north of Egilsstaðir, the post office was in use here 1.1.1877 to 8.8.1877 using the Egilsstaðir provincial cancel. The office was then reopened as a collecting office 1.1.1920 and promoted to a post office in 1970. The office was finally closed 30.5.1996. Number 108 was used from 1920 and Swiss type B1a thereafter. Eiðar is also known as Eyðar. Half way between Eiðar and Egilsstaðir is the farm of [Tókastaðir](#) where the post office was moved to for a short time between 9.8.1877 and 31.12.1877 before being moved to [Kollsstaðir](#) (19.3). It used the misspelt Egilsstaðir provincial post office cancel.

### 19.5 MJÓAFJARÐARHREPPUR.

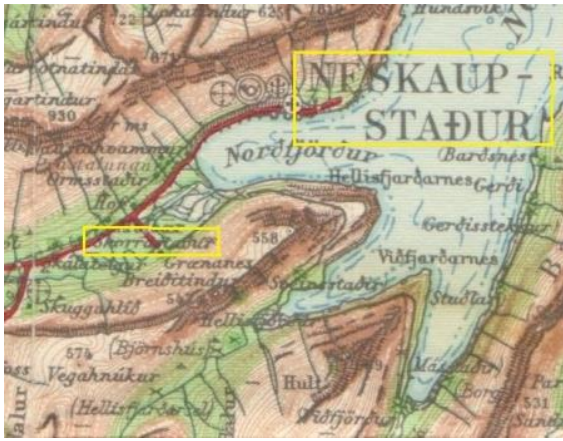


From the interior, we now move over to the east coast to continue our tour round Iceland. The most northernmost fjord in the county, Mjóifjörður is perhaps the most inaccessible, only reached along a very long and rough track. There were two farms remaining in 1970, indeed in 1961 the population was only 67. The collecting office at [Brekka \(1\)](#) (otherwise known as

[Höfðabrekka](#) or [Mjóifjörður](#)) was opened 1.4.1892, and used a type C2e crown cancel inscribed 'MJÓIFJÖRÐUR'. This was superseded by number 46 used 1903 - 1913 before the office was made into a post office 1.1.1914. Then Swiss type B2c1 was introduced, inscribed 'MJOIFJÖRDUR', B8b, and B8b1. The office closed on 1.8.2012. The town is now served by an overland mail carrier during summer and a boat during winter. All mail from the district is cancelled in Egilsstaðir during the summer months (1<sup>st</sup> June to 30<sup>th</sup> September) and Neskaupstaður during the winter months.

The only other office in the parish was opened at [Fjörður \(1\)](#) at the head of Mjóifjörður on 1.1.1932 and used number 256 till 30.10.1956.

## 19.6 NORÐFJARÐARHREPPUR.



The town of [Neskaupstaður](#) is the largest town on the east coast in this county, and was incorporated as a town in 1928. It is entirely dependent on fishing although formerly there were quite a few farms hugging the narrow coastline. The population has grown from some 75 at the turn of the century to about 1700 at present.

The collecting office was opened at [Skorrastaður](#), farm at the head of Norðfjörður in 1892 but was moved shortly afterwards to Neskaupstaður (31.12.1894). A single ring crown cancel inscribed 'SKORRASTAÐUR' was used, firstly at the farm of the same name and then moved to the village where it was in use until 1903 when number 41 was introduced. The office was then made up to post office 1.1.1914 and Swiss type B2c1 was used inscribed 'NORÐFJÖRDUR'. This was then in turn superseded by types B2c2, B8b, B7b, B8b1, and R8a all inscribed 'NESKAUPSTADUR'. Nes (1) and Norðfjörður are alternative names for Neskaupstaður.



## 19.7 HELGUSTAÐAHREPPUR

This parish is situated south of Neskaupstaður but connected to Reyðarfjörður by a mountain track. An office was opened at [Vaðlar](#) from 1.1.1945 to 31.12.1952 but no cancels have been found.



## 19.8 ESKIFJARÐARHREPPUR

**Eskifjörður** is a large fishing village with a current population of just under 1000 from 300 at the turn of the century. It was incorporated as a town in 1974. There is a fish salting business and it is basically a herring port. The collecting office was opened here in 1873 on the Northern and Eastern Post, but it was soon made up to post office 16.4.1880 and given a provincial postmark in use (misspelt ESKIFJÖRÐUR) to 1916 when it was replaced by Swiss type B2c1, B8e, B8b1 (2 different cancels) and R8a.



## 19.9 REYÐARFJARÐARHREPPUR.



The town of **Búðareyri** is known as **Reyðarfjörður**, on which it is situated. It is the longest fjord in eastern Iceland and offers good port facilities as well as serving the surrounding farmland. The population at the turn of the century was only 44 but this has now grown to some 600 persons.

The collecting office was opened here 1.4.1882 using a single ring crown cancel inscribed 'BÚÐAREYRI' (sic). Superseded by number 42 the office was made up to post office 1.6.1916 and since then Swiss types B2c1, B8e, B8b1 (2 different cancels), and R7a have been used. The post office was demoted to Postal Agency on 14.1.2001 and opened in Sparisjóð Norðfjarðar and then reopened as a post office from 1.9.2007.



Reyðarfjörður

## 19.10 FÁSKRÚDSFJARÐARHREPPUR.



The parish is situated on the north shore of outer Fáskrúðsfjörður and the only place of note is **Kolfreyjustaður**. Also known as Skálavík, the collecting office was opened at the parish rectory on 1.4.1888 but closed 31.5.1897 and moved to Fáskrúðsfjörður (19.11), and from 1894 to 1897 using a single ring crown cancel.

### 19.11 BÚÐAHREPPUR.

At the head of the same fjord is [Búðir \(2\)](#). This little village has had in the past, many connections with France and in the 19th century was a centre for French fishing schooners. Although the French hospital no longer remains, the cemetery for shipwrecked French seamen can be seen. The population has risen from some 260 at the turn of the century to 702 in 1970. The collecting office was opened 1.6.1897 (moved from Kolfreyjustaður 19.10) and till 1903 used firstly the old crown cancel of Kolfreyjustaður then for two years number 40. Then on 01.04.1904 the office was made up to post office and since then has used Swiss types B1bx, B1by, B8b, B8e, B8b1, and R8a all inscribed 'FÁSKRÚÐSFJÖRÐUR'. On 9.6.2004 the post office was closed and a postal agency opened at Landsbanka Íslands till 5.10.2008 and then until final closure on 1.6.2012 at Landsbankann hf. A straight-line rubber stamp just with the name Fáskrúðsfjörður is also known.



### 19.12 STÖÐVARHREPPUR.

The smallest fjord on the east coast, the population of 300 is centred on [Kirkjuból \(3\)](#) (though the village is better known as [Stöðvarfjörður](#)). The collecting office was opened 1.4.1888 and used the [Stöð](#) single ring crown cancel and then number 43 until 1.1.1944 when it was made up to post office. Since then Swiss types B2a, B8e, B7b, B8b1 and R8a have all been used inscribed 'STÖÐVARFJÖRDUR'. As with Búðir in the last parish the post office was closed on 9.6.2004 and a postal agency opened at Landsbanka Íslands till 5.10.2008 and then at Landsbankann hf till full closure 1.10.2010. It is now served by a post vehicle from Reyðarfjörður and is cancelled there.

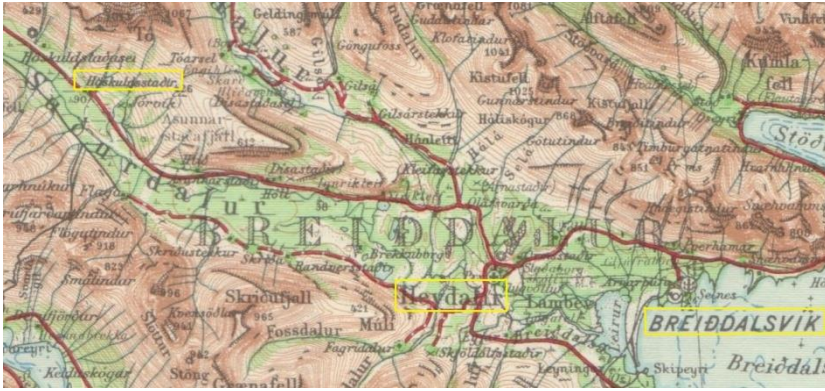


### 19.13 BREIÐDALSHREPPUR.

Continuing southwards we come to Breiðdalur which supports quite a few farms. In accordance with custom, the first collecting office was opened at the rectory at [Heydalir](#) (otherwise known as Eydalir) 1.1.1873 on the Northern and Eastern Post. However, it was moved to [Höskuldsstaðir \(2\)](#) in 1.1.1875, a farm much further up the valley. From 1894 it used a single ring crown cancel inscribed HÖSKULDSTAÐUR in error. From 1903 it used number 34 and this was later superseded by Swiss type B2a. The collecting office was closed in 31.12.1949.



Höskuldsstaðir 1938



Another office was opened at [Breiðdalsvík](#) (otherwise known as Selsnes) on 1.1.1899, a small fishing village with a present-day population of some 200. It used a triple ring crown cancel, then number 39 until 1906, followed by number 40 and Swiss types B2a, B7b, B8b, B8b1 and R8a. The numeral cancellations can be explained by a fire at Breiðdalsvík on 20.5.1906 when cancel N1a 39 was damaged. The

replacement N1c 39 apparently was not used here, but sent directly to Ósar (V.Hún 12.6) and number 40 was used in its place. The office was made up to post office 1.1.1941 and closed 7.6.2004 when it was changed to a postal agency, firstly at Sparisjóð Hornafjarðar 1.9.2006 to 30.8.2006 and then Sparisjóðinn Höfn. The postal records state that Breiðdalsvík was served by sea-post only, at least up to the turn of the 19<sup>th</sup> century.

### 19.14 BERUNESHREPPUR.

The parish is named after a valley a few kilometres to the NW of the town of [Djúpivogur](#) in Berufjörður. Berufjörður (Djúpivogur) received a Danish provincial cancel in April 1872 at special request following the transfer of the mail boat from calling at Seyðisfjörður to the town in question, but there appears to have been no three ring numeral cancel issued to Berufjörður as was the norm. However, it may be that this was because the numbers 236 (Reykjavik), 237 (Seyðisfjörður) and 238 (Torshavn, Færoes) had been allocated, so Berufjörður was out of sequence. The material is so rare that only two examples, both on cover, have been found, both in the dead-letter office, Reykjavik in 1972, precisely 100 years after their posting. The mail boat called a total of six times to this port, according to the timetable, in the period when the Danish Berufjörður cancel was contemporary, i.e. the summer of 1872.

In 1873 the Icelandic provincial post office cancels were distributed and Djúpivogur cancel was then used until 1910 when it was superseded by Swiss type B2c1, B8e, B8b1, and R8a. The post office was closed 31.1.2001 and moved into the postal agency at, firstly at Sparisjóð Hornafjarðar 1.2.2001 to 31.12.2006 and then Sparisjóðinn Höfn.

The village was very small indeed at the turn of the century, having a recorded population of only 19. This has now grown to some 350. The coast road here-about was not fit for vehicular traffic until well after 1940 as reported in the Naval Intelligence Handbook. The only other items of note are the connections with the island of Papey, one of the original settlements of Irish monks in Iceland, and lastly, Djúpivogur is the most foggy place in Iceland.



## 19.15 BÚLANDSHREPPUR

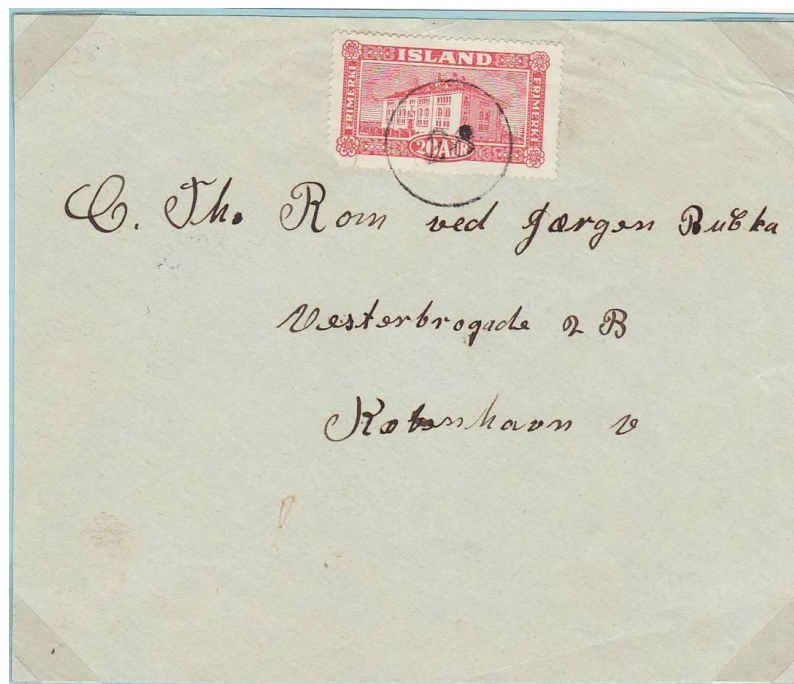
No offices

## 19.16 GEITHELLNAHREFPUR.



The bay of Alftafjörður has a population of less than 100 and has at present no collecting offices, and is the most southerly parish in the county. The first office was opened at the parish rectory of Hof (2) in 1874 but this was only a temporary move from nearby Stafafell (located in the adjacent county 20.1) and returned there in 1880. It used no postmarks.

On 1.4.1892 a collecting office was opened at the farm of Starmýri and very rarely used a single ring crown cancel which was superseded by number 28 and later Swiss type B1a. The office was closed 31.12.1953.



28 of Starmýri

### No parish

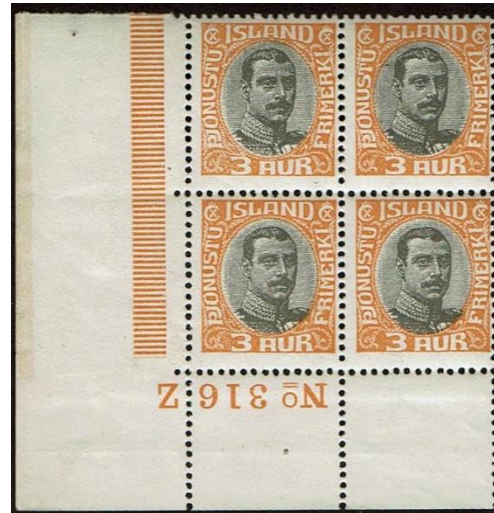
The last place to mention is the Kárahnjúkar hydro-electric power plant. This massive plant produces 4,600 GWh annually for Alcoa's Fjarðaál aluminium smelter 75 kilometres (47 mi) to the east in Reyðarfjörður. It is situated in the highlands but I am not exactly sure of the location of the office, presumably it was at the work camp for the dam construction. A postal agency was opened at Olúfélagi ehf on Laugarás from 1.6.2005 and then Steindór Jónsson ehf on Laugarás from 1.6.2005 to 22.12.2005. No cancels are known.

## Two prints of an official stamp

Normally you do not find two prints of a stamp issued in only 200.000 copies. Furthermore, there was no 3 aur rate since 1919. I imagine the order to printers was made before it was decided to raise the local PM-rate from 3 to 5 aur. It's a good question why another print of this value was ordered, as there was no use for this value.



1<sup>st</sup> print



2<sup>nd</sup> print

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

## Unusual “reverse ship mail”

Thanks to Ole Svinth we have this cover with Eskifjörður B2c1 20.X.21 strike on a Danish stamp. It is a kind of reverse ship mail. Jakob Arrevad said the ship may have been the Goðafoss which was in Seyðisfjörður on the 21<sup>st</sup> after leaving Vopnafjörð.



# Postal History of Allied Forces in Iceland in WWII

## Earliest and Latest Known Dates of Use of FPO and RAFPO Cancels

*David Loe*

### Introduction

As for most things to do with the philately of Iceland, the starting reference is Facit but like all references, there is always room for revision and for this subject matter, Facit is no exception. Whilst remounting my exhibit for the upcoming Nordia exhibition I soon realised that some of the dates did not seem to be correct.

### Literature Review

For this material, my starting point is always Cornelius; but others will use Hopballe and Elíasson, and there are a few others.

Cancel	Facit		Cornelius <sup>(ref 2)</sup>		H&E <sup>(ref 3)</sup>		Kindley <sup>(ref 4)</sup>	
	Earliest	Latest	Earliest	Latest	Earliest	Latest	Earliest	Latest
FPO 2	10.10.40	9.2.43	10.10.40	9.2.43	10.10.40	15.2.43	10.10.40	28.2.43
FPO 3	10.10.40	28.8.43 <sup>1</sup>	18.10.40	28.8.42	10.10.40	1.9.42	18.10.40	29.8.43 <sup>1</sup>
FPO 89 <sup>8</sup>	14.5.41	2.10.41	?	?	14.5.41	21.11.41	13.3.41	18.11.41
FPO 304	21.8.40 <sup>5</sup>	22.8.42	21.5.40	22.8.42	21.5.40	22.8.42	21.5.40	22.8.42
FPO 305	8.8.40	27.6.42	8.8.40	27.6.42	3.8.40	27.6.42	8.8.40	20.7.42
FPO 306	11.6.40	3.12.42	11.6.40	3.12.42	11.6.40	3.12.42	11.6.40	3.12.42
FPO 307	7.10.40	7.4.42	7.10.40	7.4.42	7.10.40	7.4.42	7.10.40	7.4.42
FPO 308	7.10.40	7.4.42	2.10.40	12.4.42	2.10.40	12.4.42	2.10.40	12.4.42
FPO 526 <sup>8,9</sup>	27.11.41	5.4.43	27.11.41	6.4.43	27.11.41	5.4.43	27.11.41	5.8.43
RAF PO 001 <sup>9</sup>	6.4.43	16.7.46	6.4.43	16.7.46	6.4.43	16.7.46	6.4.43	16.7.46
RAF PO 002	20.4.43	18.5.45	20.4.43	28.11.44	20.4.43	10.12.44 <sup>4</sup>	20.4.43	20.1.45
RAF PO 005	28.6.44	13.7.45	28.6.44	13.10.44	28.6.44 <sup>5</sup>	13.10.44 <sup>2</sup>	28.6.44	13.7.45

Comments and notes on the above table:

1. There seems to be a typo here – incorrect year. Nowhere can I find a 1943 cancel for FPO3.
2. Illustrated on page 306 of ref 3
3. Illustrated on page 308 of ref 3
4. The table on page 302 or ref 3 suggests a latest date of 28.11.1944 but on page 303 of the same reference there is a cover illustrated showing a date of 10.12.1944.
5. Facit seems to have a genuine error here
6. General note that I have not included RAF PO 003 in the list as all examples I have seen seem dubious at best.
7. In general it should be noted that I have not differentiated between cancellation hammers e.g. index numbers. This is all about the opening and closing of offices, not the period of use of the different cancels



8. FPO's 89 and 526. FPO 89 was a counter stamp used at HQ 49<sup>th</sup> Division, Reykjavík. FPO 526 replaced FPO 89 cancel and the date of the last known use of 89 closely match those of the earliest use of 526 i.e. 18.11 to 27.11.1941.
9. FPO 526 and RAF PO 001. Similarly, FPO 526 was used mainly for RAF mail in the “transition period” as I call it. When the RAF took over mail handling duties from the four army postal clerks assigned, the FPO 526 cancel was taken out of use. This happened on 6.4.1943 as evidenced by the early and late dates for RAF 001 and FPO 526 respectively.
10. Earliest and latest dates highlighted

### Some covers illustrated



Figure 1 First day of use of FPO 307 7.10.1940 W Jonsson



Figure 2 Last day of use of FPO 305 20.7.1942 R Cobussen ex Kindley



Figure 3 Last day of use of FPO 304 22.8.1942 W Jonsson



Figure 4 Last day of use of RAF PO 005 13.7.1945 W Jonsson



Figure 5 Earliest day of use of FPO 3 10.10.1940 D Loe



Figure 6 Last day of use of RAF PO 002 18.5.1945 D Loe

## Conclusions

Office	Earliest date	Latest date	Comments
FPO 2	10.10.40	28.2.43	Common agreement on opening date – Kindly ref for closing date. Change to Facit listing
FPO 3	10.10.40	29.8.42	Common agreement on opening date – Kindly ref for closing date assumed typo error with date. Change to Facit listing.
FPO 89	13.3.41	21.11.41	Little material from FPO 89 has given rise to some big variations. Change to Facit listing
FPO 304	21.5.40	22.8.42	Commonly accepted dates. Change to Facit opening date
FPO 305	3.8.40	20.7.42	H&E ahead by 5 days? Commonly accepted closing date. Change to Facit opening date
FPO 306	11.6.40	3.12.42	Commonly held dates. No change to Facit listing
FPO 307	7.10.40	7.4.42	Commonly held dates. No change to Facit listing
FPO 308	2.10.40	12.4.42	Commonly held dates. Change to Facit listing
FPO 526	27.11.41	5.8.43	Commonly held opening dates. Change to Facit listing for closing date – big change of 4 months
RAF PO 001	6.4.43	16.7.46	Commonly held dates. No change to Facit listing
RAF PO 002	20.4.43	18.5.45	No change to Facit listing – see illustration
RAF PO 005	28.6.44	13.7.45	Commonly held dates. No change to Facit listing

### References:

1. Facit Special Classic 2017 article by W. Jonsson
2. British Military Mail 1940-46: Faroe Islands and Iceland. David Cornelius. Newsletter of the Forces Postal History Society Vol 16, nos 2, 3. Sept/Oct and Nov/Dec 1978 and reprinted in Posthorn Feb 1980.
3. Island Postalt set í perioden 1939-1945. Kristian Hopballe and Ólafur Elíasson. Forlaget SF Odense 1991
4. Fortress in the North, Iceland in WWII. D. Kindley Paper to the RPSL, 20.11.2014 and available as a video on line on the RPSL website.

Many thanks to Ray Cobussen and Wilbur Jonsson for illustrations and review.