

# 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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Indices for IPM issues 1 – 24 (2015-2017) and issues 25 – 35 (2018-2019) are attached separately.

Please let me have your articles if you want them in the next issue which will be January 2020. Articles in Danish or Icelandic are welcome. Translations will be provided.

The editor will help with the English if necessary.

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Some of the content in this November issue is an attempt to reconnect notes and images I had accumulated from readers from early July up to my enforced withdrawal from the philatelic scene in mid- August. They would normally have been dealt with in the anticipated September issue, which of course never materialized. I am most grateful to Wilbur Jonsson for his help in pulling together some of the loose ends.

Perhaps the most significant event during the past few months was the announcement, which many readers received on 20<sup>th</sup> August from Vilhjálmur Sigurðsson, about the Íslandspóstur decision to shut down the philatelic service (Postphil) at the end of this year. I am not repeating his statement here as much time has passed since then, and there has been a subsequent official announcement in the September 2019 Postphil newsletter, and a report in the *Iceland Review* journal, both reproduced below.

Dear customer,

In an effort to help stabilize Iceland Post's economical situation, the company's board has decided to close Postphil in its current form at the end of this year. Postphil has been operating at a loss since 2014. Revenue has decreased significantly due to a fall in the number of customers, while operating costs have remained the same. As things stand today, there are no certainties regarding the number of stamp issues in the coming years. However, it is certain that there will be a reduction in the number of issues and the number of issue dates per year.

Best regards,  
The staff at Postphil



## *Icelandic Postage Stamp Publication to Stop*

By Jóhann Páll Ástvaldsson

Posted August 22, 2019

In NEWS

*The last Icelandic postage stamps could be released in two years time. Iceland Post recently announced the decision to stop servicing postage stamp collectors due to heavy losses in recent years. The service, which has mainly been used by stamp collectors all over the world, will stop in 2020, RÚV reports.*

*Iceland Post is in the process of restructuring due to heavy operating losses in recent years. The staff members of the Philatelic Sales part of Iceland Post were among those who received a letter of resignation from the organization, as part of company-wide layoffs.*

*"Iceland Post has run an ambitious operation and postage stamp publication for decades," said CEO Birgir Jónsson. "Now, the outlook for the company's operational environment means that we cannot continue the publication. We've lost tens of millions each year on this operation. This is part of the rationalization measures which we're in the middle of. Regrettably, we have to cut down there as we do in other departments."*

*Collectors buying Icelandic postage stamps have led to them spreading all over the world. Collector purchases have been the foundation for publishing new postage stamps in recent years, but dwindling sales have led to Iceland Post having had to reconsider the publication.*

*The publication of new postage stamps is prepared years in advance. The publication will be continued through next year, and maybe a little bit into 2021, to finish prior plans. According to Birgir, the publication will cease then and Iceland Post will rely on its sizable postage stamp stock. "We have a stock of stamps which will last for many years, and maybe until the last letter will be sent." Birgir says that if the stamp stock finishes before the last letters and postcards will be sent, it is possible to re-print stamps.*

***Iceland Post's exclusive right to distribute letters is void at the end of 2019. The company is now working on finalizing a service agreement with Icelandic authorities. Directors at Iceland Post state they are willing to continue publishing stamps if authorities consider stamps culturally important. They say, however, that the Icelandic state will have to cover costs if the publication is to continue.***

I have highlighted the last paragraph above from Iceland Review, as it gives a slightly optimistic view of the future for Iceland stamp issues.

Íslandspóstur gave a positive presentation during Nordia 2018, outlining ambitious plans including new post offices being built or refurbished which would more appropriately suit the changing needs of a modern postal service. However, we now know that the company had incurred severe operating losses which enforced cutbacks, one of which is the abolition of Postphil, the philatelic service to stamp collectors. This has been losing money for years; a sad reflection of dwindling collector interest, probably similar everywhere in the philatelic world, for new issues and associated products. The possibility of an Icelandic government initiative to fund and control a reduced annual stamp issue, even if only for cultural reasons, would be infinitely better than the suggestion that all stamp production would cease and current stocks would be used to exhaustion. The demands of tens of thousands of tourists as well as the Christmas/New Year greetings period should ensure a continuation of modern postal history for those (like me) who still want it. Íslandspóstur, like so many stamp issuing authorities, produced too many new issues, and a reduced annual output would be welcome anyway. I find it hard to believe they would go so far as to abolish stamps altogether. I am unaware of this happening anywhere else in the world.

Before he left his appointment with Postphil, I managed to express my gratitude to Vilhjálmur Sigurðsson for his assistance down the years. Although possibly not a collector himself (?), he was our window into modern postal developments, as well as assisting occasional research into earlier times. Assuming there will be a continuing postage stamp production, as well as a recognizable postal service with changes of postal rates, opening and closing of offices etc., we will need "someone on the ground" to keep us informed; otherwise we might have to rely on the news announcements in the Icelandic media. I am therefore appealing directly to our Iceland based readers to volunteer to provide this editor with news of developments on the postal scene from 2020 onwards. It should not be an onerous task.

In the September *Viking Bulletin*, under the heading "Iceland Stamps are on the Rocks" following a plea for a limited continuation of stamp issues if possible, it ends with this comment:- *But if those arguments fail to be heard, then the end of Iceland's stamps need not mean the end of collecting Iceland's stamps. Philatelic 'dead countries' have one big attraction: completeness.* I would add there are plenty of us left who collect from the rich source of Iceland material which exists, and from the evidence of auctions, the hobby is still thriving.

### **IPM Indices.**

As this delayed edition effectively brings to an end the 2019 issues, this is an opportunity to include a new index covering 2018 and 2019 issues 25 to 35.

Also attached is the earlier index for 2015/2017 Issues 1 -24. This is for the benefit of readers who joined from 1918 onwards and did not receive a copy.

## Use of obsolete postal stationery



This unusual item failed to find a bidder on Ebay. The postmark can be identified as B5a Vestmannæyjar, but the date is unreadable. The clear date of the message on the reverse is 6<sup>th</sup> November 1951. The letter card became invalid from 1.1.1947.

Perhaps the policy of the bank was to make economic use of old stocks of pre-printed letter cards for their original purpose?

I can make no sense of the 70aur franking in postage stamps, which do not relate to any current postal rate to the UK in 1951. The correct rate for postcards was 90aur

and the printed matter rate was 60aur. (valid 23.3.50 to 30.9.53).

The sellers' description reads "Iceland 1922 15 aur lilac and grey postal card (first card in 15+15 aur reply paid card, H&G 63) used in 1951 with additional 20a and 50a. Unusual".

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### "Orania" does still exist

My eldest son informed me that the British newspaper *The Guardian* recently ran an article about a place called Orania located in South Africa, and thought it might deserve a mention in this magazine. What possible connection can this have with Iceland? Well, followers of my scribbles down the years may remember my failed attempt to discover how a destination named 'Orania' with a valid airmail postal rate came to exist in the official Iceland post office list of UPU airmail rates and destinations between 1968 and 1970. I am no nearer finding the answer than I am with obtaining an Iceland-Orania airmail cover from that period. Below is the Guardian link which reveals that Orania began in the 1960s as a half-realised project to build canals and dams along the Orange River. It was abandoned, but has been resurrected from the 1990s into what is now a thriving and expanding town within the modern state of South Africa. Its continuing existence as a whites-only city, rather ironically owes itself to the inhabitants' success in obtaining legal status as a threatened minority culture. <https://www.theguardian.com/cities/2019/oct/24/an-indictment-of-south-africa-whites-only-town-orania-is-booming>



## The C2e Flateyri crown cancel again

In previous issues 19, 22 and 23, various examples of the use of C2e Flateyri on postcards were discussed. They ranged from philatelic to genuine use. Here is another recently unearthed example. The København arrival mark looks like 1905. The C1 Önundarfjörður was supposed to have been used at Flateyri from 1896 to 1900. It was replaced by the C2e Flateyri, which in turn was replaced by the numeral 108.



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## Spot the Sunbeam on 1972 Herðubreið issue



Just a bit of fun this:- I saw this for sale last June and it was described as the “sunbeam variety”. Now I know my eyesight is not what it was, but in spite of staring at this item for ages, I cannot spot the sunbeam, or indeed anything I would describe as a sunbeam. Facit says the sunbeam travels from the letter H down to the right towards the plain. Maybe it does, but not on these 4 stamps? I have no doubt that those accustomed to spotting sunbeams will point out where I am going wrong.

Ole Svinth says I need new spectacles, he can see a sunbeam. That was from Denmark; maybe the view is better from there.

## How Iceland Lots fared in AB Philea Auction 349 *Roger Cichorz*

I do not recall ever having seen an auction whose realizations so vastly exceeded the starting bids as occurred with the Sture Hegland Iceland cancellation lots offered in AB Philea's Auction #349 held November 25, 2017 in Stockholm. The late Sture Hegland (August 12, 1915 – February 18, 2017) was one of the founders of Föreningen Islandssamlarna (Iceland Collectors Association) and whose specialty was Icelandic cancellations with emphasis on the numeral and crown types.

The Sture Hegland “name sale” portion of this auction offered 46 lots of numeral- and crown-cancelled items – 14 numeral and 32 crown lots, respectively, consisting of 28 stamps, two covers, 13 postal stationeries and three collections with cumulative starting bids (SBs) of 110,500 Swedish krona (SEK), or €11,392 at the then-current exchange rate of €1.00 = SEK9.70. All but two of the 46 Hegland lots sold. The 44 lots that sold had cumulative SBs of SEK108,800 (€11,216) and realized an astronomical SEK655,200 (€67,546) – a remarkable 602.2%, or just slightly greater than six times their SBs! To boot, these realizations do not include AB Philea's 24% buyer's commission that is added on to successful bidders' invoices.

Table 1 below shows the performance of the Hegland numeral- and crown-cancellation lots, and the text that follows Table 1 mentions some of the better performers. AB Philea's SBs were based on current *Facit Catalogue* valuations. The numeral cancellations sold at or greater than their full *Facit* values, and the crown cancels exceeded their rarity-factor-valuation ranges. Consequently, these results indicate how the recent market has changed and how great a demand there is for better Icelandic numeral and crown cancels.

Steinar Fridthorsson issued an appeal in the January 2019 *IPM* Issue 31 to fellow collectors to help members of the Islandssamlarna Committee on Crown Cancellations who are now looking to update the rarity grading of scarcer Icelandic crown cancels. No doubt the members of this Committee are aware of how well the Hegland crown-cancellation lots performed and will be reassigning some rarity factors and reevaluating their value ranges. We certainly should expect to see some upward price changes in *Facit* listings in the near future!

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TABLE 1. Summary of the Sture Hegland Iceland Lots in AB Philea Auction 349

Category	# of Lots	Starting Bids (SEK)	# of Sold Lots	Starting Bids (SEK)	Prices Realized (SEK)	%R:SB
Numeral Cancellations:						
stamps	11	10,600	9	8,900	43,750	491.57
covers	1	2,000	1	2,000	5,400	270.00
<u>collections</u>	<u>2</u>	<u>31,000</u>	<u>2</u>	<u>31,000</u>	<u>181,200</u>	<u>584.52</u>
Numerals Subtotal	14	43,600	12	41,900	230,350	549.76
Crown Cancellations:						
stamps	17	19,700	17	19,700	71,150	361.17
covers	1	2,000	1	2,000	4,000	200.00
postal stationeries	13	25,200	13	25,200	173,200	687.30
<u>collections</u>	<u>1</u>	<u>20,000</u>	<u>1</u>	<u>20,000</u>	<u>175,000</u>	<u>875.00</u>
Crowns Subtotal	32	66,900	32	66,900	423,350	632.81
Totals	46	110,500	44	108,800	655,200	602.20

Note: %R:SB is the percentage ratio of the total realizations to cumulative starting bids before the buyer's premium of 24% is added to the final costs of the lots.

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The 14 numeral-cancellation lots comprised primarily cancelled individual stamps, both on and off paper, and two off-paper pairs, and two collections. The realizations may be deceiving in that lots were given SBs in the range of 20% to 50% of their *Facit* valuations, so most sold right around the actual *Facit* values. The major exception was lot #1793, a superb “223” (Reykir) on 1 eyr (*Facit* #145) that sold for SEK16,000 (€1649) against its SB of SEK1500, more than double its SEK7500 (€773) *Facit* value. The superlative performer here was lot #1801, an extensive collection of 490 items with 277 of the 300 listed numeral cancels that contained a large number of the rare numbers (e.g., 15, 35, 61, 63, 241, 245, 248, 289, 296, and 297). The lot description indicated an estimated *Facit* value of SEK150,000 “without premium for superb strikes” and it was given a SB of SEK25,000 (€2577). It ultimately realized SEK175,000 (€18,041), seven times its SB and 116.7% of the *Facit* valuation! The second numeral collection lot consisted of 160 1925 “views & buildings” stamps (primarily 20 aur with some 10 aur), but it only realized SEK6200 (€639) against its SB of SEK6000 (€619).

The crown-cancellation lots fared better than the numeral-cancellation lots by 15.1% if we consider the ratio of realizations to SBs for all the sold lots and the fact that 100% of the 32 crown lots sold. Further comparison between the two categories can be made with the lot #1782 collection of 268 (129 different) crown-cancelled stamps. This lot was offered at a SB of SEK20,000 (€2062), and even though no estimated *Facit* value was given in the lot description, it also realized SEK175,000 (€18,041) – the same as the numeral collection. However, the crown collection had a lesser SB of SEK20,000, so this realization amounted to almost nine times greater than its SB and 12.5% better than that of the numeral collection by relative comparison.

Before this auction began, I would have predicted that the crown-cancelled “postal history” items would outperform the crown-cancelled stamps because entires appear to be more appealing to the serious collectors, postal historians, and exhibitors who would be competing for these lots. Comparison of realizations for the 17 stamp lots versus those for the 14 postal stationery and cover lots certainly bears this out. Despite the one cover lot realizing “only” double its SB, the cover and postal stationery categories had a ratio of realizations to cumulative SBs of 651.47% compared to 361.17% for the stamps, or 175.5% better by relative comparison. However, this does not mean that some stamp lots were inferior performers – read on!

Seven crown stamp lots had realizations that exceeded their SBs by greater than 400%. Two examples were lot #1818, a REYKJAHLIÐ Type C1 on a pair of 5 aur (*Facit* #24) graded RR that realized SEK10,000 (€1031) against its SB of SEK1500 (€1546), and lot #24, a STARMÝRI Type C1 on 10 aur (*Facit* #26) also graded RR that realized SEK5800 (€598) against its SB of SEK1000 (€103). The best performer, however, was a relative “cheapie” in terms of its modest SB of SEK500 (€51.50): this lot #1832, a VATNSFJÖRÐUR Type C2 on Christian IX 4 aur (*Facit* #64), realized SEK7600 (€784), greater than 15 times its SB!

My earlier statement that the crown postal stationery lots outperformed the stamp lots is further evidenced by six of the 13 crown lots having exceeded their SBs by greater than 1000%. This is not a typo as, indeed, these six each sold for more than ten times their respective SBs! Two examples on the low and high ends of the SBs of these six were lot #1807, a BORGARFELL Type C1 on 5 aur green postal stationery card to Reykjavík dated April 14, 1917 that despite two file holes at the bottom realized SEK9500 (€979) against its SB of SEK700 (€72), and lot #1809, a FOSSVÖLLUR Type C1 on 5 aur blue postal stationery card to Reykjavík dated December 17, 1896 that realized SEK31,000 (€3196) against its SB of SEK2500 (€258). The best performer, however, was lot #1819, a REYKJARFJÖRÐUR Type C1 on 5 aur green postal stationery card to Denmark dated July 15, 1909 with a KJOBENHAVN 1.OMB. -98.09 arrival postmark on front. This card realized SEK13,000 (€1340), 26 times its SB of SEK500 (€51.50)!

In addition to the Hegland “name sale” lots, AB Philea 349 offered 24 Iceland lots in its general auction sale. These lots are summarized in Table 2 to show how a general sale performs in relation to a “name sale” – however, in AB Philea 349, none of the general Iceland lots were crown or numeral cancellations, so this exercise is akin to comparing apples with oranges. Still, a comparison of the percentage of lots sold and the ratio of realizations to SBs between the two supports the contention that “name sales” usually fare much better than general sales.



TABLE 2. Summary of Iceland Lots in the General Sales Portion of AB Philea Auction 349

Category	# of Lots	Starting Bids (SEK)	# of Sold Lots	Starting Bids (SEK)	Prices Realized (SEK)	%R:SB
single items	18	44,700	13	28,200	59,900	212.41
collections	3	43,000	2	25,000	69,000	276.00
accumulations & FDCs	3	4,000	2	2,000	2,000	100.00
Totals	24	91,700	17	55,200	130,900	237.14

Note: %R:SB is the percentage ratio of the total realizations to cumulative starting bids before the buyer's premium and applicable V.A.T. are added to the final costs of the lots.

From Table 2, one may conclude that the non-Hegland Iceland lots did OK in that 17 of 24 (70.8%) sold for more than double (2.37 times) their cumulative SBs. However, the seven unsold lots (29.2% of the 24 lots offered) represented 37.4% of the cumulative SBs, indicating that pricier lots (better items) were not as much in demand as the cheaper lots – and that certainly was not the case with the almost completely sold-out Hegland “name sale” Iceland portion of AB Philea 349!

Postscript: Comments and observations are welcome. Readers can provide kudos or chastise the author for this auction summary at [rcichorz@comcast.net](mailto:rcichorz@comcast.net).

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### A bizarre Seyðisfjörður bridge cancel, presumably made for fun



Above is the B2c1 Seyðisfjörður cancel used from 1911 to 1976. It is rated as common.

A quick flick through past issues of IPM tells me that this post card has not been shown by me before. However, although I suspect I have seen it in an article somewhere, I will go



ahead and risk it. What might have been the motive for producing such a “cancel” in the first place? I am sure there was no attempt to deceive, but the effort involved might have been better deployed (only for fun of course), if perhaps UNDHÓLL had been chosen, for example.

Is it an optical illusion or does the white cloud cover part of the cancel? ☺. Someone will probably tell me this has previously appeared in another article, maybe in IslandsKontakt or Scandinavian Contact magazines? Maybe I was the author, I can't remember.

## THE 5 ON 35 OVERPRINTS OF THE JOCHUMSSON ISSUE *Wilbur Jonsson*

The FACIT catalogue lists four varieties associated with this issue of which one is of particular interest for this article: The overprint shifted to the left and only the figure “3” covered. The catalogue description is meant to be interpreted as the “5” is completely uncovered. However variations exist which show the “5” largely uncovered with the overprint impinging somewhat on the “5”. Examples of both these versions can be seen on the illustrated strip of five and the block of ten stamps.



Another listed variety has the “3” uncovered and only the “5” covered. Variations similar to those described above occur for this variety as well.

The illustration of a used block of four of this overprint shows the minor variety: the overprint is raised enough to expose the lower curves of both the “3” and the “5”.

Overprinted sheets exist showing none of the varieties listed in the FACIT catalogue but they do show small variations in the placement of the 5 relative to the 35 in the various columns. This observation is, in part, motivation for the analysis below.

Jon Adalsteinn Jonsson in his book “ONE HUNDRED YEARS OF ICELANDIC STAMPS” lists two printings of the overprint: 1939, two hundred sheets; 1939/40, two hundred and fifty sheets. It seems unlikely that the printing plate, made from loose type, was broken up and then reset for the second printing so another explanation needs to be found for the varieties.

Here I offer one plausible explanation.





Beginning with the two kings issue, stamps of the format of the Jochumsson stamps could be printed in sheets divided into two or four panes of 100 stamps each (we would look on each pane as a sheet of 100 stamps). When the large sheet was cut up and the individual panes became sheets of 100 stamps, there is the possibility that the right margin was a slightly different size from the left margin and the top margin slightly different in size from the bottom margin. This would mean that the overprint would appear shifted because though the plate would not shift from side to side, the sheets would have fed into the press with the stamp image in a slightly different relation to the plate. It would only take a discrepancy of about two millimeters to explain the creation of the varieties.

The two rows of five in the block of ten show consistency from one row to the next of the placement of the overprint.

XXXXXXXXXXXXXXXXXXXXXXX

### Underpaid registered parcel to Sweden Anders Roden

116510000 103-

**AFKLIPPINGUR COUPON**  
sem viðtakandi má klippa frá  
Peut NOIAV PAR LOFTLEIGIS

REYKJAVÍK 11.XI.1965  
GÖGLAPOST

Nafn og heimili sendanda  
Nom et domicile de l'expéditeur  
Tedo. Fredriksson  
arvalla g. 4.  
Reykjavík  
Ísland.

Innritunarnúmer bögguls  
Numéro(s) du (ou des) colis  
1944 1964 1944 1964  
Édition  
Reykjavík  
000682  
ÍSLAND 25KR  
ÍSLAND 25KR  
ÍSLAND 25KR  
ÍSLAND 25KR  
ÍSLAND 30KR  
GÖTEBORG 1  
70860 16.12.65

Emplacement réservé aux étiquettes CP 7 et CP 8  
CP 2  
Ebl. 510  
Frimarki eða ath. um greitt  
burðargjald  
Application  
des timbres-poste ou indication  
de la taxe perçue

**LÖSEN 245 öre**  
Obst Beloppet skall redovisas med frimärken på försändelsen.  
Montant de la taxe

Nafn viðtakanda  
Nom du destinataire  
Tedo. Joh. Fredriksson  
Geijarskólinn  
Ramsäcker  
Gata og húsnúmer  
Rue et numéro  
Sælagata  
Ákvörðunarstaður  
Lieu de destination  
Ákvörðunarland  
Pays de destination

Stimpill tollgæzlu  
Timbre de la douane  
Pyngd Póids  
2 kg 800 g  
Tollgjöld<sup>(2)</sup>  
Droits de douane<sup>(2)</sup>  
Um Voie  
Viðskiptapóststúsi  
Bureau d'échange

Leið: Acheminement:

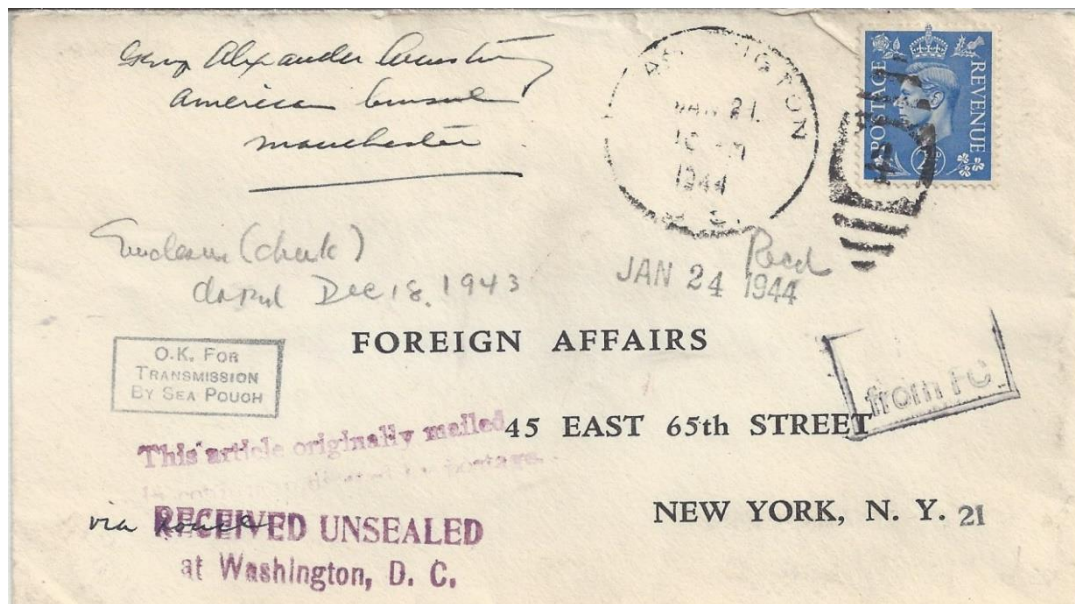
(1) Pakki, askja, pappi, kafi o. s. frv.. Paquet, caisse, carton, corbeille, sac, etc..  
(2) Óski sendandi að böggullinn sé ekki áframsendur, skal hann geta þess á reitnum og á bögglinum. Si l'expéditeur désire que son colis ne soit pas réexpédié, il l'indiquera par une annotation dans ce cadre et sur le colis  
(3) Reit þennan útfyllir innviðgæðstúsi eða tollþjónusta ákvörðunarlandsins. Cadre à remplir par le bureau d'entrée ou par le service de la douane du Pays de destination.

The reason why I abandoned an attempt to record postal rates for parcels sent abroad from Iceland after WW2 was the huge amount of data, amounting to the equivalent of many volumes covering the postal rates for an increasing number of shipping routes; later came the additional complication of airmail supplements. The data is there in the archives but it would take a huge effort to collect it. If anyone can explain the calculation for the underpayment of 245öre on this 1965 2kg80 parcel sent to Sweden, I am sure Anders will be pleased to know.

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## Can anyone explain the background to this legation mail cover? (Issue 34)

Wilbur Jonsson:



Here is the item of diplomatic bag mail with the two line handstamp in red indicating "this article originally mailed in country indicated by postage" (this two line handstamp may appear on both kinds of mail discussed here) as well as a boxed three line handstamp reading "OK for transmission in the pouch". The letter was sent by the American Consul in Manchester UK to the magazine "Foreign Affairs".

Examples like the legation cover exist for American Legations in many countries, often with a handstamp indicating that the USPO accept the franking

There is a difference in handling of mail from an American Legation abroad and the mail addressed to a legation of a foreign country which enters the USA with the stamps uncanceled.

Mail put into the US diplomatic bag abroad needs permission and can be franked with the stamps of country in which the legation is located.

The comment in the sale catalogue of Folmer Ostergaard's collection explains what happens to mail addressed to someone at a foreign Legation located in the USA when it arrives as "ship's mail" at a port in the USA with the stamps of the country of origin uncanceled. Such mail exists from many countries of origin--apparently always with a Washington DC cancellation and a handstamp explaining the validity of the franking.

Both of these types of mail are scarce--likely the covers cleared for the diplomatic pouch are the scarcer ones.

153	C	Washington. Feb 17 1952. Also violet cancel "This article originally mailed in contry indicated by postage". Send by Folmer Østergaard himself via m.s. Godafoss leaving Reykjavik 7.2.1952 to Icelandic legation in Washington. The cover demonstrates that mail to diplomatic representations in USA for some unknown period were not postmarked in port of arrival but in Washington. A similar cover from Indonesia was described in Schweizer Briefmarken Zeitung, no 1, jan 1960 !! Extremely rare cover with exceptional history.	235,242	1.500
			298	

The item in the Ostergaard collection was mail sent to a foreign legation in the USA which was intercepted and forwarded through Washington.



## Why the stamped number on HÓLL registered cover? *Armagan Ozdinc*



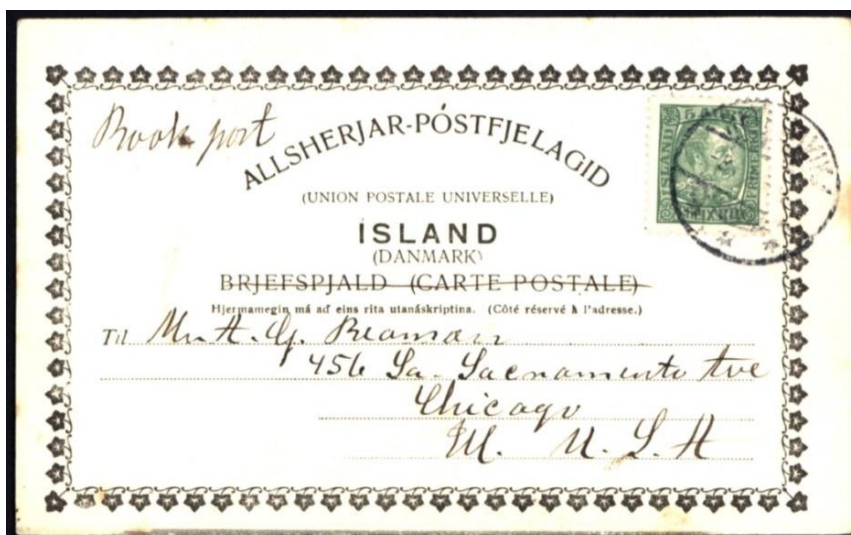
Hóll B3e dated 30.IV.1980. 120kr inland letter rate plus 270kr registration. Rates applied 1.2.80 to 30.4.80.

Armagan asks what is the purpose of the stamped number 002408 on this registered cover from Hóll. I have checked a random selection of registered Reykjavík covers and can find no fixed pattern. A few have a stamped number, some in manuscript and others nothing at all. It must have been a method for recording registered covers received at Reykjavík but was applied in a haphazard fashion.

XXXXXXXXXXXXXXXXXXXX

### Book Post in 1905? - advice required

I extracted this image from a listing of items for sale from the late Johnny Pernerfors' material. I have no data on a book post from this early period, I am hoping for advice from knowledgeable readers.

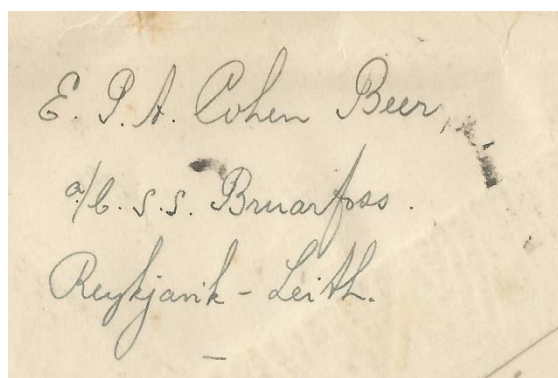


Its description was "Postcard sent to the USA franked with 5 aur Christian IX with Carte Postale crossed out and replaced by a Book post endorsement, Cancelled 3.8.1905.

There was a book post concession in 1932 and 1933 to Norway and Denmark (see my book page 230).



**Letter carried on the Brúarfoss – but what airmail rate applied from GB to Holland ?**  
*Henk Burgman*



Henk Burgman requires help with this franking of a letter cancelled EDINBURGH 21 Jly 1934 sent on the Brúarfoss and addressed to Zaandam in Holland. Henk writes:-

This letter is sent with S/S Brúarfoss on its way to Leith. I think the writer was Dutch and he wanted to have the letter sent as fast as possible to Zaandam, NL. He used 120 Aur in airmail stamps and placed a Dutch airmail label on it hoping that in Leith - Edinburgh the letter was sent in one way or the other per Airmail to Holland.

This 120 Aur is in my opinion too high, but this person had probably no idea of the airmail rate and just placed a high enough amount on it. I think he had the stamps with him. I don't think that the Brúarfoss carried airmail stamps.

In my opinion it should have been 0-20 grams:  $35 + 25 = 60$  Aur

Or 20-40 grams  $55 + 50 = 105$  Aur

Am I right or wrong? If I'm wrong can you decipher how much the correct airmail rate should have been if it was delivered on the Reykjavík post office?

(Ed.) I think Henk is correct with his calculation of what the airmail rate should have been, but only if the cover had been posted and franked at Reykjavík. The question I do not have an answer to is, what happens to an unfranked Iceland cover received at Leith with the clear intention of the writer for onward postage by air, in this case to Holland? Would Leith check that the total paid in Icelandic stamps covered both the sea mail plus whatever British airmail rate applied at that time to Holland? If so, presumably the 120aur was deemed sufficient, and it was sent onward by air. I very much doubt that the sender was clever enough to know what that rate might be and the 120aur was a guess.

Readers' views are invited.

## 1907 Money letter (Issue 34)



Magnus Thorsteinsson asked about the identity of the person on the seal. The conclusion of Steinar Fridthorsson, Wilbur Jonsson and Magnus himself is that the seal bears the name of Ólafur Thorlacius who may have been a postal official, but there is no confirmation of that.

Magnus also asked for an opinion on what postal rate might have been used, bearing in mind that all stamps had been removed.

I will stick my neck out, as the saying goes ☺

Value 55kr = 16aur rate up to 300kr, plus ordinary postage for 3.5 kvint letter = 20aur. Total 36aur. Rates applied from 1902.

One could have fun guessing which stamps were used, from

CHIX and Double Heads. Others might have a different opinion on the postage likely to have been charged.

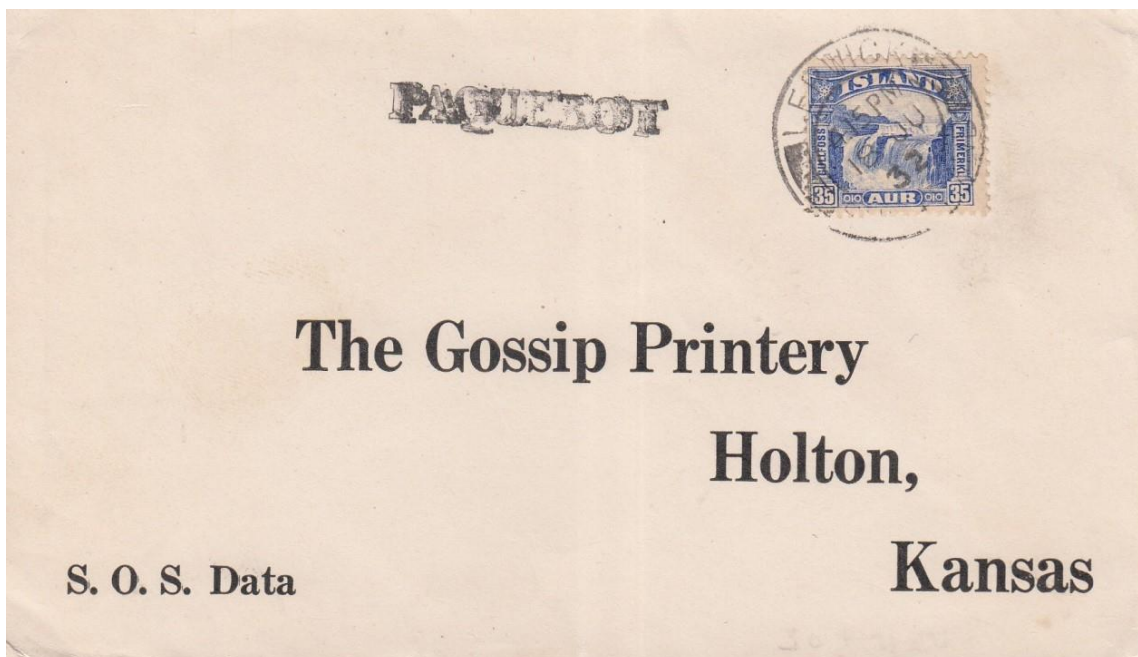
## K A Hansen (IPM Issue 34)

From Wilbur Jonsson:- K.A. Hansen was well known at one time among Iceland philatelists as he is the addressee of most of the first flight covers of the late 20s and early 30s. He was both a postal employee and a stamp dealer as I remember. He got caught up in the scandal of the theft of the 40 aur. coarse perf. stamps because he was asked to market them to his clients--he was innocent of the theft.

Access to Íslendingabók might not help with this man if he is of Danish parentage and not born in Iceland.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

## Scarce Lerwick Paquebot used 1932/1933 *Arthur Jennion*



Lerwick paquebot with Lerwick cancel dated 18 JU 32. The Lloyds register of June 20<sup>th</sup> 1932 shows that Gullfoss arrived from Reykjavík on 18<sup>th</sup> June from Reykjavík and sailed the same day for Copenhagen.

35aur surface rate to Kansas USA

## Í Gildi or not? 1956 Charity (Issue 34) *Fred Arnason*

In reply to Ole Svinth, I have searched my Icelandic collection and came up with the attached. Would this be a cover that Ole Svinth refers to?

Thank you for your time and very best wishes for a complete recovery.

Fred Arnason



(Ed.) Fred, thank you for showing this attractive cover. However, Ole has advised me that he really wanted to know if anyone has an ordinary (i.e. non-philatelic) cover with these stamps. Although many of the various charity issues are difficult to find on ordinary mail, it is surely possible that someone might have used some of the 1956 issue to post a letter. I cannot recall seeing one before, but remain optimistic that one will turn up.

XXXXXXXXXXXXXXXXXX

## Unusual Shipletter (Issue 33) *Wilbur Jonsson*

In reply to Ole Svinth:-

Your definition of "ship letter" adheres to the original use of the designation. In his book "Ultima Thule" Sir Richard Burton complains how expensive it was to send a ship's letter from Iceland. The author visited Iceland during the period of use of the Skilling stamps. By then the designation was used for a letter which would be sent by a particular ship or route--recall that insisting that a letter go to Denmark via Leith should be charged the foreign rate whereas if no ship or route was mentioned on the address panel, then the lower rate would apply whether or not the post office put the mail sack on a boat stopping at Leith or going directly to Denmark.

Some considerable time ago the editor published an article of mine that included a page from the post office newsletter (weekly? monthly?) showing the list of ships sailing from British posts together with date of departure, and if I remember correctly, the latest date for post to catch the sailing of a particular ship.

At a meeting of the UPU in the 1890s (I think) regulation of mail arriving in one country but franked with the stamps of another was codified under the name "paquebot" mail. Britain was very slow to replace the Ship Letter handstamps with Paquebot handstamps. Most of us continue to use the name "Ship Letter" when we should be using "Paquebot."

K.A. Hansen was of course a busy man creating philatelically inspired covers. But how would we be able to get examples of covers flown on the first flights of the late 20's and early 30's were it not for him?



## A nice postal item (Money order?) *Ib Krarup Rasmussen*

Administration des postes d'Islande. (20)00 -

**B**

**Tilkynning um afgreiðslu á símapó**  
avis d'émission

Endurrit af símapóstávisun afgreiðdri af pósthúsinu á }  
Copi d'un mandat télégraphique déposé au buau d' }  
hinn } 14. / 9. 29 til pósthússins á } Reykjavík  
le } } pour le bureau d' }  
Ríkið }  
Pays }

Nafn sendanda Nom de l'expéditeur	Númer póst- ávisunarinnar Numéro du mandat	Nafn viðtakanda, fornöfn, staða og bústaður Nom, prénoms, qualité et domicile du destinataire	Fjárhæð póst- ávisunarinnar Montant du mandat
<u>Jón Valdimarsson</u>	<u>894</u>	<u>Lífsabyrgðarfelag "Thule"</u> <u>A.V. Tulinius</u>	Innborguð með Somme versée <u>kr. 93.04</u> Mynt útgáfulandsins Monnaie du pays d'origine

Pósthúsið á } Reykjavík } hinn } 14. / 9. 19 29  
bureau de } le }

Nafn póstmanns } Jonsson  
(Signature) }

Stimpill  
útgáfupósthússins  
Timbre du bureau d'origine

Stimpill  
ákvörðunar pósthússins  
Timbre du bureau de destination

(Ed.) When I thanked Ib Krarup for this interesting item I described it as a money order. His reply follows, together with a few questions, and I am taking the easy way out by leaving it to others to provide the answers. Ib Krarup replied:-

Regarding the money order:

Isn't it a copy of a telegraphic money order? The rate corresponds to the information in your book: 60 aur to 100 kr. So in fact it is not a normal money order but a copy of a money order already sent by telegraph. How rare do you think it is? Ebbe Eldrup says that "normally" the postage stamps are on the reverse side?

It should be more expensive to send a telegraphic money order than a standard money order by ordinary mail? How is the extra change paid?

The name Tulinius is connected with the Norwegian ship line "Thore" that at some point from about 1900 had a regular ship line Bergen-Reykjavik.

The money order is sent to Lífsabyrgðarfélag "Thule", which is a life insurance company. So it is probably just a payment for insurance.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

### Perfin 306. H.I. (issue 25)

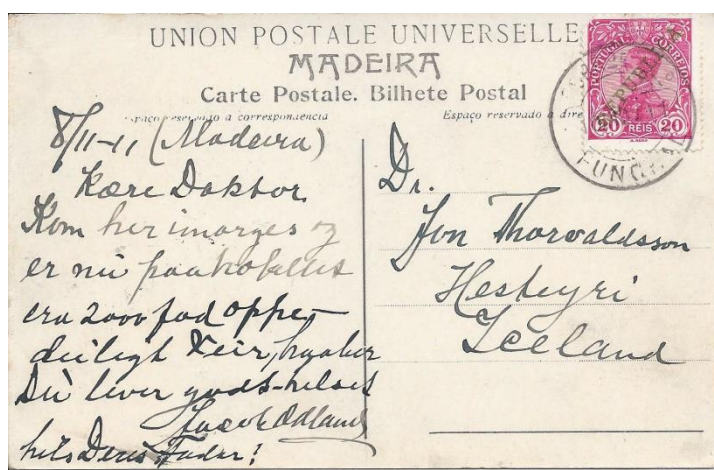
Although the identity of H.I. remains unconfirmed, Wilbur Jonsson gives his opinion that the perfin might be interpreted as "Haskóli Íslands", but adds that this is unlikely, for if it were, then the perfin would be much more common.

(Ed.) Does anyone else have any other suggestions for the identity of the H.I. perfin?

## Unusual Portuguese connections with Iceland Wilbur Jonsson



1911 from Lourenço Marques the most populous city in Mozambique (now named Maputo)



1911 from Madeira

XXXXXXXXXXXXXXXXXXXXX

## Inverted centre on 1925 10 aur Views Facit 169 Magni Magnússon

Dear Brian. This item was in a collection at Catawiki on 6/20/2019. There were many bids, but mine was too low. I am not sure if the bidder phoned in a last minute.



(Ed.) These are the best quality images I can manage. The left shows the inverted centre.



Can readers provide background information on this 1925 Views with an inverted centre?



## Stamp transactions in 1947 Magni Magnússon

Dear Brian. Recently I got this document, who was sent out to subscribers to new issues at the Frimerkjasalan in Iceland, after the war. In 1947 there was no foreign currency and the post had this only way to return overpaid stamps. Have you seen it before?

Kr. 8

*Hér með sendist yður inneign yðar í frimerkjum og má senda merkin sem greiðslu á síðari pöntunum, ef óskað er/Ci-joint nous vous transmettons votre balance en timbres-poste, qui seront acceptés en payement de vos futures commandes si vous voulez/Herved tilsendes Deres tilgodehavende i frimærker, som kan bruges til betaling af kommende bestillinger, hvis De ønsker/Enclosed we are sending your balance in stamps which will be accepted as payment with your future orders if desired/Es wird Ihnen hiermit Ihr bei uns liegendes Guthaben, in Briefmarken zugeschickt. Wenn Sie wünschen können Sie die Marken als Bezahlung im Falle späterer Bestellungen verwenden.*

After the war, the banks in Iceland did not have any foreign currency. You could not have any transaction to pay to foreign customers. Many clients sent cash to the postoffice to pay for stamps. If payment was for example \$ 10. - note, and stamps were sent for \$ 7.00 + postage, the post could not send \$ 2.00 change. Especially as it was not permitted to send money in mail. I was working in a bank from 1956 to 1964, and on my first trip to England, to get airline ticket; I had to show a written statement from the tax office, that I did not owe anything in tax. I only got the amount of GBP 50. - to cover my trip, not a penny more. I had a friend in London, where I could stay. I had already started dealing in stamps and coins,

I knew the bank had trouble with foreign coins that foreign ships had used as payment and the bank found it too costly to ship abroad, so I offered to take my travel money in coins instead of notes. They gave a permit, to let me have coins for GBP 100.-. I was very surprised when I changed the coins in a bank, they did not count it, but put it on a scale. They told me that so many shillings or so many half-crowns weighed so much. To count all the coins they got, would be impossible to count.

When Thomas de la Rue, bought the firm, Bradbury Wilkinson, who had been printing banknotes and stamps, for Iceland, they put at an auction in Swiss, all proofs of stamps they had printed for Iceland. It was the Feldman auctions.

(Ed. I inserted the figure '8' because the original manuscript '8' was to faint to reproduce. I have never seen such a document before.

XXXXXXXXXXXXX

## Unusual American label recording collection of registered mail.

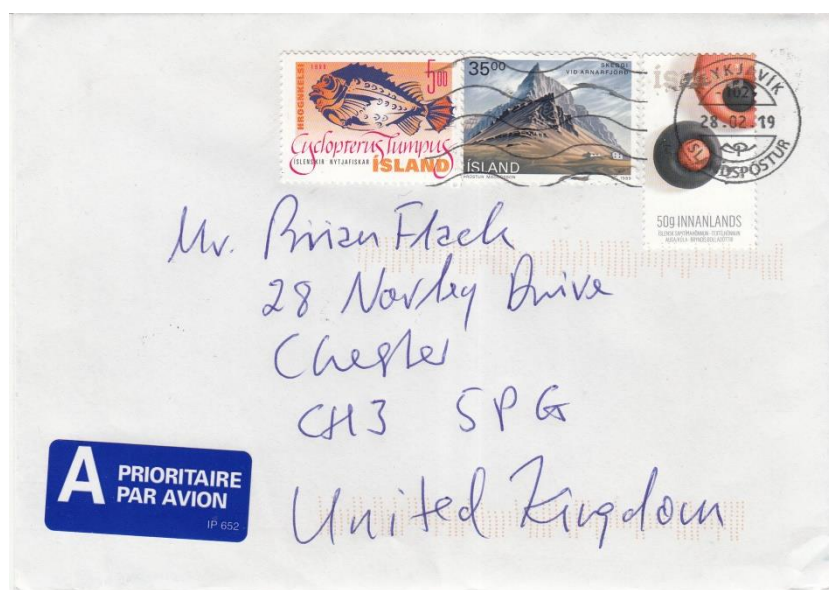


Registered 1978 Patreksfjörður cover to New Jersey USA. The label appears to indicate that the letter was collected at New Jersey on 9.6.78. Assuming it was normal procedure to attach this useful label for incoming foreign registered mail, and as I have never seen such a label before, can I make another assumption which is that the label was peelable and would normally be removed from the cover at the time of collection?

XXXXXXXXXXXXXXXXXXXXX

## 2019 mixed franking cover

Thanks to a few astute writers in Iceland, these covers with mixed nvi and value stamps can still be found. Please keep them coming.



50gm innanlands (sold for 180kr from 1.2.2018 to 28.2.2019) plus 40kr = 220kr. The B-Póstur Europe rate from 1.1.2019.

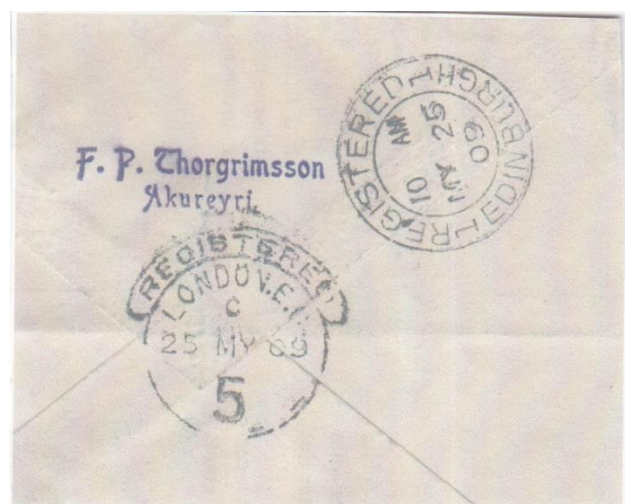


Is this the Akureyri DANEMARK registration stamp or the later stamp with ISLAND?



I cannot make my mind up and hope the experts can help me with this cover registered at Akureyri and posted on 2.1.1917 to Denmark. In David Loe's article in December 2002 Contact magazine Akureyri is shown as using a stamp with DANEMARK in the top field and N<sup>o</sup> in the lower box. The period of use is shown as 1900 to 1925. Later, another Akureyri stamp appears with ISLAND in the top box and nothing in the lower, which is known used from 1914. Which one applies to the above cover? It has a manuscript 6 after what might be the remains of N<sup>o</sup>.

Below is a 1909 DANEMARK stamp from Akureyri with the provincial cancel.





## Manuscript 160 at Sandgerði

Despite its existence on Jón Sigurðsson and Two Kings issues, as far as I know there is no evidence that the manuscript 160 was applied before the move from Hvalsnes on 31.12.1915. Its use on the 5 aur Christian X shown below is proof of its application at Sandgerði after 23.2.1920. The Sigurðsson and Two Kings were withdrawn from 1.1.1922. Very probably the need for a manuscript numeral was the unavailability of the numeral 160 for a short but unknown period between 1920 and 1922.



There seems to be sufficient similarity between these two examples to say they were written by the same postal official at Sandgerði.

XXXXXXXXXXXXXXXXXXXX

## A moving aeroplane on cover *Henk Burgman*

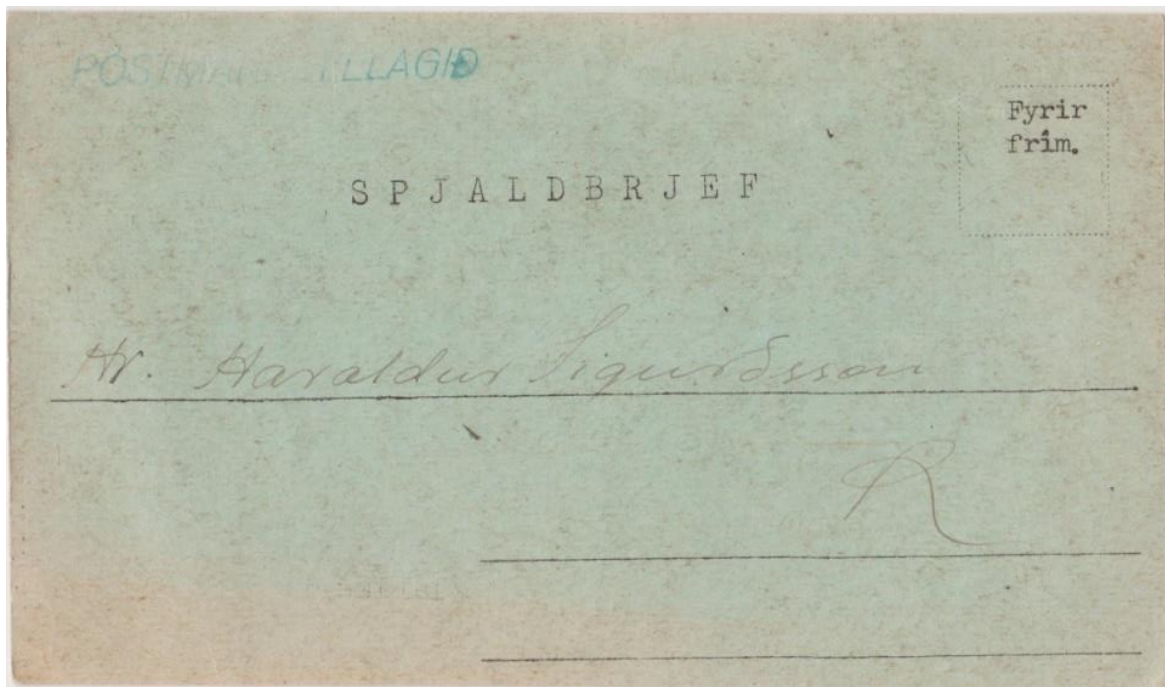
I would like to thank Ron Collin for explaining and showing the position of the missing wing-tip error. I think it's still strange that the catalogues only mention this error on the 50 Aur stamp. But talking about overprint errors, I just like to show you a cover with 13!! overprinted 10 Aur airmail stamps.



Look at the overprints. Except for the stamps on this letter, which was sent from STYKKISHÓLMUR, 26-06-1928 to RVK 27-06-1928, I have never seen a moving air-plane before. I just wanted to share this with you and I'm sure there are smaller or bigger errors to find on the overprinted stamps.

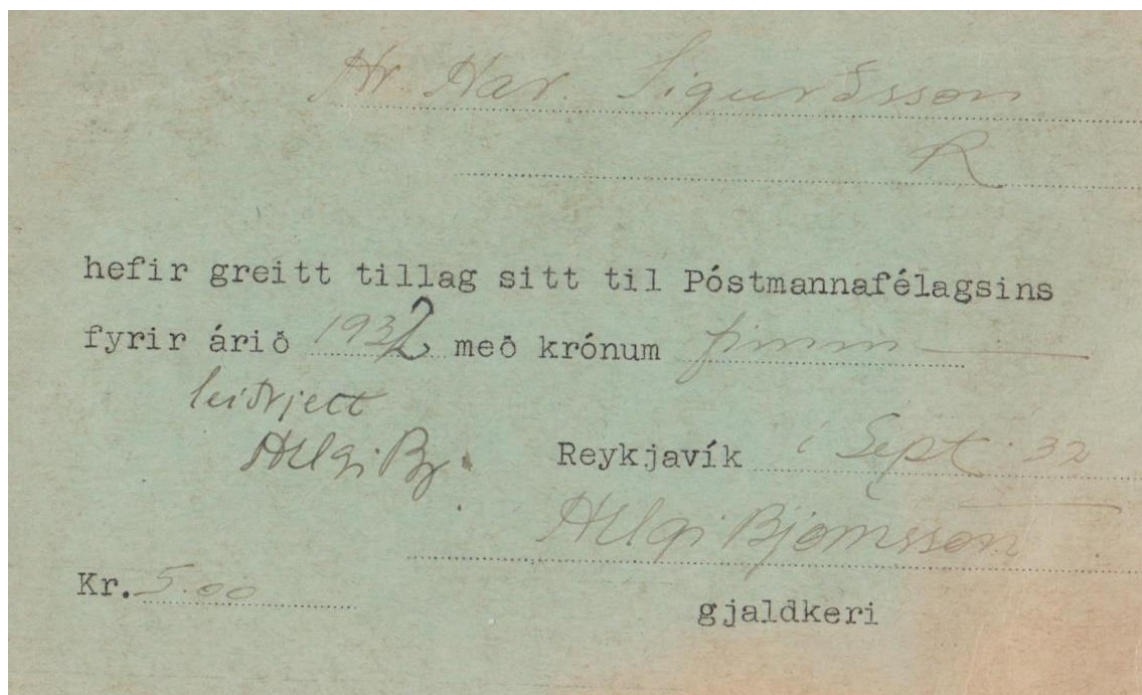
## Free postage for postal union members in 1930s ? Magni Magnússon

I recently found this „postal stationary” in an estate of a postman.



Around 1930 the postal workers started a union, and when charging for the annual fee for union members, they got a permission to send the bill to members free of postage. I have not been able to find any record in old post magazines about this. With your knowledge, have you ever seen or heard of items like this?

Best of regards, Magni.



(Ed. The reproductions are the best I can manage. The addressee is Haraldur Sigurðsson and it looks like he was charged 5 krónur for his 1932 membership. The green ink stamp might read PÓSTMANNAFÉLAGIÐ ? Can readers help please?)



## Catalogue of Flights to and from and around Iceland (Issue 27) *Lars-Ove Pehrsson*

(Ed.). Lars-Ove seeks information in two areas. What follows is a series of questions relating to the article in Issue 27. I hope readers will be able to provide Lars-Ove with the answers.

His other request is for an extension of the original table from 1940 to 1972 (1985?) taken from the leaflet published by the late Sigurður H. Thorsteinsson and kindly provided by Steinar Fridthorsson. That follows below.

This, from Lars-Ove:-

I am interested in the Wolfgang von Gronau flights to USA. According to Wikipedia he flew August 18, 1930 to New York over Reykjavik. This flight is not mentioned in the Catalogue of Flights.

His second flight started from Berlin august 11, 1931 with a stop in Reykjavik August 13 before he continued to Chicago.

The last flight was an around the world trip which started from Sylt in July 21, 1932 with arrival in Reykjavik. The arrival date is not mentioned. The date 10.11 is the end of the flight 111 days later at the Lake of Constance after he had finished his around the world trip.

Is the information I have correct, or is there information missing in the Catalogue of Flights?

There is other information in the Catalogue of Flights, especially in the column "Flugf./Carrier" I have difficulties to understand. What do the figures mean within brackets for Ahrenberg (65), F.I. (22.10), Von Gronau (20), Von Gronau (10), Von Gronau 1932 (Ekki st. à Isl.), and Dr. Light (178)?

*Lars-Ove Pehrsson*

No.	Dags./Date	Leið frá til/Route from to.	Flugf./Carrier.	No.	Dags./Date	Leið frá til/Route from to.	Flugf./Carrier.
114.	16.-27.3.'37	Reykjavík-Brasil	Zeppelin	155.	10.12. 1946	Stockholm-Reykjavík	ABA
115.	13.-25.4.'37	Reykjavík-Brasil	Zeppelin	156.	10.12. 1946	Stavanger-Reykjavík	ABA
116.	27.4.-8.5.'37	Reykjavík-Brasil	Zeppelin	157.	10.12. 1946	Reykjavík-Stavanger	ABA
117.	3.-6.5. 1937	Reykjavík-Brasil	Hindenburg	158.	10.12. 1946	Reykjavík-Stockholm	ABA
118.	02.05. 1938	Reykjavík-Akureyri	Flugfélag Akureyrar	159.	18.01. 1947	Reykjavík-Stavanger	SILA (2.250 gr)
119.	30.07. 1939	Sandskeld- <del>Reykjavík</del>	Svifflugféti. Islands	160.	20.01. 1947	Stavanger-Reykjavík	SILA (3.850 gr)
120.	22.10. 1940	Reykjavík-Akureyri-London	R.A.F. (Alabaster)	161.	18.03. 1947	Reykjavík-Stockholm	AOA (7.425 gr)
121.	24.01. 1945	New York-Reykjavík (4 lbs)	Air Transport Comm	162.	18.03. 1947	Keflavík-Stockholm	AOA (780 gr)
122.	25.01. 1945	Reykjavík-New York (12 lbs)	A.T.C.	163.	18.03. 1947	Reykjavík-Oslo	AOA (2.250 gr)
123.	13.06. 1945	Stockholm-Reykjavík	SILA (18.800)	164.	18.03. 1947	Keflavík-Oslo	AOA
124.	15.06. 1945	Reykjavík-Stockholm	SILA (21.500)	165.	03.04. 1947	Stockholm-Reykjavík	AOA (29.900 gr)
125.	15.06. 1945	Reykjavík-Oslo	SILA (2.300)	166.	07.04. 1947	Oslo-Reykjavík	AOA (1.000 gr)
126.	15.06. 1945	Reykjavík-Kaupmannahöfn	SILA (10.200)	167.	18.03. 1947	Reykjavík-New York	AOA (9 lbs)
127.	27.06. 1945	Stockholm-Reykjavík	SILA 2. fl.	168.	18.03. 1947	Keflavík-New York	AOA (3.460 kg)
128.	29.06. 1945	Reykjavík-Stockholm	ATC (27 lbs. 9 oz)	169.	18.03. 1947	New York-Reykjavík	F.I. (1.075 kg)
129.	29.06. 1945	Reykjavík-Oslo	ATC (930 gr)	170.	20.03. 1947	Reykjavík-Köbenhavn	AOA (7.975 kg)
130.	29.06. 1945	Reykjavík-Kaupmannahöfn	ATC (5.300)	171.	26.03. 1947	Prestwick-Reykjavík	AOA (41.750 kg)
131.	06.07. 1945	Reykjavík-Stockholm	ABA (?)	172.	15.06. 1947	Reykjavík-Stavanger	F.I. (1.075 kg)
132.	10.07. 1945	Reykjavík-Prestwick	F.I. Pétur Gamli	173.	15.06. 1947	Reykjavík-Stavanger	DNL (1.730 kg)
133.	11.07. 1945	Stockholm-Reykjavík	SILA 3. fl.	174.	15.06. 1947	Reykjavík-Stockholm	DNL (1.830 kg)
134.	22.07. 1945	Reykjavík-Kaupmannahöfn	F.I. Pétur Gamli	175.	15.06. 1947	Reykjavík-Köbenhavn	DNL (11.850 kg)
135.	25.07. 1945	Helsingfors-Reykjavík-New York	FINAIR	176.	15.06. 1947	Stavanger-Reykjavík	DNL (0.100 kg)
136.	13.08. 1945	Reykjavík-Prestwick	R.A.F. (400 gr)	177.	21.06. 1947	Helsinki-Reykjavík-New York	AOA (0.800 kg)
137.	13.08. 1945	Prestwick-Reykjavík	R.A.F. (1.285)	178.	23.06. 1947	Reykjavík-Stockholm	LL (2.590 kg)
138.	18.01. 1946	Reykjavík-Stavanger	SILA	179.	23.06. 1947	Reykjavík-Stavanger	LL (2.050 kg)
139.	13.02. 1946	Reykjavík-Prestwick	F.I.	180.	23.06. 1947	Stockholm-Reykjavík	LL
140.	13.02. 1946	Reykjavík-Oslo	F.I. (1.800)	181.	23.06. 1947	Stavanger-Reykjavík	LL
141.	13.02. 1946	Reykjavík-Kaupmannahöfn	F.I. (9.000)	182.	25.06. 1947	Reykjavík-Helsinki	AOA (0.650 kg)
142.	13.02. 1946	Reykjavík-Stockholm	F.I. (2.400)	183.	07.07. 1947	Reykjavík-Glasgow	LL (12.750 kg)
143.	07.04. 1946	Reykjavík-New York	AOA	184.	25.08. 1948	Reykjavík-New York	LL
144.	29.05. 1946	Reykjavík-Prestwick	Sch. Air	185.	02.05. 1949	Reykjavík-Blue West I	SAS
145.	29.05. 1946	Reykjavík-Kaupmannahöfn	Sch. Air (6000 gr)	186.	07.08. 1949	Reykjavík-London	LL
146.	29.05. 1946	Reykjavík-Stockholm	Sch. Air (1400 gr)	187.	27.09. 1950	Reykjavík-Stockholm	PanAm
147.	29.05. 1946	Reykjavík-Oslo	Sch. Air (800 gr)	188.	29.09. 1950	Oslo-Reykjavík	PanAm
148.	29.05. 1946	Reykjavík-Helsinki	Sch. Air (700 gr)	189.	01.10. 1950	Helsinki-Reykjavík	PanAm
149.	29.05. 1946	Prestwick-Reykjavík	F.I. (1620 gr)	190.	27.04. 1954	Stockholm-Reykjavík	PanAm
150.	31.05. 1946	Kaupmannahöfn-Reykjavík	Sch. Air	191.	14.07. 1954	Reykjavík-Grimsey	F.I.
151.	31.05. 1946	Stockholm-Reykjavík	Sch. Air	192.	14.07. 1954	Grimsey-Reykjavík	F.I.
152.	01.06. 1946	Reykjavík-Kaupmannahöfn	ABA-DDL	193.	13.05. 1955	Reykjavík-Stockholm	F.I.
153.	19.06. 1946	Glasgow-Reykjavík	F.I. (14.514 gr)	194.	14.05. 1955	Stockholm-Reykjavík	F.I.
154.	29.06. 1946	Glasgow-Prestwick-Reykjavík	F.I. (27.100 gr)	195.	14.05. 1955	Reykjavík-Oslo	F.I.

No.	Dags./Date	Leið frá til/Route from to.	Flugf./Carrier.	No.	Dags./Date	Leið frá til/Route from to.	Flugf./Carrier.
196.	14.05.1955	Oslo-Reykjavík	F.I.	237.	19.06.1971	Reykjavík-Frankfurt	F.I.
197.	22.05.1955	Luxembourg-Reykjavík-New York	LL	238.	19.06.1971	Frankfurt-Reykjavík	F.I.
198.	05.10.1956	Reykjavík-Gautaborg	LL (Vetrarflug)	239.	01.07.1971	London-Reykjavík-Victoria	Air Race
199.	05.10.1956	Gautaborg-Reykjavík	LL (Vetrarflug)	240.	04.11.1971	Reykjavík-Köbenhavn	LL (DC 8)
200.	23.06.1957	Reykjavík-Brúarland	Balloon	241.	04.11.1971	Köbenhavn-Reykjavík	LL (DC 8)
201.	30.04.1960	Reykjavík-Helsinki	LL	242.	04.11.1971	Reykjavík-Stockholm	LL (DC 8)
202.	01.12.1962	Reykjavík-Visby	ABL	243.	05.11.1971	Stockholm-Reykjavík	LL (DC 8)
203.	18.07.1963	Reykjavík-Glasgow	F.I.	244.	07.11.1971	Oslo-Reykjavík	LL (DC 8)
204.	22.07.1963	Reykjavík-Tórshavn	F.I.	245.	12.11.1971	Keflavík-Glasgow	LL (DC 8)
205.	25.07.1963	Köbenhavn-Tórshavn	F.I.	246.	12.11.1971	Keflavík-London	LL (DC 8)
206.	01.10.1963	New York-Reykjavík	PAA-FJF	247.	12.05.1972	Stornaway-Keflavík	Red Arrows
207.	01.10.1963	Reykjavík-Glasgow	PAA-FJF	248.	22.05.1972	Reykjavík-Dulles Wash	Sheila Scott
208.	01.10.1963	Reykjavík-New York	PAA-FJF	249.	21.05.1972	Kent-Reykjavík-Washington	Sheila Scott
209.	28.05.1964	New York-Reykjavík	LL (RR 400)	250.	24.07.1972	Lyneham-Keflavík	RAF
210.	01.06.1964	Keflavík-Luxembourg	LL (RR 400)	251.	24.07.1972	Keflavík-Lyneham	RAF
211.	16.05.1965	Reykjavík-Akureyri	F.I. (FF)	252.	02.05.1973	Luxembourg-Keflavík-Chicago	LL
212.	16.05.1965	Akureyri-Reykjavík	F.I. (FF)	253.	02.05.1973	Keflavík-Chicago	LL
213.	29.05.1966	Reykjavík-Vestmannaeyjar	F.I. (FF)	254.	16.06.1973	Reykjavík-Göteborg	LL
214.	29.05.1966	Vestmannaeyjar-Reykjavík	F.I. (FF)	255.	31.08.1974	Reykjavík-Selfoss	Flugst.
215.	01.07.1967	Reykjavík-London	F.I. (Jet)				(Opnun flugvallar)
216.	01.07.1967	Reykjavík-Köbenhavn	F.I. (Jet)	256.	31.08.1974	Selfoss-Reykjavík	Flugst.
217.	01.07.1967	Köbenhavn-Reykjavík	F.I. (Jet)				(Opnun flugvallar)
218.	23.08.1967	Reykjavík-Akureyri	F.I. (Jet)	257.	23.11.1974	Reykjavík-Artic Circle	Landhelgisgæslan
219.	23.08.1967	Keflavík-Akureyri	F.I. (Jet)	258.	04.05.1975	Reykjavík-Egilsstaðir-Sörvágur	F.I.
220.	23.08.1967	Akureyri-Reykjavík	F.I. (Jet)	259.	18.06.1975	Reykjavík-Kap Dan	Vængir
221.	10.04.1968	Keflavík-Reykjavík	LIF (Pyrila)	260.	18.06.1975	Kap Dan-Reykjavík	Vængir
222.	04.06.1968	Reykjavík-Köbenhavn	SAS	261.	20.06.1975	Selfoss-Grimsey	Flugst.
223.	04.06.1968	Köbenhavn-Reykjavík	SAS	262.	06.10.1975	Hvammstangi-Reykjavík	Vængir
224.	04.06.1968	Stockholm-Reykjavík	SAS	263.	10.10.1975	Reykjavík-Hvammstangi	Vængir
225.	04.06.1968	Reykjavík-Stockholm	SAS	264.	06.10.1975	Hvammstangi-Gjögur	Vængir
226.	05.06.1968	Reykjavík-Narssarsuaq	SAS	265.	06.10.1975	Gjögur-Hvammstangi	Vængir
227.	05.06.1968	Narssarsuaq-Reykjavík	SAS	266.	06.10.1975	Hvammstangi-Hölmavík	Vængir
228.	04.05.1968	Reykjavík-Köbenhavn	LL (RR 400)	267.	06.10.1975	Hölmavík-Hvammstangi	Vængir
229.	07.05.1968	Reykjavík-Glasgow	LL (RR 400)	268.	27.02.1976	Egilsstaðir-Akureyri	FN
230.	08.07.1969	Hella-Reykjavík	LIF (Svifflug)	269.	27.02.1976	Akureyri-Egilsstaðir	FN
231.	27.10.1969	Haag-Reykjavík	F.I. (FF)	270.	27.02.1976	Grimsey-Akureyri	FN
232.	15.05.1970	Reykjavík-New York	LL (Jet)	271.	27.02.1976	Akureyri-Grimsey	FN
233.	15.05.1970	Reykjavík-Bruxelles	LL (Jet)	272.	27.02.1976	Akureyri-Vopnafjörður	FN
234.	01.04.1971	Þorlákshöfn —	Frimerki (Raketta)	273.	01.03.1976	Vopnafjörður-Akureyri	FN
235.	07.04.1971	London-Reykjavík	BEA	274.	27.02.1976	Akureyri-Þórshöfn	FN
236.	07.04.1971	Reykjavík-London	BEA	275.	27.02.1976	Þórshöfn-Akureyri	FN

No.	Dags./Date	Leið frá til/Route from to.	Flugf./Carrier.
276.	26.02.1976	Akureyri-Kópasker	FN
277.	26.02.1976	Kópasker-Akureyri	FN
278.	24.02.1976	Akureyri-Sauðárkrúkur	FN
279.	26.02.1976	Sauðárkrúkur-Akureyri	FN
280.	24.02.1976	Akureyri-Húsavík	FN
281.	25.02.1976	Húsavík-Akureyri	FN
282.	01.03.1976	Akureyri-Ísafjörður	FN
283.	01.03.1976	Ísafjörður-Akureyri	FN
284.	24.02.1976	Akureyri-Siglufjörður	FN
285.	26.02.1976	Siglufjörður-Akureyri	FN
286.	01.03.1976	Akureyri-Raufarhöfn	FN
287.	01.03.1976	Raufarhöfn-Akureyri	FN
288.	01.03.1976	Siglufjörður-Hvammstangi	Vængir
289.	02.07.1977	Reykjavík-Paris	F.I.
290.	25.05.1978	Düsseldorf-Reykjavík-North P	EA
291.	13.06.1978	Köbenhavn-Reykjavík	SAS (Transair)
292.	13.06.1978	Reykjavík-Köbenhavn	SAS (Transair)
293.	03.11.1978	Reykjavík-Baltimore	LL
294.	03.11.1978	Baltimore-Reykjavík	LL
295.	20.10.1980	Akureyri-Ólafsfjörður	FN
296.	20.10.1980	Ólafsfjörður-Akureyri	FN
297.	06.07.1983	Reykjavík-Chicago	FL (Hóplí. Ítala 50 ára)
298.	18.08.1984	Heathrow-Keflavík	BA (Concord)
299.	18.08.1984	Keflavík-London	BA (Concord)
300.	11.07.1985	Skógar Rang-Vestmannaeyjar	Arnarflug

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## Was this cancel ever used here? IPM 34 p.22.

The original series of articles beginning in Issue 10 and finishing in Issue 26 was driven by a desire to identify and remove bridge cancels from our reference books where there is no evidence of use at a particular postal location. At the end of the series, in Issue 34, I began what is an intended regular review of the results based on the response from readers to the 27 articles.

Jørgen Steen Larsen replied to the first review which dealt with B1a Vogatunga and B1a Þjórsarbrú.

### B1a Vogatunga.

Þp mentions that the cancel was in Stóri-Lambhagi in the beginning of 1958 but is not known used after 1953. I believe that this is correct. In my collection I have no usages after 1953.

### B1a Þjórsarbrú.

Þp mentions that the cancel was in Þjórsarbrú until 31.12.1943 and in Þjótandi from 1944 to 31.12.1950. The cancel according to Þp is known used until 1950.

In my collection I have the following late usages:

- a commercial usage of B1a Þjórsarbrú 25.7.39,
- a letter with 5 \* 12 aur Hekla (philatelic?) 22.8.50 send to Arne Fredriksson, Höfn, Seltjarnarnes, Reykjavík.
- a philatelic usage on 25 aur UPU 25.11.50.

These usages all fit with Þp's handbook.

(Ed. Jørgen's last two examples confirm use at Þjótandi based on Þór's statement of its location.

Jørgen continues:- In my opinion the greatest need for a revision of the bridge cancel section would be an update of the prices - especially for rare bridge cancels. The present prices were based on my experience years back, but since then my collection has grown considerably, so prices could be adjusted in accordance with my present knowledge. Unfortunately I haven't got the necessary time, so this will have to wait, but perhaps some day

I suggest that we keep Facit as it is with only one place name for each cancel. Names of different places of use are for specialists like you and me and not so many more.

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## New Zealand 2019 award for IPM

Thanks to David Loe, our magazine was entered in the Philatelic Literature Exhibition and received a Large Silver.